



Standard Operational Procedures

Aerodrome **Kunovice**

VERSION 1.1

CHANGES AND UPDATES

Effective	Version	Change
01 NOV 11	1.0	Issued.
02 NOV 11	1.1	Chapter 3.5.1 mistake correction.

NOTES

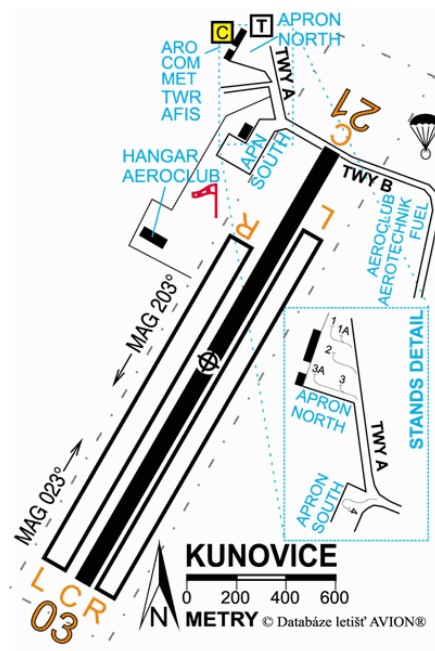
Official scenery and charts for use on VATSIM: <http://www.vacc-cz.org>

 **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 LKKU – Airport Kunovice. 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: LKKU
- Name: Kunovice
- ARP coordinates: N49°01'46,00" E017°26'
- Elevation: 581 ft / 177 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
03C/21C	023°/203°	2000 x 30	Concrete PCN 33/R/B/X/T	Emergency strip 2400 x 30 m
03R/21L	023°/203°	1690 x 60	Grass 25000 kg / (0,70) MPa	RWY 03R/21L is located inside of the emergency strip
03L/21R	023°/203°	1480 x 80	Grass 25000 kg / (0,70) MPa	RWY 03L/21R is located inside of the emergency strip

1.4 HELICOPTER LANDING AREAS

NIL.

Runways can be used for take-off and landings of helicopters. Helicopter parking area is in the area on stand 3 on apron North.

1.5 LINKS

Name	URL
VACC Czech Republic	http://www.vacc-cz.org
Charts	http://www.vacc-cz.org/lkku
Scenery	http://www.vacc-cz.org/lkku
Other info	http://www.vacc-cz.org/pilotstudy Mostly in Czech language
Real LKKU	http://www.let.cz/index.php?sec=24

2 Departures

2.1 PARKING POSITIONS

2.1.1 Apron North

Day marking of stands available. Apron used for commercial traffic.

2.1.2 Apron South

Day marking of stand 4 available.

2.1.3 Apron Aeroclub and Aerotechnik

Apron used for Aeroclub operations and for Evektor – Aerotechnik company operations.

Pushback is not provided at LKKU. Pilots must be able to start/continue taxi without any pushback.

2.2 FIRST CONTACT AND CLEARANCE INITIAL

Not any ATIS is available at LKKU. Pilots will be informed about weather and runway in use during initial contact.

Pilots contact Kunovice Tower and report:

- the used apron;
- departure clearance request.

Short form	Call Sign	FREQ
LKKU_TWR	Kunovice Věž / Kunovice Tower	120.10 MHz

Approach services will be provided by LKTB_APP (and/or LKMT_APP or LKAA_CTR).

2.3 DEPARTURES

Both **Radar Departures** and **SIDs** are used at Airport Kunovice.

- The SIDs may be used by both R-NAV and non-RNAV equipped aircrafts.
- Initial climb is usually FL120. 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.

2.3.1 Departing Frequency

Until instructed for change to relevant frequency, pilots of departing aircraft shall remain on frequency of Kunovice Tower (FREQ 120.10 MHz) after departure.

2.4 TAXI

Only RWY 21C/03C is used for IFR operations. Taxiing to RWY 21C is permitted only via TWY A or B. Before departure from RWY 03C the backtrack must be performed.

2.4.1 Declared Take off distances

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
03C	2000	2200	2000	2000
21C	2000	2200	2000	2000
03R	1690	1800	1690	1690
21L	1690	1890	1690	1690
03L	1480	1800	1480	1480
21R	1480	1680	1480	1480

2.5 HAND OFF

2.5.1 IFR Flights

If there is any other ATC position present (LKTB_APP, LKMT_APP, LKAA_CTR), Kunovice Tower instruct pilots to contact the appropriate frequency after departure.

2.5.2 VFR Flights

After departure, VFR flights shall remain on frequency of Kunovice Tower (FREQ 120.10 MHz) unless instructed otherwise. ATCo informs pilots when and which frequency they have to contact.

2.6 NOISE ABATEMENT

Not applied.

3 Arrivals

3.1 CHARTS

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

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

3.2 FIRST CONTACT AND COMMUNICATION

No ATIS is available at LKKU. Pilots will be informed about weather and runway in use on initial contact with ATC.

3.3 STANDARD TERMINAL ARRIVALS ROUTES (STARS)

Published STARS are authorized for both RNAV and non-RNAV equipped aircrafts. When unable to follow the STARS, pilot shall request radar vectoring during initial contact with ATC; radar vectoring will be provided.

3.4 SPEED AND DESCEND PLANNING

3.4.1 Descent

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

- STARS: pilots shall respect the MFA (Minimum Flight Altitudes) published in the appropriate STAR chart even if ATCo descend clearance is lower.
- Vectoring: descend instructions are given by ATCo.

3.4.2 Speed Restriction

Below FL 100 maximum indicated air speed is 250 kt unless higher speed is authorized by ATCo.

3.4.3 RWY 21C, NDB Approach

The only IFR approach published at LKKU is NDB (GPS) approach RWY 21C.

Please note that **this is not NDB-DME approach** – only NDBs and markers can be used for descend initiation, step down fix check and MAPt determination. Note that descending from 3000ft to 2500ft must be started when turning to final, not immediately after passing KUN NDB.

For more information about NDB Approach (not NDB-DME) visit: http://www.vacc-cz.org/wiki/index.php/NDB_p%C5%99ibl%C3%AD%C5%BEen%C3%AD (Czech language only)

3.5 VACATING RUNWAYS

3.5.1 RWY 03C/21C

After landing on RWY 21C backtrack is necessary. When landing on RWY 03C vacate to the left via A at the end of the RWY. When the taxi to Apron Aeroclub/Aerotechnik requested, vacate right via B.

Pilots should report "RWY vacated".

3.5.2 RWY 03R/21L and 03L/1R

The emergency strip is approved for taxiing from RWY 03R/21L and 03L/21R to the north where pilots should join taxiway A or B.

Pilots should report "RWY vacated".

3.6 TAXI AND PARKING

3.6.1 RWY 03R/21L and 03L/21R

During taxiing from/to RWY 03L/21R to/from Apron Aeroclub/Aerotechnik or during taxiing from RWY 03R/21L to/from Apron North/South pilots have to request clearance to cross RWY 03C/21C.

We are pleased if you want to thank us (after shut down), but if there is a heavy traffic, don't do it, please.

4 Low Visibility Procedures

Not available.

5 Procedures for VFR Flights

5.1 CTR AIRSPACE CLASSIFICATION

CTR of Kunovice 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 Kunovice from Class G airspace shall establish radio contact with TWR at least 3 minutes before entering CTR and give following information:

- identification of ACFT
- 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 will be informed about QNH from ATC – no ATIS is available. Pilots have to report exit of CTR.

5.3 VFR ENTRY / EXIT POINTS

Designation	Location	Coordinates
November	Halenkovice	49 10 13 N 017 28 21 E
Echo	Uherský Brod	49 01 23 N 017 38 27 E
Sierra	Bzenec	48 58 27 N 017 16 05 E
Whisky	Buchlov (castle)	49 06 23 N 017 18 55 E

To see VFR entry / exit positions, download the VFR Arrival and Departures Chart; included into All Charts for LKKU (<http://www.vacc-cz.org/lkku>).