

GUIDELINES ON THE OPERATION OF JET AIRCRAFT

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DEFINITIONS AND ABBREVIATIONS

The table below contains a list of abbreviations and terms used in this document.

LIST OF ABBREVIATIONS

ABBREVIATION	DEFINITION
CAT	category of the airport (level of protection RFFS)
ICAO	International Civil Aviation Organisation
JSDHP	voluntary fire-fighting service unit of the company
LKMH	airport Mníchovo Hradiště
PAPI	precision approach path indicator
ÚCL / CAA	Civil Aviation Authority
VFR	visual flight rules

1 INTRODUCTION

These Guidelines on operations of jet aircraft set the basic requirements of the airport operator and the Civil Aviation Authority of the Czech Republic and define deviations from generally provided (or generally required) services for the operation of any type of jet aircraft at Mnichovo Hradiště Airport with regard to securing the maximum level of safety for such operations. The following requirements for operations of jet aircraft are binding for all current and future operators of jet aircraft at Mnichovo Hradiště Airport and compliance with these conditions is the essential requirement of the airport operator allowing him to approve on each individual aircraft operation at LKMH.

2 OPERATIONAL REQUIREMENTS FOR JET AIRCRAFT AT LKMH

2.1 GENERAL OPERATIONAL REQUIREMENTS

- ✈ The airport is available to operations under the VFR day rules only. Additional requirements are listed in the **Aerodrome manual**.
- ✈ The airport can only be used as long as the service providing information to known traffic (RADIO) and RFFS are available.
- ✈ The airport is not equipped with the precision approach path indicator lights (PAPI).
- ✈ The aircraft operator including that of an approved jet aircraft must submit a **Handling request** at least 24 hours prior to the planned flight.
- ✈ Pursuant to its internal documentation, the airport operator conducts an inspection of the condition of runways, taxiways and apron prior to each departure or arrival of a jet aircraft.
- ✈ Prior to the first operation to/from the airport, the aircraft's operator shall seek the consent of the airport operator pursuant to clauses 3 and 4 of these guidelines.

2.2 LEVEL OF RESCUE AND FIRE SERVICES AT THE AIRPORT

- ✈ The airport can only be used when the RFFS category appropriate for the arriving aircraft's minimum RFFS level is secured.
- ✈ Whenever some of the members of the fire-fighting and rescue services unit lacks training to extinguish fires of fuel leaking from pressurised tanks, the operator shall follow his risk mitigation measures by increasing the staff by 1 person above the binding minimum (from 1+3 to 1+4) who has undertaken extended theoretical training.

2.3 OPERATIONAL MEASUREMENTS OF THE COEFFICIENT OF FRICTION

- ✈ The airport operator does not perform operational measurements of runway friction and braking response.
- ✈ Operation of jet aircraft is permitted on uncontaminated runway only.
- ✈ Pursuant to internal documentation, the airport operator performs inspection of the runway for contamination prior to any jet aircraft departure or arrival.
- ✈ Runway, taxiway and apron conditions are published in winter season via SNOWTAM and NOTAM messages. Current information about movement areas conditions is available at +420 311 444 066, GSM +420 603 197 336, e-mail ops@lkmh.cz or at Hradiště RADIO on 120,405 MHz.

2.4 PROVIDING OF METEOROLOGICAL INFORMATION

- ✈ Meteorological information and information on the condition of the runway is available at +420 311 444 066, GMS +420 603 197 336, e-mail ops@lkmh.cz or at Hradiště RADIO on 120,405 MHz.
- ✈ Ceiling and flight visibility are determined on the bases of visibility of known reference points in the vicinity of the airport. Cloud base information is supplemented by actual data from a cloud base meter.

2.5 AIRPORT FENCING

- ✈ The airport's perimeter is fenced.
- ✈ The airport operator performs physical checks of the movement areas prior to any jet aircraft take-off or landing in order to secure the highest possible level of wildlife strike hazard control as well as the maximum security.

3 REQUEST FOR THE AIRPORT OPERATOR'S CONSENT

The aircraft operator shall submit a request for the airport operator's consent for each type of jet aircraft considered for operations to/from Mnichovo Hradiště Airport. A safety assessment must be carried out by the operator as an integral part of the request. The aircraft operator must assess any and all risks indentified by the airport operator on the basis of local environment knowledge and his experience with operations of jet aircrafts. The safety assessment of the airport operator is available from the website www.lkmh.cz

Based on the information obtained, the airport operator shall compare the extent and severity rating of risks assessed by both parties. In case of rating differences, the airport operated shall reassess risks with higher severity level rated by the aircraft operator and adopt further mitigation measures whenever needed.

- ✈ When assessing operations of jet aircraft type already operated to/from LKMH or when its technical parameters (dimensions, weight, performance) do not exceed in any way parameters of the previously assessed jet aircraft, the consent may be issued by the airport operator alone.
- ✈ When assessing operations of jet aircraft type with any technical parameter exceeding parameters of the previously approved aircraft or deviating from their operations in any other way, the airport operator must seek the approval of the Civil Aviation Authority first.

3.1 SAFETY ASSESSMENT

A safety assessment must be carried out by the airport operator as well as the aircraft operator and must cover at least to the following risk areas:

- ✈ approach procedures at LKHM;
 - instruments for instrument approach and departure are not available;
 - visual glide path indicators (PAPI) are not available;
- ✈ local environment awareness;
 - specification of operational conditions (visibility) and crew experience;
- ✈ physical parameters of the movement areas (especially the RWY);
 - landing and take-off performance calculation;
 - obstacles penetrating obstacle-free areas;
- ✈ level of rescue and fire-fighting services;
 - increase to the appropriate level;
- ✈ information on runway contamination and braking action;
 - actual braking action measurement unavailable;
 - no operations on contaminated runway;
- ✈ runway excursion;
 - RWY physical parameters;
 - RWY strip strength (carrying capacity);

4 CONSENT OF THE AIRPORT OPERATOR

When all the aforementioned requirements have been fulfilled, the airport operator shall issue the consent to operate the subject type of jet aircraft by its operator under the conditions set out – such aircraft is considered as **approved jet aircraft** thereafter.

The consent of the airport operator to operate jet aircraft to/from LKMH is issued, registered and archived pursuant to the **Documentation Manual** of the airport operator.