

Standard Operational Procedures

Aerodrome **Karlovy Vary**

VERSION 1.1

CHANGES AND UPDATES

Effective	Version	Change
01 JAN 07	1.0	New SOP
09 JUN 12	1.1	General text revision

NOTES

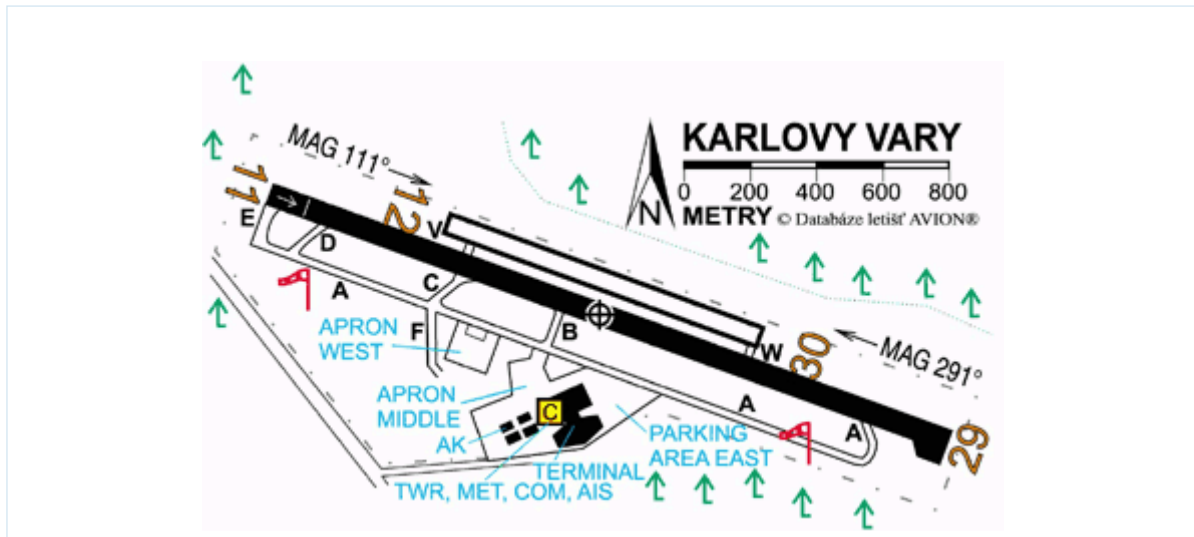
Official scenery and charts for use on VATSIM: <http://www.vacc-cz.org/lkkv>

! All data are only for SIMULATION purposes only. Do not use them in real aviation.

The purpose of these Standard Operating Procedures (SOPs) is to outline the procedures to be used by pilots operating at KKV - Airport Karlovy Vary. Following these procedures will help to prevent confusion and to promote efficiency between controllers and pilots on VATSIM.

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1 Basic information

1.1 ICAO CODE, NAME, AERODROME COORDINATES AND ELEVATION

- ICAO Code: I KKV
- Name: Karlovy Vary
- ARP coordinates: 50 12 11 N 012 54 54 E
- Elevation: 1989 ft / 606 m

1.2 TRANSITION ALTITUDE

5000 ft AMSl

1.3 RUNWAY CONFIGURATION

Designations RWY	Magnetic BRG	Dimensions of RWY (m)	Surface and Strength of RWY	Remarks
11/29	111°/291°	2150 x 30	Asphaltic concrete PCN 54/F/A/X/T	Emergency strip 1500 x 100 m
12/30	111°/291°	1000 x 30	Grass 5600kg/0,7MPa	RWY 12/30 is located inside of the emergency strip

1.4 LINKS

Name	URL
VACC Czech Republic	http://www.vacc-cz.org
Charts	http://www.vacc-cz.org/lkkv
Scenery	http://www.vacc-cz.org/lkkv
Other info	http://www.vacc-cz.org/wiki
Real LKKV	http://www.airport-k-vary.cz

1.5 SCENERY

Pilots are requested to have the correct scenery installed. It can be found under the link above. Be careful especially about the Update – built 2 (I S). Without the Update – built 2 (I S) installed the “i OC-only” is present. It means the approach without the G/S indicator is simulated and pilots must use the appropriate charts and procedures!

2 Departures

2.1 PARKING POSITIONS

2.1.1 Apron Middle

The apron is used for passenger aviation. It's located in front of the terminal building. The surface is asphaltic-concrete. Strength PCN/48/F/A/X/T. It can handle aircrafts of wingspan up to 34,5m. The elevation is 1973ft/601m.

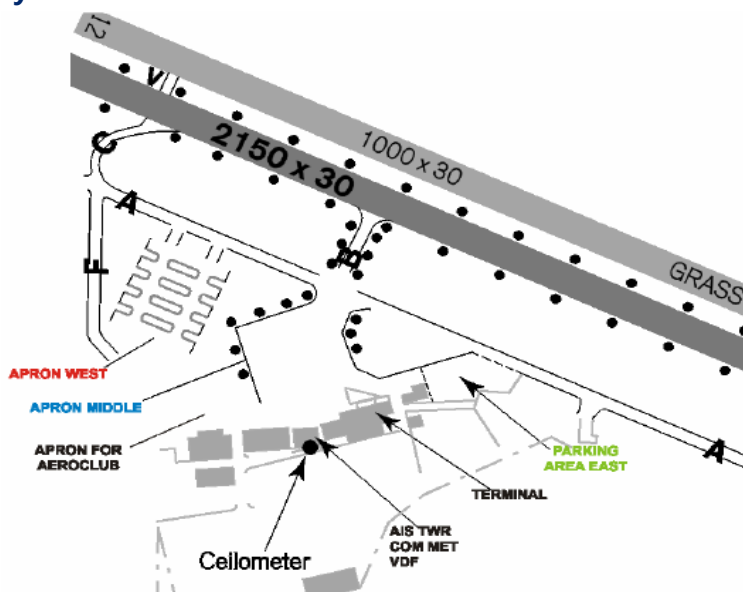
2.1.2 Apron West

The apron is generally used for general aviation (GA) traffic; for ACFT with MTOW<5700kg with gear span up to 4,5m and wingspan up to 15m. The surface is asphaltic-concrete. Strength is not published.

2.1.3 Apron East

The apron is used rarely. The surface is asphaltic-concrete. Strength PCN/46/F/A/X/T. See the i KKV AD 2-19 chart included in All Charts for i KKV <http://www.vacc-cz.org/ikkv>

2.1.4 Apron Layout



2.2 FIRST CONTACT AND CLEARANCE

Pilots contact Karlovy Vary Tower (or Karlovy Vary Radar) and report:

- the used apron;
- ATIS information, if any;
- QNH.

Short form	Call Sign	FREQ
i KKV_ATIS	Karlovy Vary ATIS	118,95 MHz
i KKV_TWR	Karlovy Vary Věž/ Karlovy Vary Tower	121,22 MHz
i KKV_APP	Karlovy Vary Approach/ Karlovy Vary Radar	119,95 MHz

2.3 DEPARTURES

Both **Radar Departures** and **SIDs** are used at Airport Karlovy Vary.

- The SIDs may be used by both R-NAV and non-RNAV equipped aircraft.
- Initial climb is usually F1 90. However, it's always given as a part of ATC clearance; thus, a different initial climb can be given. Pilots shall follow the instructions given in ATCo clearance at all time.
- Departure turn is limited to IAS 186 KT and 4500ft AMSl (if not instructed otherwise) on all SIDs.

2.3.1 Departure Frequency

Until instructed for change to relevant frequency, pilots of departing aircraft shall remain on frequency of Karlovy Vary Tower (FREQ 121,22 MHz) after departure.

2.3.2 RWY 29 Departure – Visual References Liability

For departures from RWY29 the visual contact with the "Vítkova hora" hill (left from centreline behind DER RWY29) must be kept during the departure procedure.

2.4 TAXI

Aircraft with MTOW>5700kg and/or with the wingspan greater than 15m please be careful when taxi instructions are given by TWR. Jet aircrafts and heavy props taxi to departure positions via RWY 11/29 using backtrack and not via TWY A, as this isn't strong enough.

When taxiing from/ to RWY 12 /30 (grass), pilots have to request clearance to cross RWY 11/29 (concrete).

2.5 TAKE OFF

2.5.1 Intersection Take-off

RWY Designator	From	TORA (m)	TODA (m)	ASDA (m)
11	TWY D	1915	2115	1915
11	TWY C	1495	1695	1495
11	TWY B	1270	1470	1270
29	TWY A	1790	1930	1930
29	TWY B	735	875	875

2.6 HAND OFF

2.6.1 IFR Flights

If another ATC position is present (I KKV_APP, I KAA_W_CTR), Karlovy Vary Tower instructs pilots to contact the appropriate frequency after departure.

2.6.2 VFR Flights

After departure, VFR flights shall remain on frequency of Karlovy Vary Tower (FREQ 121,22 MHz) unless instructed otherwise. ATCo informs pilots when and which frequency they have to contact.

2.7 NOISE ABATEMENT

Operation procedures for noise abatement are not published, but it is advisable that aircraft circling wouldn't overfly the vicinity of Olšová Vrata, Kolová and Pila, if possible.

3 Arrivals

3.1 CHARTS

Standard instrument arrival procedures to IAF are described on the following pages and shown on STAR Charts; included in All Charts for I KKV (<http://www.vacc-cz.org/lkkv>).

Initial, intermediate, final and missed approach procedures from IAF points are shown on Instrument Approach Charts (IAC); included into All Charts for LKKV (<http://www.vacc-cz.org/lkkv>).

3.2 FIRST CONTACT AND COMMUNICATION

Check the ATIS first if it is available. If ATIS is online (FREQ 118,95 MHz), voice and/or text ATIS is available.

During first contact with LKKV_APP (FREQ 119,95 MHz) pilots report:

- ATIS information, if any;
- QNH.

3.3 STANDARD TERMINAL ARRIVAL ROUTES (STAR)

Published STARs are authorized for both RNAV or non-RNAV equipped aircrafts. When unable to follow the STARs, pilots shall request radar vectoring during initial contact with Karlovy Vary Radar (LKKV_APP); radar vectoring will be provided.

3.3.1 Main Landing Direction

The main landing direction is RWY29. Aircraft with MTOW more than 5700kg in the daytime and all aircrafts at night hours shall use the takeoff/thrust power due to the airport altitude more than 2000ft. RWY 12/30 is used rarely (light aircraft, VFR only) and is often closed by NOTAM due to conditions.

3.4 DESCEND AND SPEED PLANNING

All descend clearances are given by ATCo only. Pilots are not authorized to descent without clearance.

When executing straight in approach for RWY29 via BALTU, it is optimal to reach **FL80** over **BALTU**.

3.5 VISUAL MANOEUVRING (CIRCLING)

The directions of circling after completing an instrument approach for all categories of aircraft are as follows:

- RWY 11 - right hand circuit;
- RWY 29 - left hand circuit.

The northern circuit may be reserved for glider traffic.

3.6 MISSED APPROACH

In case of missed approach follow the missed approach procedure described in the appropriate approach chart, unless instructed otherwise by ATCo.

3.7 LANDING AND RWY VACATING

3.7.1 RWY 11/29

Preferred taxiway to vacate runway is TWY B capable to handle all aircraft. When TWY B is missed after landing, expect following taxi procedures:

RWY11: according to TWR instructions make backtrack and vacate via TWY B. The TWY's A and C are dedicated to small aircraft only. Do not enter these TWYs if not instructed otherwise.

RWY29: vacate via TWY D and stop taxi. According to TWR instructions continue taxi and line up RWY for backtrack via TWY E, and vacate RWY via TWY B.

TWY F is grass TWY and is dedicated to handle aircrafts taxiing to the local Aeroclub building only.

3.7.2 RWY 12/30

RWY 12/30 is for VFR traffic to 5600kg/0,7MPa only. After landing on RWY 12/30, vacate via TWYs V (when landing on RWY 30) or W (when landing on RWY 12) only, and hold short on TWY V or W to obtain next taxi instructions by ATC.

4 Low Visibility Procedures

Not available.

5 Procedures for VFR Flights

5.1 TMA/CTR AIRSPACE CLASSIFICATION

TMA/CTR of Karlovy Vary airport is classified as airspace Class D:

- VFR from VFR separation is not provided, traffic information (and traffic avoidance advice on request) is provided;
- VFR from IFR separation is not provided, traffic information (and traffic avoidance advice on request) is provided.

5.2 GENERAL

VFR flights entering CTR Karlovy Vary from Class G airspace shall establish radio contact with TWR at least 3 minutes before entering CTR and give following information:

- call sign, type of ACFT;
- entry point into CTR;
- estimated time of entry into CTR;
- exit point from CTR (for aircrafts flying through CTR).

Pilots-in-command are requested to confirm ATIS information and read back its QNH when they establish radio contact. Pilots have to report exit of CTR area to ATC according to altitude:

- to TWR Karlovy Vary up to altitude 3500ft
- to APP Karlovy Vary above altitude 3500 ft

5.3 VFR ENTRY/EXIT HOLDING POINTS

Designation	Location	Coordinates	Status
Alfa	Hůrky village	50 12 52N 012 54 46E	Holding
Bravo	Stanovice	50 10 33N 012 52 40E	Holding
Echo	Zlutice (fence)	50 05 03N 013 07 36E	Entry/Exit
November	Ostrov (railway viaduct)	50 17 59N 012 56 24E	Entry/Exit
Sierra	Bečov castle	50 05 02N 012 50 24E	Entry/Exit
Whisky	Loket castle	50 11 22N 012 45 29E	Entry/Exit

VFR entry/exit points are shown on the VFR Arrival and Departures Chart; included in All Charts for LKKV (<http://www.vacc-cz.org/lkkv>).

5.4 VFR DEPARTURES/ARRIVALS WAYPOINTS SEQUENCE

Arrival Route	Waypoint Sequence	Departure Route	Waypoint Sequence
November 1	November - Alfa	November 1	Alfa - November
Echo 1	Echo - Bravo	Echo 1	Bravo - Echo
Sierra 1	Sierra - Bravo	Sierra 1	Bravo - Sierra
Whisky 1	Whisky - Bravo	Whisky 1	Bravo - Whisky