České Budějovice Airport

Safety Briefing

April 2026

LKCS / České Budějovice Airport / JCL

Safety instructions for pilots of Commercial Air Transport (CAT) on potential hazards and operational risks at the aerodrome and in proximity of the airport.

Disclaimer

The pieces of information provided on significant operational risks are not exhaustive. For current and complete details on aerodrome operations, follow official aeronautical information, e.g. *AIP and NOTAM for LKCS*.



safety@airport-cb.cz
Safety Management System

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APRON

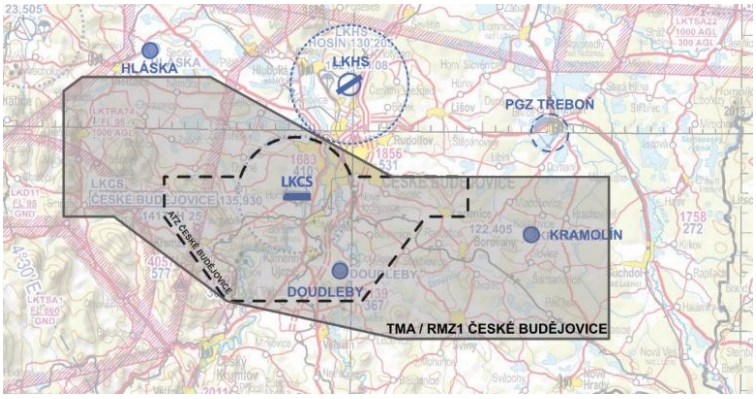
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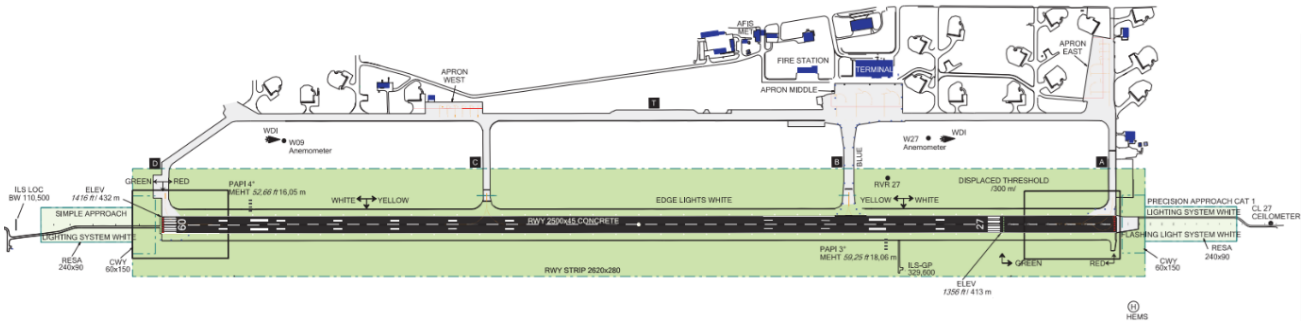
Class G in Aerodrome Traffic Zone (ATZ)

After leaving TMA of airspace class D controlled by “Praha Radar” at FAF, the aircraft will enter ATZ which is airspace class G attributed as Radio Mandatory Zone (RMZ).



Provision of Aerodrome Flight Information Service (AFIS)

AFIS is provided at the aerodrome. AFIS provides information about known traffic and current weather and gives information for arrivals and departures. AFIS cannot issue clearances. Responsibility for collision avoidance with other traffic remains on pilots. The Call Sign for AFIS at LKCS is “Budějovice Information”.



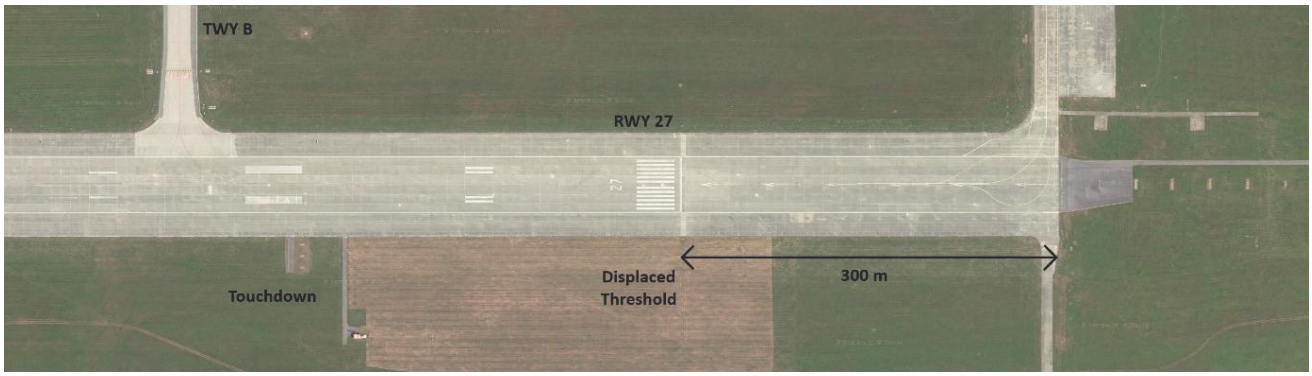


LKCS – Final Approach on RWY 27

Displaced Threshold RWY 27

The Threshold of RWY 27 is permanently displaced for landing.

- LDA: 2200 m
- TORA: 2500 m



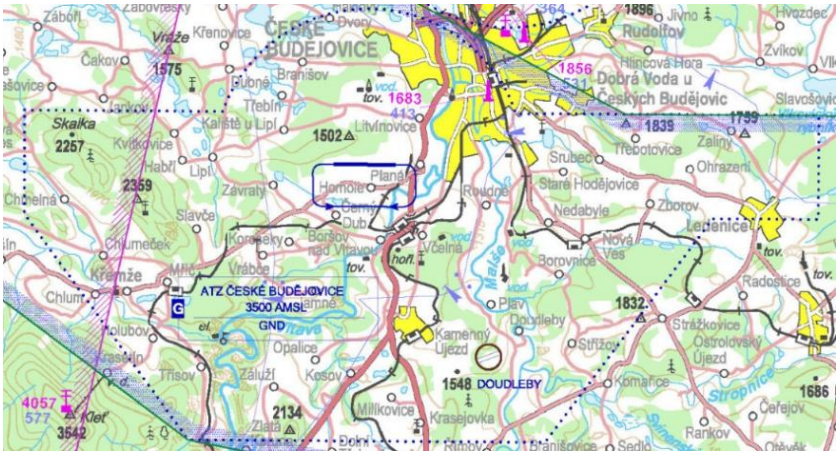
Helicopter base (HEMS) south of the airport

Possible cross of rescue helicopters over the area ahead of Threshold RWY 27. HEMS base is located 200 m south of RWY 27. You may recognise HEMS flight by the Call Sign “Kryštof 13”.



Circling procedure for RWY 09

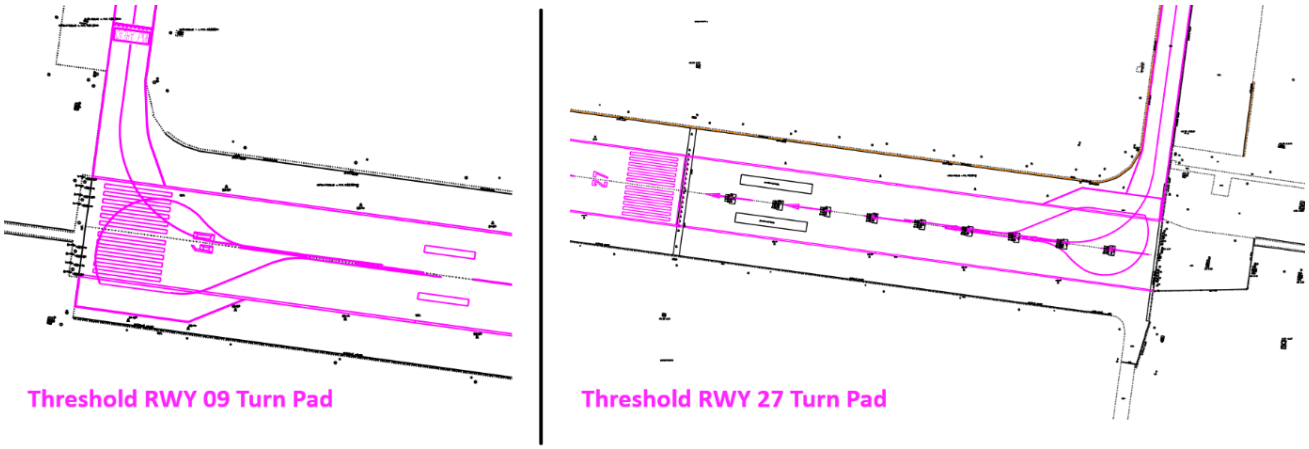
There is a non-instrument approach on RWY 09. Use south aerodrome traffic circuit and report Final. Glide slope for RWY 09 is 4 % due to hilly terrain and forest west of the airport.



RUNWAY

Runway Turn Pads and backtrack

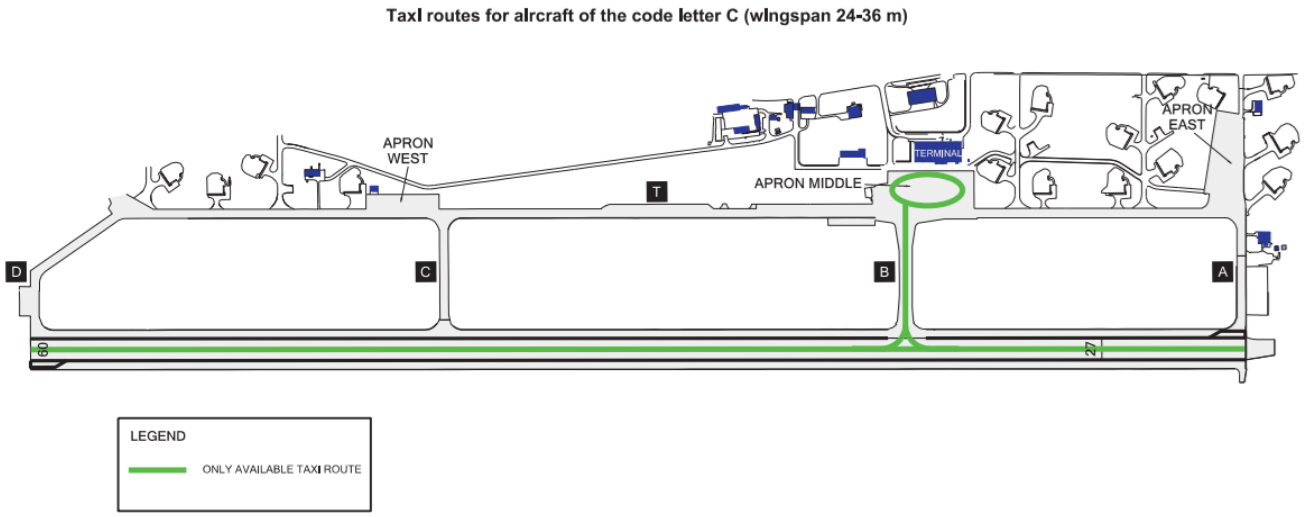
After landing, the aircraft shall make a left U-turn on runway in order to reach exit to TWY B. The aircraft can use turn pads at the end of the runway or make a U-turn earlier within RWY boundaries at own risk. After U-turn, backtrack is needed to continue taxi via TWY B.



TAXIING

Taxi via TWY B

TWY B is designed for aircraft of wingspan category C (up to 36 m). Use exclusively TWY B to taxi between RWY and APN-M.



Marshaller guidance on APN-M

Marshaller provides apron management services on APN-M. Follow marshaller's visual instructions to be parked on intended position given by marshaller.



Jet Blast precaution when exiting stand using its own propulsion

Pilots are recommended to use reduced thrust near the Terminal building after engine start-up during initial taxi when exiting stand using its own propulsion.



Beware of wing tip clearance

Keep sufficient wing tip clearance from apron lighting and other potential obstacles such as Ground Support Equipment (GSE) when exiting stand using its own propulsion. Turn the aircraft as soon as possible to avoid contact with obstacles on APN-M.



DEPARTURE

Presence of Temporary Restricted Area (TRA) west of the airport

Be aware of possible activation of adjacent military airspace west of the airport. Pilot shall request route clearances from ACC Praha by contacting AFIS České Budějovice. Pilot might expect short delay on departure when military airspace is activated. The activation of TRA is visually displayed on interactive map *AisView*.

