

REGULATION OF PUBLIC NATIONAL AND PRIVATE INTERNATIONAL PRAGUE LETNANY AIRPORT

LKLT-SMS-05

	Name	Position	Datum	Podpis
Written by:	Robert Skribuckij	AO, COO	14.03.2025	
Approved by:	Ing. Vladislav Minar	CEO	14.03.2025	

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Divider

Edition	Stored at:
1	Letňany Unit

Purpose and Validity of the Document

Regulations of Airport Prague Letňany (hereinafter referred to as „Airport Regulations“) states the rights and duties of persons partaking in the traffic in the area of the Airport and in the delegated airspace of LKLT TRA GA (Letňany 1N, Letňany 1S and Letňany 1E) or ATZ if activated.

This document is obligatory for all LKLT Airport users and other persons that move around or intend to move around the public and non-public aerodrome section or use TRA GA, that are in management of the operator of Prague Letňany Airport, or ATZ LKLT, if activated.

The document regulates the traffic rules, defines sanctions for breaching of these rules and, on the other hand, tries to define the air traffic safety rules under given conditions and in the given environment.

The Airport Regulations are also an order of the airport operator within the meaning of § 31 para. 2 of Act No. 49/1997 Coll., on Civil Aviation and on Amendments and Supplements to Act No. 455/1991 Coll., on Trade Licensing (Trade Licensing Act), as amended, intended for operators of aviation activities and other persons involved in the operation of Prague Letňany Airport and air traffic, to ensure the safe operation of the airport and the coordination of activities at Prague Letňany Airport.

Abbreviations, concepts and definitions

AD	Aerodrome
ADC	Aerodrome Chart
AFIS	Aerodrome flight information service
AFTN	Aeronautical fixed telecommunication network
AGL	Above Ground Level
AIP	Aeronautical Information Publication
ALT	Altitude
AMSL	Above Mean Sea Level
AoR	Airspace of Responsibility
APN	Apron
APP	Approach Service Prague
ARP	Airport reference point
ART	Aerodrome reference temperature
ASDA	Accelerate Stop Distance Available
AUP	Airspace Use Plan
ATS	Air Traffic Service
ATZ	Air Traffic Zone
CTR	Control Zone
DIST	Distance
ELEV	Elevation
FREQ	Frequency
FPL	Flight Plan
GND	Ground
GEO	Geographic or True Heading
HO	Service Available To Meet Operational Requirements
HOL	Holiday

ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
LDA	Landing Distance Available
LKLT	ICAO Code of Letnany Available
LPL	Airport Prague Letňany, s.r.o.
LSLPS	Military Air Traffic Service Unit
LOC	Local Time
MAPP	Military Approach Service
MCTR	Military Control Tower Region
MTWR	Military Control Tower
NM	Nautical Mile
NIL	None or I Have Nothing to Send You
NOTAM	Notification to Air man
OFZ	Obstacle Free Zone
OPI	Dispatcher Letňany (Person who is providing the Information to known traffic)
O/R	On Request
PCN	Pavement Classification Number
PJE	Parachute jumping exercise
PIC	Pilot in Command
PDSL	Operation Time of Letňany Unit
PDL	Operation Time of Letnany Airport
QNH	Altimeter setting to Obtain Elevation When on the Ground
RDST	Radiostation
RWY	Runway
SPD	Valude Added TAX
TLOF	Touch Down and Lift Off Area
TMA	Terminal Control Area

TODA	Take Off Distance Available
TORA	Take Off Runway Available
TRA	Temporary Restricted Area
TRA GA	Specific type of TRA
UUP	Updated Use Plan
UTC	Coordinated Universal Time
VFR	Visual Flight Rules
VHF	Very high Frequency (30 – 300 MHz)
VMC	Visual Meteorological Conditions

1. Airport Information

1.1 General Information

Airport Operator:	LETIŠTĚ PRAHA LETŇANY s.r.o.
ICAO Code:	LKLT
Frequency:	120,335 (Callsign - LETNANY RADIO)
Airport Codename:	2B
Type of Airport:	Domestic Public and Private International
Locations:	District Prague 9, Letňany Prague
ARP:	50° 07' 53"N ; 14° 31' 32"E, (umístění střed AD)
ALT:	278 m (912FT) ELEV
ART:	23°2 C
Distance City Centre:	7 km NE Prague – centre GEO 550°

1.2 The Name and Address of the Airport Operator

Airport Operator:

Letiště Praha Letňany s.r.o.
Hůlkova 1075/35
197 00, Praha 9

IČO: 246 78 350
DIČ: CZ 246 78 350

Airport owner:

Letňany eGate, s.r.o.
Praha-Kbely, Hůlkova 896/31
197 00, Praha 9

IČO: 061 37 628
DIČ: CZ 061 37 628

1.3 Permitted Activities (Flights)

- VFR Day
- Educational and Training
- Testing
- Flight for Special Purpose
- Transporting
- Parachutes – only Sport
- Airdrops are Permitted Only by Previous Agreement with Airport Operator, APP Praha, LSLPS Kbely and Letňany Unit

Night Operation: NIL

Note:

- Fees for airport usage are established by Airport Operator in price list (LKLT FEES) and are available to see on website: www.letnany-airport.cz also in **LKLT Letňany - VFR manual – Czech republic**. Printed price list is available in Terminal 1. Cash and credit card payments possible.
- it is possible to conclude a contractual relationship for the use of the airport with the operator of Prague Letňany Airport according to pre-agreed conditions;
- other contractual relationships according to the terms and conditions of the operator of Prague Letňany Airport.

1.4 Operating Hours

Letňany Unit

1 MAY – 1 OCT Monday – Sunday, 0700 – 1700 UTC

2 OCT – 30 APR Monday – Sunday, 0800 – 1600 UTC, otherwise O/R HO

Note:

During the calendar year, the availability of information provision may be changed operatively depending on the needs of air traffic and the regulatory base for VFR Day flights. Airport users are informed about this fact via NOTAM, the www.letnany-airport.cz website and through the LKLT Facebook page.

We recommend airport users to inquire about the availability of information and the status of the RWY by phone directly OPI at +420 286 581 340 (Letňany unit). The operating hours of the Letňany unit in selected months are limited by the time of civil twilight, i.e. the operating hours of the Letňany unit and the provision of information on these days are limited, whichever comes first, either the published end of the operating hours or the civil twilight.

Airport Area (non-public areas A, B, C)

Operating hours for contractual airport users are between 0600 – 2300 LOC.

Operating hours for all other airport users are same with operating hours.

For the use of the airport by non-contractual (other) users, it is necessary to follow the procedure see. Chap. 5.8. Failure to comply with this provision shall be considered a violation of the Airport Rules and the order of the operator of Prague Letňany Airport within the meaning of Act No. 49/1997 Coll., on Civil Aviation and on Amendments to Act No. 455/1991 Coll., on Trade Licensing (Trade Licensing Act), as amended.

1.5 Seasonal usability

In the winter, the runway system is not maintained and snow cleaning is not ensured due to grass RWYs. Snow cleaning is only organized on the paved (asphalt) surface of the airport.

RWYs are ineligible if the grass or snow cover height exceeds 25 cm. If the pilot makes landing or take-off on such an ineligible runway at his

own discretion, the operator is not responsible for any damages. In the Letňany Unit operating hours, the pilot is alerted by the Letňany unit dispatcher that the RWYs system is inoperable (eg. soft surface).

Note:

To check the status of RWYs and verify providing information, always call Letňany Unit, tel. + 420 286 581 340.

1.6 Areas for Aircraft Parking

South of Letňany Unit, two paved parking areas, otherwise on the grass area as instructed by the Dispatcher of Letňany Unit or Airport staff.

1.7 Hangar Parking

O/R

1.8 Rescue and Firefighting equipment

During Letňany Unit operating hours, an emergency vehicle with a trailer is available for life saving and firefighting purposes. The trailer is equipped with a fire extinguisher and rescue equipment as in the Annex 1, Aviation Regulation Annex 14 (Airport).

During Letňany Unit operating hours, the firefighting and rescue service is comprised of the Shift Manager and the Executive Technical Worker, the Dispatcher is in charge of this service and must be immediately informed by the witnesses of an event or by the Executive Technical Worker when a need arises to actively use the firefighting and rescue service equipment.

Airport Category:	2;
Fire Extinguishers:	2 x 50 kg powder extinguisher;
Rescue Equipment:	crowbar, fire axe, knife to cut safety belts, work gloves, medical equipment, materials for the first aid and 2 pcs of respirators.

All equipment listed above is primarily intended to provide life saving and firefighting service at the airport during air traffic operation.

The vehicle is located at Terminal 1.



Picture 1 Rescue and firefighting equipment of LKLT

Other fire extinguishers:

hand-operated 6kg powder extinguishers, type A B C, are placed in LSSP hangar, in metal hangars, in the tower and at the fuel station.

Fire Rescue Service (phone number 150) or **Emergency Medical Service** (phone 155) is called according to the size of the incident, accident, or fire.

1.9 Medical Service

First aid equipment is located at the Letňany station, in the emergency vehicle and Terminal 1.

Depending on the extent of the incident, accident or other event, the OPI or the Executive Technical Worker may call **the Prague Ambulance Service, tel. 155.**

1.10 Accommodation Availables

- STAGES HOTEL Prague (4km S)
- Hotel Duo (4km SW)
- Hotel Aura (4km NW)
- Hotel Blue Orange (4km NW)

At the airport – NIL

1.11 Dining Options

- Refreshments can be purchased at Terminal 1.


1.12 Transport Connection

- Metro station is located 1km along the southwestern edge of the Airport; (see the map in attachment)
- Public transport – Bus Stop („Důstojnické domy“) 750m distance
- Taxi – AAA, 14 014

1.13 Location and Altitude to Check the Altimeter

- Operational area in front of the hangar AK Letňany – 278 m (912FT)

1.14 Signals and Indicators Location

- Wind indicator  (WDI) including a circle with diameter of 15m width of 0,5m is located in area to the right of RWY 05R. The second WDI is to the left of RWY 23L.

Signal area is not established. AD is situated at MCTR Kbely.

- Threshold sign L-shaped dimension 6x4,5m, width 0,8m, white, complemented by cones or flags.
- Lateral threshold sign dimension 3x0,8m, white
- On the number 3 stall, the „H“ marking including the circle for landing and take-off helicopters (TLOF) was made.

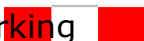
1.15 Lighting Equipment

NIL

1.16 Alternate Power Source

NIL

1.17 Symbols Defining Airport Area

The boundaries of the aerodrome operating areas are marked by boundary marking  .

The crew must not enter the aircraft behind these signs, unless otherwise stated by the OPI or GHM. The exception is the exit to the hangars Blaník Aircraft/Wolfsberg.

The airport boundary is bordered by continuous fencing around the entire perimeter of the airport.

1.18 Objects at the Airport Complex

1.18.1 Non-Public Area C

- **(1-A)** Take-off and landing paths (RWY) – 23R/05L a 23L/05R

1.18.2 Non Public Area B

- **(A-1)** Integrated workplace of the LKLT operator ("tower") consisting of the Dispatcher post and Airport Operator office (1), Security manager office (2), Safety manager office (3), Ground Handling Manager office (4) and sanitary facilities;;
- **(A-2)** Terminál 1 (Briefing room / rest room);
- **(B-1)** Workshop of Aeroclub Praha Letnany;
- **(B-2)** LKLT operator workshop;
- **(B-3)** Flight school workshop;
- **(B-4)** Warehouse of LKLT operator;
- **(C-1)** Aeroclub Praha Letnany hangar;
- **(C-2)** Hangar LSSP;
- **(C-3)** Metal hangar;
- **(D-1)** Fuel station of aviation fuel;
- **(2-A)** OFF-ROAD trail;
- **(3-A)** Are for limited parking of aircraft and other transport and mechanized vehicles; **(The maximal time for parking in this area is limited up to 15 minutes.**
- **(4-A)** Parking area reserved for a long term aircraft parking;

1.18.3 Non public Area A

- **(E-1)** Rental house of Aeroclub Praha Letnany;
- **(6-A)** Airport Letnany parking place;

1.18.4 Public Area

- Without objects.

See the Annexes No. 2 (A-E)

1.19 Aircraft Communication	Communication	Devices	(Radio
Callsign	LETŇANY RADIO		
Frequency	120,33333 MHz		
Frequency channel	120,335		

WARNING

It is not possible to arrive or depart from/to TRA GA Letňany 1S and TRA GA Letňany 1N unless the aircraft is equipped with 8, 33 kHz RDST separation.

1.20 Fixed connecting Services

Phone No. Letňany Unit	+420 286 581 340
Phone No. Ground Handling LKLT	+420 702 185 744
Phone No. LSLPS Kbely	+420 973 333 120
	+420 973 333 121
Phone APP Praha	+420 220 374 548

1.21 Radionavigation Equipment

NIL

1.22 Weather Service

ČHMÚ Praha Ruzyně	+420 220 372 143
ČHMU Praha Ruzyně fax	+420 220 372 140
Kbely AD METEO	+420 973 207 392

Letňany Unit is equipped with wind indicator (orientation measurement direction and velocity), QNH indicator, thermometer and map for low surface visibility (Annex. No. 4)

1.23 Rules and Restrictions of Local Air Traffic

Snow removal during winter is not organized. Snow cleaning is only organized on the paved (asphalt) surface of the airport.

- Air traffic at Prague Letňany airport is coordinated with LSLPS Kbely.
- For the purpose of providing OPI information at LKLT, the premises of TRA GA Letňany 1S, Letňany 1N and Letňany 1E have been established". The delimitation of TRA GA areas is given in Annex 1A-1B.

ATZ of Prague Letňany Airport is established only in case of MCTR Kbely deactivation.

- The traffic circuit consists of conflicting traffic for flights from/to RWY 06/24 LKPR, 06/24 LKKB.
- The traffic circuit altitude is a maximum of 1900 ft/580 m AMSL.
- The traffic circuit is carried out to the right on RWY 23L/R and to the left on RWY 05L/R. Both traffic circuits are carried out in a northerly direction from the RWY.
- Outside the operational hours of the Providing information to known traffic unit Letňany, i.e. if the TRAGA premises are not active, flights along the traffic circuit are prohibited. Without active spaces, the TRAGA circuit extends into CTR LKPR and MCTR LKKB.
- During the active TRAGA airspace, i.e. at the time of information provision, it is strictly forbidden to fly the traffic circuit south of AD LKLT, due to conflicting traffic with traffic on LKKB

1.24 Aircraft Maintace

NIL

1.25 Protection of Objects and Non-Public Areas at the LKLT airport

24 H CCTV
Night Security

Protection of the airport against unlawful acts is organized in accordance with the Security program of LKLT operator.

2. Rules for Movement of People and Vehicles at the Airport

The movement of people and vehicles at LKLT is specified in the LPL "Security Program" and "Manual Safety management System".

2.1 Movement of People and Vehicles

2.1.1 Public Area A

Landside: parts of an airport, adjacent land and buildings or parts thereof that are not non-public airport areas. The public areas of Prague Letňany Airport are private land and are used in accordance with lease agreements.

2.1.2 Non-Public Area A

The non-public area of the airport (A) consists mainly of the Letňany Airport car park and the administrative building of the Aeroclub. Entry to the non-public area A (Airside A) is through gatehouse G1, where each tenant (airport user), airport employee, etc. must prove themselves with a valid ID card that entitles them to enter the non-public area. Third parties, i.e. the supplier company, those interested in sightseeing flights, visitors, etc., are allowed to enter the non-public area A only if they have a relevant reason for staying in this area.

2.1.3 Non Public Area B

This area forms part of the Prague Letnany Airport and is separated from other areas by fence around the airport. Access to non- public area B (Airside B) is via the G1a gateway where each tenant (airport user, airport employee, etc.) has to prove a valid ID card that entitles him / her to enter the private area and,

at the same time, by applying this ID card to the ID card reader allows the person concerned to enter the area B.

Third persons, that is, the supply company, those interested in sightseeing flights, visitors, etc. are allowed to enter Area B only if they are accompanied by a person holding a valid ID card and a third person will have a visually positioned VISITOR card on the top of the garment. The holder of a valid ID card is required to be in full responsibility for the third party whole time. Upon completion of the agreed activity, the holder of the valid ID card must accompany the third person to the public area of the airport.

GUEST cards can also be borrowed at Terminal 1 LKLT building and must also be returned immediately when no longer needed. In case the gateway service is activated, you can also borrow cards at the gateway to the airport, which is at the G1 - GATE 1 gateway.

Vehicles are only permitted to enter airside with a valid ENTRY AUTHORIZATION CARD. Additionally, the entrance is allowed to supply vehicles, emergency vehicles, the Customs Administration of the Czech Republic, the Police of the Czech Republic and the Municipal Police of Prague.

Other vehicles entry and exit exceptions may be agreed upon previous agreement with an Airprot Operator. Temporary ENTRY PERMITS (VISITOR) are available at Terminal 1 building. Each request to enter the private area of the airport must be sent to the airport email address info@letnany-airport.cz.

In non-public area B smoking is permitted only at designated areas.

This area contains:

- Tower building – an integrated building of the offices of employees of Prague Letňany Airport, s.r.o.
- Terminal 1
- Workshop of the Aeroclub Prague Letňany
- Hangár Aeroklubu Praha Letňany
- Aviation fuel dispensing point
- Hangár LSSP

- Canvas Hangar
- Sheet metal hangar
- Operational building of the Aeroclub Prague Letňany
- Parking lot
- Aircraft operators' technical staff cells
- PRE objects

2.1.4 Non public area C

This part defines the area around the RWYs LKLT (more in Appendix 2). The space includes RWYs and APRON LKLT.

Only people who are properly marked with reflexive elements with a strong colored background are allowed to enter the C area. Persons must be holders of a valid ID card, and third parties can enter this area only with a person with a valid ID card. Every person in space C must be marked with reflective elements that make up at least 1/3 of the person's clothing.



Picture 2 *Reflective elements for movement in non public C area*

In the event of entering the C area with the vehicle, it is required to switch on the hazard warning and contour lights. In space C there is a danger of a collision with moving planes. Taxiing, landing or departing aircraft always take precedence.

Movement in space C must be coordinated with the Letňany dispatcher and the person in this area must follow its instructions.

Exceptions for entry are made for vehicles of the IRS, the Customs Administration of the Czech Republic, the Police of the Czech Republic and the Municipal Police of the Capital City of Prague, CAA and ÚZPLN. For vehicles and movement of IRS persons, priority over other traffic must be ensured if necessary.

Another exception is the Rescue and Fire Service of Prague Letňany Airport, which consists of an Executive Technical Worker and a Day Service Manager. For this purpose, the ETW uses an emergency vehicle located near Terminal 1. The OPI is responsible for the overall operation of the LKLT in the event of an incident and manages this traffic from its location. This applies to all LKLT areas.

Further movement of persons or vehicles in this area is restricted and only allowed in exceptional cases. Under no circumstances must the safety of air traffic be compromised.

All persons in this area are obliged to monitor air traffic and follow the rules of safe movement in this area.

Smoking in C area is strictly forbidden same as manipulation with open fire.

2.2 General Guidance on Compliance with Safety

- a) It is strictly forbidden to enter the non-public areas B and C with dangerous objects, weapons, animals, handling fires, smoking (except for reserved areas in area B) and a strict ban on entry to persons who are intoxicated or under the influence of narcotics. It is also forbidden to enter the B and C area for scooters, electric unicycles, free movement on roller skates, skateboards, riding Segways, Halfbikes, Hoverboards, horses, etc. Riding motorcycles and bicycles is allowed at a maximum speed of 5 km/h. In the winter months, skiing, bobsleigh, bobsleigh, etc. are prohibited. The responsibility for compliance with the safety rules in these areas lies with all persons who are in these areas, including professional escorts. Possible exceptions are granted by the operator of Prague Letňany Airport. The non-public area of the airport is also a defined area;
- b) it is forbidden to take photographs and make audio-visual recordings without the prior consent of the operator of Prague Letňany Airport. An exception is made for users of LKLT airport, who may take photographs and make audiovisual recordings only for their own use and only of aircraft owned by them;
- c) any person who is in possession of a valid ID card may not admit/release into / out of areas B and C any other person or persons who do not have a valid ID card, regardless of whether it is a person(s) known or not. Such admission is a gross violation of the rules of this Order;
- d) all users of the LKLT airport and their clients are obliged to use the pedestrian gate G1A or G6 to enter the area B – see Appendix No. 2E. The gate can only be opened by placing a valid ID card on the ID reader. It is strictly forbidden for pedestrians to use the entrance gate, which is intended only for the entry of vehicles;
- e) willful damage or unprofessional manipulation of security systems installed at LKLT airport will be fined;

- f) all areas, i.e. A, B and C are protected by a camera system (24HRS);
- g) it is forbidden to fly kites, parachutes, RC aircraft or other equipment within a radius of 500 m from the warning board. Possible exceptions are granted by the operator of Prague Letňany Airport;
- h) each aeronautical operator and LKLT airport employee is obliged to comply with the established rules in all areas and to follow the instructions and orders of the aerodrome operator according to the LKLT Airport Rules and other LKLT directives;
- i) The main gate G1 closes at 2300 LOC and opens at 0600 LOC. After the closure of the main gate, the movement of persons at LKLT Airport only with the consent of the operator of Prague Letňany Airport;
- j) Violation of this Directive, the provisions in the VFR Manual (VFR-AD-LKLT-TEXT) and the Prague Letňany Airport Operator's Security Program will be fined by the Prague Letňany Airport Operator up to CZK 10,000. In accordance with Section 1395 of Act No. 89/2012 Coll., the Civil Code, as amended, the operator of Prague Letňany Airport is entitled to withhold another's movable property to secure the due debt of a person to whom it should otherwise surrender the property. In this way, it is also possible to secure an undue debt if the debtor declares that he will not meet the debt or otherwise in accordance with Section 1395 par. 2 of Act No. 89/2012 Coll., the Civil Code, as amended;
- k) the speed of vehicles is limited to 5 km/h in the entire airport area, i.e. in areas A, B, C. The driver of such means of transport is obliged to maintain this speed and not to endanger himself or other entities located on the airport premises. The driver is also obliged to allow free passage of aircraft or other aircraft equipment, which has priority over means of transport on the airport premises;
- l) Access to the non-public airspace of the airport may only be granted to persons and vehicles if they have a legitimate reason to do so.

- j) The ID card can only be issued to a person who has a legitimate reason to use the LKLT permanently and is approved by an LPL worker

3. Information about Maneuvering Areas

3.1 Runways

RWY (designation, geographic direction, dimensions, maximum weight, directions, declared distances TORA, ASDA, TODA, LDA)

- Average longitudinal slope is 0.12% downward in direction RWY 05, maximum slope up to 0.3% (does not affect air traffic);
- Average lateral slope is 0,6% in NW and N direction, maximal slope up to 1,0% (does not affect air traffic)

Maneuvering area

RWY		Size		Declared lengths of RWY					
Designation ⁱ	Hdg	RWY	STRIP	TORA	TODA	ASDA	LDA	Capacity	Surface
05 L	046°	860x23	1210x75	1000	1030	1030	860	5700kg/0,4 MPa	Grass
23 R	226°	860x23	1210x75	860	1000	1000	860	5700kg/0,4 MPa	Grass
05 R	051°	800x25	800x75	920	950	920	800	5700kg/0,4 MPa	Grass
23 L	231°	800x25	800x75	900	920	800	800	5700kg/0,4 MPa	Grass

The maximum operating height of grass on the movement area is set by the operator of Prague Letňany Airport at 25 cm.

Note:

The load-bearing capacity of the runway system can be reduced due to prolonged rains or when snow melts. Significant changes in the published movement areas may be changed beyond the scope of these Regulations by means of NOTAM or SUPPLEMENT.

3.2 Aircraft Taxiing

Aircraft taxiing shall be carried out with sufficient safety margin between aircraft under the full and exclusive responsibility of the PIC. If the PIC is not confident while taxiing, the taxi will be performed by dragging or pushing the aircraft. The PIC has priority over persons and vehicles moving on the manoeuvring areas during taxiing, and the PIC must control movement on the manoeuvring areas of the aerodrome during taxiing. The PIC must avoid collision with any obstacle that is in the non-public area of the aerodrome. An aircraft overtaken by another aircraft and an overtaking aircraft shall maintain a sufficient distance from the overtaken aircraft.

The PIC of the aircraft is obliged to always report the status to OPI immediately "**after starting the engine**", no matter where it is in the non-public part of the airport, and at the same time it must immediately report its position. (e.g. after starting the engine at a petrol station.), unless otherwise specified by NOTAM. (For example, in PJE)

In the event of an incident, the PIC shall follow the instructions of the OPI and the OPI shall ensure that standby mobile vehicles going to assist an aircraft in distress must be given priority over any movement on the aerodrome tarmac.

3.3 Signs on Maneuvering Areas

Maneuvering areas are clearly marked with boarder signs  .

THE PASSAGE OF AIRCRAFT BETWEEN THE BOUNDARY SIGNS IS STRICTLY PROHIBITED. IT CAN ONLY BE ALLOWED IN AN EMERGENCY, AND ONLY OPI DURING THE OPERATING HOURS OF THE LETŇANY SITE. THE ONLY EXCEPTION IS THE PASSAGE TO THE HANGARS WOLFSBERG AND BLANÍK AIRCRAFT

3.4 Značky a značení na ostatních plochách v neveřejné části letiště

Další značení, značky a podmínky pro pohyb v neveřejné části nejsou specifikovány.

3.5 Obstacles in Airport Vicinity

Obstacles in close vicinity of the aerodrome (elevation, direction, distance from the aerodrome reference point, day and night marking)

Place/location	ELEV (m)	DIST (km)	GEO (o)	Degree of incline (m)
Chimney VZLÚ Letňany	319	0,7	296	44
Chimney Letov	313	0,8	315	36
Chimney LO Kbely	301	0,9	80	24
Lighthouse Kbely	326	1	174	44
Estate Letňany	324	1	276	46
Manufactory KNAUF Kbely	310	0,8	186	37
Pylon VN Prosek PRE,s.r.o	315	1,3	250	37
Houses Prosek	313	1,5	245	36
Houses Prosek	323	2	238	46
Chimney cukrovar Čakovice	326	2,5	341	49
Chimney teplárna Třeboradice	395	4,1	353	118

There are no obstacles/ barriers on approach RWY 05R / 23L 05L/ 23 R in the rate of 1:30.



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Obstacles in the airport vicinity are clearly marked either by day or night lights. Public lighting along the "Kbelska" road is not marked, but does not interfere with the safety protecting zone of LKLT. Pilots are asked to increase their attention.

4. Air Traffic Management

4.1 Responsibility

The Director of Prague Letňany Airport or a representative appointed by him is responsible for the organization and operational flight support. During operation, OPI is responsible for providing information.

4.2 Opening and ending of operation

It takes place in coordination with LSLPS Kbely. LSLPS Kbely issues consent to the activation or deactivation of the relevant TRA GAs for use by the Letňany unit.

4.3 VFR day Flights

Minimum meteorological conditions

For the activation of TRAGA 1N, 1S and 1E areas, the ground visibility shall be at least 5000 m and the significant cloud base shall be at least 1500 ft AGL. TRA GA are also RMZ-type areas, i.e. areas with mandatory functional radio equipment.

Arrivals and Departures

Arrivals and departures to LKLT aerodrome are allowed only during the day, i.e. during TB-TE, according to the table of sunrises and sunsets published in AIP CR.

Arrivals and departures are carried out according to VFR Manual VFR-AD-LKLT-TEXT-2, points: 1.3.3 to 1.3.3.6.

Aerodrome user is obliged to inform the Airport Operator about any arrival and departure from/ to countries outside of EU and Schengen at least 24-hrs before planned arrival or departure, using a

required form. The form can be obtained on www.letnany-airport.cz and then is to be e-mailed to info@letnany-airport.cz. The Airport Operator is obliged to organize immigration and customs clearance, as per valid Czech law and regulations. Airport Operator will not ensure a security check of people and baggage. Other service must be ordered and confirmed by Airport Operator at least 24-hrs in advance.

The charges associated with the above customs, which will be canceled more than 12 hours before arrival, will not be charged. However, if cancellation takes place in less than 12 hours prior to arrival, the airport operator will charge such customs in full (cancellation must be emailed to info@letnany-airport.cz).

Traffic Circuits

The traffic circuit is carried out according to VFR Manual VFR-AD-LKLT-TEXT-3, points 1.4 to 1.4.3.3. **It is prohibited to fly traffic circuit training when the TRAs GA Letňany are not activated.**

Combined Flights (VFR – IFR / IFR - VFR) – Kbely Airport Usage

According to the AIP CR, pages AD 1. 1. - 2., clause 1.1.2.1.2, an instrument approach with the subsequent VFR flight to another aerodrome or training approach is considered as military airport usage. The use of the LKKB military airport can be according to AIP CR, page AD 1.1-3, clause 1.1.2.2, only on the basis of a prior authorization by the competent authority of the Czech army.

Compliance with ATFM Departure Slots

According to Commission Regulation (EU) No 255/2010 from 25th March 2010, pilots flying at FPL (combined) from Prague Letňany airport must adhere to the ATFM departure slots. Information about the allocated time slot for the combined VFR /



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IFR flight can only be gained at FIC Prague office in accordance with **AIP ENR 1.9.1.5.1.**, phone number: +420 220 374 393 or +420 220 562 638.

Combined FPL Departures from LKLT

All pilots are required to inform Letňany Unit LKLT well in advance about their combined FPL, prior to their actual departure, ideally by phone. LKLT dispatcher can then inquire MTWR Kbely if they received the FPL. If, for any technical reason they have not, MTWR Kbely will ensure subsequent FLP redistribution. Once the FPL is received at MTWR Kbely, they inform Dispatcher LKLT. Only then Dispatcher LKLT provides the information for departure and activates the FPL. Should the FPL not be distributed (activated), the pilot must wait for Dispatcher LKLT instructions.

This regulation minimizes the aeroplane inflight delays and ensures adherence to the ATFM slots.

Holding

They are not specified. Holding is carried out according to the instructions of OPI aerodrome LKLT or LSLPS Kbely, if the Letňany unit is out of service.

Noise Abatement Procedures

Unless otherwise instructed by ATC, it is prohibited to fly with powered aeroplanes over urban areas such as Kbely, Satalice, Vinor, Horni Pocernice, Cakovice and Miskovice. After departure from RWY 05L/R, the pilot is required to avoid flying over Kbely town and follow the aerodrome circuit trajectory of the actual RWY in use. After departure from RWY 23L/R climb with maximum gradient while maintaining safety of the flight. It is forbidden to overfly Prosek.

After 1600 UTC the aerodrome circuit training flights are strictly prohibited

For flying training flights on the traffic circuit at 1600 UTC, it is possible to grant an exception by prior agreement with the operator LKLT.

Operation on Parallel Runways

The distance between the centre points of RWY's does not meet the requirements of point 3.1.11 of the L 14 aerodrome regulation.

Parallel runways cannot be used simultaneously for take-offs and landings.

Take-offs from these runways are separate. The order is recommended by OPI according to the operating situation. In case of departure on MTWR Kbely frequency, the pilot-in-command is in contact with MTWR Kbely and proceeds according to their instructions.

Counter-directional independent parallel traffic is prohibited. Only in exceptional cases, i.e. "state of emergency" or during emergency landing training, and only under conditions that there is no traffic on the circuit or on the landing in the opposite direction runway and the Letňany unit provides information.

4.4 Parachute Flights

Performing parachute jumps: is governed by L2 Appendix N, Rules for parachute jumps, Annex 2 – L2

- a)** parachute jumping – only sporting, is possible only after the consent of the operator of Prague Letňany Airport and in coordination with APP Praha, LSLPS Kbely and unit Letňany;
- b)** Parachute jumps will be permitted by LSLPS Kbely due to the current operational situation, taking into account maximum efficiency, but in such a way that the safety of air traffic is not disturbed;
- c)** during flight training at Kbely Airport, parachute drops will not be allowed;
- d)** parachute drops will be carried out only by sports or military paratroopers on steerable parachutes (main and reserve);

- e)** the parachute jumping operator guarantees the place of impact on the LKLT;
- f)** the parachute jumping operator is obliged to make an agreement with LSLPS Kbely regarding training activities before the activity;
- g)** on the day of planned parachute jumps at 0830 LT, the parachute operator will make an agreement with LSLPS Kbely and set the time schedule of parachute jumps.
- h)** LSLPS Kbely reserves the right not to allow parachute jumping if the density of traffic and workload of LSLPS Kbely does not allow it;
- i)** The contact person for parachute jumps and also the jump controller at LKLT is Mr. Podoubský, tel: 602 279 289, or Mr. Toman, tel: 724 139 501. These persons communicate with LSLPS Kbely and are always present during parachute drops;
- j)** the implementation of military parachute drops is under the jurisdiction of LSLPS Kbely in cooperation with the Letňany unit.
- k)** the place of impact for airborne activities is listed in Annex 8

4.5 Alternate Aerodromes (Callsign, Frequency, Altitude, RWY, GEO, DIST, Phone No.)

! WARNING !

Kbely aerodrome (LKKB) shall not be listed as the alternate aerodrome nor should it be mentioned in the FPL.

! WARNING !

1. VODOCHODY

ICAO	LKVO
Callsign	Frequency
Vodochody TOWER	133,080 MHz
Vodochody RADIM	123,030 MHz
Vodochody RADAR	127,480 MHz
Altitude	280 m
RWY 10 / 28	dimension 2500 x 45 m (asphalt)
RWY 11 / 29	dimension 1800x50 m (grass)
GEO	318°
DIST	12,2 km
Phone nr.	+420 731 135 187
Available to use only with previous approval from LKVO ATC.	

2. VACLAV HAVEL AIRPORT PRAGUE

ICAO	LKPR
Frequency Channels	122,160 Ruzyně ATIS 134,560 Ruzyně TOWER 127,530 Praha RADAR
Altitude	376 m
RWY 06 / 24	dimension 3715 x 45 m (concrete)
RWY 12 / 30	dimension 3250 x 45 m (concrete)
GEO	250°
DIST	20 km
Phone nr.	+420 220 111 111, +420 220 115 890

3. TOČNÁ AIRPORT

ICAO	LKTC
Callsign	Točná RADIO
Frequency	123,410 MHz
Altitude	313 m
RWY 09 / 27	dimension 870 x 30 (grass)
GEO	206°
DIST	17,5 km
Phone nr.	+420 724 443 882

4. SAZENÁ

ICAO	LKSZ
Callsign	Sazená RADIO
Frequency	119,640 MHz
Altitude	233 m
RWY 15L / 33R	dimension 120 x 1315 m (grass)
RWY 15R / 33L	dimension 840 x 30 m (grass)
GEO	320°
DIST	28 km
Phone nr.	+420 603 866 458

5. MLADÁ BOLESLAV

ICAO	LKMB
Callsign	Boleslav RADIO
Frequency	123,610 MHz
Altitude	233 m
RWY 04L / 22R	dimension 20 x 775 m (grass)
RWY 04L / 22R	dimension 20 x 775 m (grass)
RWY 16L / 34R	dimension 20 x 900 m (grass)
RWY 16L / 34R	dimension 20 x 900 m (grass)
GEO	042°
DIST	44 km
TEL	+420 606 608 530 +420 725 900 160

5. KOLÍN

ICAO

Callsign

Frequency

Altitude

RWY 03R / 21L

RWY 03L / 21R

GEO

DIST

Phone nr.

LKKO

Kolín RADIO

129,155

282 m

dimension 900 x 35 m (grass)

dimension 900 x 110 m (grass)

206°

48 km

+420 321 720 844

4.6 Spaces TRAGA

The TRAGA premises of Prague Letňany Airport are governed by the Coordination Agreement on the Provision of ATS Services and the establishment of TRAGA areas between LSLPS Kbely, LKVO, LKPR and the Letňany unit.

Departures from or arrivals to TRAGA

Departures and arrivals without the need for prior coordination with MAPP/MTWR Kbely are allowed only through the TRA GA Letňany 1E area. The recommended exit point is Kostelec n. Elbe (weir on the Elbe River, 50 13 24 N 014 35 46 E), at a maximum altitude of 2000 ft AMSL. When flying over MCTR Kbely after reaching the northern edge of the village of Vinoř, switch to the frequency channel MTWR Kbely (120,880, 134,730 (backup)) and continue according to the instructions to the required coordination point. Departures to coordination points LIMA, UNIFORM and ROMEO directly after take-off or from any suitable position on the traffic circuit are possible only after coordination of the unit Providing information to known traffic Letňany with MAPP/MTWR Kbely and departures via coordination points will take place with 3-minute intervals. The maximum flight altitude is 2000 ft AMSL, unless otherwise stated by MAPP/MTWR Kbely and TWR LKVO. Attention, the glide slope of RWY 28 LKVO instrument approach at altitude 2500 ft AMSL runs over TRA GA Letňany 1E area.

All arrivals to the TRA GA Letňany 1N and Letňany 1S areas are allowed only via the TRA GA Letňany 1E area (recommended entry point is Kostelec n. Labem - weir on the Elbe River, 50 13 24 N 014 35 46 E - at a maximum altitude of 2000 ft AMSL) or via coordination points MIKE, LIMA, UNIFORM, ROMEO, which are published in AIP CR. To enter MCTR Kbely, crews proceed according to the information given in the AIP. Aircraft arrivals follow the instructions of MAPP/MTWR Kbely. In MCTR Kbely, it is mandatory to equip the SSR transponder operating in modes A/C. Attention, the glide path axis of the RWY 28 LKVO instrument approach at the altitude of 2500 ft AMSL runs over the TRA GA Letňany 1E area.

Emergency procedures

These procedures are described in the Contingency Plan of Prague Letňany Airport.

Operation of sports flying equipment (SLZ)

The operation of SLZ at Prague Letňany Airport is permitted and governed by the same regulations as powered aircraft. Exceptions are the operation of balloons and airships, which are controlled by LSLPS Kbely, APP Prague and the Letňany station.

4.7 Special Provisions

The Head of Letňany Unit or LKLT dispatcher in duty may direct orders as appropriate taking into account traffic density, flight safety, LSLPS Kbely instructions, other than those specified but only on condition that air traffic safety is granted. Members or clients of all operators using Prague Letňany Airport must be demonstrably familiar with and comply with the applicable LKLT Airport Regulations and instructions from the airport Operator, Head of Letňany Unit or LKLT dispatcher in all matters.

The representatives of companies operating at LKLT (users) are responsible for demonstrable familiarization of all their employees or people working within their company at LKLT (including aircraft hirers, aircraft maintenance technicians, aircraft operators, other external entities, ...) with a valid Airport Regulation and bears full responsibility for non-compliance of their entities with this Airport Regulation within LKLT complex.

PILOT IN COMMAND (PIC) IS OBLIGATED TO USE ALL LENGTH OF RWY FOR DEPARTURE!

4.8 Flights Before and After Letňany Unit Operating Hours

Before published operational hours of the Letňany unit (see VFR LKLT manual) and after published operational hours of the Letňany unit, **departures and arrivals are possible only on the basis of a submitted and subsequently approved request to the e-mail address info@letnany-airport.cz sent at least 12 hours in advance, unless otherwise stated in the contracts with individual users. Requests for arrival and departure outside the airport operating hours must be made at the airport's operating hours and such a request has to be confirmed by LKLT employee. Landing (except emergency and precautionary) without Airport Operator approval outside Letňany Unit operating hours is fined up to 10000 CZK (400 EURO). Responsibility for departure and arrival is upon the commander of the aircraft** who maintains communication with MTWR Kbely and follows the instructions of the MTWR Kbely.

The use of Prague Letňany Airport with a higher frequency of arrivals and departures outside the operational hours of the Letňany unit must be resolved by a contractual relationship with the operator of Prague Letňany Airport. The responsibility of the operator of the airport Praha Letňany for the safety of air traffic begins and ends with the specified operational hours of the Letňany unit specified in the VFR Manual of the Czech Republic, or requested in writing by the client or contractual user of the airport Praha Letňany or by an entity such as the Czech Armed Forces (Army of the Czech Republic), the Police of the Czech Republic, etc.

Unless LSPS Kbely orders otherwise, it is forbidden to fly published traffic circuits to the north except for the activation of TRAGA areas. (CTR Violation LKPR).

If the TRAGA airspaces are not activated, e.g. due to meteorological conditions, military flybys or according to another regulation from LSPS Kbely, the information provision unit does not provide any information on the frequency 120.335 MHz. The LKLT aerodrome without active TRAGA airfields is located in the airspace of class D, MCTR LKKB, and for take-offs, landings and other information it is necessary to follow the instructions of ATC LKKB on frequency 120.880

If the TRAGA airspaces are not activated or the OPI unit does not provide information, a yellow signal with the indication of the Runway in use is removed from the "Tower" building.

Warning! Every day before the start of airport operations, the runway condition is checked between 08:45 and 08:55 local time. During this time, the airport is closed to all traffic. Based on the results of the check, NOTAM reports of the runway condition are subsequently issued.

4.9 Flying With Drones

The use of TRA GA Letňany and for flights in the LKLT protection zones with unmanned aerial vehicles (unmanned aircraft) must be requested in writing during operational hours of the Letňany unit to the email info@letnany-airport.cz. This application must be approved in writing by the operator of Prague Letňany Airport and the coordination procedure between OPI and the owner of the UAV must be agreed in writing. The fee for this OPI activity is assessed individually. The LSLPS unit Kbely must also be informed about the flight with this vehicle. Flying with unmanned aerial vehicles is only possible on the basis of a valid permit to fly an aircraft without a pilot, which is issued by the CAA and the pilot must follow the provisions of the applicable aviation legislation. Flying with unmanned aerial vehicles in activated TRA GA and in LKLT protection zones is prohibited without meeting the above.

4.10 Training flights under the supervision of an instructor from the ground

It is forbidden to transmit from a handheld radio station on the frequency of 120.335 MHz by supervising instructors, unless it is an immediate intervention to avert an accident caused by a piloting error of a supervised student. The supervising instructor will be allowed to enter the information station, where he/she will pass on any information to the student via OPI.

4.11 Helicopter flights

Flights with helicopters must be carried out at the airport at a sufficient distance from other aircraft/helicopters, persons and mobile vehicles so as not to endanger the operational safety of the LKLT, i.e. to avoid harm to health, property of LKLT users or other operators. It is strictly forbidden to take off and land in front of the hangars at LKLT. Landing on a paved area is only possible at the helicopter parking area, in the area of the petrol station and in places designated by the OPI.

4.12 Region ATZ Letňany

The ATZ Letňany area is active only during MCTR Kbely deactivation. Information about ATZ activation (and MCTR LKKB deactivation) is published in VFR SUP form with specification of specific flight procedures.

5. Safety Reporting

Prague Letnany Airport Ltd. introduces safety reporting system to prevent and detect the risks associated with the safe operation of the providing Information to known traffic.

Reports are entirely voluntary and may be anonymous. For this purpose, the Airport Operator has placed a form (Safety Form) on the website www.letnany-airport.cz, which can be filled anonymously.

The operator is required to process, evaluate and take appropriate safety steps to each such safety alert and to publicly inform airport users of the measures thus taken.

Under no circumstances the airport operator penalizes in any way the person who filed such a safety report.

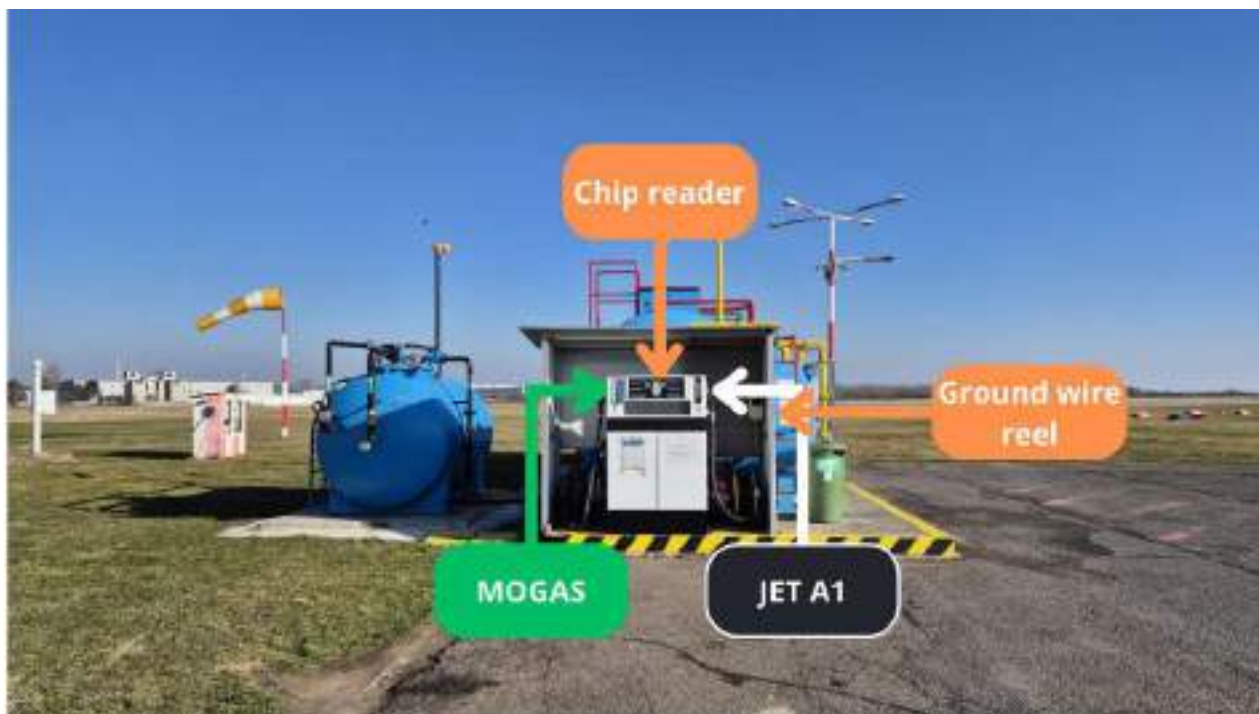
The system is based on the detection of hidden safety risks that may arise in connection with the operation of the airport or providing Information

6. Fuel Station

Fuel station is located in the airport complex and is serviced by Authorized person. The refueling station system consists of three fuel storage tanks and 3 delivery dispensers. For fuel station location see LKLT Letnany - VFR manual - ADC.



Picture 3 Layout of fuel station elements on LKLT, stand 1 and 2



Picture 3.1 Layout of fuel station elements on LKLT, stand 3 and 4

6.1.1 Types of Fuels

AVGAS 100 LL
AKI 93
NATURAL 95 (MOGAS)
JET – A1

The current price list is always posted on the website of the operator of Prague Letňany Airport (www.letnany-airport.cz) or directly at the LPH dispenser.

Instructions for filling station operators are given in the *Instructions for Filling Station Operators*, which are an annex to contracts for refuelling with petrol fuel. Other users who do not have a contractual relationship with the petrol station operator are forced to call Handling Letňany, tel. +420 702 185 744 or directly ask the Terminal 1 staff to refuel. On arrival, it is also possible to request the provision of LKLT handling fuel filling via OPI on the frequency channel 120,335 MHz.

Note:

Companies that are entitled to exemption from exemptions from excise deductions can be entitled to draw LPH without exemptions. Such refuelling is possible only upon presentation of the original or a certified copy of a valid certificate of the airline operator, the specification of which is exempt from the Excise Duty Act pursuant to Act No. 353/2003 Coll., the Excise Duty Act, according to which petrol-type aviation fuel listed under nomenclature codes 2710 12 31 or 2710 12 70 or jet fuel listed under nomenclature code 2710 19 21 used as fuel for a type of flight other than for Private recreational flying. This exemption applies exclusively to mineral oils used for flights between the tax territory of the Czech Republic and the tax territory of another Member State or third country.

NOTIFICATION

If the petrol station and its elements fail due to incorrect or other handling of the elements of the petrol station, which is contrary to the Instructions for Operating the Petrol Station, the damage and the costs of removing the damage will be paid in full by the person who caused the damage.

Smoking and handling open flames are strictly prohibited in the area of the petrol station.

The petrol station area is monitored by a camera system.

LPH can only be pumped into aircraft or portable containers (canisters).

6.1.2 Storage Of Fuels, Oils, and other Volatile Substances

The storage of LPH, oils and other substances of similar consistency is permitted only with the consent of the operator of Prague Letňany

Airport, and only if compliance with the applicable requirements of legal regulations and relevant standards is demonstrated.

The disposal of used oils and their packaging is the responsibility of the person or company that works with these substances or generated such waste and is governed by the applicable legislation and relevant standards.

6.1.3 Instructions for Refueling of Aviation Fuel

Refueling takes place in the premises of the fuel station only, see LKLT Letňany – VFR manual – ADC. No persons are allowed to move in the premises of the fuel station until the aircraft stops completely and turns off its driving unit. The same applies also when the fuel tanker drives in to refill the fuels. Except for an airport worker responsible for organizing of fuel refilling, but this person must maintain a safe distance from the equipment stated above. During the process of refueling, all moving airplanes, vehicles, persons, or mechanized equipment must keep a distance of at least 10 m from the fuel pistol or the part of the aircraft that is being refueled. The person responsible for refueling must turn off his/her mobile phone or other radio equipment during the process of refueling. The driving unit of the aircraft, mechanized equipment or vehicle can be launched again after the process of refueling is finished and the pump of the station turned off.

There is an exception for parallel refueling, which is possible only if there is a safe distance between these aircraft, see above, and the rules for movement of persons, and transport and mechanized equipment are observed, see above.

When a leakage of fuel occurs, or the garment of a person responsible for refueling gets stained, the process of refueling must be terminated immediately. The afflicted person must retreat from the premises of the fuel station by at least 50 m into the open space, slowly take off the contaminated garment and immediately report this event to the airport operator. The undressing of the stained garment must be

assisted by another person that will have a fire extinguisher at hand, in case an electrostatic charge would cause a fire.

The refueling itself must be done in a way that prevents any contact of aviation fuels and hot parts of the driving unit of the aircraft or other transport or mechanized vehicles.

The refueling must not be done inside of buildings or hangars or on a grassy area where it could lead to soil or groundwater contamination.

6.2 Types of Oil

- Total Aero D100
- Aeroshell 15W 50
- Aeroshell Sport Plus 4

6.3 One-off drawing of LPH without TAX

It is possible to draw LPH at LKLT, which is exempt from the excursion, on the basis of an order through the form that is listed on the website of the operator LKLT (www.lklt.cz), in the Operational Information section.

7. Final provisions

This document is binding for persons moving on LKLT and crews that use TRA GA Letňany 1N, Letňany 1S and Letňany 1E, or ATZ LKLT if activated.

All persons involved in air traffic and all pilots flying at LKLT aerodrome must be acquainted with this document. All persons operating at the LKLT aerodrome confirm at the moment of entering the LKLT aerodrome premises (or by touching down the runway) that they have been acquainted with these Aerodrome Regulations and accept all provisions of these Aerodrome Regulations, in particular the provisions of the "Rules for the Movement of Persons and Vehicles at LKLT Aerodrome", including the amount of the fine for violation of these Aerodrome Rules.

At the moment of a person's entry into the LKLT airport premises (or by landing the aircraft on the runway), a contract is concluded between the person entering the LKLT airport premises (or a person landing on the runway of LKLT airport) and the operator of Prague Letňany Airport (Prague Letňany Airport, s.r.o.), on the basis of which the person entering the airport to the premises of Prague Letňany Airport (or landing on the runway of LKLT Airport) undertakes to fully comply with the obligations stipulated in this document and on the basis of which it also undertakes to pay a fine to the operator of Prague Letňany Airport in the event of a breach of these obligations. Unless otherwise agreed in this document, the fine for non-compliance with the obligations arising from this document is up to CZK 10,000,-- with the fact that the operator of Prague Letňany Airport is entitled to decide separately in each individual case of violation that it will not apply this fine at all or will apply it in the amount of less than CZK 10,000,--. In accordance with Section 1395 of Act No. 89/2012 Coll., the Civil Code, as amended, the operator of Prague Letňany Airport is entitled to withhold another's movable property to secure the due debt of a person to whom it should otherwise surrender the property. In this way, it is also possible to secure an undue debt if the debtor declares that he will not meet the debt or otherwise in accordance with Section 1395 par. 2 of Act No. 89/2012 Coll., the Civil Code, as amended.

The operator of Prague Letňany Airport is responsible for the timeliness of all data in these Airport Regulations.

The cancellation of the validity of the current Airport Rules is within the competence of the LKLT Airport Director.



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The operator of Prague Letňany Airport is responsible for placing the current version of the Airport Regulations on the www.letnany-airport.cz website.

8. Annexes

Annex No. 1 A-B Maps of TRA GA Letňany 1N, 1S a 1E

Annex No. 2 A-E Maps of the Airport and its vicinity buildings layout

Annex No. 3 Layout of Public and Non public Areas

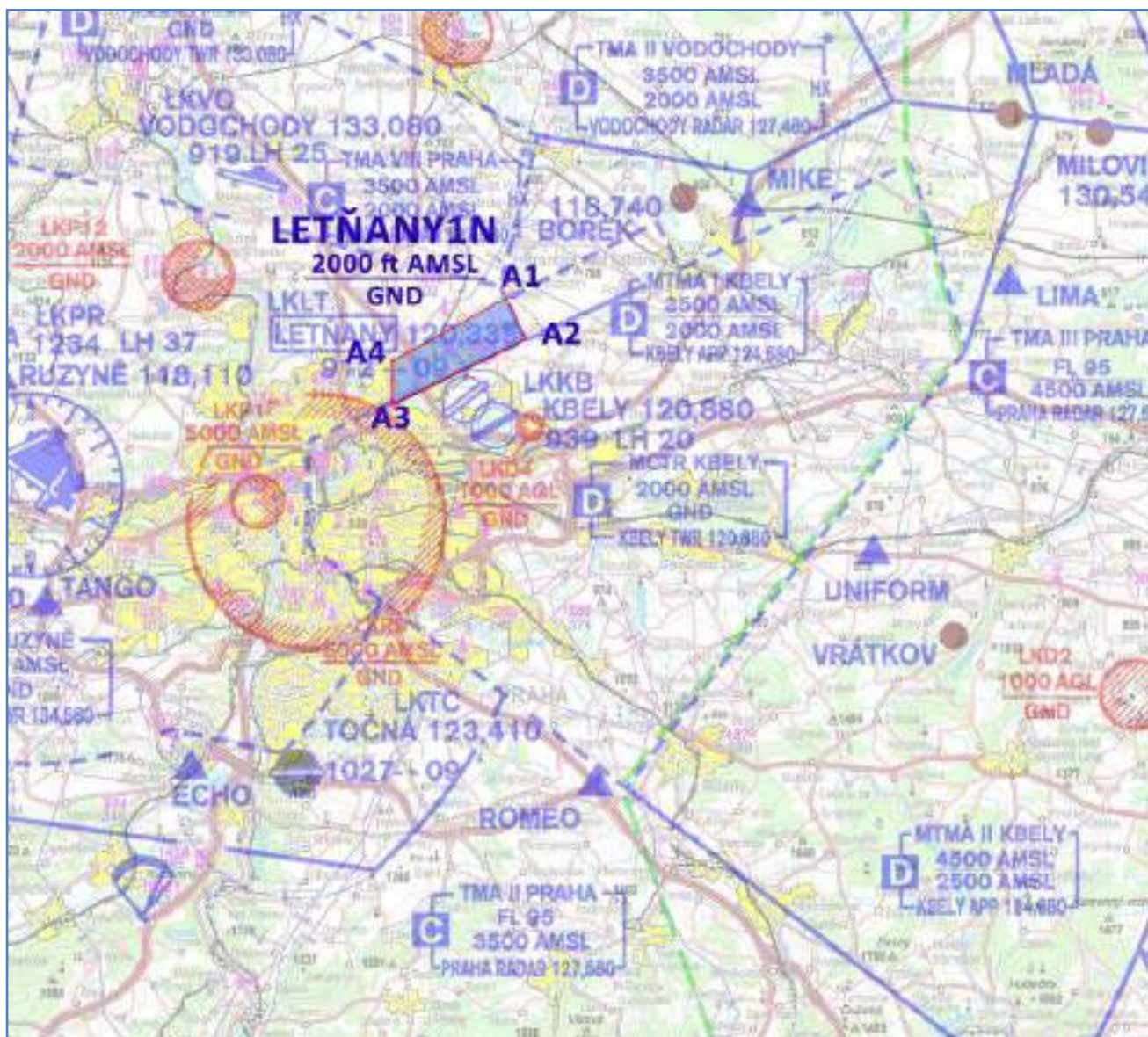
Annex No. 4 Map of surface visibility

Annex No. 5 Traffic circuit

Annex No. 6 Procedures to reduce the noise burden

Annex No. 7 Lateral and longitudinal cross sections of RWYs

Annex No. 8 Plan of parachute operation and probable parachute touch down zone



Point	Verbal description	Coordinates according to WGS 84	
A1	Centre of Mírovice	50 10 13,99 N	014 33 00,66 E
A2	Chateau Ctěnice	50 09 16,15 N	014 33 43,10 E
A3	Cross str. Liberecká and Střelničná	50 07 48,98 N	014 28 55,66 E
A4	North parth of village	50 08 51,26 N	014 28 54,98 E



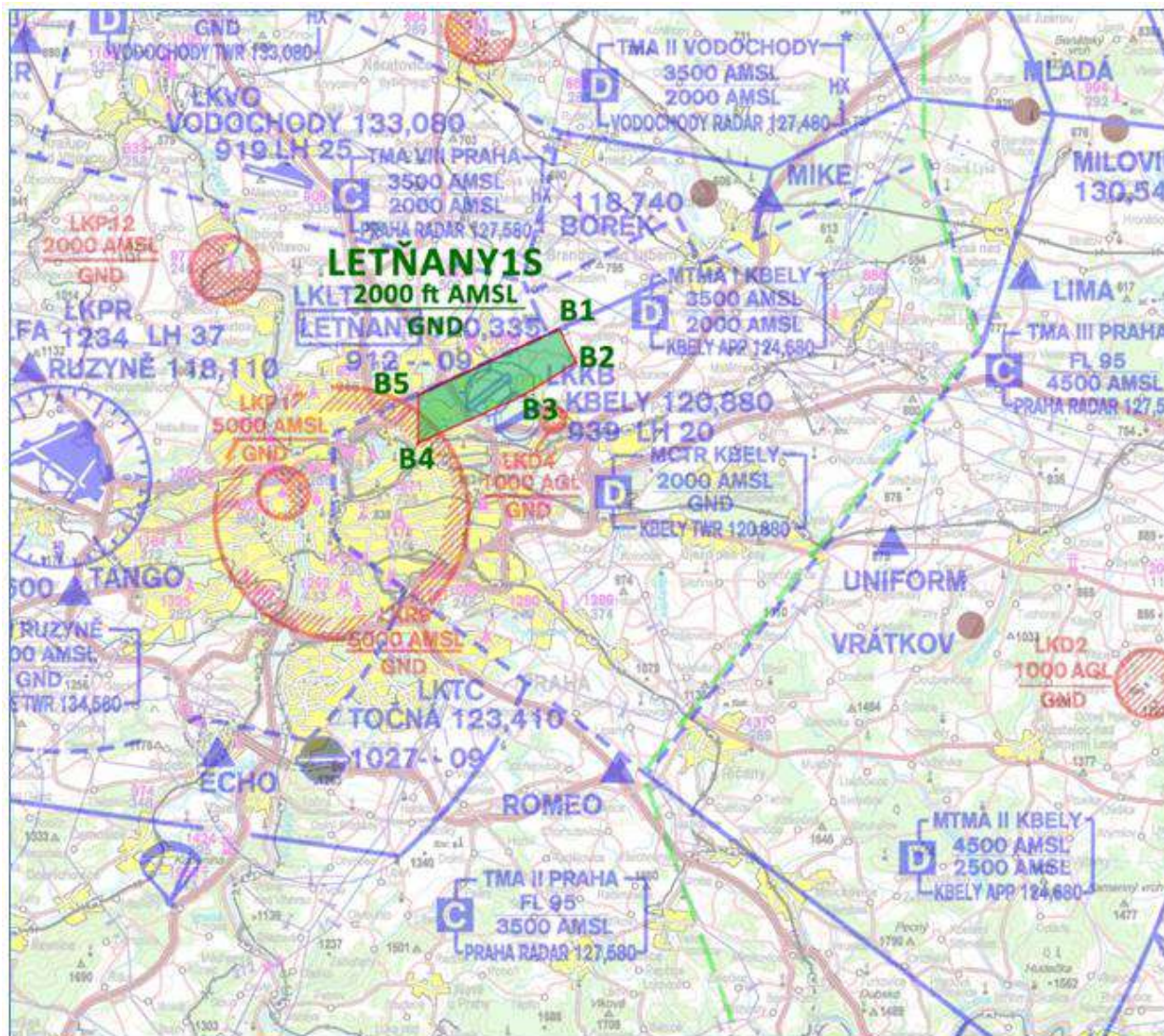
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	Staré Ďáblice		
A1	Centre of Mírovce	50 10 13,99 N	014 33 00,66 E

LKTRAPRLT1N

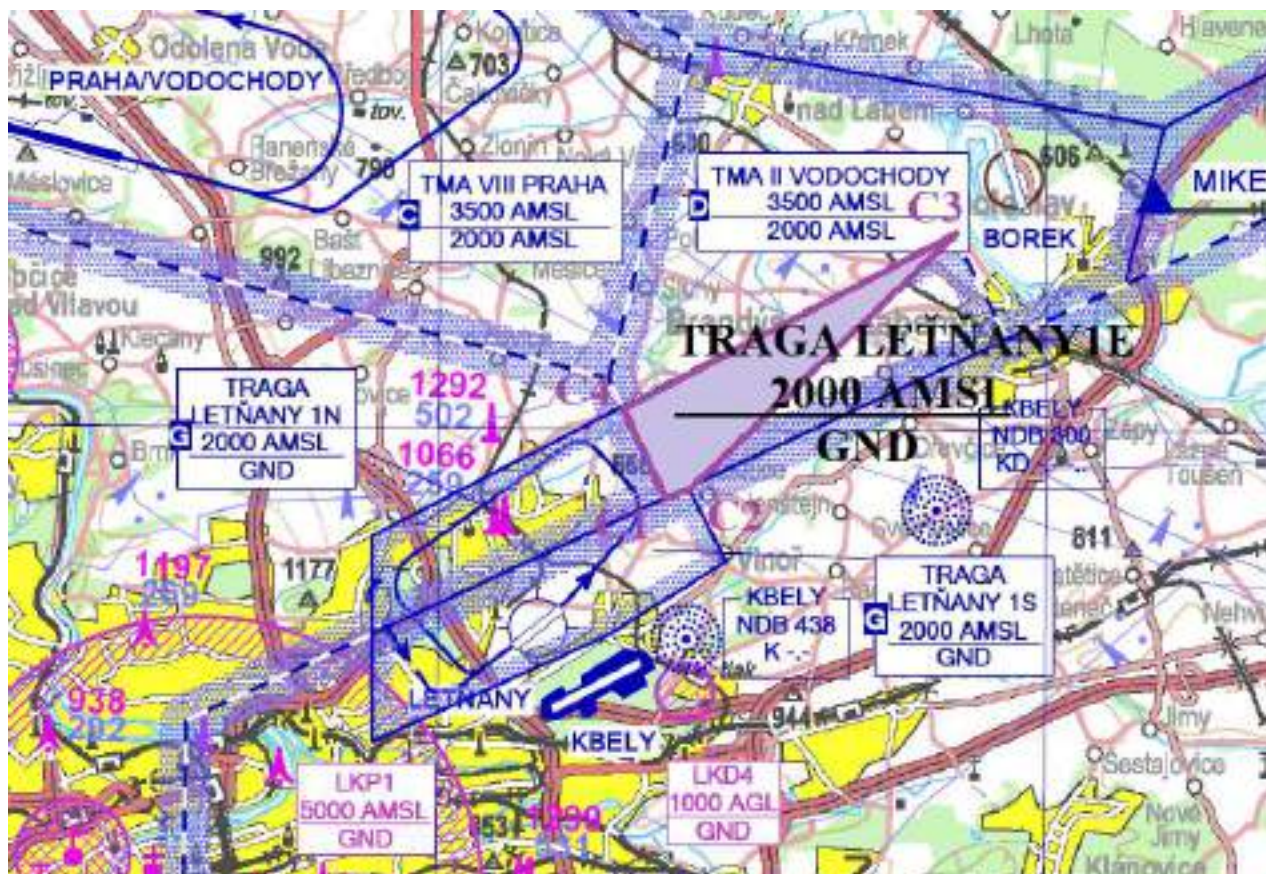
Letňany 1N



LKTRAKBLT1S
Letňany 1S

Point	Verbal description	Coordinates according to WGS 84	
B1	North part of Přezletice	50 09 23,26 N	014 34 06,58 E
B2	Centre of Vinoř	50 08 36,21 N	014 34 44,36 E
B3	Cross str. Vrchlabská and Mladoboleslavská	50 07 49,15 N	014 32 48,77 E
B4	Na Balabence - square	50 06 40,66 N	014 28 56,40 E
B5	cross str. Liberecká and Střelničná	50 07 48,98 N	014 28 55,66 E

B1	North part of Přebzetice	50 09 23,26 N	014 34 06,58 E
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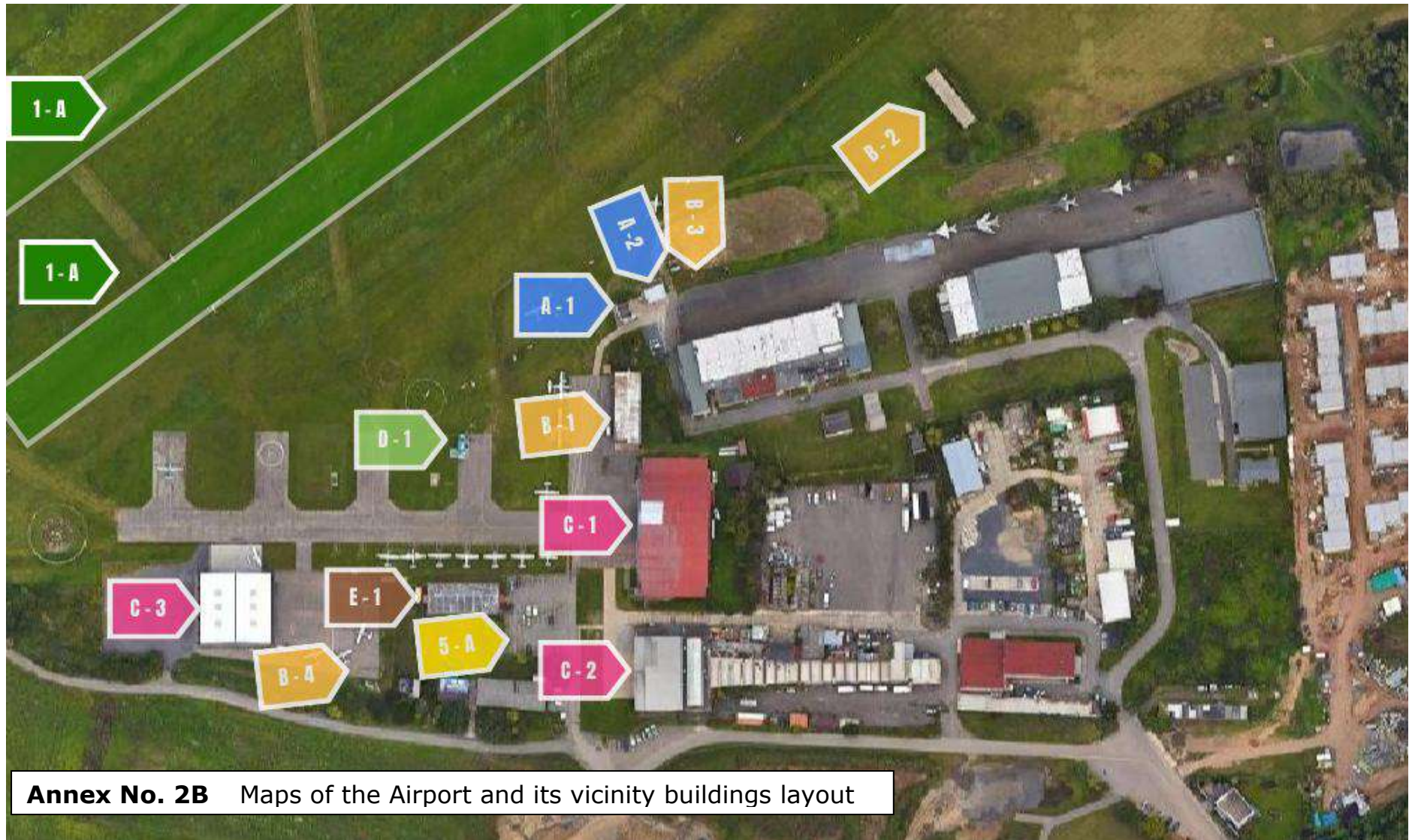
LKTRAKBLT1E
Letňany 1E

Bod	Slovní popis	Souřadnice dle WGS 84	
C1	zámek Ctěnice	50 09 16,15 N	014 33 43,10 E
C2	Sever obce Přebzetice	50 09 23,26 N	014 34 06,58 E
C3	severozápadní okraj Brandýsa nad Labem	50 12 03,80 N	014 38 27,78 E
C4	střed obce Mírovce	50 10 13,99 N	014 33 00,66 E

- RWYs**
- Letňany Unit**
- 1 Dřítávací dráha
Snack Bar - Vvhlídka
 - 2 Šídlováž
Handar - LSSP
 - 3 Občerstvení - Letecká vvhlídka
Handar - Aeroclub Letňany
 - 5 Museum of Aviation Kbelv
 - 6 Space for rent
 - 7 Muzeum
 - 8 Non-public area B
Komerční prostor
- Non-public area C
Neveřejná část B
- Neveřejná část C

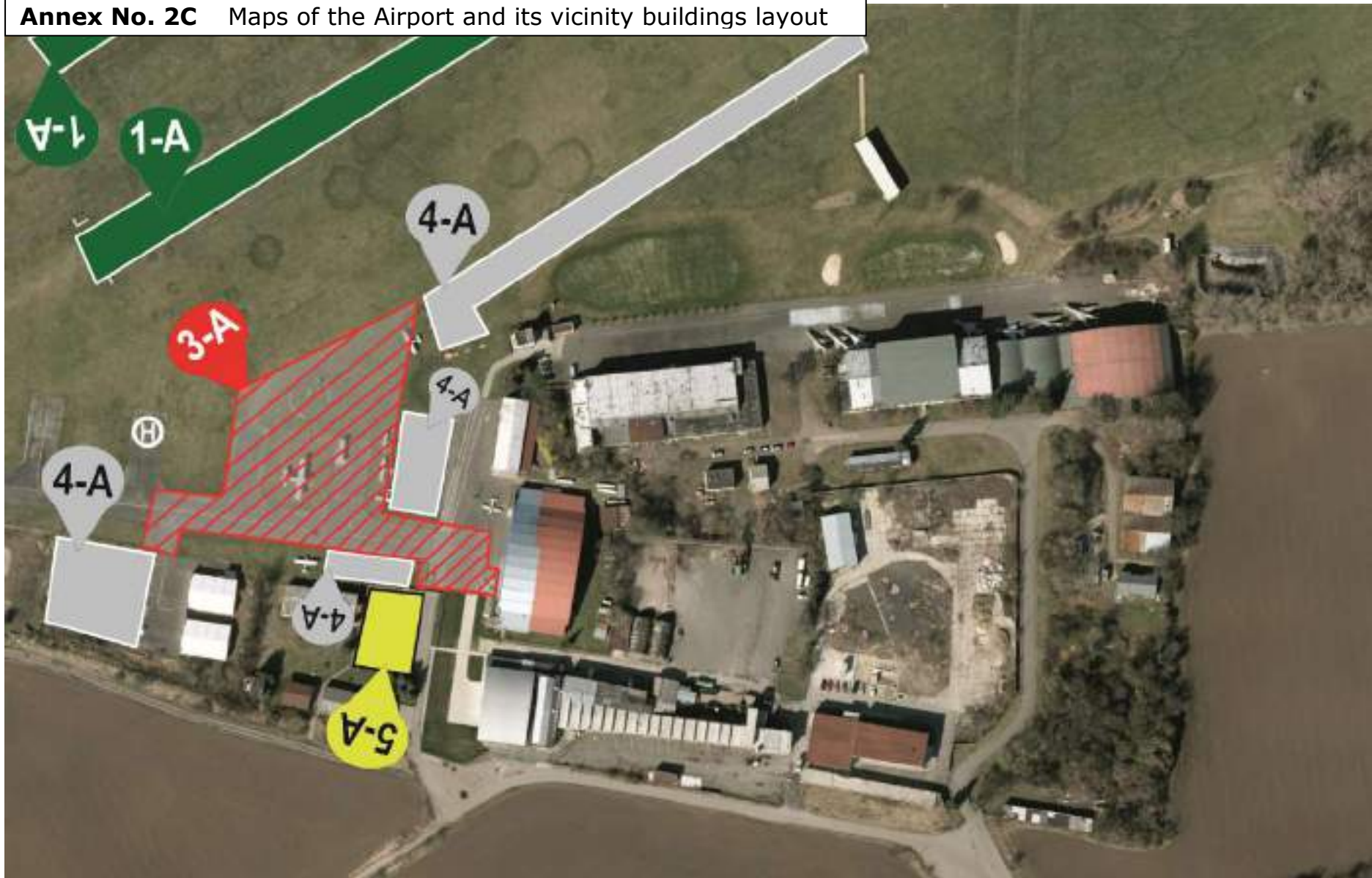


Annex No. 2A Maps of the Airport and its vicinity buildings layout

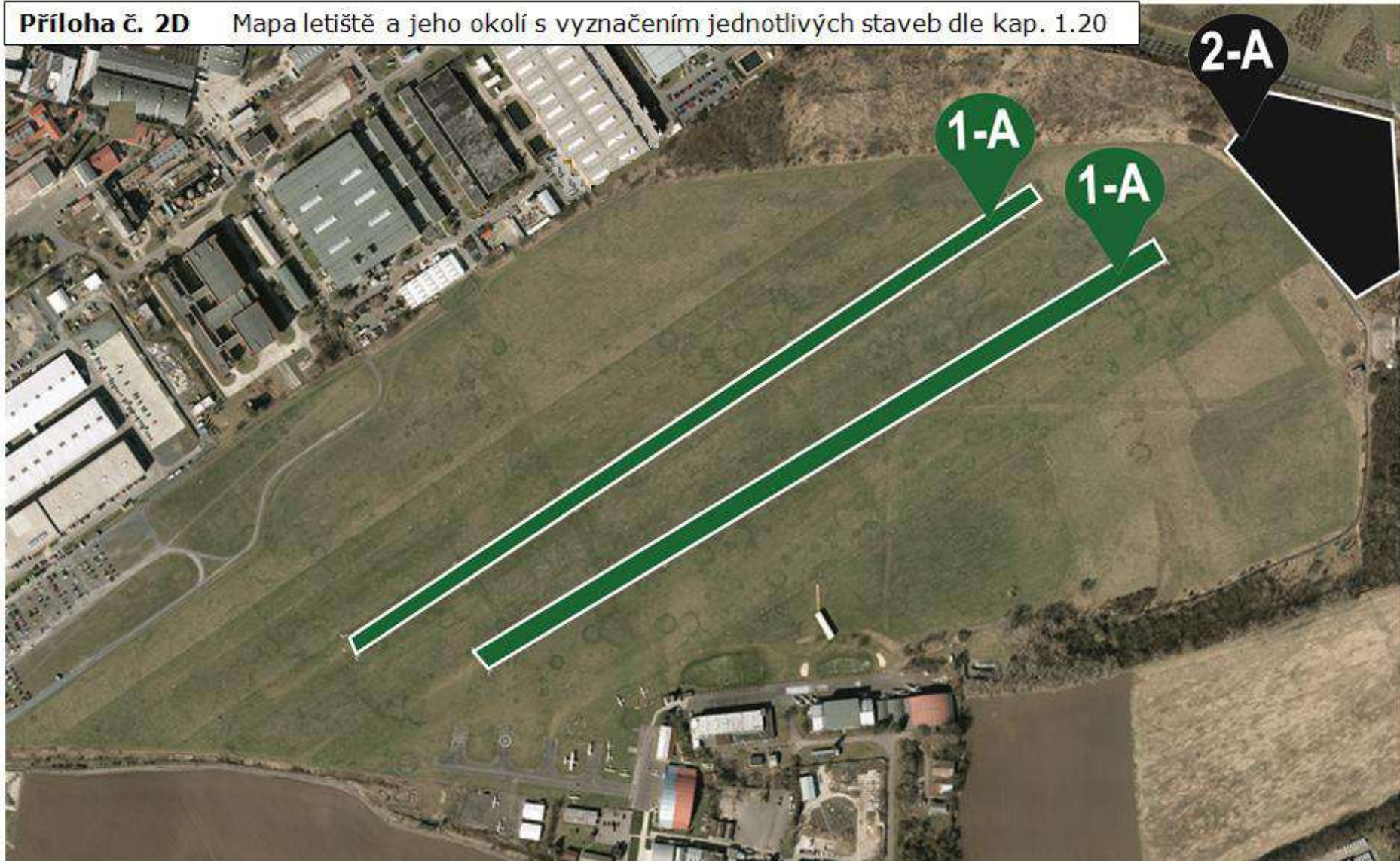


Annex No. 2B Maps of the Airport and its vicinity buildings layout

Annex No. 2C Maps of the Airport and its vicinity buildings layout



Příloha č. 2D Mapa letiště a jeho okolí s vyznačením jednotlivých staveb dle kap. 1.20

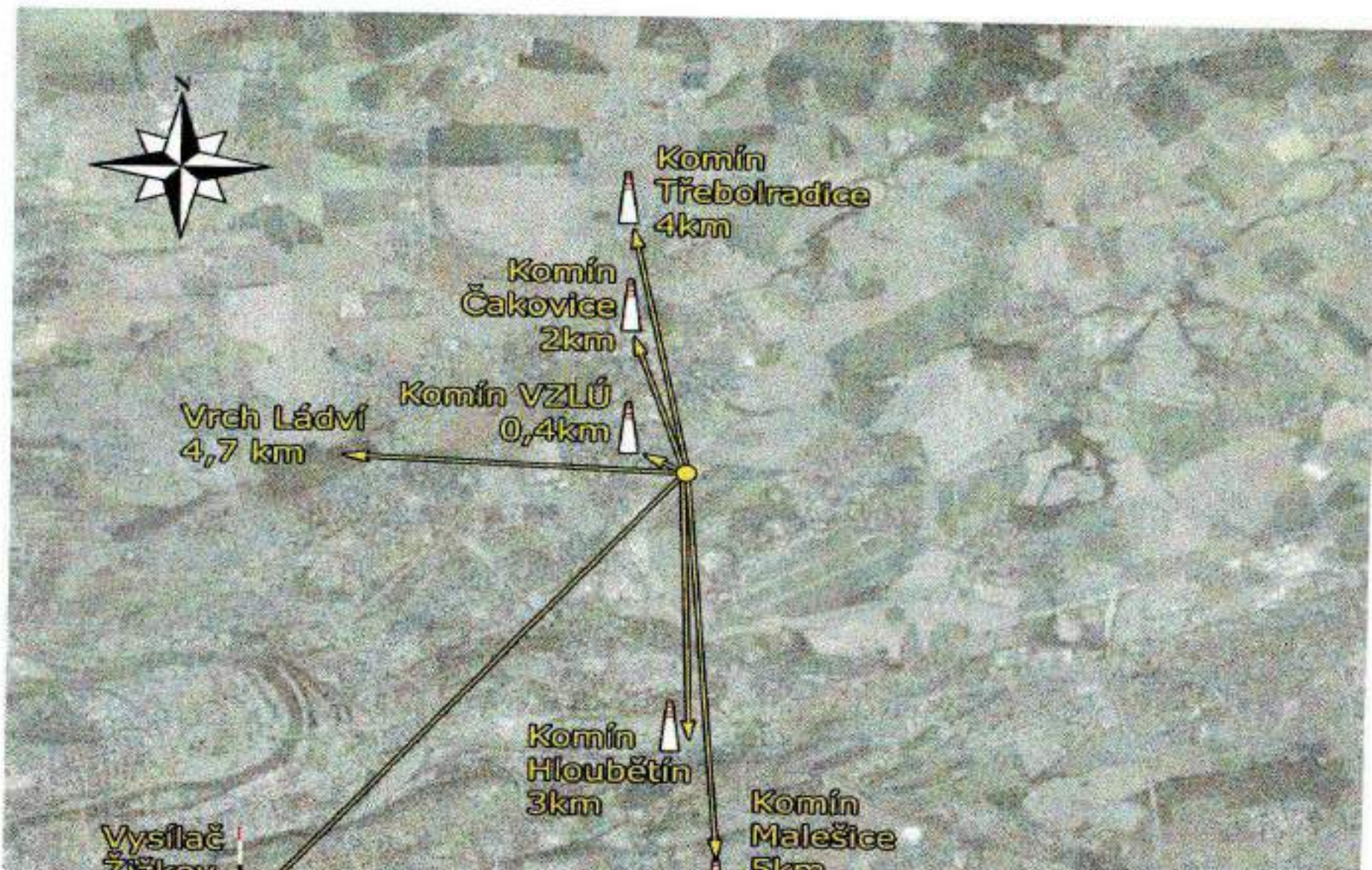


Příloha č. 2 Rozložení veřejného a neveřejného prostoru LKLT

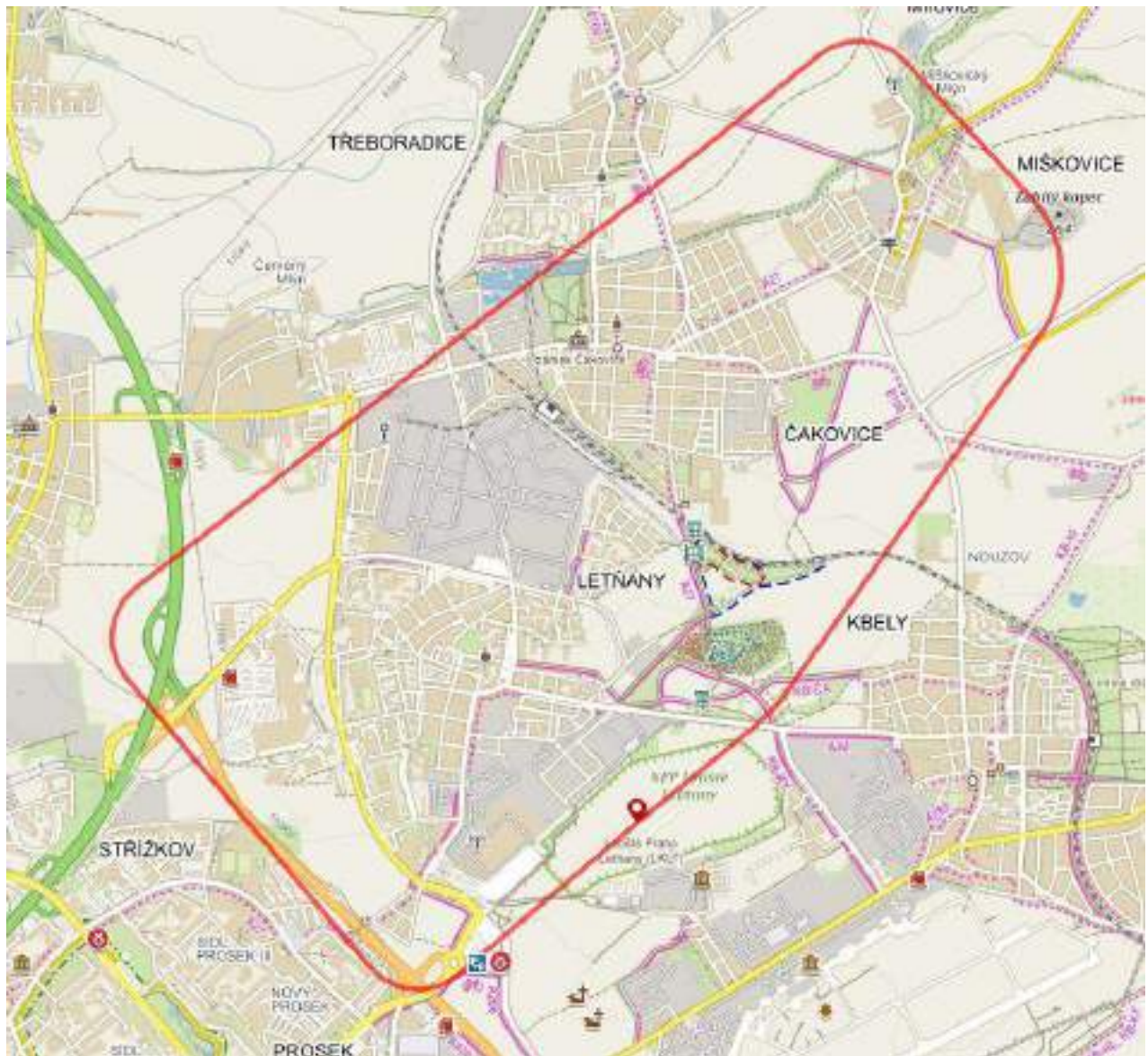


Annex No. 3 Layout of Public and Non public Areas

Annex No. 4 Map of surface visibility



Annex No. 5 Traffic Circuit





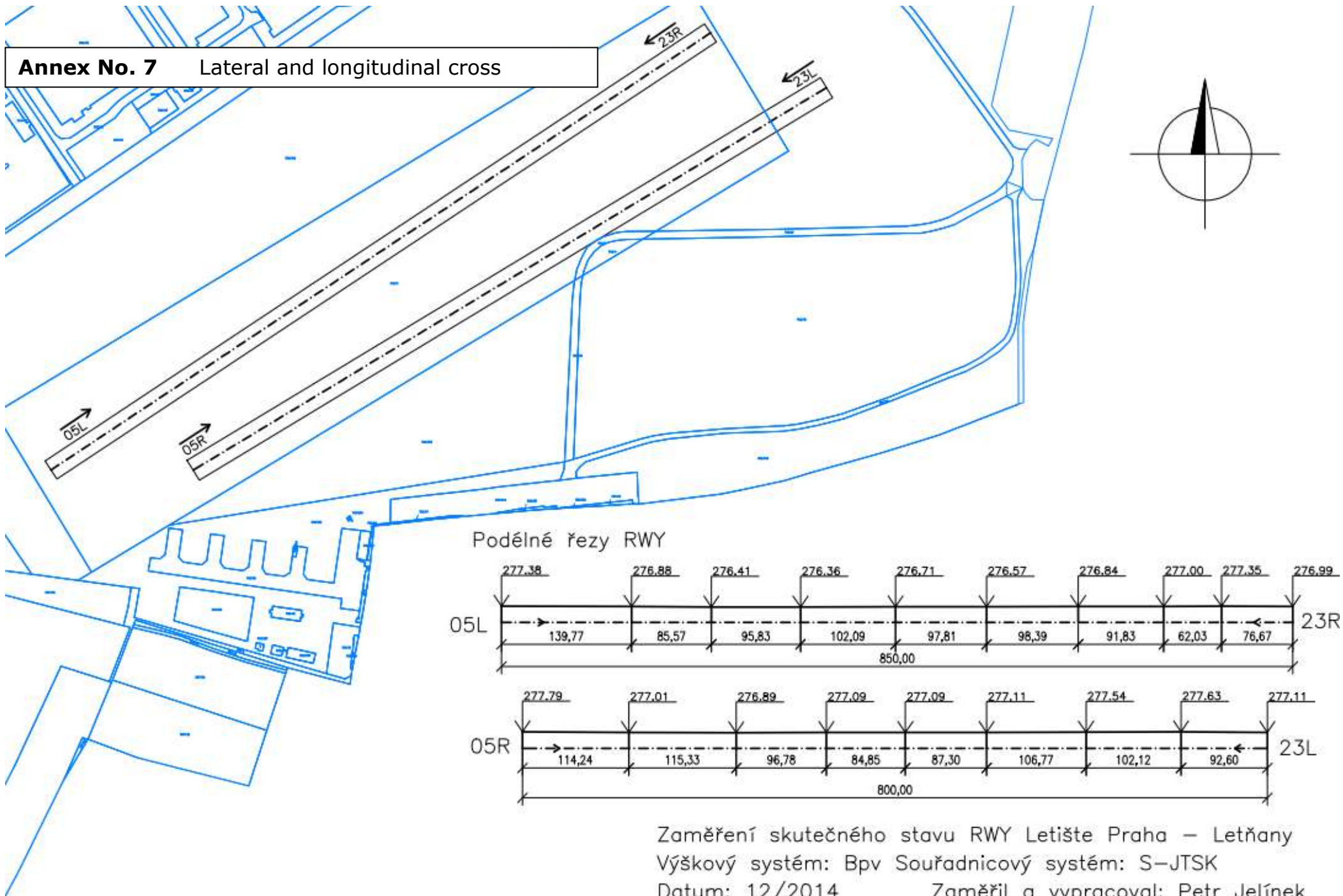
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Annex No. 6 Procedures to reduce the noise burden

1. Training circuits are done till 1600 UTC. This rule does not apply to gliders. The operational hours for gliders are one hour longer than the stated operational hours of the Letňany Unit.
2. On the weekends and national holidays, the aircraft type Zlin can fly their training circuits after 1200 LOC.
3. Training circuits can be flown only when the TRAs GA Letňany are activated.
4. Outside Letňany Unit operational hours only one-time arrivals and departures with the approval from the airport operator are allowed.
5. Outside Letňany Unit operational hours only integrated rescue services, flights with humanitarian purpose or search flights are allowed to use the airport.
6. Night flights are not performed.
7. No arrival or departure tracks are defined, but the airport flying circuit is primarily used for this purpose, alternatively there are other instructions based on the coordination with the LKLT dispatcher or MTWR Kbely ATC.
8. Flights or taxiing without a radio connection between the LKLT dispatcher and the PIC are strictly forbidden during Letňany Unit operational hours.
9. It is strictly forbidden to make maintenance engine checks at the airport after 1600 UTC.
10. It is strictly forbidden to make engine checks in the areas, where an occurrence of persons can be expected.

Annex No. 7 Lateral and longitudinal cross



Annex No. 8
parachute
probable
touch down



Plan of
operation and
parachute
zone.



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