ANNEXES

ANNEX A: The air traffic growth – situation overview

ANNEX B: Flight safety

ANNEX C: Czech airspace categorization

ANNEX D: Directions for change (ATM 2000+ strategy)

ANNEX E: SID and STAR for LKPR (R-NAV)

ANNEX F: Separation

ANNEX G: How to behave on Prague airport

ANNEX A

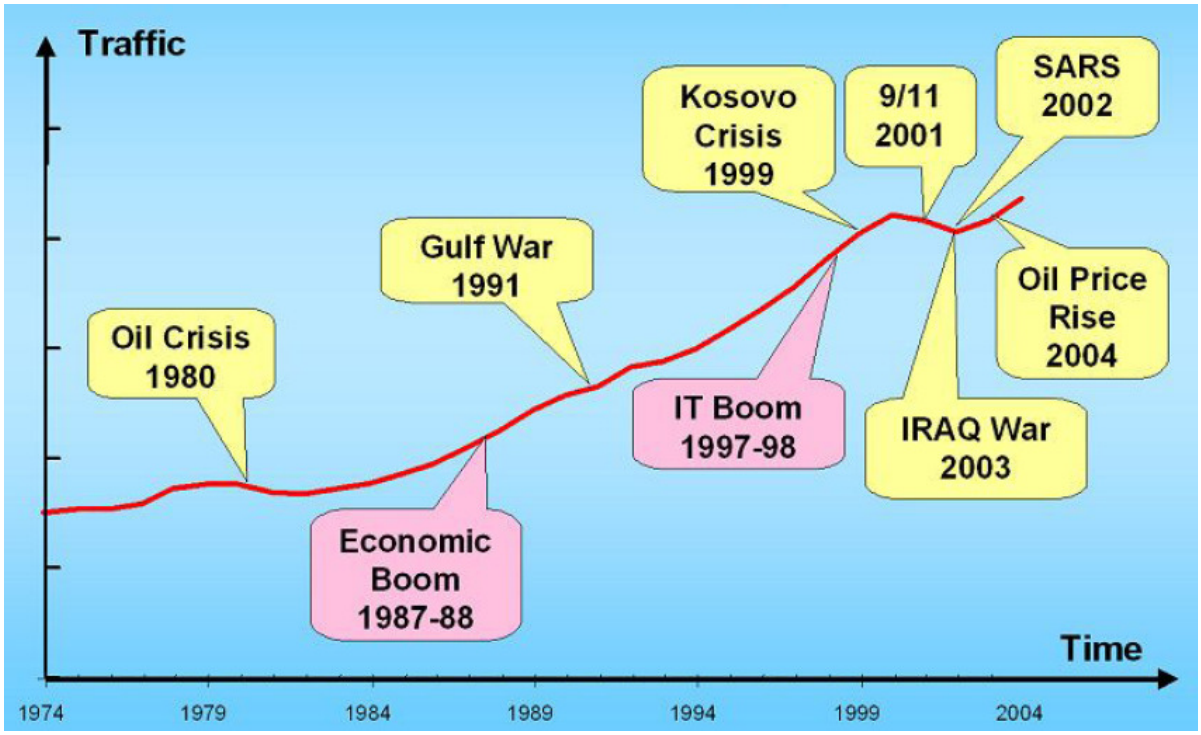


Diagram A-A: Politically-economical situation in civil air traffic

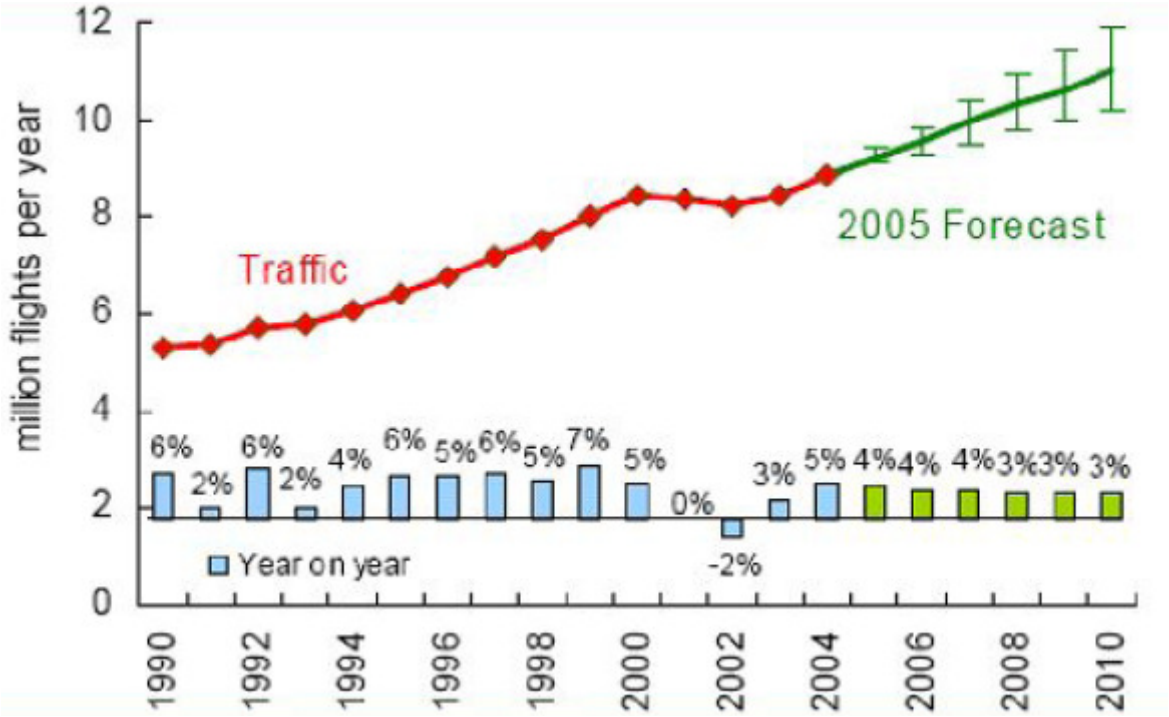


Diagram A-B: Commercial traffic growth

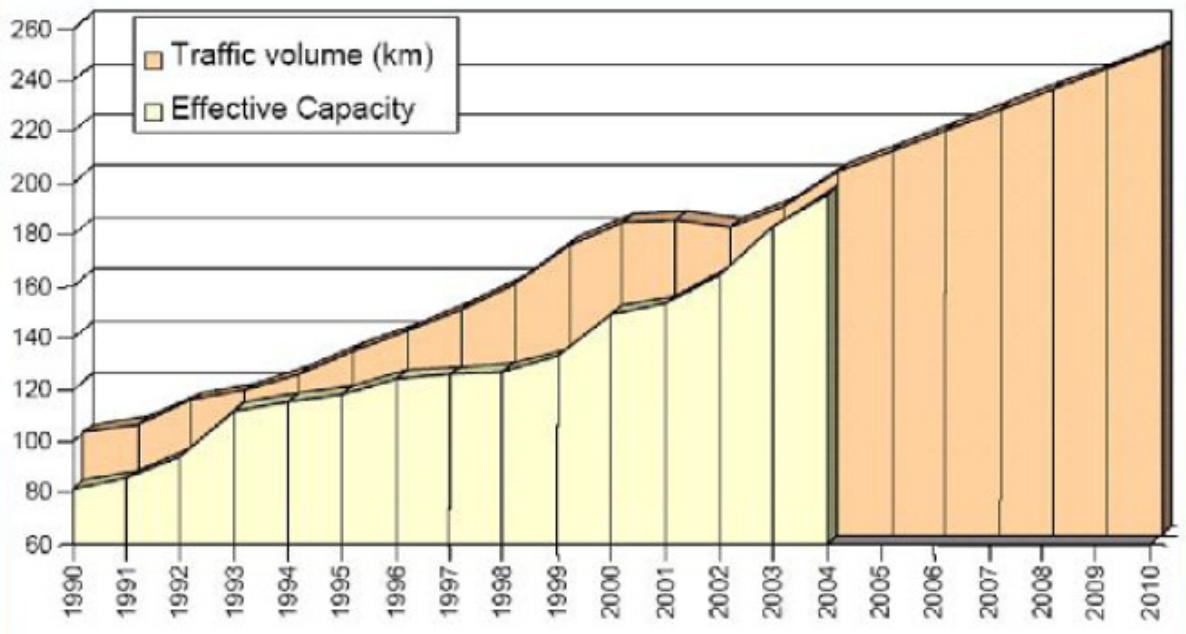


Diagram A-C: Capacity for commercial aviation

ANNEX B

SEVERITY		
4	**Catastrophic**	• Loss of the aircraft. • Multiple fatalities.
3	**Hazardous**	• Large reduction in safety margins. • Physical distress or a high workload such that a flight crew cannot be relied upon to perform their tasks accurately or completely. • Serious or fatal injury to a relatively small number of occupants.
2	**Major**	• Significant reduction in safety margins. • Reduction in the ability of flight crew to cope with adverse operating condition impairing their efficiency.
1	**Minor**	• Nuisance. • Operating limitations or emergency procedures.

Table B-A: Risk analysis

LIKELIHOOD			
4	**Probable**	1 to 10^{-5} per flight hour *(see note)*	May occur once or several times during operational life.
3	**Remote**	10^{-5} to 10^{-7} per flight hour	Unlikely to occur during total operational life of each system but may occur several times when considering several systems of the same type.
2	**Extremely Remote**	10^{-7} to 10^{-9} per flight hour	Unlikely to occur when considering systems of the same type, but nevertheless, has to be considered as being possible.
1	**Extremely improbable**	< 10^{-9} per flight hour	Should virtually never occur in the whole fleet life.

Table B-B: Likelihood

Severity and Likelihood

SEVERITY

Catastrophic	4	4 Review	8 Unacceptable	12 Unacceptable	16 Unacceptable
Hazardous	3	3 Acceptable	6 Review	9 Unacceptable	12 Unacceptable
Major	2	2 Acceptable	4 Acceptable	6 Review	8 Unacceptable
Minor	1	1 Acceptable	2 Acceptable	3 Acceptable	4 Review
		Extremely improbable **1**	**Extremely Remote** **2**	**Remote** **3**	**Probable** **4**

LIKELIHOOD OF OCCURRENCE

Table B-C: Risk tolerability matrix

Severity Class	1 [Most Severe]		2	3	4	5 No safety effect [Least Severe]
Effect on Operations*)	**Accidents**		**Serious incidents**	**Major incidents**	**Significant incidents**	**No immediate effect on safety**
Examples of effects on operations Include*):	❑ one or more catastrophic accidents, ❑ one or more mid-air collisions ❑ one or more collisions on the ground between two aircraft ❑ one or more Controlled Flight Into Terrain ❑ total loss of flight control. No independent source of recovery mechanism, such as surveillance or ATC and/or flight crew procedures can reasonably be expected to prevent the accident(s).		❑ large reduction in separation (e.g., a separation of less than half the separation minima), without crew or ATC fully controlling the situation or able to recover from the situation. ❑ one or more aircraft deviating from their intended clearance, so that abrupt manoeuvre is required to avoid collision with another aircraft or with terrain (or when an avoidance action would be appropriate).	❑ large reduction (e.g., a separation of less than half the separation minima) in separation with crew or ATC controlling the situation and able to recover from the situation. ❑ **minor** reduction (e.g., a separation of more than half the separation minima) in separation without crew or ATC fully controlling the situation, hence jeopardising the ability to recover from the situation (without the use of collision or terrain avoidance manoeuvres).	❑ increasing workload of the air traffic controller or aircraft flight crew, or slightly degrading the functional capability of the enabling CNS system. ❑ **minor** reduction (e.g., a separation of more than half the separation minima) in separation with crew or ATC controlling the situation and fully able to recover from the situation.	No hazardous condition i.e. no immediate direct or indirect impact on the operations.

Table B-D: Severity classification scheme in ATM

	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993
Fatal accidents	25	27	25	37	28	32	23	33	40	44	42	44	46	40
Total fatalities	803	611	811	956	305	1417	499	844	643	1182	619	1076	1490	1002
On-board fatalities	799	609	799	922	256	1411	474	842	637	1144	611	1074	1443	1000
Third parties	4	2	12	34	49	6	25	2	6	38	8	2	47	2

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Total	Average
Fatal accidents	44	48	44	40	38	42	42	37	38	34	893	37
Total fatalities	1392	1100	2100	1238	1098	712	1249	810	1067	713	23737	989
On-board fatalities	1378	1094	1752	1236	1069	680	1230	800	996	713	22969	957
Third parties	14	6	348	2	29	32	19	10	74	0	771	32

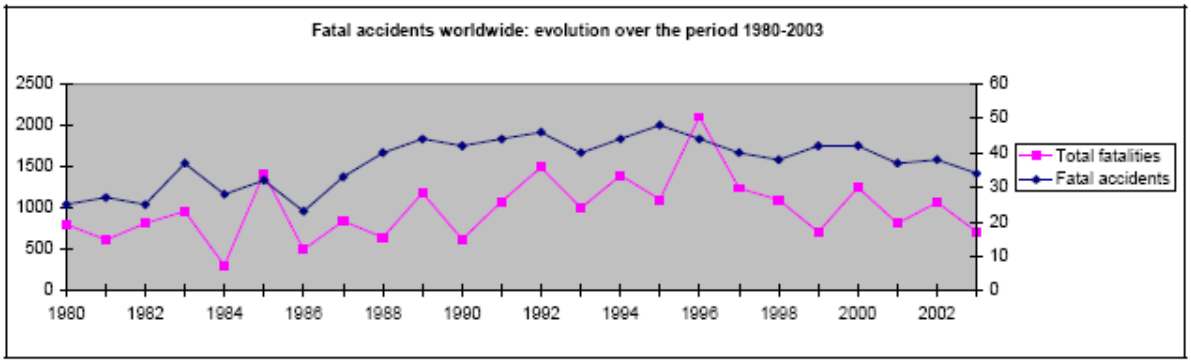


Table B-E: Fatal accidents worldwide

	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993
Fatal accidents	2	3	3	5	1	3	2	3	10	7	2	2	6	9
Total fatalities	150	200	73	331	1	205	3	56	160	309	51	10	207	253
On-board fatalities	150	200	73	331	1	205	3	56	156	309	51	10	164	253
Third parties	0	0	0	0	0	0	0	0	4	0	0	0	43	0

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Total	Average
Fatal accidents	4	5	4	2	6	8	6	9	6	5	113	5
Total fatalities	66	133	159	71	32	63	129	159	101	155	3077	128
On-board fatalities	66	133	157	71	27	63	125	155	101	155	3015	126
Third parties	0	0	2	0	5	0	4	4	0	0	62	3

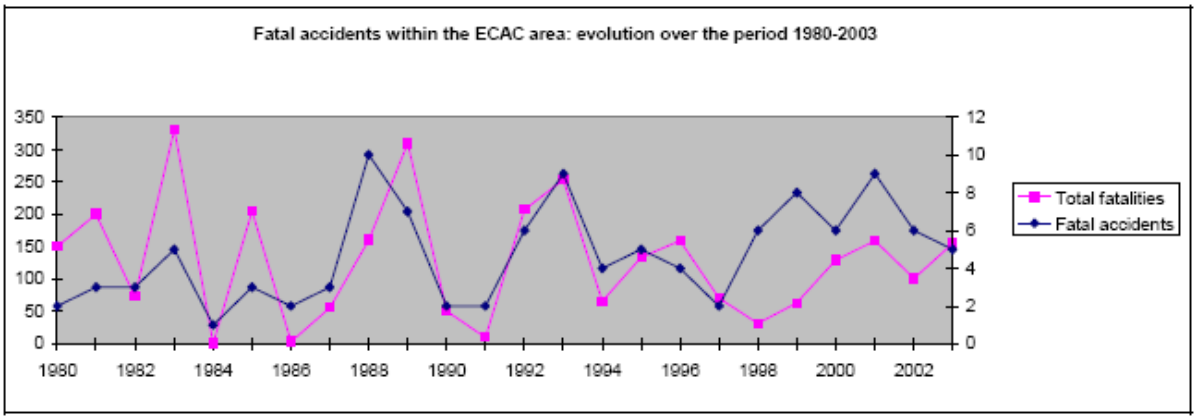
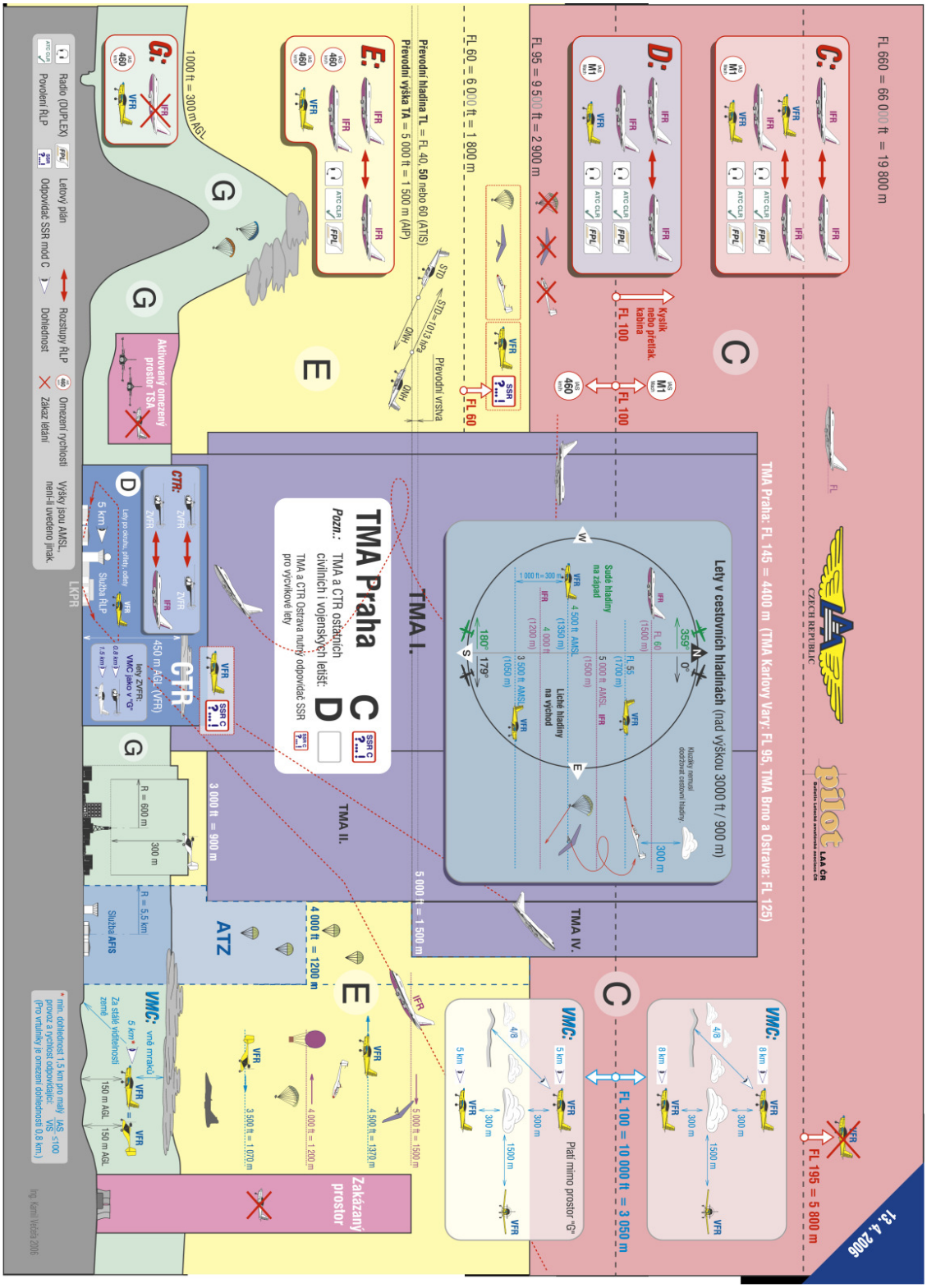


Table B-F: Fatal accidents in ECAC countries

ANNEX C



Picture C-A Czech airspace categorization

ANNEX D

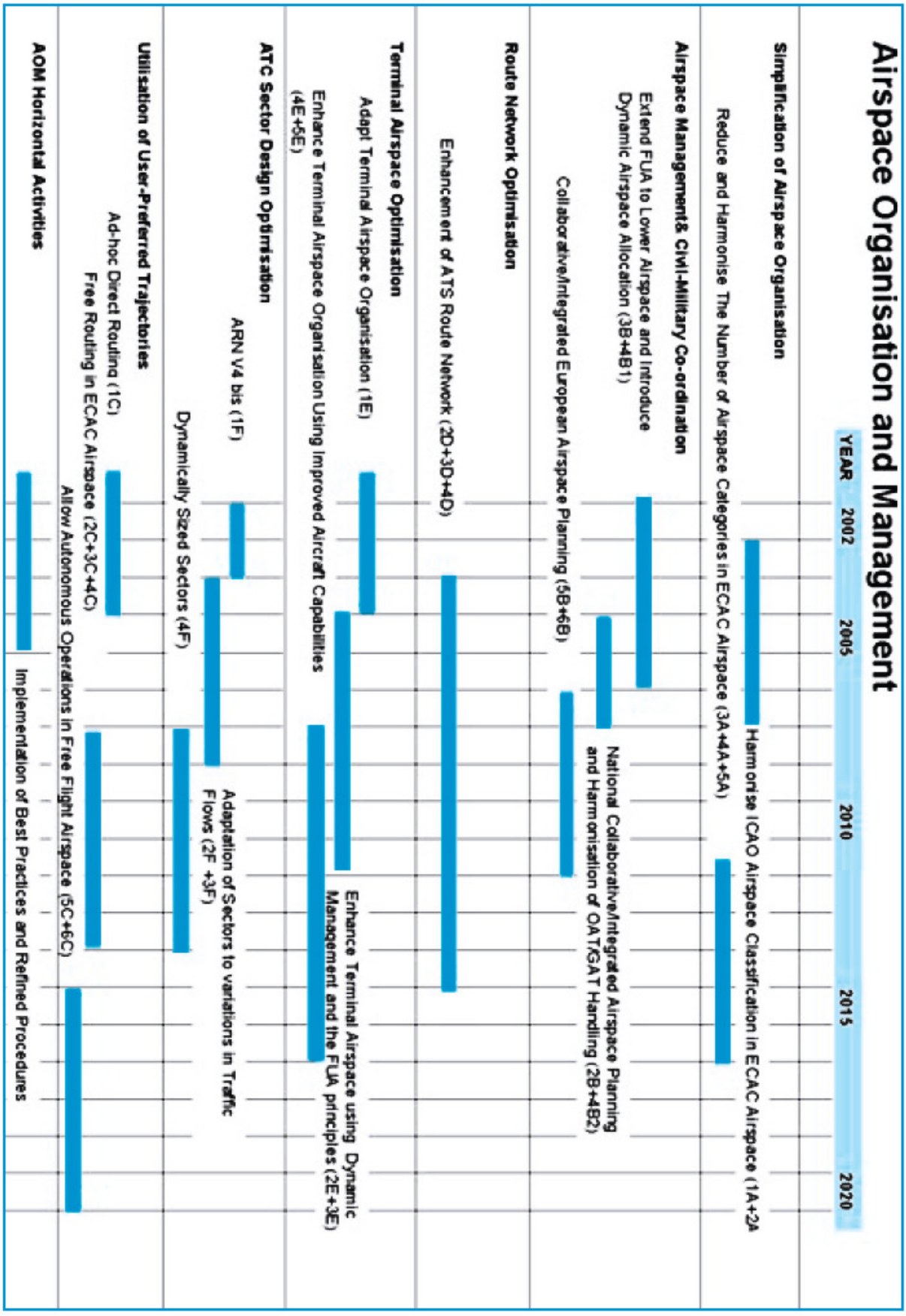


Table: D-A

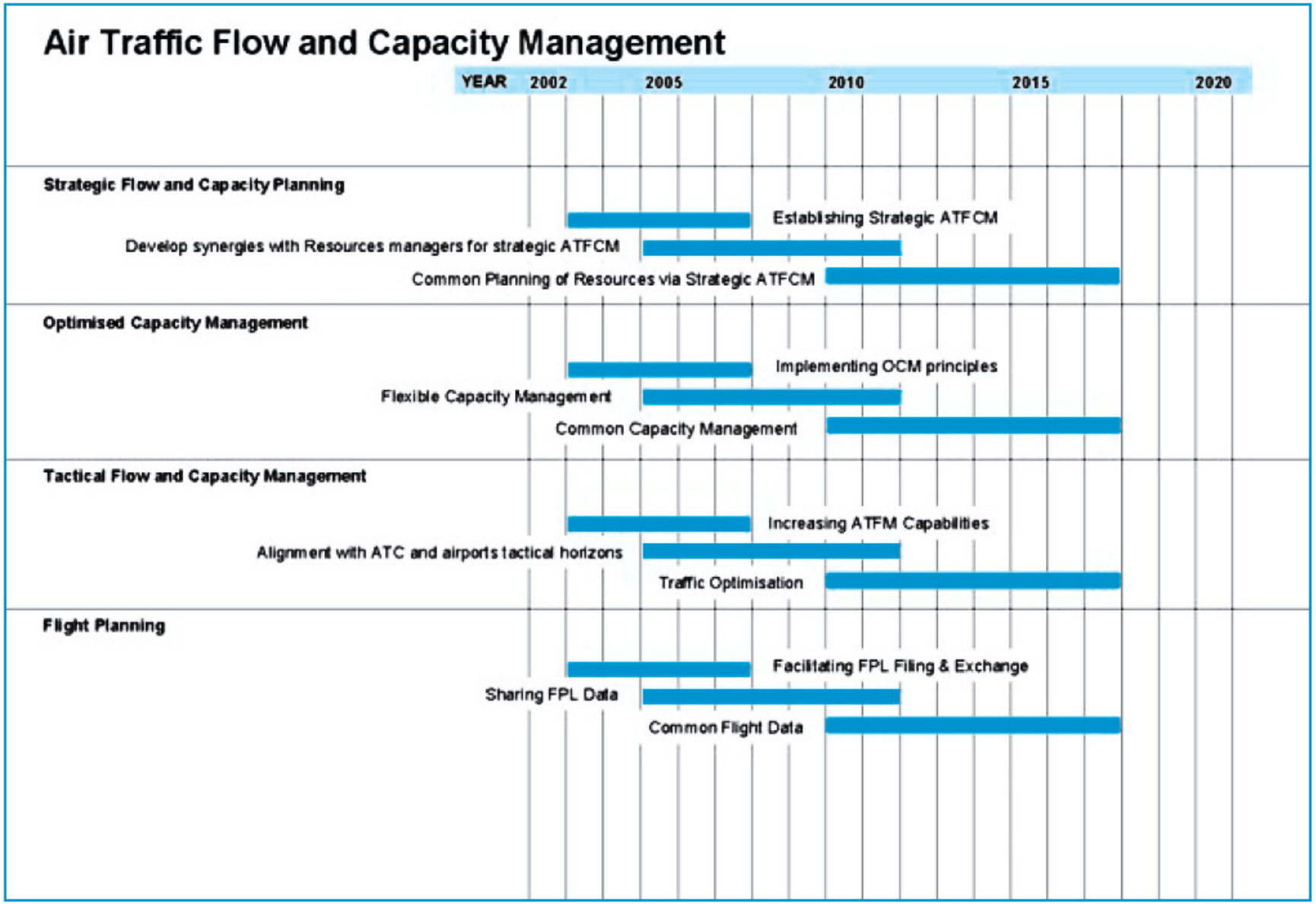

Air Traffic Flow and Capacity Management
YEAR
2002
2005
2010
2015
2020
Strategic Flow and Capacity Planning
Establishing Strategic ATFCM
Develop synergies with Resources managers for strategic ATFCM
Common Planning of Resources via Strategic ATFCM
Optimised Capacity Management
Implementing OCM principles
Flexible Capacity Management
Common Capacity Management
Tactical Flow and Capacity Management
Increasing ATFM Capabilities
Alignment with ATC and airports tactical horizons
Traffic Optimisation
Flight Planning
Facilitating FPL Filing & Exchange
Sharing FPL Data
Common Flight Data

Table: D-B

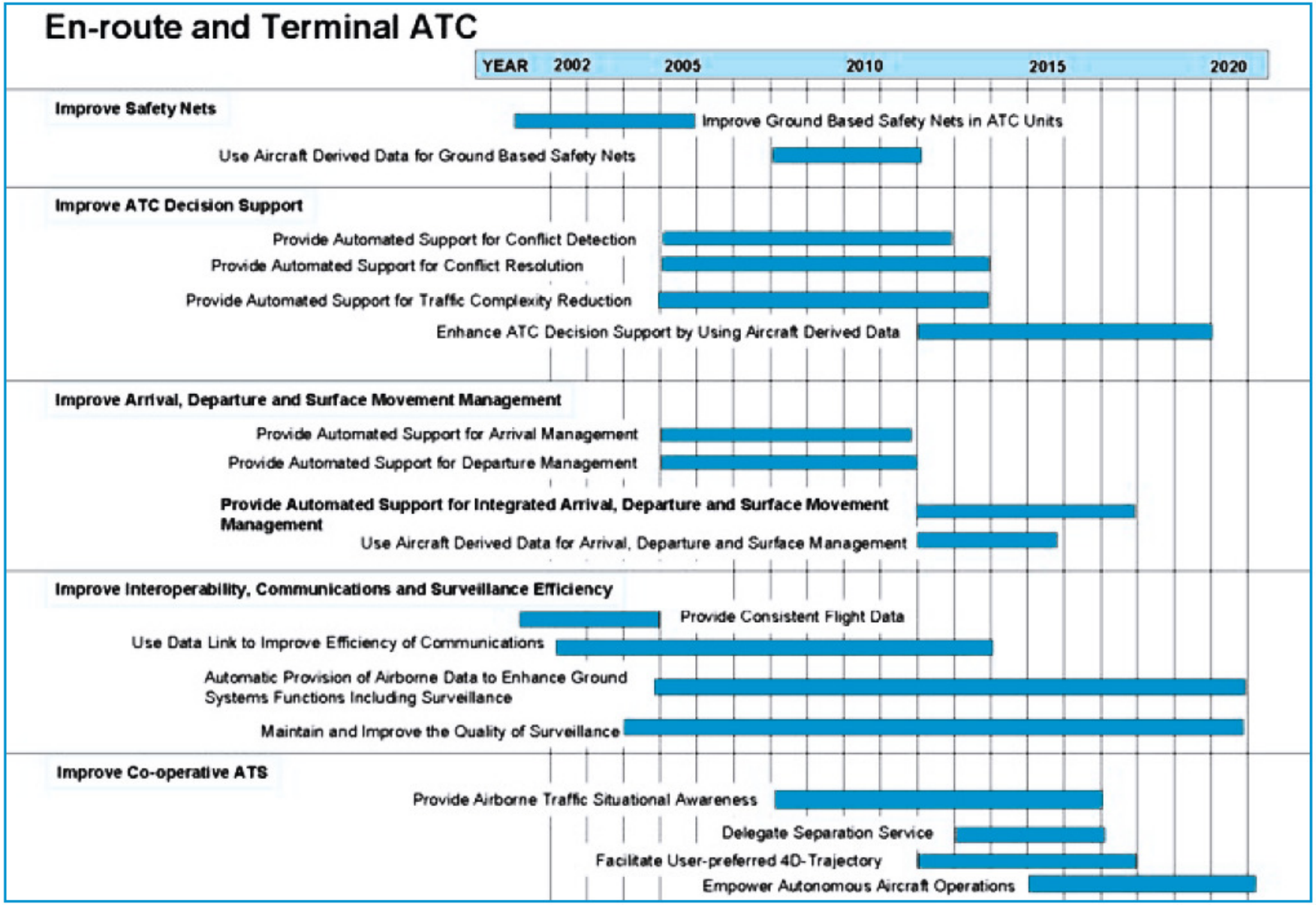

En-route and Terminal ATC
YEAR
2002
2005
2010
2015
2020
Improve Safety Nets
Improve Ground Based Safety Nets in ATC Units
Use Aircraft Derived Data for Ground Based Safety Nets
Improve ATC Decision Support
Provide Automated Support for Conflict Detection
Provide Automated Support for Conflict Resolution
Provide Automated Support for Traffic Complexity Reduction
Enhance ATC Decision Support by Using Aircraft Derived Data
Improve Arrival, Departure and Surface Movement Management
Provide Automated Support for Arrival Management
Provide Automated Support for Departure Management
Provide Automated Support for Integrated Arrival, Departure and Surface Movement Management
Use Aircraft Derived Data for Arrival, Departure and Surface Management
Improve Interoperability, Communications and Surveillance Efficiency
Provide Consistent Flight Data
Use Data Link to Improve Efficiency of Communications
Automatic Provision of Airborne Data to Enhance Ground Systems Functions Including Surveillance
Maintain and Improve the Quality of Surveillance
Improve Co-operative ATS
Provide Airborne Traffic Situational Awareness
Delegate Separation Service
Facilitate User-preferred 4D-Trajectory
Empower Autonomous Aircraft Operations

Table: D-C

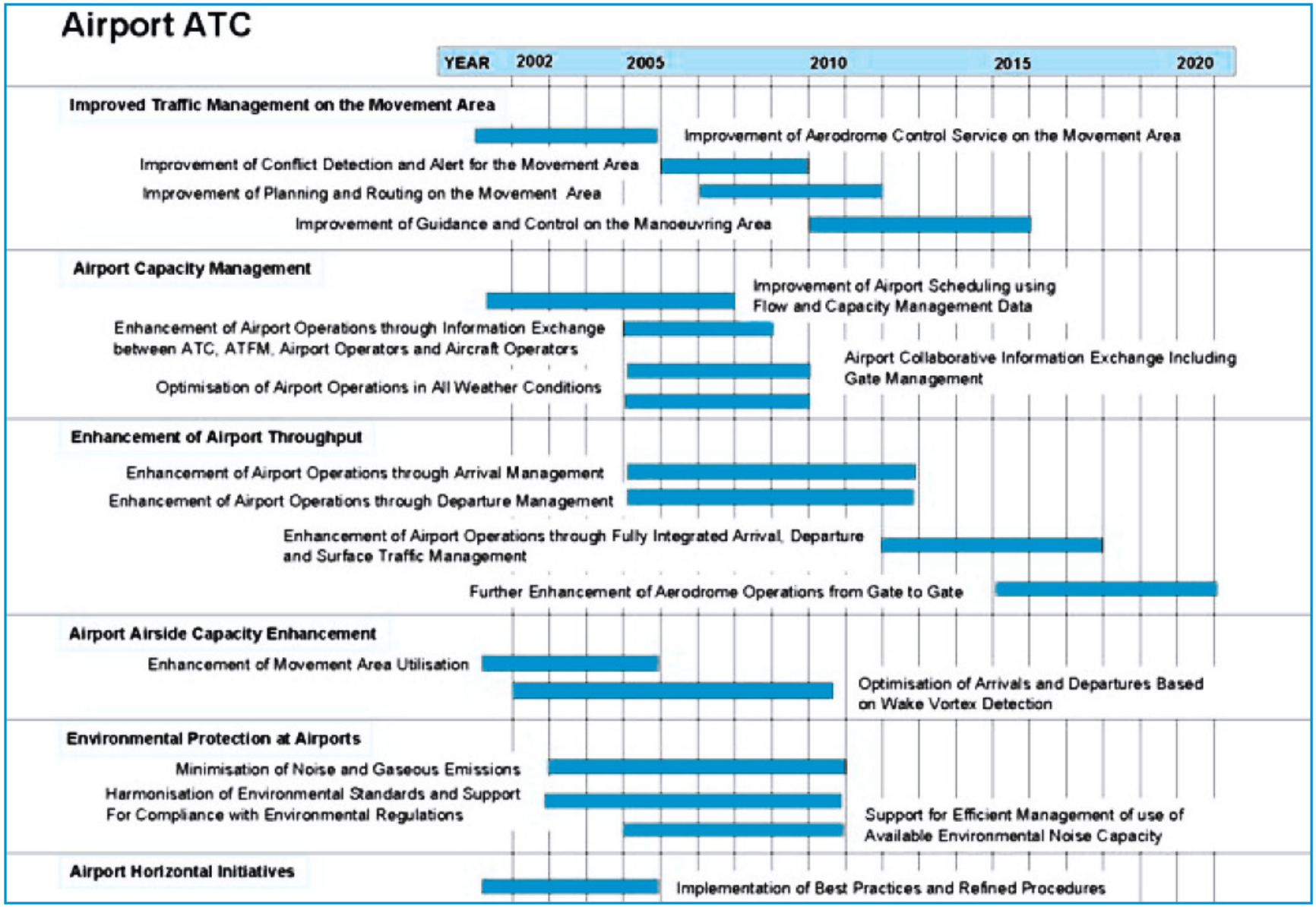
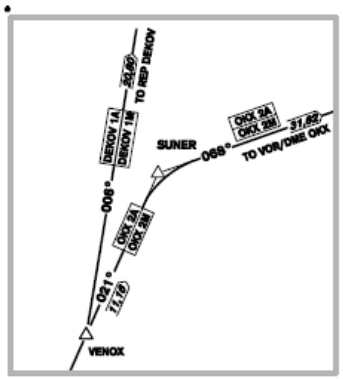

Airport ATC
YEAR
2002
2005
2010
2015
2020
Improved Traffic Management on the Movement Area
Improvement of Aerodrome Control Service on the Movement Area
Improvement of Conflict Detection and Alert for the Movement Area
Improvement of Planning and Routing on the Movement Area
Improvement of Guidance and Control on the Manoeuvring Area
Airport Capacity Management
Improvement of Airport Scheduling using Flow and Capacity Management Data
Enhancement of Airport Operations through Information Exchange between ATC, ATFM, Airport Operators and Aircraft Operators
Airport Collaborative Information Exchange Including Gate Management
Optimisation of Airport Operations in All Weather Conditions
Enhancement of Airport Throughput
Enhancement of Airport Operations through Arrival Management
Enhancement of Airport Operations through Departure Management
Enhancement of Airport Operations through Fully Integrated Arrival, Departure and Surface Traffic Management
Further Enhancement of Aerodrome Operations from Gate to Gate
Airport Airside Capacity Enhancement
Enhancement of Movement Area Utilisation
Optimisation of Arrivals and Departures Based on Wake Vortex Detection
Environmental Protection at Airports
Minimisation of Noise and Gaseous Emissions
Harmonisation of Environmental Standards and Support For Compliance with Environmental Regulations
Support for Efficient Management of use of Available Environmental Noise Capacity
Airport Horizontal Initiatives
Implementation of Best Practices and Refined Procedures

Table: D-D

ANNEX E



STANDARD DEPARTURE CHART – INSTRUMENT (SID) – ICAO

RNAV SID - RWY 24 PRAHA / Ruzyně

TO REP DEKOV
TO REP SUNER*. FOR CONTINUATION SEE LEFT SIDE OF THE PAGE

P-RNAV required

VENOX
HOLAN
KADNO
VODOCHODY
PRAHA VOR/DME 112,600 OKL
NERATOVICE VOR/DME 108,600 NER
ŘEVNIČOV DME 114,650 RVC
RAKOVNÍK NDB 386 RAK
TO REP DONAD
BESNO
MEDOV
PŘÍSEK DME 117,600 PSK
VLAŠIM VOR/DME 114,300 VLM
VOŽICE VOR/DME 116,300 VOZ
KBELY
MCTR KBELY
MCTR ČÁSLAV
MCTR LÍNĚ
TMA VI PRAHA FL 145 / FL 85 C
TMA II PRAHA FL 145 / 3000AMSL C
TMA III PRAHA FL 145 / 4000AMSL C
TMA IV PRAHA FL 145 / 3000AMSL C
TMA V PRAHA FL 145 / FL 70 C
TMA VII PRAHA FL 145 / 3000AMSL C
TMA I PRAHA FL 145 / 7000 ASL C
TMA IX PRAHA 3000AMSL / 7000AGL C **
TMA VODOCHODY 3000AMSL / 7000AGL D
NTMA KBELY 4000AMSL / 7000AGL D
NTMA ČÁSLAV FL 125 / 7000 ASL D
LKR4 FL410 GND
LKR5 FL410 GND
LKR6 FL 175 GND
LKP1 FL 90 GND
LKP4 3000 AMSL GND
LKP8 4500AMSL GND
LKP11 3000AMSL GND
LKP12 3000AMSL GND
LKTRA 60 FL 240 7000ASL
LKTRA 61 FL 90 GND
LKTRA 62 FL 240 3000AMSL
LKTRA 63 FL 240 3000AMSL
LKTRA 65 FL 240 FL 125
LKTRA 66 FL 240 FL 90
LKTRA 69 FL 240 FL 125
LKTRA 70 FL 660 FL 125
LKTRA 74 FL 660 FL 340
LKTSA 26 7000ASL 3000AGL
PRAHA 1700
13°30'E
14°00'
14°30'
15°00'
50° 30' N
50° 00' N

** TMA IX PRAHA 3000AMSL / 7000AGL C

TMA IX PRAHA - same lateral limits as CTR VODOCHODY

TMA IX PRAHA effective outside of operational hours of AD VODOCHODY only

MSA VOR/DME OKL
3100
085°
3600
095

FLY BY WAYPOINT

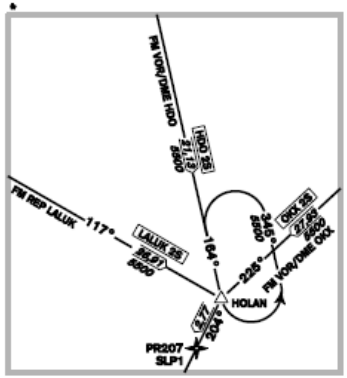
FLY - OVER WAYPOINT

TRANSITION ALTITUDE
5000ft

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM

STANDARD ARRIVAL CHART – INSTRUMENT (STAR) – ICAO

RNAV STAR - RWY 24 PRAHA / Ruzyně



** TMA IX PRAHA 3000AMSL / 7000ASL C

TMA IX PRAHA - same lateral limits as CTR VODOCHODY

TMA IX PRAHA effective outside of operational hours of AD VODOCHODY only

FLY BY WAYPOINT

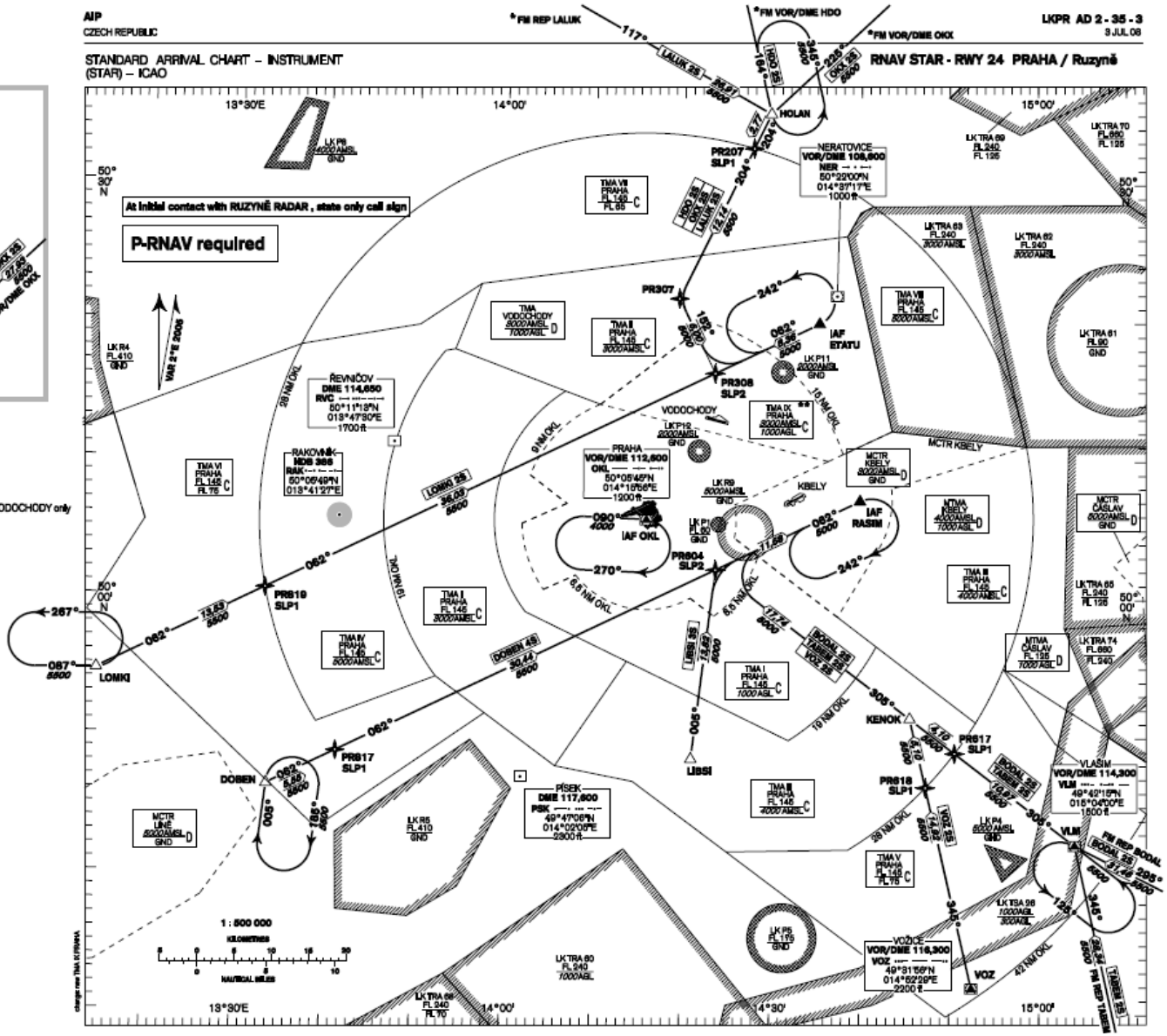
FLY - OVER WAYPOINT

TRANSITION ALTITUDE
5000ft

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN *FEET*
DISTANCES ARE IN *NM*

SPEED LIMITING POINT	
SLP1	MAX IAS 250 KT
SLP2	MAX IAS 220 KT

REF AIP AD 2-LKPR-20, 2.22.2.2.1.



change: new TMA IX PRAHA

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *1247* - 45 hPa
THR RWY 24 ELEV *1158* - 42 hPa

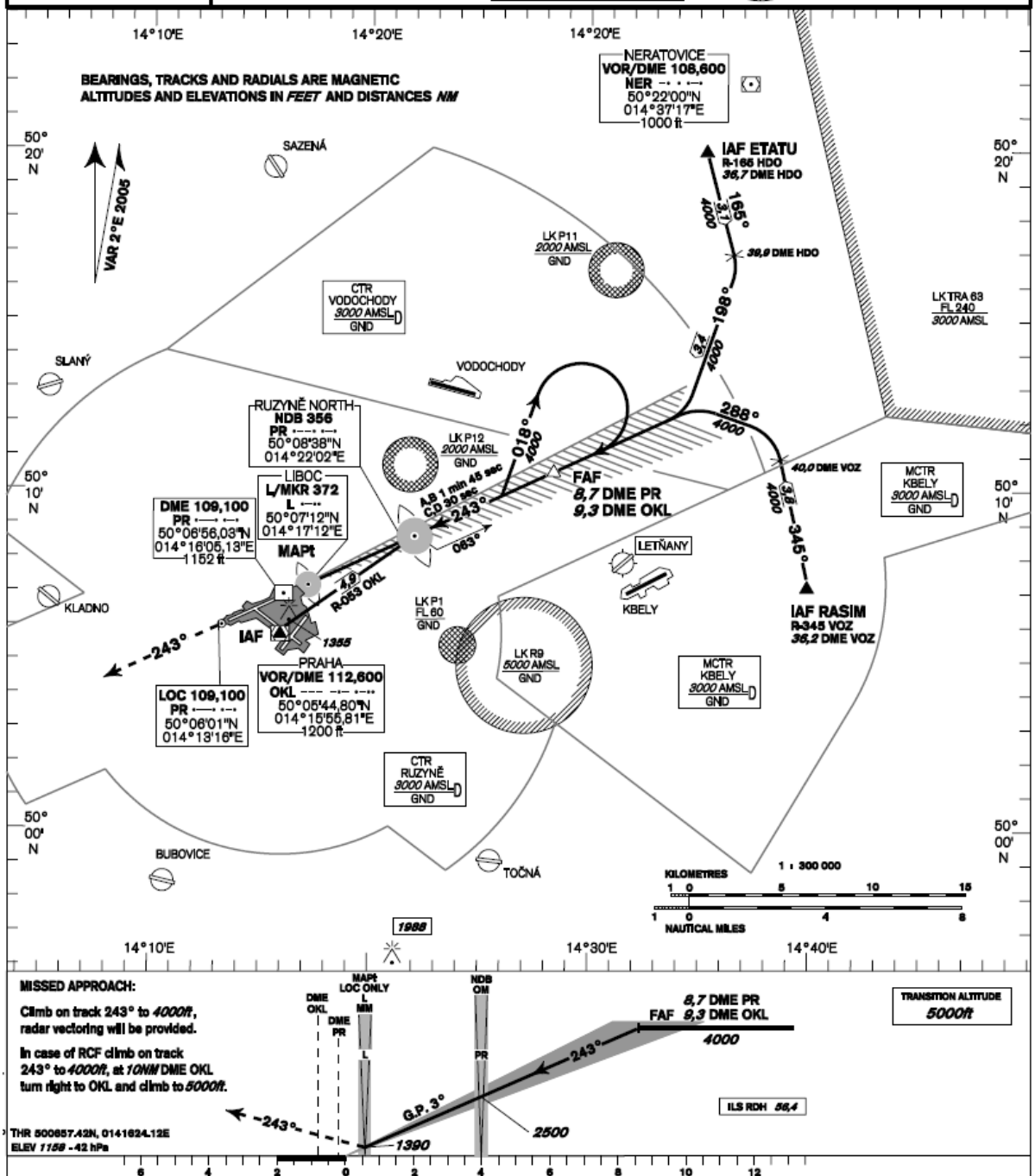
OCH RELATED TO THR RWY 24

PRAHA RADAR	127,575
RUZYNĚ RADAR	119,000
SUPPLEMENTARY FREQ.	136,075
	121,500
RUZYNĚ TOWER	118,100
SUPPLEMENTARY FREQ.	119,700
	121,500

MSA VOR/DME OKL: 085° – 3100 – 3600 – 360° – 090°

PRAHA/Ruzyně ILS

RWY 24



MISSED APPROACH:

Climb on track 243° to *4000ft*, radar vectoring will be provided.

In case of RCF climb on track 243° to *4000ft*, at *10NM* DME OKL turn right to OKL and climb to *5000ft*.

THR 500657.42N, 0141624.12E
ELEV *1158* - 42 hPa

TRANSITION ALTITUDE *5000ft*

OCA/OCH			A	B	C	D
Straight - In Approach	Cat I	ft	*1269/131*	*1299/141*	*1309/151*	*1319/161*
		m	393/40	396/43	399/46	402/49
	Cat II	ft	*1201/42*	*1217/59*	*1230/72*	*1243/85*
		m	366/13	371/18	375/22	379/26
	LOC only	ft	*1417/259*			
		m	432/79			
Circling			see the circling approach chart			

CAT IIa and IIb approved.

DME PR *NM*	*8*	*7*	*6*	*5*	*4*	*3*	*2*	*1*
ALTITUDES *ft*	*3750*	*3420*	*3090*	*2760*	*2440*	*2110*	*1780*	*1470*

	kt	*80*	*100*	*120*	*140*	*160*	*180*
FAF - MAPt *8,0 NM*	min:sec	5:59	4:47	3:59	3:25	2:59	2:39
Rate of descent	*ft/min*	*440*	*540*	*650*	*760*	*870*	*980*

Timing is not authorized for defining the MAPt.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *1247* - 45 hPa
THR RWY 24 ELEV *1158* - 42 hPa

OCH RELATED TO THR RWY 24

PRAHA RADAR	127,575
RUZYNĚ RADAR	119,000
SUPPLEMENTARY FREQ.	136,075
	121,500
RUZYNĚ TOWER	118,100
SUPPLEMENTARY FREQ.	119,700
	121,500

MSA VOR/DME OKL: 085° – 360° – 3100 – 3600 – 25

PRAHA/Ruzyně
NDB - DME(GPS)
RWY 24

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN *FEET* AND DISTANCES *NM*

FLY BY WAYPOINT
FLY - OVER WAYPOINT

NERATOVICE
VOR/DME 108,600
NER
50°22'00"N
014°37'17"E
1000 ft

IAF ETATU
165° 3,21 4000
39,93 DME HDO
PR24J
198° 3,90 4000
PR24I
2,50 4000
PR24H
40,00 DME VOZ
3,82 4000
345°
IAF RASIM

VAR 2°E 2005

LK P11 *2000* AMSL GND
LK TRA 63 FL 240 *3000* AMSL
CTR VODOCHODY *3000* AMSL GND
MCTR KBELY *3000* AMSL GND
CTR RUZYNĚ *3000* AMSL GND
LK P12 *2000* AMSL GND
LK P1 FL 60 GND
LK R9 *5000* AMSL GND

SAZENÁ
SLANÝ
VODOCHODY
KLADNO
LETŇANY
KBELY
BUBOVICE
TOČNÁ

RUZYNĚ NORTH
NDB 356
PR
50°08'38"N
014°22'02"E

LIBOC
L/MKR 372
L
50°07'12"N
014°17'12"E

018° 4000
A,B 1 min 45 sec
C,D 30 sec
243°
063°
FAF
PR24F
8,74 DME PR
9,39 DME OKL

DME 109,100
PR
50°06'56,03"N
014°16'05,13"E
1152 ft

PR24M
MAPt
4,88
R-053 OKL
IAF
1355
-243°-

LLZ 109,100
PR
50°06'01"N
014°13'16"E

PRAHA
VOR/DME 112,600
OKL
50°05'44,80"N
014°15'55,81"E
1200 ft

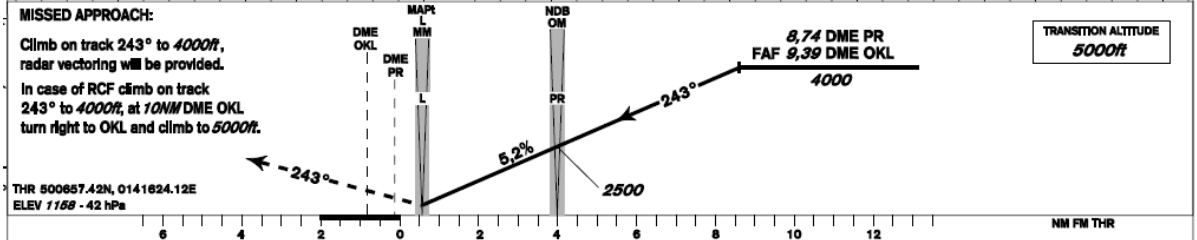
KILOMETRES 1 0 5 10 15
1 : 300 000
1 0 4 8
NAUTICAL MILES

1988

14°10'E 14°20'E 14°30'E 14°40'E
50° 20' N
50° 10' N
50° 00' N

MISSED APPROACH:
Climb on track 243° to *4000ft*,
radar vectoring will be provided.
In case of RCF climb on track
243° to *4000ft*, at *10NM* DME OKL
turn right to OKL and climb to *5000ft*.

THR 500657.42N, 0141624.12E
ELEV *1158* - 42 hPa



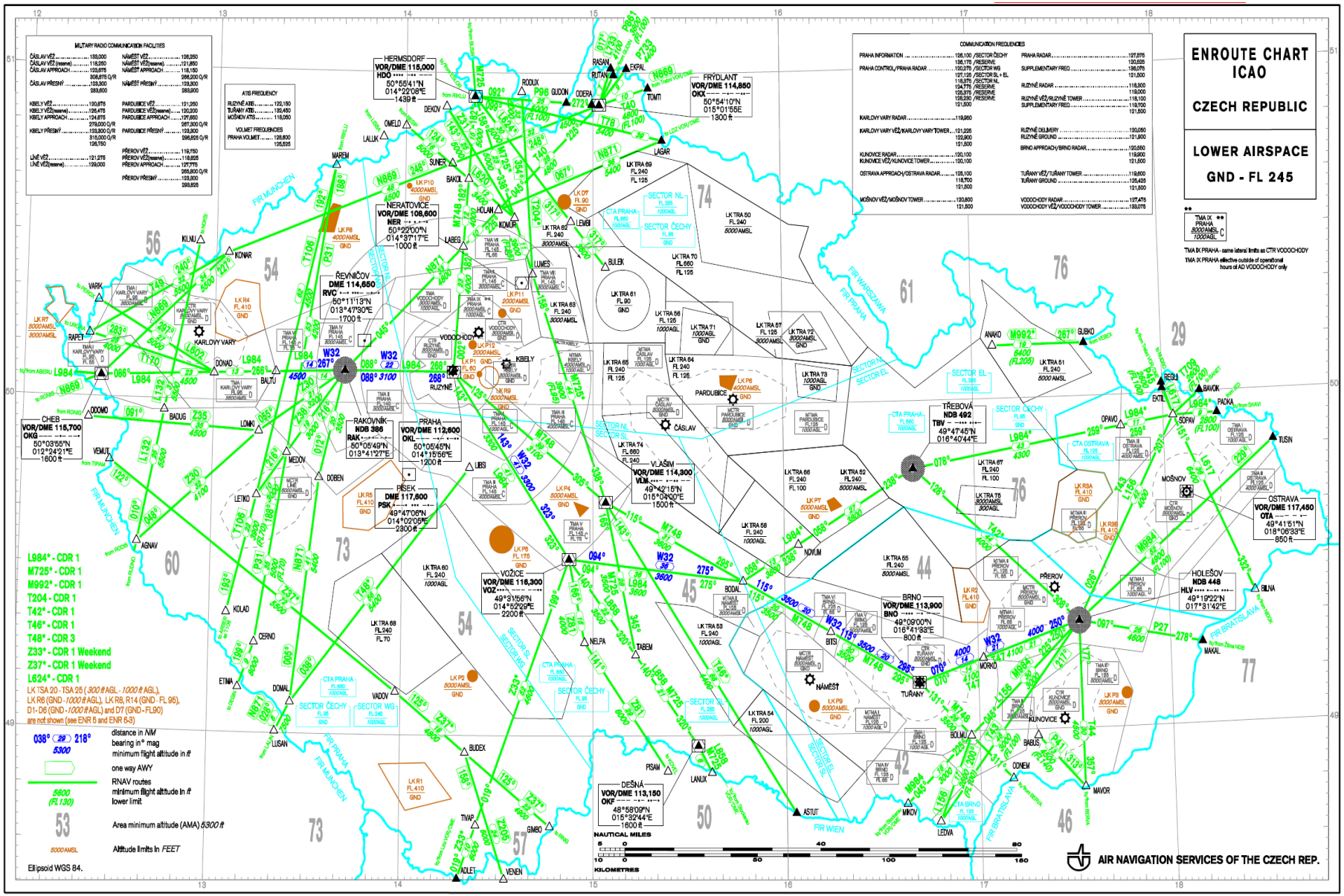
TRANSITION ALTITUDE
5000ft

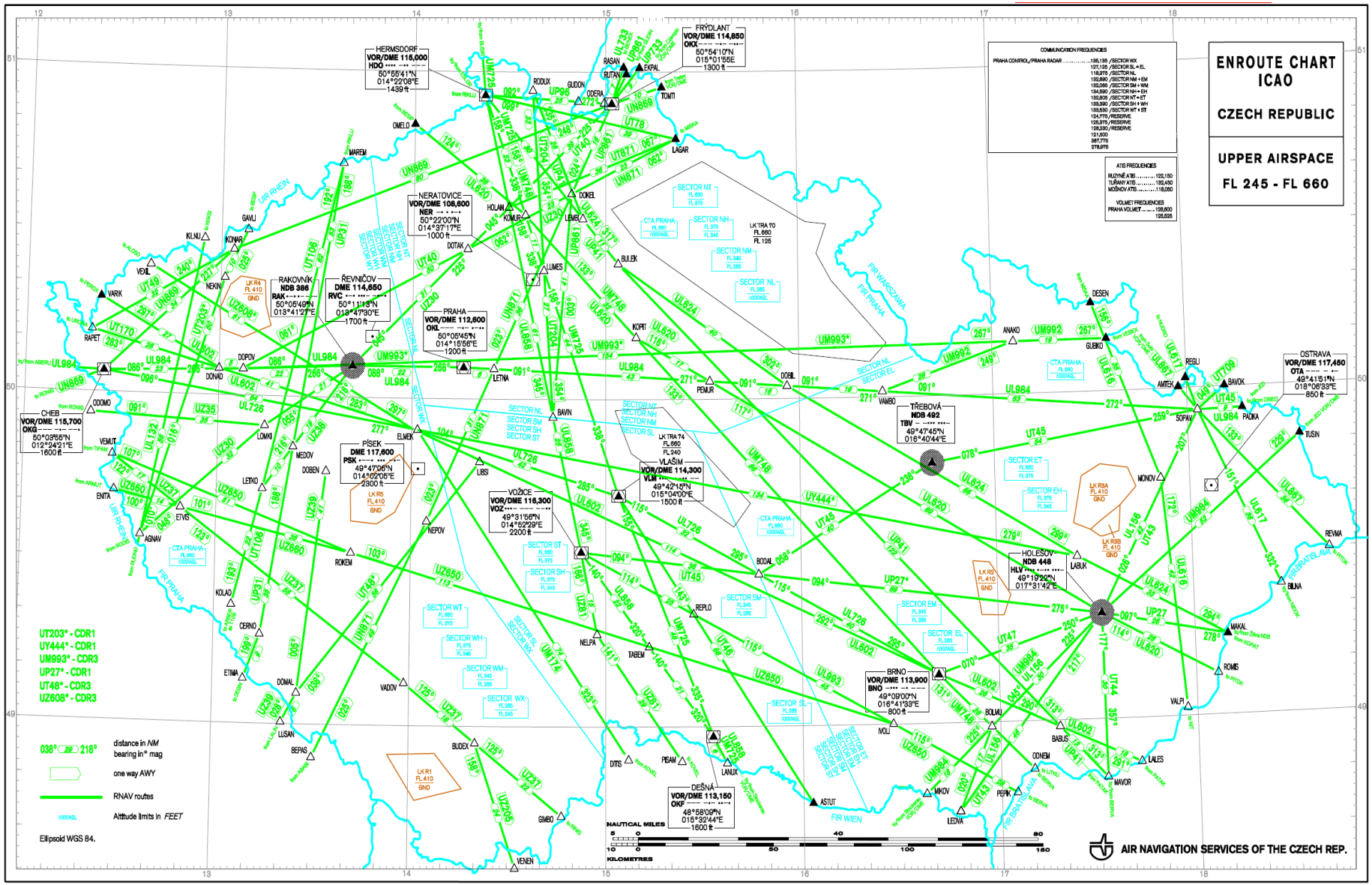
DME PR *NM*	*8*	*7*	*6*	*5*	*4*	*3*	*2*	*1*
ALTITUDES *ft*	*3750*	*3420*	*3090*	*2760*	*2440*	*2110*	*1790*	*1470*

OCA/OCH		A	B	C	D
Straight - in Approach	*ft*	*1601/443*			
	m	488/135			
Circling		see the circling approach chart			

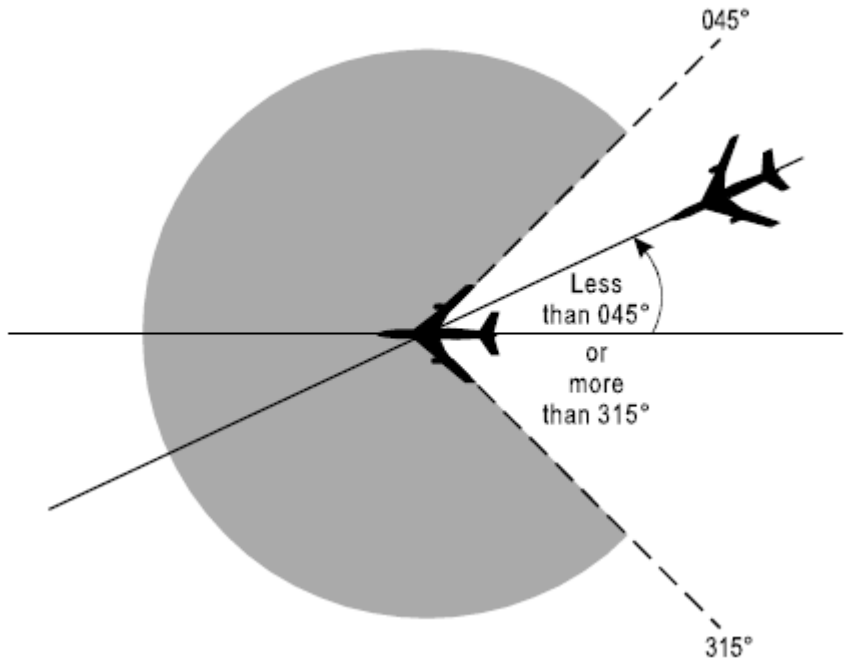
	kt	*80*	*100*	*120*	*140*	*160*	*180*
FAF - MAPt *8,0 NM*	min:sec	5:59	4:47	3:59	3:25	2:59	2:39
Rate of descent	*ft*/min	*440*	*540*	*650*	*760*	*870*	*980*

Timing is not authorized for defining the MAPt.

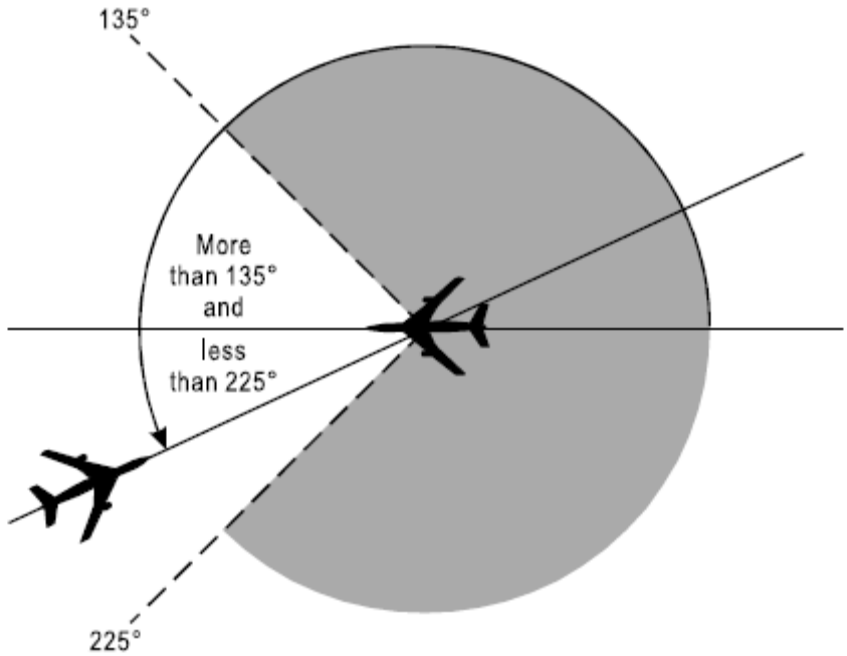

ENROUTE CHART ICAO
CZECH REPUBLIC
LOWER AIRSPACE
GND - FL 245
MILITARY RADIO COMMUNICATION FACILITIES
ATIS FREQUENCY
VOLMET FREQUENCIES
COMMUNICATION FREQUENCIES
HERMSDORF VOR/DME 115,000 HDO 50°55'41"N 014°22'08"E 1439 ft
FRYDLANT VOR/DME 114,850 OKZ 50°54'10"N 015°01'55E 1300 ft
NERATOVICE VOR/DME 108,600 NER 50°22'00"N 014°37'17"E 1000 ft
ŘEVNIČOV DME 114,650 RVC 50°11'13"N 013°47'30"E 1700 ft
CHEB VOR/DME 115,700 OKG 50°03'55"N 012°24'21"E 1600 ft
RAKOVNÍK NDB 386 RAK 50°05'49"N 013°41'27"E
PRAHA VOR/DME 112,600 OKL 50°05'45"N 014°15'55"E 1200 ft
ŘÍČANY DME 117,800 PSK 49°47'06"N 014°02'05"E 2300 ft
VOZICE VOR/DME 116,300 VOZ 49°31'56"N 014°52'29"E 2200 ft
VLAŠIM VOR/DME 114,300 VLM 49°42'15"N 015°52'50"E 1500 ft
DEŠNÁ VOR/DME 113,150 OKF 49°58'09"N 015°32'44"E 1600 ft
TŘEBOVÁ NDB 492 TBV 49°47'45"N 016°40'44"E
BRNO VOR/DME 113,900 BNO 49°09'00"N 016°41'38"E 800 ft
OSTRAVA VOR/DME 117,450 OTA 49°41'51"N 018°06'33"E 850 ft
HOLEŠOV NDB 448 HLV 49°19'22"N 017°31'42"E
L984° - CDR 1
M725° - CDR 1
M992° - CDR 1
T204 - CDR 1
T42° - CDR 1
T46° - CDR 1
T48° - CDR 3
Z33° - CDR 1 Weekend
Z37° - CDR 1 Weekend
L624° - CDR 1
LK TSA 20 - TSA 25 (300 ft AGL - 1000 ft AGL),
LK R6 (GND - 1000 ft AGL), LK R8, R14 (GND - FL 95),
D1- D6 (GND - 1000 ft AGL) and D7 (GND - FL90)
are not shown (see ENR 5 and ENR 6-3)
distance in NM
bearing in ° mag
minimum flight altitude in ft
one way AWY
RNAV routes
minimum flight altitude in ft
lower limit
Area minimum altitude (AMA) 5300 ft
Altitude limits in FEET
Ellipsoid WGS 84.
NAUTICAL MILES
KILOMETRES
AIR NAVIGATION SERVICES OF THE CZECH REP.


ENROUTE CHART ICAO
CZECH REPUBLIC
UPPER AIRSPACE
FL 245 - FL 660
COMMUNICATION FREQUENCIES
PRAHA CONTROL/PRAHA RADAR ..... 135,135 /SECTOR WX
127,135 /SECTOR SL + EL
118,975 /SECTOR NL
132,800 /SECTOR NM + EM
132,060 /SECTOR SM + WM
134,590 /SECTOR NH + EH
133,805 /SECTOR NT + ET
133,390 /SECTOR SH + WH
135,530 /SECTOR WT + ST
124,775 /RESERVE
126,975 /RESERVE
128,230 /RESERVE
121,800
367,775
276,975
ATIS FREQUENCIES
RUZYNĚ ATIS 122,150
TUŘANY ATIS 132,450
MOŠNOV ATIS 118,050
VOLMET FREQUENCIES
PRAHA VOLMET 126,600
125,505
HERMSDORF VOR/DME 115,000 HDO 50°55'41"N 014°22'08"E 1439 ft
FRÝDLANT VOR/DME 114,850 OKX 50°54'10"N 015°01'55"E 1300 ft
NERATOVICE VOR/DME 108,600 NER 50°22'00"N 014°37'17"E 1000 ft
ŘEVNIČOV DME 114,650 RVC 50°11'13"N 013°47'30"E 1700 ft
RAKOVNÍK NDB 386 RAK 50°05'45"N 013°41'27"E
PRAHA VOR/DME 112,600 OKL 50°05'45"N 014°15'56"E 1200 ft
CHEB VOR/DME 115,700 OKG 50°03'55"N 012°24'21"E 1600 ft
PÍSEK DME 117,600 PSK 49°47'06"N 014°02'05"E 2300 ft
VOŽICE VOR/DME 116,300 VOZ 49°31'56"N 014°52'09"E 2200 ft
VLAŠIM VOR/DME 114,300 VLM 49°42'15"N 015°04'00"E 1500 ft
TŘEBOVÁ NDB 492 TBV 49°47'45"N 016°40'44"E
HOLEŠOV NDB 448 HLV 49°19'25"N 017°31'42"E
BRNO VOR/DME 113,900 BNO 49°09'00"N 016°41'53"E 800 ft
DEŠNÁ VOR/DME 113,150 OKF 48°58'09"N 015°32'44"E 1600 ft
OSTRAVA VOR/DME 117,450 OTA 49°41'51"N 018°06'33"E 850 ft
UT203* - CDR1
UY444* - CDR1
UM993* - CDR3
UP27* - CDR1
UT48* - CDR3
UZ608* - CDR3
038° 20 218° distance in NM bearing in° mag
one way AWY
RNAV routes
/1000ASL Atttitude limits in FEET
Ellipsoid WGS 84.
NAUTICAL MILES
KILOMETRES
AIR NAVIGATION SERVICES OF THE CZECH REP.

ANNEX F



Picture: F-A



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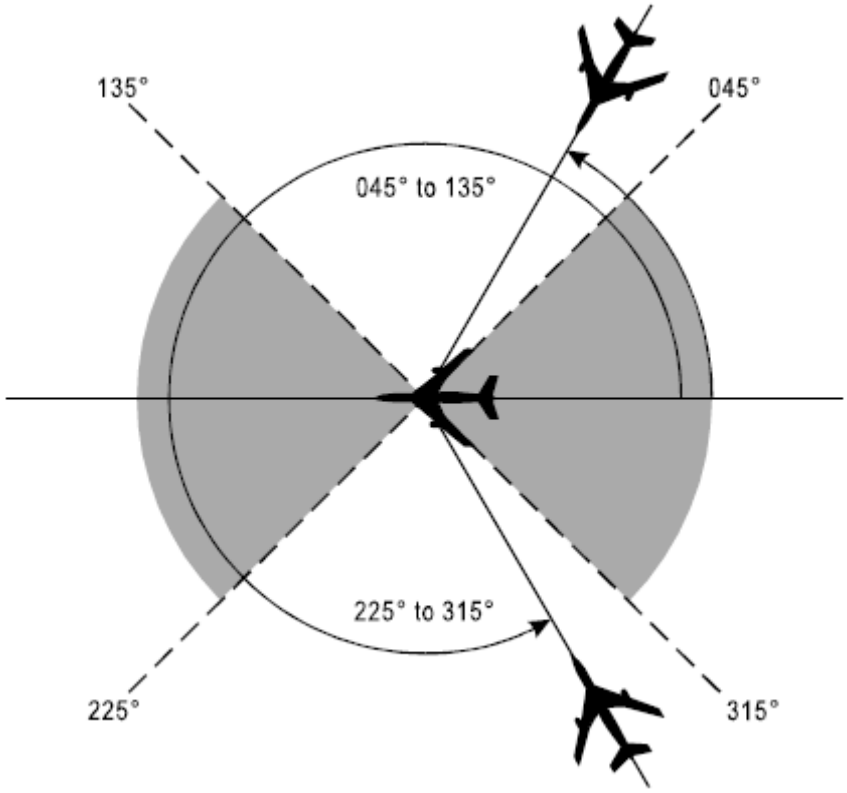

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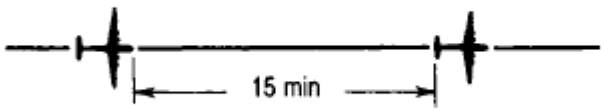

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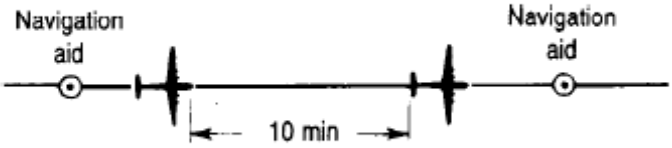

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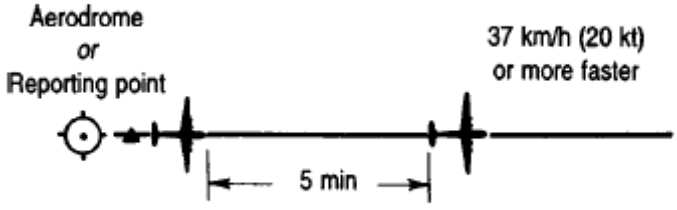

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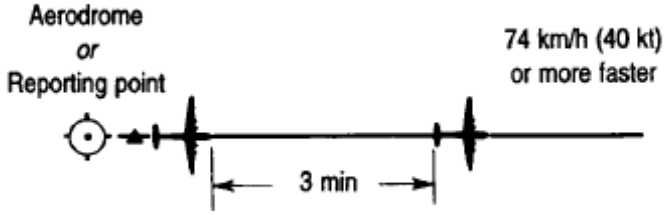

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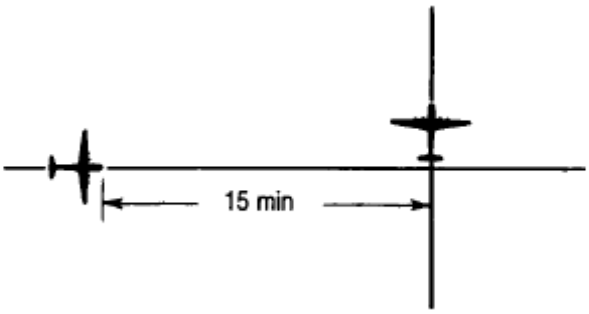

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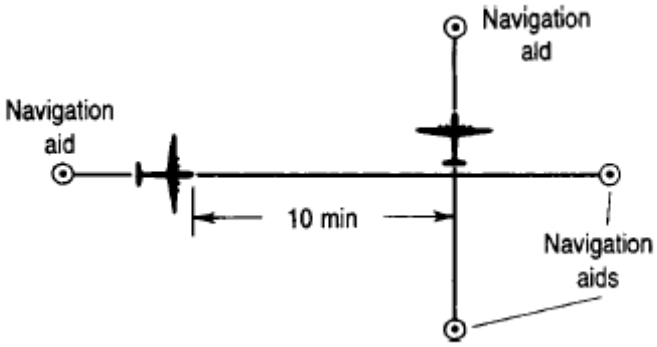

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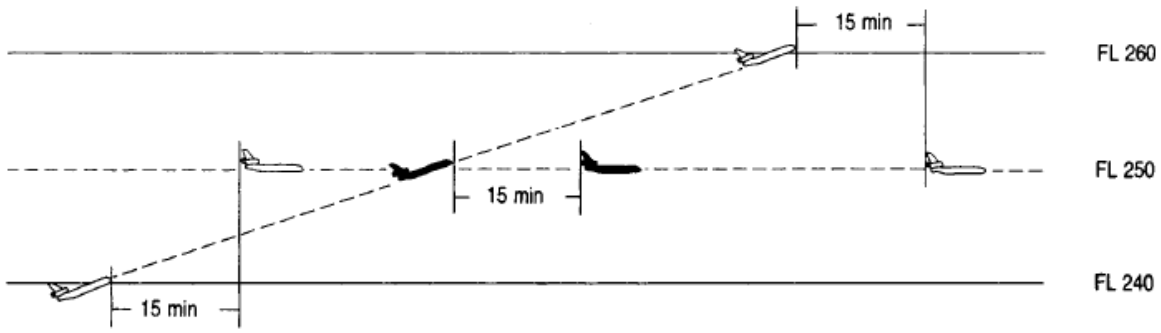

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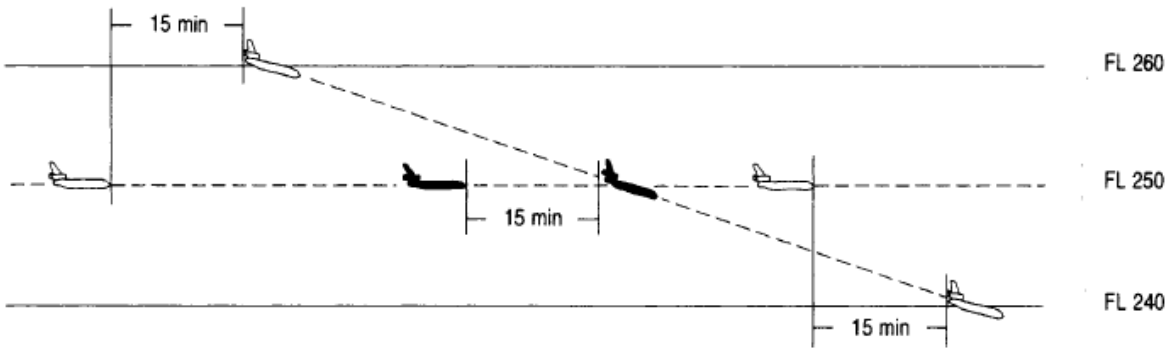

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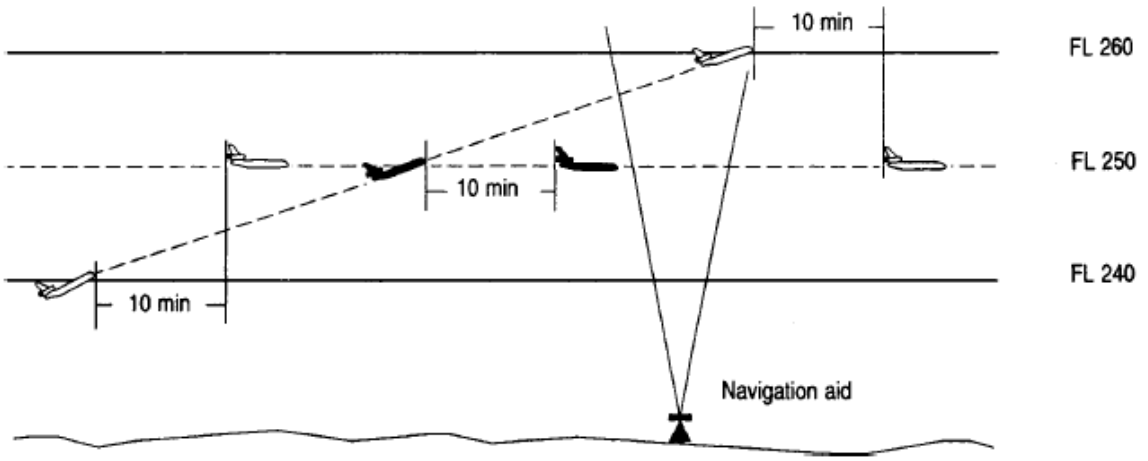

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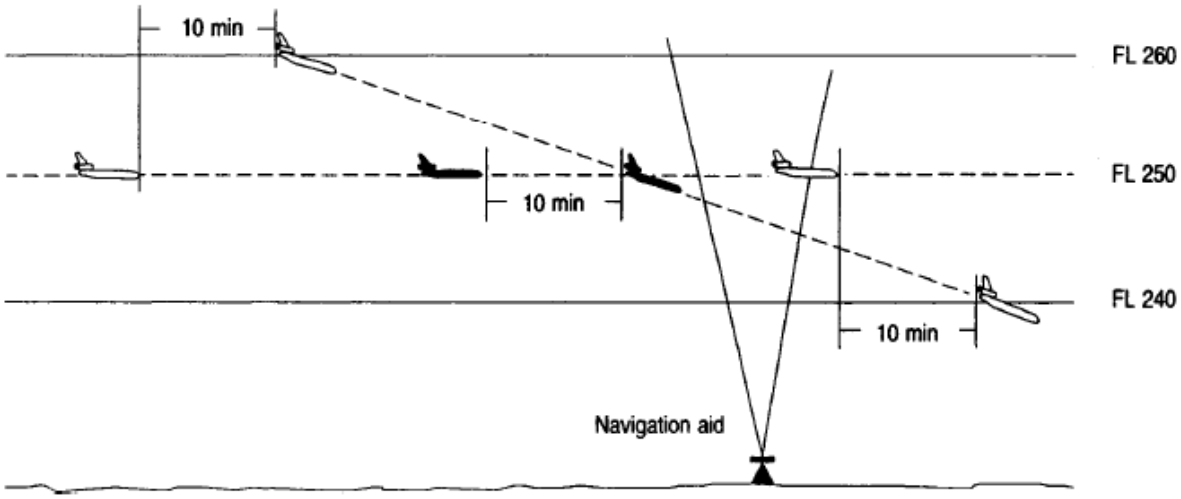
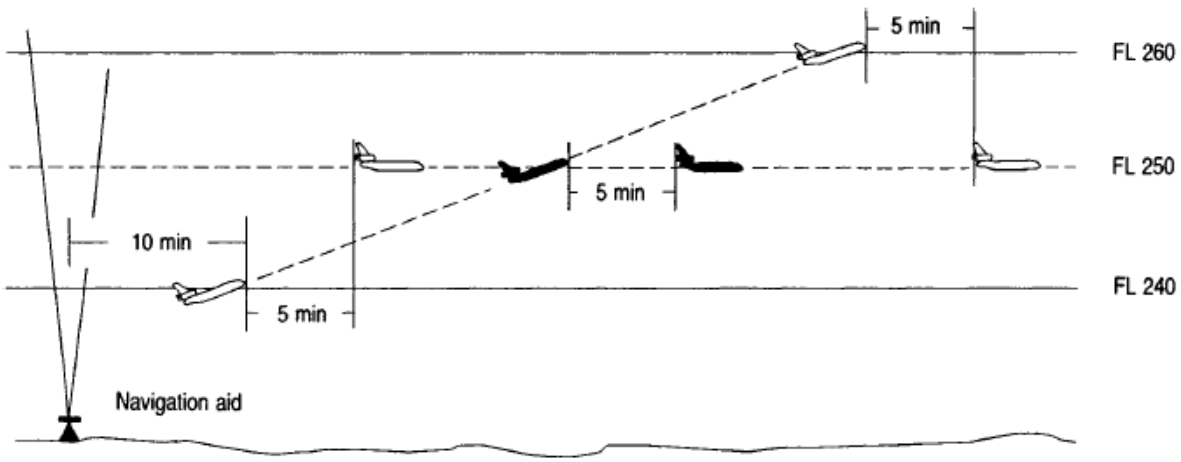


Picture F-M



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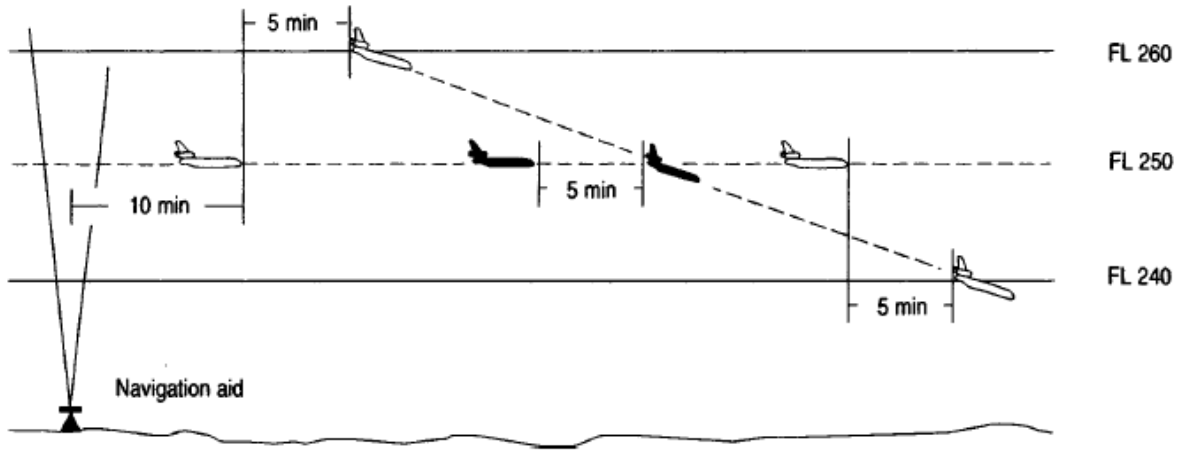
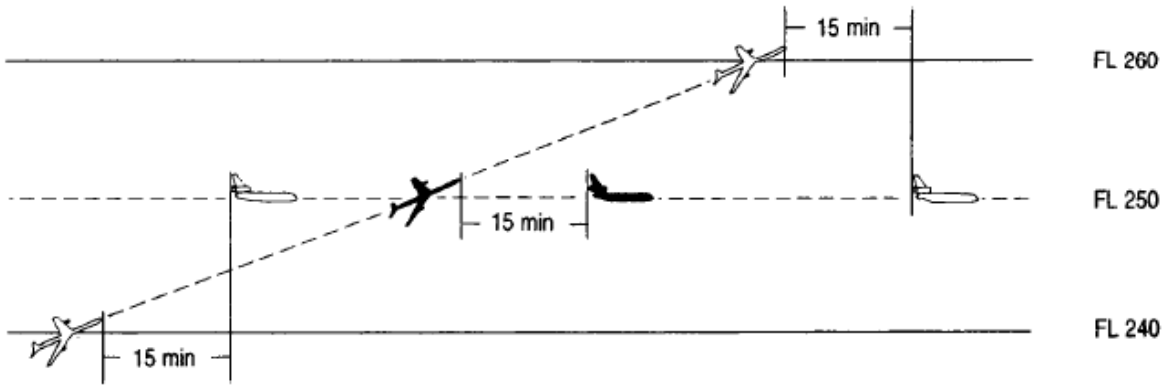
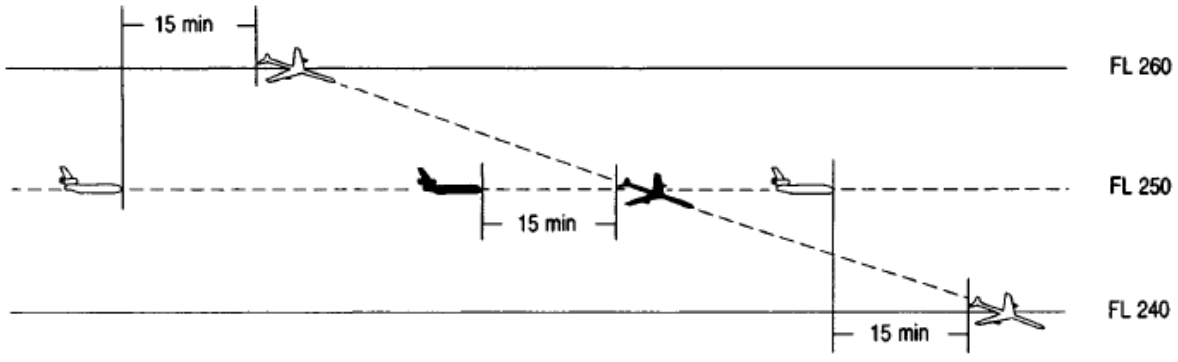


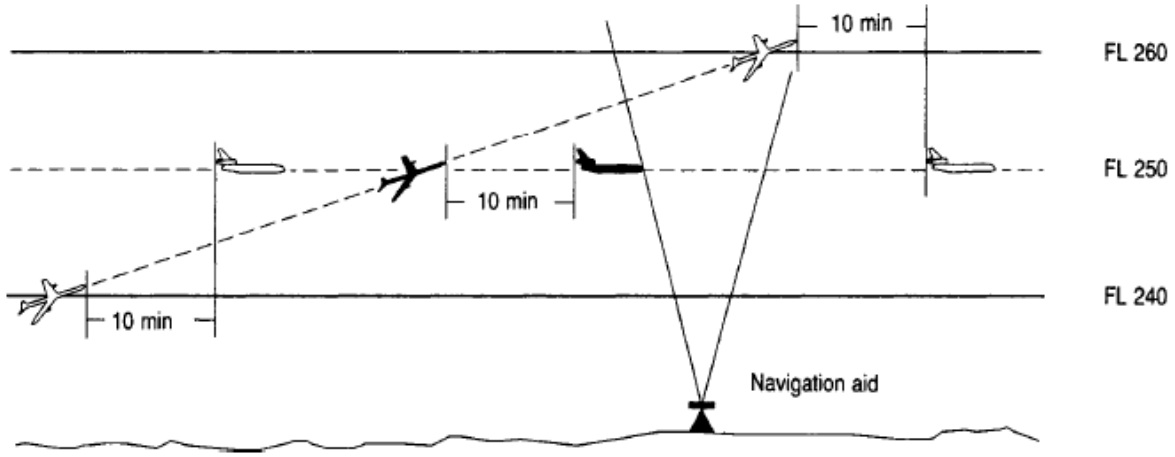
Picture: F-O



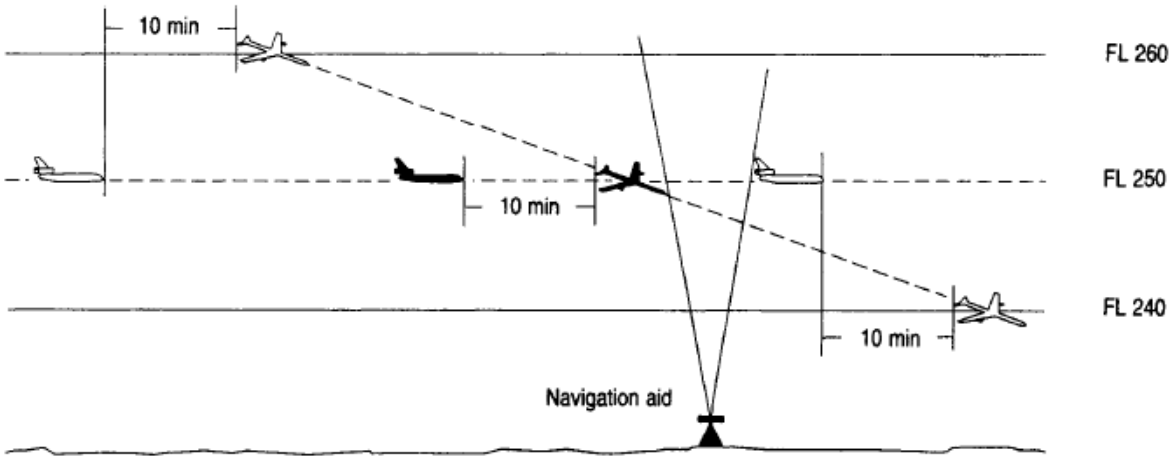
Picture: F-P



Picture: F-R



Picture: F-S



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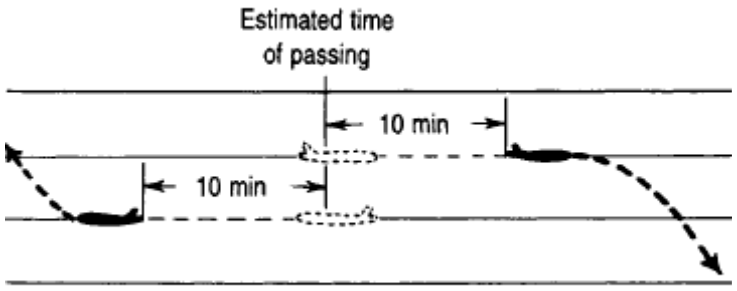

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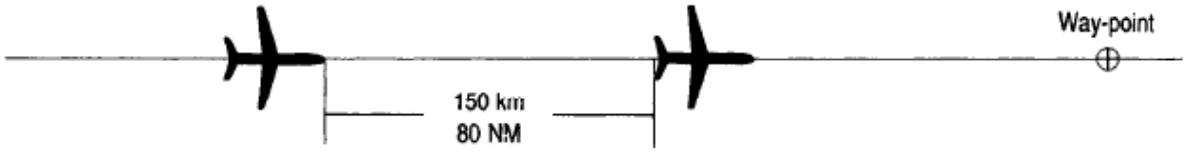

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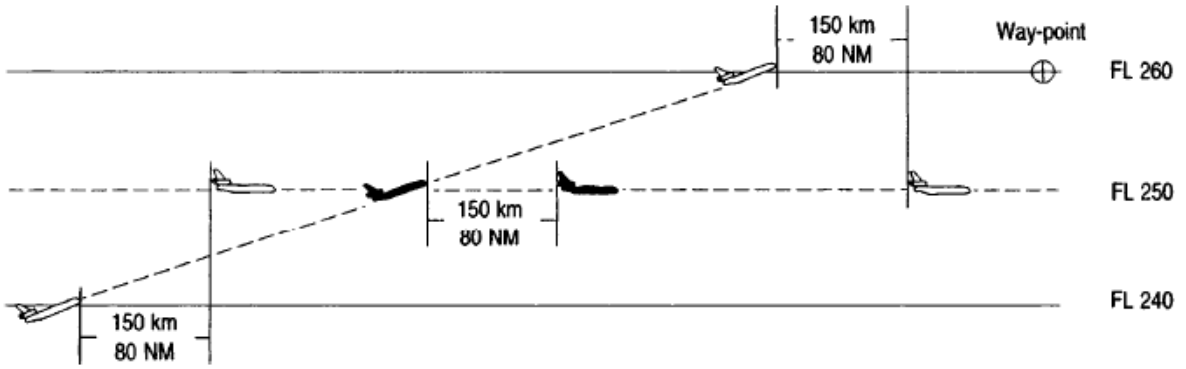

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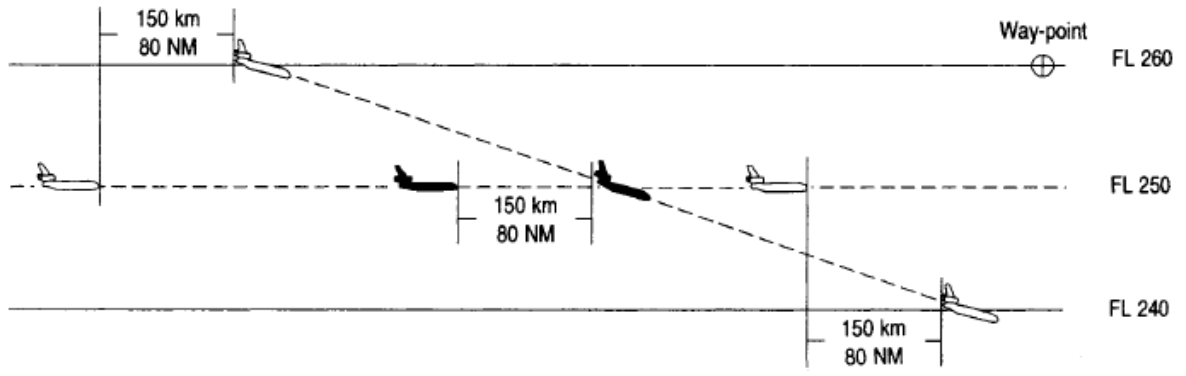
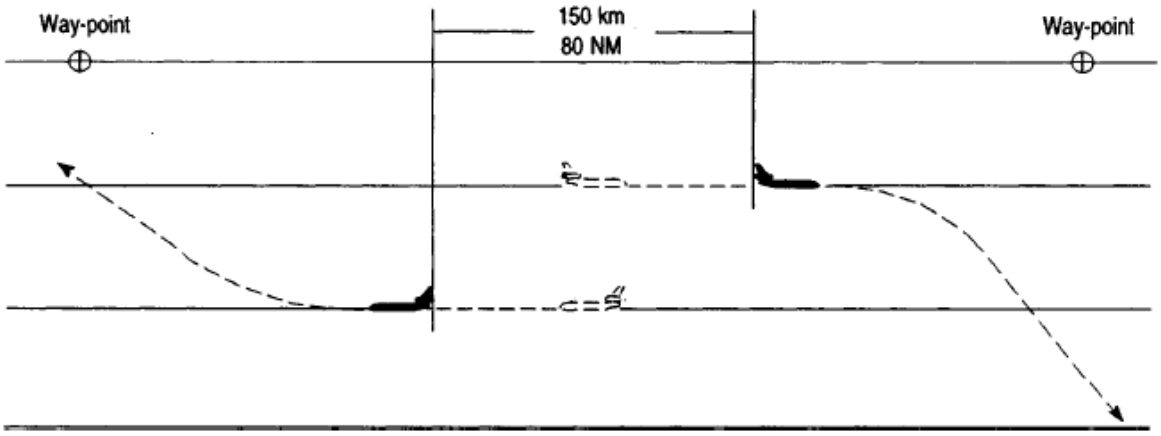


Picture: F-X



Picture: F-Y

ANNEX G

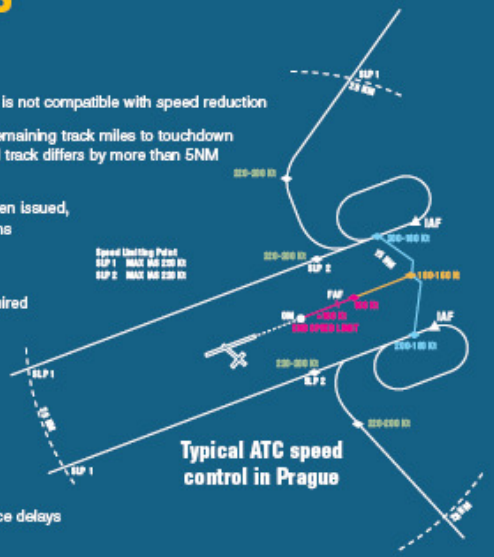
CONTROLLERS

Airborne

- Be aware that high descent rate is not compatible with speed reduction
- In case of radar vectoring, the remaining track miles to touchdown should be given (when expected track differs by more than 5NM from standard arrival route)
- Once a speed restriction has been issued, continue giving speed instructions until either:
  - aircraft reaches OM (4NM) or
  - speed control is no longer required and you advise the crew "no ATC speed restriction"

On the ground

- Give priority to take off over taxi instructions
- Use conditional clearances to expedite line-ups and then reduce delays



Typical ATC speed control in Prague

HOT SPOTS

Pay special attention when using the following taxiways:

① Vacate via TWY D when landing on RWY 24
Vacate via TWY L when landing on RWY 06 ▶ Do not enter RWY 13

② If instructed: *"taxi to holding point RWY 24 via TWY A and TWY Z"*, do not turn left via TWY A but proceed to TWY Z

Praha Ruzyně Airport

NEW EDITION - 2006

AIRPORT CAPACITY ENHANCEMENT

Minimum runway occupancy reduces delays, reduces airline costs and increases capacity

The purpose of this leaflet is to increase awareness of the importance of minimum runway occupancy times and to highlight how improvements can be made

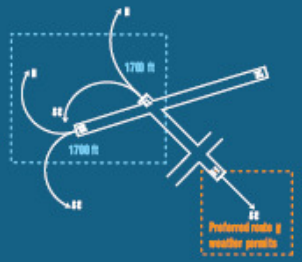
"Peak hour means minimum time on the runway"

DEPARTURES

- Do not request taxi clearance to the holding point unless you are sure that you will be ready to depart without delay
- Notify ATC before reaching the holding area if extra time is needed to ready the aircraft
- Except when low visibility procedure (LVP) are in force always hold at CAT I
  You will decrease line up times
- Line up without delay when cleared by ATC
- React promptly to take off clearance

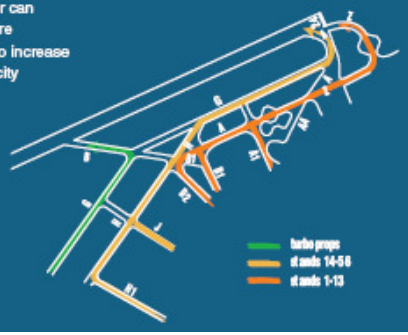
Information

- New SIDS (RWY 24 and RWY 31) for turboprops on south-east and north departure have been created (first turn at 1700 ft)
- Turboprops on south-east departure should expect RWY 13



Peak hours taxi routes to RWY 24

- Be aware that Tower can change the departure sequence in order to increase the departure capacity



Runway occupancy time arrivals on RWY 24...

In 2004 over 58% of medium jet aircraft had a ROTA greater than 55 seconds
In 2005 this figure significantly decreased to 1.4%

To help controllers to achieve maximum RWY utilisation

- React promptly to ATC instructions on airspeed changes
- Do not request non-standard approaches during periods of peak traffic, as notified by ATIS
- Expect to receive landing clearance when on short final

High intensity RWY operations - HIRO (0600 - 2200 LT)

Whenever RWY conditions permit, pilots shall expect the following intersections for take off runs:

TYPE CLASS	RWY 24	RWY 06	RWY 31	RWY 13
MEDIUM-JET	THR	E	THR	THR
TORA	3715 m	3060 m	3250 m	3250 m
MEDIUM-PROP	B	D	R	F
TORA	2545 m	2250 m	2575 m	2525 m

If unable to comply with the HIRO system, pilots shall advise ATC as soon as possible.

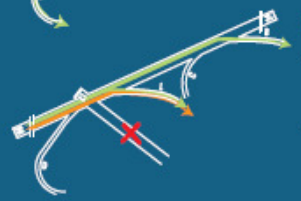
ARRIVALS

- Complete briefing and review of airport and runway layout before starting descent
- Nominate expected runway exit during approach briefing
- Consider distance to nominated exit when selecting the autobrake setting
- When an ATC speed control has been given, keep it until OM (4 NM)
- Achieve a normal touchdown with progressive smooth deceleration to exit at a safe speed at the nominated exit

New ICAO rule – Reduced RWY separation minima 2400m

- During day and fair weather only
- Expect landing clearance on short final with a preceding aircraft still on the RWY

How to increase capacity: choose the correct exit



For RWY 24 arrivals:

- Turboprops and light aircraft are expected to vacate via C (LDA 1325 m)
- Medium Jet aircraft are expected to vacate via D (LDA 2070 m)

For RWY 06 arrivals:

- Turboprops and light aircraft are expected to vacate via L (LDA 1556 m)
- Medium Jet aircraft are expected to vacate via L (LDA 1556 m) or via B (LDA 2545 m)

- Good operating practice is to aim for an exit that can be made, rather than aiming for an earlier exit that you might miss.

Do not plan vacating via RWY 13