

1 LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

1.1 General

1.1.1 Aerodrome Traffic Zone (ATZ) is not established. Aerodrome LKLT is located in MCTR Kbely and a flight along traffic circuit goes through CTR Ruzyně.

1.1.2 Outside operational hours of AFIS LKLT, procedures for VFR flights are applied like procedures to/from aerodrome Kbely with a permanent two-way radio contact with MTWR Kbely. Route of arrival/departure is subject of ATS Kbely clearance. See AIP CR, AD 2, aerodrome Kbely, procedures for VFR flights. Departures from LKLT possible only until sunset, arrivals at the AD possible until the end of civil twilight according to LKKB unit.

1.1.3 In operational hours of AFIS LKLT, the flights along traffic circuit, which is followed by direct flight to/from point MIKE, are applied according to AFIS LKLT instructions. Maximum altitude of these flights is 2000 ft AMSL.

1.1.4 The flight on traffic circuit of LKLT creates conflict traffic for flights to/from RWY 06/24 of LKPR, RWY 06/24 of LKKB and RWY 10/28 of LKVO.

1.1.5 Pilots are requested to strictly maintain the trajectory of flight along traffic circuit and to strictly maintain maximum given altitude - see VFR-AD-LKLT-VOC.

1.1.6 The thresholds of RWYs 05L and 05R are shifted behind the road. The road must be overflowed during take-off and landing in minimum altitude 15 m from the lowest part of aeroplane or towing object.

1.1.7 Pilots flying according to FPL are obliged to request activation / termination of FPL by AFIS LKLT or outside operational hours of AFIS LKLT by MTWR Kbely.

1.2 Before and after the published operational hours of AFIS unit of the aerodrome Letňany, departures and arrivals are allowed only after submitted and then approved request sent to the e-mail address info@letnany-airport.cz 12 hours in advance.

The request for arrival and departure outside of the operational hours shall be submitted in the operational hours.

Landing (except emergency and safety landings) without appropriate clearance outside of the operational hours is considered as a violation of airport regulations, which is available on www.letnany-airport.cz. The aerodrome area is closed outside the operational hours.

1.3 Noise abatement procedures

1.3.1 Flights over villages Čakovice, Kbely, Miškovice, Vinoř, Satalice, Horní Počernice and housing estate Prosek, by powered aeroplanes, helicopters and sport flying equipment are not allowed, if it is not necessary by operational and safety reasons.

1.3.2 Pilots-in-command are obliged to initiate take-off from the threshold of relevant RWY.

1.3.3 After take-off climb with maximum gradient while maintaining safety of the flight.

1.3.4 Power engine tests which are not referred to the procedure of appropriate departure are in time from 1700-0800 (1600-0700) forbidden.

- 1.4 Flight procedures
- 1.4.1 General
- 1.4.1.1 Arrivals and departures are possible only with two-way radio contact on channel AFIS LKLT 120,335, outside operational hours on CH MTWR Kbely 120,880.
- 1.4.1.2 Following entry and exit points, which are identical with VFR points to/from MCTR Kbely, are set for arrivals and departures.:

VFR entry and exit significant points to/from MCTR Kbely		
Designation	Location (object)	Coordinates
MIKE	NE of Stará Boleslav (railway crossing highway)	50 12 27 N 014 41 47 E
LIMA	S of Lysa nad Labem (river road bridge)	50 10 38 N 014 51 19 E
UNIFORM	E of Uvaly (lonely petrol station)	50 04 18 N 014 46 24 E
ROMEO	SW of Říčany (flyover highways crossing)	49 58 51 N 014 36 22 E

- 1.4.1.3 Pilots-in-command of aircraft entering to MCTR Kbely are obliged to maintain height 1000 ft/300 m AGL, but maximum altitude 2000 ft AMSL, unless otherwise stated by ATS Kbely.
- 1.4.1.4 Point MIKE is designated for arrivals and departures to/from AD LKLT from/to area of class G and class E. Maximum altitude of flight outside MCTR Kbely must be 2000 ft AMSL.
- 1.4.1.5 Trajectory of direct flights via points LIMA, UNIFORM, ROMEO is subject to a clearance issued by MTWR Kbely.
- 1.4.2 Arrivals
- 1.4.2.1 Pilots-in-command are requested to adhere to noise abatement procedures.
- 1.4.2.2 Arrivals are carried out from point MIKE either directly to final turn with landing on RWY 23 or to downwind turn with landing on RWY 05.
- 1.4.2.3 Entry point MIKE - before overflying MIKE establish two-way radio contact with AFIS LKLT or outside operational hours with MTWR Kbely. Continue to corresponding circuit turn according to RWY in use. Arrival cannot be carried out to the south of road Brandys nad Labem - Kbely.
- 1.4.2.4 Entry point LIMA - continue to point MIKE outside MCTR Kbely and continue according to 1.3.2.3. It is not possible to enter MCTR Kbely without two-way radio contact with MTWR Kbely. A direct flight, with two-way radio contact with MTWR Kbely, can be permitted on request from entry point LIMA to centre of AD Kbely or Letňany with further inclusion in traffic circuit of AD Letňany.
- 1.4.2.5 Entry point ROMEO or UNIFORM - continue to point LIMA outside MCTR Kbely and then according to 1.3.2.4. A direct flight, with two-way radio contact with MTWR Kbely, can be permitted on request from entry points ROMEO or UNIFORM to centre of AD Kbely or Letňany with further inclusion in traffic circuit of AD Letňany.
- 1.4.2.6 Arrivals from different directions are subject to clearance of MTWR Kbely.

- 1.4.2.7 Approach and landing of helicopters must be carried out to RWY in use. Air taxiing and parking on highlighted places in accordance with AFIS LKLT instructions.
- 1.4.3 Departures
 - 1.4.3.1 Pilots-in-command are requested to adhere to noise abatement procedures.
 - 1.4.3.2 Departures are carried out along the traffic circuit to the base turn in case of departure from RWY 23, or to crosswind turn in case of departure from RWY 05 and further to exit point MIKE.
 - 1.4.3.3 Departures to exit points LIMA, UNIFORM and ROMEO can be carried out from point MIKE outside MCTR Kbely.
 - 1.4.3.4 At two-way radio contact with MTWR Kbely change from route defined by 1.3.3.2. to direct flight to exit points LIMA or UNIFORM or ROMEO can be permitted.
 - 1.4.3.5 Departures to different directions are subject to clearance of MTWR Kbely.
 - 1.4.3.6 Take-offs of helicopters must be carried out from RWY in use. Air taxiing according to AFIS LKLT instructions.
 - 1.4.3.7 Pilots-in-command are requested to contact the AFIS unit before commencing taxiing from the stand due to traffic safety during parachute jumping.
- 1.5 Traffic circuits
 - 1.5.1 Powered aircraft
 - 1.5.1.1 Traffic circuit is carried out to the right for RWY 23 or to the left for RWY 05.
 - 1.5.1.2 Traffic circuit altitude is at maximum 1900 ft/580 m AMSL.
 - 1.5.1.3 Aircraft can use an extended traffic circuit highlighted by dashed line (see chart VFR-AD-LKLT-VOC) for approach and landing to RWY 05.
 - 1.5.2 Ultralight aircraft
 - 1.5.2.1 Ultralight aircraft up to MAX IAS 110 km/h carry out the traffic circuit to the right for RWY 23 or to the left for RWY 05.
 - 1.5.2.2 The traffic circuit height for ultralight aircraft is 500 ft/150 m AGL.
 - 1.5.2.3 A shape of traffic circuit shall enable to land at the aerodrome from the downwind turn in case of engine failure. If performance of ultralight aircraft does not allow to adhere this requirement the pilot-in-command of ultralight aircraft is obliged to carry out traffic circuit in accordance with 1.4.2.1. a 1.4.2.2.
 - 1.5.3 Gliders
 - 1.5.3.1 Gliders carry out the traffic circuit to the left for RWY 23 or to the right for RWY 05, unless otherwise stated by AFIS officer.
 - 1.5.3.2 The traffic circuit altitude for glider is at maximum 1900 ft/580 m AMSL.
 - 1.5.3.3 The traffic circuit of gliders shall not overfly the extension of road - beam LKKB and Brandys nad Labem.

2 ADDITIONAL INFORMATION

- 2.1 AFIS provided in English.
- 2.2 Pilot-in-command of taxiing aircraft are responsible for maintaining safe distance between aircraft. If pilot-in-command is not sure, pushing or pulling of aircraft to safety place for preparation to departure is carried out.
- 2.3 Outside operational hours of AFIS LKLT arrivals and departures to/from LKLT are permitted only with agreement of the aerodrome operator (check of AD serviseability).
- 2.4 RWY 05L and RWY 23R are designated primarily for aircrafts with retractable gear.
- 2.5 The area of the AD is fenced and is intended for long-term parking of aircrafts.
- 2.6 Landing charges, parking (parking in hangar) charges and fueling are paid in cash or by cashless payment with card at Terminal 1 next to the TWR.
- 2.7 Pilots-in-command are requested to adhere to published procedures particularly noise abatement procedures, flights outside build-up areas of mentioned villages, determined shape of traffic circuit and its altitude, the boundaries of controlled airspace which are adjacent to the AD LKLT, i.e. CTR Ruzyně, MCTR Kbely and CTR Vodochody.

3 CHARGES FOR AERODROMES

3.1 Landing charges

Ultralight aircraft	300,00
Aircraft up to 2 t	400,00
Per each additional initiated tonne MTOW	200,00
Use of AD outside the operational hours (per hour)	400,00

3.2 Parking charges

Per day for ACFT up to 4000 kg	300,00
Per day for ACFT exceeding 4000 kg	500,00

First three hours free of charge

3.3 Charges for passenger service

Passenger	100,00
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3.4 Other

Custom and immigration clearance of flight crew and passengers for flights outside of EU and Schengen area (not applied to local operators): 250 Kč / passenger (value added tax incl.)

Charges for aviation gasoline according to current price list.

Chapter end