

AIRPORT OPERATOR'S SAFETY ASSESSMENT

FOR OPERATION OF JET AIRCRAFT

INTRODUCTION

This safety assessment has been carried out by the Airport Mnichovo Hradiste, a.s. in order to assess potential risks arising from operations of jet aircraft within AD reference code 2B to/from LKMH and determine general safety criteria and risk mitigating measures. Identification of hazards, assessment of associated risks and mitigating measures are based on the library of safety assessments carried out for any and all jet ACFT previously approved and operating to/from LKMH as well as on the broad experience of the AD operator with this type of operations. This safety assessment shall be understood as a tool for any jet ACFT operator interested into operations to/from LKMH who should assess the identified hazards and associated risks hereunder as well as any other he may identify in addition, prior to launching operations to the AD. Following a mutual safety assessment and subsequent adoption of mitigating measures, the AD operator may allow operations of the subject ACFT in accordance with to the Airport operating permit (nr. 11691-17-701) granted on November 10th, 2017 and the internal document of airport operator LKMH-ID-20-06-20 Jet aircraft operational directive. The areas and risks above have been assessed for the following types of jet aircrafts:

- | | |
|--|--|
| ✈ Cessna 510 Citation Mustang (C510) | ✈ Cessna 680 Citation Sovereign (C680) |
| ✈ Cessna 525 Citation Jet (C525) | ✈ Embraer Phenom 100 (E50P) |
| ✈ Cessna 525B Citation CJ3+ (C25B) | ✈ Embraer Phenom 300 (E55P) |
| ✈ Cessna 525C Citation CJ4 (C25C) | ✈ Hawker 400XP (BE40) |
| ✈ Cessna 560 Citation Encore (C560) | ✈ Nextant 400XT (BE4W) |
| ✈ Cessna 560XL Citation Excel (C56X) | ✈ Pilatus PC-24 (PC24) |
| ✈ Cessna 680 Citation Sovereign (C680) | ✈ SAAB 340 |

(LKMH critical ACFT, turbo-prop ref. code 3B)

In accordance with the above, the following areas and risks arising from these areas were assessed:

- approach procedures to LKMH
- knowledge of local environment
- physical parameters of the aerodrome
- aerodrome RFFS level
- runway contamination and braking action information
- runway excursion
- meteorological information
- winter operation
- security

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| No.: 2022-18-SAF-A | Date: 25 AUG 23 | | | | |
|---|---|---|--|---|---|
| Description: | approach procedures to LKMH | | | | |
| Has mandatory aviation safety reporting been submitted? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no, own safety risk assessment | | | | | |
| ZJIŠTĚNÉ NEBEZPEČÍ <i>Identified Hazard</i> | SOUVISEJÍCÍ RIZIKO(A) <i>Associated risk(s)</i> | EXISTUJÍCÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Existing mitigation measures</i> | STÁVAJÍCÍ INDEX RIZIKA <i>Current Risk Index</i> | DALŠÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Further mitigation measures</i> | REVIDOVANÝ INDEX RIZIKA <i>Revised Risk Index</i> |
| 1. Instruments for instrument approach and departure are not available. | 1. Loss of orientation during approach and departure. | 1. Operation only in VMC. 2. Pre-flight preparation to familiarize with AD and its surrounding area. | 3B | 1. VFR traffic pattern during simulation training. 2. Limit operation to VMC and daylight only. 3. Speed limit 150 KIAS within 5NM range of AD. | 1B |
| 2. Visual glide path indicators (VASI, PAPI) are not available. | 1. Unstabilized approach below glide path. 2. Aircraft collision with terrain before THR RWY. 3. ACFT, life, health, property damage. | 1. Touch down zone and aiming point marked on RWY 06 and RWY 24. | 3B | 1. Solid SOPs application that as soon as an unstabilized approach is recognized by any crew member, an immediate g/a is executed. 2. Terrain display function activated. 3. FMS generated approach path for guidance only. | 1B |
| DETERMINATION AND EVALUATION OF RISK LEVEL: LEVEL OF PROBABILITY: Extremely unlikely 1 2 3 4 Frequent 5 | | | | | |
| LEVEL OF SEVERITY: Catastrophic A B C D Negligible E | | | | | |

| | | | | | | |
|--|------------------------|------------------|-------------|---------|---------|--------------|
| SEZNAM ÚČASTNÍKŮ ŘÍZENÉHO SKUPINOVÉHO SEZENÍ, KTEŘÍ PROVÁDĚLI PŘEZKOUMÁNÍ NEBEZPEČÍ A VYHODNOCENÍ BEZPEČNOSTNÍHO RIZIKA: <i>The list of participants of the Safety Committee Meeting who have carried out hazard review and risk assessment:</i> Lukáš Myška, Kateřina Deličová | PROBABILITY: | SEVERITY: | | | | |
| | | Catastrophic A | Hazardous B | Major C | Minor D | Negligible E |
| | Frequent 5 | 5A | 5B | 5C | 5D | 5E |
| | Occasional 4 | 4A | 4B | 4C | 4D | 4E |
| | Remote 3 | 3A | 3B | 3C | 3D | 3E |
| | Improbable 2 | 2A | 2B | 2C | 2D | 2E |
| REVISÉD RISK INDEX IS ACCEPTABLE. | Extremely improbable 1 | 1A | 1B | 1C | 1D | 1E |

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ODPOVĚDNÉ OSOBY A ČASOVÝ PLÁN PRO POŽADOVANÉ AKCE ZA ÚČELEM ODSTRANĚNÍ, ZMÍRNĚNÍ NEBO KONTROLY ZJIŠTĚNÉHO NEBEZPEČÍ NA PŘIJATELNOU ÚROVEŇ BEZPEČNOSTI:

Responsible person(s) and time schedule for required action(s) to ELIMINATE, MITIGATE or CONTROL the hazard to acceptable level of safety:

| AKCE: Action: | ODPOVĚDNÁ OSOBA: Responsible person: | ČASOVÝ PLÁN: Time schedule: |
|--|---|--------------------------------|
| 1. Determine final approach minimums, especially minimum height of final turn to SOPs. | ACFT operator | prior to operation |

PŘÍMĚŘENÁ ZPĚTNÁ VAZBA K PERSONÁLU ZAJIŠTĚNÁ BEZPEČNOSTNÍM MANAŽEREM:

Appropriate Feedback given to staff by Safety Manager:

KDY:

When:

N/A

POŽADOVANÉ NÁSLEDUJÍCÍ AKCE:

Follow up action required:

KDO:

Who:

KDY:

When:

N/A

ODSOUHLESENO A AKCEPTOVÁNO:

Agreed and accepted:

| ÚČASTNÍCI ŘÍZENÉHO SKUPINOVÉHO SEZENÍ: <i>Participants of the Safety Committee Meeting:</i> | | |
|--|---|--|
| Lukáš Myška | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> |
| SIGNATURE CERTIFICATE BELOW | ODPOVĚDNÝ MANAŽER (DATUM, PODPIS) <i>Responsible Manager (date, signature)</i> | SIGNATURE CERTIFICATE BELOW |
| BEZPEČNOSTNÍ MANAŽER (DATUM, PODPIS) <i>Safety Manager (date, signature)</i> | | ODPOVĚDNÁ VEDOUCÍ (DATUM, PODPIS) <i>Accountable Manager (date and signature)</i> |

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| | |
|---|-----------------------------|
| No.: 2022-18-SAF-B | Date: 25 AUG 23 |
| Description: | local environment knowledge |
| Has mandatory aviation safety reporting been submitted? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no, own safety risk assessment | |

| ZJIŠTĚNÉ NEBEZPEČÍ <i>Identified Hazard</i> | SOUVISEJÍCÍ RIZIKO(A) <i>Associated risk(s)</i> | EXISTUJÍCÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Existing mitigation measures</i> | STÁVAJÍCÍ INDEX RIZIKA <i>Current Risk Index</i> | DALŠÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Further mitigation measures</i> | REVIDOVANÝ INDEX RIZIKA <i>Revised Risk Index</i> |
|--|--|---|---|---|--|
| 1. LKMH local environment unfamiliarity. | 1. Arrival and landing procedures planning bug. | 1. Aviation publications. 2. CAVOK in case the PIC has not completed a flight to/from LKMH within the preceding 12 months. 3. Visibility 5 km and ceiling 2000 ft reported at AD in case the PIC has completed at least one approach and departure LKMH last 12 months. | 3C | 1. PIC at least 100 hrs on a/c type. 2. Ensure crew training with a focus on Airport risks, restricted and prohibited areas, flight procedures and liability limits. 4. Planning of sufficient alternate airports and routings. | 2D |
| 2. Wildlife (animals, birds). | 1. Collision with wild animals or birdstrike. 2. ACFT, life, health, property damage. | 1. Aerodrome operator performs physical RWY check before each landing or departure. 2. AD fenced. | 2D | 1. Radio communication early during arrival to be informed of any known wildlife hazards in order to be prepared for evasive action. | 2D |

DETERMINATION AND EVALUATION OF RISK LEVEL:

LEVEL OF PROBABILITY:

| | | | | | |
|--------------------|---|---|---|---|----------|
| Extremely unlikely | | | | | Frequent |
| 1 | 2 | 3 | 4 | 5 | |

LEVEL OF SEVERITY:

| | | | | | |
|--------------|---|---|---|---|------------|
| Catastrophic | | | | | Negligible |
| A | B | C | D | E | |

| SEZNAM ÚČASTNÍKŮ ŘÍZENÉHO SKUPINOVÉHO SEZENÍ, KTEŘÍ PROVÁDĚLI PŘEZKOUMÁNÍ NEBEZPEČÍ A VYHODNOCENÍ BEZPEČNOSTNÍHO RIZIKA: <i>The list of participants of the Safety Committee Meeting who have carried out hazard review and risk assessment:</i> Lukáš Myška, Kateřina Deličová | PROBABILITY: | SEVERITY: | | | | |
|--|--------------|-------------------|----------------|------------|------------|-----------------|
| | | Catastrophic A | Hazardous B | Major C | Minor D | Negligible E |
| Frequent | 5 | 5A | 5B | 5C | 5D | 5E |
| Occasional | 4 | 4A | 4B | 4C | 4D | 4E |
| Remote | 3 | 3A | 3B | 3C | 3D | 3E |
| Improbable | 2 | 2A | 2B | 2C | 2D | 2E |
| Extremely improbable | 1 | 1A | 1B | 1C | 1D | 1E |

REVISED RISK INDEX IS ACCEPTABLE.

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ODPOVĚDNÉ OSOBY A ČASOVÝ PLÁN PRO POŽADOVANÉ AKCE ZA ÚČELEM ODSTRANĚNÍ, ZMÍRNĚNÍ NEBO KONTROLY ZJIŠTĚNÉHO NEBEZPEČÍ NA PŘIJATELNOU ÚROVEŇ BEZPEČNOSTI:

Responsible person(s) and time schedule for required action(s) to ELIMINATE, MITIGATE or CONTROL the hazard to acceptable level of safety:

| AKCE: Action: | ODPOVĚDNÁ OSOBA: Responsible person: | ČASOVÝ PLÁN: Time schedule: |
|--|---|--------------------------------|
| 1. ACFT operator shall provide crew training focusing on airport risks, restricted and prohibited areas, flight procedures and liability limits. ACFT operator keeps record about managed crew training in his own training documentation. | ACFT operator | prior to operation |
| 2. Before the first landing at LKMH, ACFT operator shall provide an acquaintance with LKMH aerodrome and make first landing with a pilot familiar with the local environment, when pilot has less than 100 hrs on the a/c type. | ACFT operator | continuously |
| 3. Check RWY status physically prior to every landing / departure of each jet aircraft according to AD operator's internal documentation. | AD chief operating officer | continuously |

PŘÍMĚŘENÁ ZPĚTNÁ VAZBA K PERSONÁLU ZAJIŠTĚNÁ BEZPEČNOSTNÍM MANAŽEREM:

Appropriate Feedback given to staff by Safety Manager:

KDY:

When:

N/A

POŽADOVANÉ NÁSLEDUJÍCÍ AKCE:

Follow up action required:

KDO:

Who:

KDY:

When:

N/A

ODSOUHLAŠENO A AKCEPTOVÁNO:

Agreed and accepted:

| | | |
|--|---|---|
| <p>ÚČASTNÍCI ŘÍZENÉHO SKUPINOVÉHO SEZENÍ: <i>Participants of the Safety Committee Meeting:</i></p> | <p>JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i></p> | <p>JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i></p> |
| <p>Lukáš Myška</p> <p>SIGNATURE CERTIFICATE BELOW</p> <p>BEZPEČNOSTNÍ MANAŽER (DATUM, PODPIS) <i>Safety Manager (date, signature)</i></p> | <p>ODPOVĚDNÝ MANAŽER (DATUM, PODPIS) <i>Responsible Manager (date, signature)</i></p> | <p>Kateřina Deličová</p> <p>SIGNATURE CERTIFICATE BELOW</p> <p>ODPOVĚDNÁ VEDOUCÍ (DATUM, PODPIS) <i>Accountable Manager (date and signature)</i></p> |

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| No.: 2022-18-SAF-C | Date: 25 AUG 23 | | | | |
|---|---|--|---|---|--|
| Description: | physical parameters of the aerodrome | | | | |
| Has mandatory aviation safety reporting been submitted? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no, own safety risk assessment | | | | | |
| ZJIŠTĚNÉ NEBEZPEČÍ <i>Identified Hazard</i> | SOUVISEJÍCÍ RIZIKO(A) <i>Associated risk(s)</i> | EXISTUJÍCÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Existing mitigation measures</i> | STÁVAJÍCÍ INDEX RIZIKA <i>Current Risk Index</i> | DALŠÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Further mitigation measures</i> | REVIDOVANÝ INDEX RIZIKA <i>Revised Risk Index</i> |
| 1. Insufficient RWY length. | 1. RWY overtake during departure or landing. 2. ACFT, life, health, property damage. | 1. Landing and take-off performance calculation 2. RWY 06: TORA 1970, TODA 1970, ASDA 1970, LDA 1550; RWY 24: TORA 1550, TODA 2030, ASDA 1970, LDA 1550. | 3A | 1. Adjustment of weight, when necessary to reach 1200 m take-off distance. 2. APG Winplan in flight preparation, APG preflight app during operation. 3. LDTA calculation in-flight. | 2A |
| 2. Obstacles in approach and landing path. | 1. Unsuitable visual guidance of ACFT. | 1. Obstacle and obstacle levels check by AD operator. 2. Correct and continuous plotting of a/c location using visual references to maintain situational awareness and separation from terrain and obstacles. | 2C | 1. Terrain display function activated. | 1C |
| DETERMINATION AND EVALUATION OF RISK LEVEL: | | | | | |
| LEVEL OF PROBABILITY: | | | | | |
| Extremely unlikely 1 2 3 4 Frequent 5 | | | | | |
| LEVEL OF SEVERITY: | | | | | |
| Catastrophic A B C D Negligible E | | | | | |

| | | | | | | | |
|--|-----------------|-----------|--------------------------|-----------------------|-------------------|-------------------|------------------------|
| SEZNAM ÚČASTNÍKŮ ŘÍZENÉHO SKUPINOVÉHO SEZENÍ, KTEŘÍ PROVÁDĚLI PŘEZKOUMÁNÍ NEBEZPEČÍ A VYHODNOCENÍ BEZPEČNOSTNÍHO RIZIKA: <i>The list of participants of the Safety Committee Meeting who have carried out hazard review and risk assessment:</i> Lukáš Myška, Kateřina Deličová | SEVERITY: | | | | | | |
| | PROBABILITY: | | Catastrophic A | Hazardous B | Major C | Minor D | Negligible E |
| | Frequent 5 | 5 | 5A | 5B | 5C | 5D | 5E |
| | Occasional 4 | 4 | 4A | 4B | 4C | 4D | 4E |
| | Remote 3 | 3 | 3A | 3B | 3C | 3D | 3E |
| | Improbable 2 | 2 | 2A | 2B | 2C | 2D | 2E |
| Extremely improbable 1 | 1 | 1A | 1B | 1C | 1D | 1E | |
| REVISED RISK INDEX IS TOLERABLE. | | | | | | | |

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Responsible person(s) and time schedule for required action(s) to ELIMINATE, MITIGATE or CONTROL the hazard to acceptable level of safety:

| AKCE: Action: | ODPOVĚDNÁ OSOBA: Responsible person: | ČASOVÝ PLÁN: Time schedule: |
|---|---|--------------------------------|
| 1. Periodical check of obstacles and obstacle levels according to AD operator internal documentation. | AD chief operating officer | continuously |
| 2. Calculate landing and take-off performance and compare them with the declared distances. | ACFT operator | prior to operation |

PŘÍMĚŘENÁ ZPĚTNÁ VAZBA K PERSONÁLU ZAJIŠTĚNÁ BEZPEČNOSTNÍM MANAŽEREM:

Appropriate Feedback given to staff by Safety Manager:

KDY:

When:

N/A

POŽADOVANÉ NÁSLEDUJÍCÍ AKCE:

Follow up action required:

KDO:

Who:

KDY:

When:

N/A

ODSOUHLAŠENO A AKCEPTOVÁNO:

Agreed and accepted:

| ÚČASTNÍCI ŘÍZENÉHO SKUPINOVÉHO SEZENÍ: <i>Participants of the Safety Committee Meeting:</i> | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> |
|--|---|--|
| Lukáš Myška | | Kateřina Deličová |
| SIGNATURE CERTIFICATE BELOW | | SIGNATURE CERTIFICATE BELOW |
| BEZPEČNOSTNÍ MANAŽER (DATUM, PODPIS) <i>Safety Manager (date, signature)</i> | ODPOVĚDNÝ MANAŽER (DATUM, PODPIS) <i>Responsible Manager (date, signature)</i> | ODPOVĚDNÁ VEDOUCÍ (DATUM, PODPIS) <i>Accountable Manager (date and signature)</i> |

| No.: 2022-18-SAF-D | Date: 25 AUG 23 | | | | |
|---|--|---|---|---|--|
| Description: | aerodrome RFFS level | | | | |
| Has mandatory aviation safety reporting been submitted? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no, own safety risk assessment | | | | | |
| ZJIŠTĚNÉ NEBEZPEČÍ <i>Identified Hazard</i> | SOUVISEJÍCÍ RIZIKO(A) <i>Associated risk(s)</i> | EXISTUJÍCÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Existing mitigation measures</i> | STÁVAJÍCÍ INDEX RIZIKA <i>Current Risk Index</i> | DALŠÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Further mitigation measures</i> | REVIDOVANÝ INDEX RIZIKA <i>Revised Risk Index</i> |
| 1. Technical issue during start-up, departure or landing. | 1. RFFS technique availability. 2. ACFT, life, health, property damage. | 1. Increasing of AD fire category to FC4. 3. Handling request at least 24 hrs in advance. | 3D | 1. N/A | |
| 2. Lack of training of extinguishing pressurized fuel by members of LKMH fire protection crew. | 1. Insufficient training of the unit for possible intervention. | 1. AD operator has a technique (RFFS vehicle) exceeding the minimum category (FC4) over one level (applicable up to FC5). | 3B | 1. RFFS unit reinforced by one more person whenever not all members of the unit on duty have completed the entire training. 2. Continuously raising the level of RFFS by appropriate training. | 3C |
| DETERMINATION AND EVALUATION OF RISK LEVEL: | | | | | |
| LEVEL OF PROBABILITY: | | | | | |
| Extremely unlikely 1 | 2 | 3 | 4 | Frequent 5 | |
| LEVEL OF SEVERITY: | | | | | |
| Catastrophic A | B | C | D | Negligible E | |

| | | | | | | |
|--|----------------------------------|--------------------------|-----------------------|-------------------|-------------------|------------------------|
| SEZNAM ÚČASTNÍKŮ ŘÍZENÉHO SKUPINOVÉHO SEZENÍ, KTEŘÍ PROVÁDĚLI PŘEZKOUMÁNÍ NEBEZPEČÍ A VYHODNOCENÍ BEZPEČNOSTNÍHO RIZIKA: <i>The list of participants of the Safety Committee Meeting who have carried out hazard review and risk assessment:</i> Lukáš Myška, Kateřina Deličová, Ondřej Kindl | PROBABILITY: | SEVERITY: | | | | |
| | | Catastrophic A | Hazardous B | Major C | Minor D | Negligible E |
| | Frequent 5 | 5A | 5B | 5C | 5D | 5E |
| | Occasional 4 | 4A | 4B | 4C | 4D | 4E |
| | Remote 3 | 3A | 3B | 3C | 3D | 3E |
| | Improbable 2 | 2A | 2B | 2C | 2D | 2E |
| REVISÉD RISK INDEX IS TOLERABLE. | Extremely improbable 1 | 1A | 1B | 1C | 1D | 1E |

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Responsible person(s) and time schedule for required action(s) to ELIMINATE, MITIGATE or CONTROL the hazard to acceptable level of safety:

| AKCE: Action: | ODPOVĚDNÁ OSOBA: Responsible person: | ČASOVÝ PLÁN: Time schedule: |
|--|---|--------------------------------|
| 1. Handling request including RFFS category increase to be submitted at least 24 hrs in advance. | AD chief operating officer | continuously |
| 2. Until the time of training completion (to extinguish pressurized fuel) by all members of LKMH fire protection crew, the number of firefighters of RFFS is increased by one person. | AD ARFF manager | continuously |
| 3. In order to increase a level of RFFS service at LKMH, it is the permanent and long-term task of AD operator to reduce the risk index by completing and increasing RFFS forces and funds to reduce the risk index progressively to 3C. | AD safety management | continuously |

PŘIMĚŘENÁ ZPĚTNÁ VAZBA K PERSONÁLU ZAJIŠTĚNÁ BEZPEČNOSTNÍM MANAŽEREM:

Appropriate Feedback given to staff by Safety Manager:

KDY:

When:

N/A

POŽADOVANÉ NÁSLEDUJÍCÍ AKCE:

Follow up action required:

KDO:

Who:

KDY:

When:

- | | | |
|--|----------------------|--------------|
| 1. LKMH fire protection unit enlargement by increasing the number of permanent members with full – fledged training. | AD safety management | continuously |
|--|----------------------|--------------|

ODSOUHLAŠENO A AKCEPTOVÁNO:

Agreed and accepted:

| ÚČASTNÍCI ŘÍZENÉHO SKUPINOVÉHO SEZENÍ: <i>Participants of the Safety Committee Meeting:</i> | | |
|---|---|--|
| | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> |
| Lukáš Myška | Ondřej Kindl | Kateřina Deličová |
| SIGNATURE CERTIFICATE BELOW BEZPEČNOSTNÍ MANAŽER (DATUM, PODPIS) <i>Safety Manager (date, signature)</i> | SIGNATURE CERTIFICATE BELOW ODPOVĚDNÝ MANAŽER (DATUM, PODPIS) <i>Responsible Manager (date, signature)</i> | SIGNATURE CERTIFICATE BELOW ODPOVĚDNÁ VEDOUCÍ (DATUM, PODPIS) <i>Accountable Manager (date and signature)</i> |

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| No.: 2022-18-SAF-E | Date: 25 AUG 23 | | | | |
|---|---|--|---|--|--|
| Description: | runway contamination and braking action information | | | | |
| Has mandatory aviation safety reporting been submitted? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no, own safety risk assessment | | | | | |
| ZJIŠTĚNĚ NEBEZPEČÍ <i>Identified Hazard</i> | SOUVISEJÍCÍ RIZIKO(A) <i>Associated risk(s)</i> | EXISTUJÍCÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Existing mitigation measures</i> | STÁVAJÍCÍ INDEX RIZIKA <i>Current Risk Index</i> | DALŠÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Further mitigation measures</i> | REVIDOVANÝ INDEX RIZIKA <i>Revised Risk Index</i> |
| 1. Missing braking action data for ARR / DEP. | 1. Wrong landing or full stop procedure calculation. 2. Risk of RWY overtake due to contamination. | 1. Periodic calibration measurement. 2. Prohibited traffic in case of any RWY contamination. 4. Check RWY status physically immediately prior every landing / departure. | 3B | 1. AD operator will provide last calibration measurement report on request to ACFT operator. 2. Pilot will contact AD directly prior departure or arrival if he/she is in doubt about the status of RWY, to find out if contaminants are present or not. 4. Alternate AD planning. | 1D |
| 2. Correctness of RWY contamination status data provided. | 1. Incorrect interpretation of RWY contamination status data. 2. Risk of RWY overtake due to unexpected RWY contamination. | 1. SNOWTAM issuance. 2. Regular training of RADIO operators and other operational staff to assess RWY contamination status. | 1D | 1. N/A | |
| 3. FOD | 1. ACFT damage. | 1. RWY and APRON inspection prior landing and t/o. | 2D | 1. N/A | |
| DETERMINATION AND EVALUATION OF RISK LEVEL: | | | | | |
| LEVEL OF PROBABILITY: | | | | | |
| Extremely unlikely 1 | 2 | 3 | 4 | Frequent 5 | |
| LEVEL OF SEVERITY: | | | | | |
| Catastrophic A | B | C | D | Negligible E | |

| | | | | | | |
|--|---------------------|--------------------------|-----------------------|-------------------|-------------------|------------------------|
| SEZNAM ÚČASTNÍKŮ ŘÍZENÉHO SKUPINOVÉHO SEZENÍ, KTERÍ PROVÁDĚLI PŘEZKOUMÁNÍ NEBEZPEČÍ A VYHODNOCENÍ BEZPEČNOSTNÍHO RIZIKA: <i>The list of participants of the Safety Committee Meeting who have carried out hazard review and risk assessment:</i> Lukáš Myška, Kateřina Deličová | PROBABILITY: | SEVERITY: | | | | |
| | | Catastrophic A | Hazardous B | Major C | Minor D | Negligible E |
| | Frequent 5 | 5A | 5B | 5C | 5D | 5E |
| | Occasional 4 | 4A | 4B | 4C | 4D | 4E |
| | Remote 3 | 3A | 3B | 3C | 3D | 3E |
| | Improbable 2 | 2A | 2B | 2C | 2D | 2E |
| Extremely improbable 1 | 1A | 1B | 1C | 1D | 1E | |
| REVISED RISK INDEX IS ACCEPTABLE. | | | | | | |

CAUTION: The printed document is not controlled and may contain invalid procedures! Use only the official sources of the company's management documentation.

ODPOVĚDNÉ OSOBY A ČASOVÝ PLÁN PRO POŽADOVANÉ AKCE ZA ÚČELEM ODSTRANĚNÍ, ZMÍRNĚNÍ NEBO KONTROLY ZJIŠTĚNÉHO NEBEZPEČÍ NA PŘIJATELNOU ÚROVEŇ BEZPEČNOSTI:

Responsible person(s) and time schedule for required action(s) to ELIMINATE, MITIGATE or CONTROL the hazard to acceptable level of safety:

| AKCE: Action: | ODPOVĚDNÁ OSOBA: Responsible person: | ČASOVÝ PLÁN: Time schedule: |
|--|---|--------------------------------|
| 1. Determine the procedures for verification of weather conditions and LKMH RWY availability via phone or e-mail before flight. All information also provided by LKMH RADIO on FREQ 120,405 MHz. | ACFT operator | prior to operation |
| 2. Crew training to read SNOWTAM status or contact RADIO on FREQ 120,405 MHz. as soon as possible to obtain RWY contamination and conditions status. | ACFT operator | continuously |

PŘÍMĚŘENÁ ZPĚTNÁ VAZBA K PERSONÁLU ZAJIŠTĚNÁ BEZPEČNOSTNÍM MANAŽEREM:

Appropriate Feedback given to staff by Safety Manager:

KDY:

When:

N/A

POŽADOVANÉ NÁSLEDUJÍCÍ AKCE:

Follow up action required:

KDO:

Who:

KDY:

When:

N/A

ODSOUHLAŠENO A AKCEPTOVÁNO:

Agreed and accepted:

| ÚČASTNÍCI ŘÍZENÉHO SKUPINOVÉHO SEZENÍ: <i>Participants of the Safety Committee Meeting:</i> | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> |
|--|---|--|
| Lukáš Myška | | Kateřina Deličová |
| SIGNATURE CERTIFICATE BELOW | | SIGNATURE CERTIFICATE BELOW |
| BEZPEČNOSTNÍ MANAŽER (DATUM, PODPIS) <i>Safety Manager (date, signature)</i> | ODPOVĚDNÝ MANAŽER (DATUM, PODPIS) <i>Responsible Manager (date, signature)</i> | ODPOVĚDNÁ VEDOUCÍ (DATUM, PODPIS) <i>Accountable Manager (date and signature)</i> |
| | | |

| No.: 2022-18-SAF-F | Date: 25 AUG 23 | | | | |
|---|--|--|---|--|--|
| Description: | runway excursion | | | | |
| Has mandatory aviation safety reporting been submitted? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no, own safety risk assessment | | | | | |
| ZJIŠTĚNÉ NEBEZPEČÍ <i>Identified Hazard</i> | SOUVISEJÍCÍ RIZIKO(A) <i>Associated risk(s)</i> | EXISTUJÍCÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Existing mitigation measures</i> | STÁVAJÍCÍ INDEX RIZIKA <i>Current Risk Index</i> | DALŠÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Further mitigation measures</i> | REVIDOVANÝ INDEX RIZIKA <i>Revised Risk Index</i> |
| 1. RWY excursion after landing. | 1. ACFT, life, health, property damage. | 1. THR RWY displaced. 2. RWY width. 3. No operation on contaminated RWY. | 1B | 1. N/A | |
| 2. Initial load bearing capacity measurement of unpaved parts of RWY strip does not meet the requested CBR. | 1. ACFT, life, health, property damage. | 1. Periodic maintenance of the RWY strip – compaction by roller. | 2A | 1. Recurring measurement of the RWY strip load bearing capacity following its periodic maintenance. 2. Monitoring soil saturation with water and its impact on the RWY strip conditions, subsequent maintenance planning. | 1B |
| DETERMINATION AND EVALUATION OF RISK LEVEL: | | | | | |
| LEVEL OF PROBABILITY: | | | | | |
| Extremely unlikely 1 | 2 | 3 | 4 | Frequent 5 | |
| LEVEL OF SEVERITY: | | | | | |
| Catastrophic A | B | C | D | Negligible E | |

| SEZNAM ÚČASTNÍKŮ ŘÍZENÉHO SKUPINOVÉHO SEZENÍ, KTERÍ PROVÁDĚLI PŘEZKOUMÁNÍ NEBEZPEČÍ A VYHODNOCENÍ BEZPEČNOSTNÍHO RIZIKA: <i>The list of participants of the Safety Committee Meeting who have carried out hazard review and risk assessment:</i> Lukáš Myška, Kateřina Deličová | PROBABILITY: | SEVERITY: | | | | |
|--|------------------------|--------------------------|-----------------------|-------------------|-------------------|------------------------|
| | | Catastrophic A | Hazardous B | Major C | Minor D | Negligible E |
| | Frequent 5 | 5A | 5B | 5C | 5D | 5E |
| | Occasional 4 | 4A | 4B | 4C | 4D | 4E |
| | Remote 3 | 3A | 3B | 3C | 3D | 3E |
| | Improbable 2 | 2A | 2B | 2C | 2D | 2E |
| Extremely improbable 1 | 1A | 1B | 1C | 1D | 1E | |
| REVISED RISK INDEX IS ACCEPTABLE. | | | | | | |

CAUTION: The printed document is not controlled and may contain invalid procedures! Use only the official sources of the company's management documentation.

ODPOVĚDNÉ OSOBY A ČASOVÝ PLÁN PRO POŽADOVANÉ AKCE ZA ÚČELEM ODSTRANĚNÍ, ZMÍRNĚNÍ NEBO KONTROLY ZJIŠTĚNÉHO NEBEZPEČÍ NA PŘIJATELNOU ÚROVEŇ BEZPEČNOSTI:

Responsible person(s) and time schedule for required action(s) to ELIMINATE, MITIGATE or CONTROL the hazard to acceptable level of safety:

| AKCE: Action: | ODPOVĚDNÁ OSOBA: Responsible person: | ČASOVÝ PLÁN: Time schedule: |
|--|---|--------------------------------|
| 1. ACFT operator have to assess the risk arising from operation considering the insufficient strength of unpaved parts of RWY strip (does not meet the requested CBR). | ACFT operator | prior to operation |

PŘÍMĚŘENÁ ZPĚTNÁ VAZBA K PERSONÁLU ZAJIŠTĚNÁ BEZPEČNOSTNÍM MANAŽEREM:

Appropriate Feedback given to staff by Safety Manager:

KDY:

When:

N/A

POŽADOVANÉ NÁSLEDUJÍCÍ AKCE:

Follow up action required:

KDO:

Who:

KDY:

When:

| | | |
|---|-----------------|--------------|
| 1. Continue with verification (in-situ) of the methods proposed on the basis of soil composition survey and laboratory tests to enhance the bearing capacity of the unpaved parts of RWY strip. Subsequent planning of its treatment. | LKMH management | continuously |
|---|-----------------|--------------|

ODSOUHLAŠENO A AKCEPTOVÁNO:

Agreed and accepted:

| | | |
|---|--|---|
| ÚČASTNÍCI ŘÍZENÉHO SKUPINOVÉHO SEZENÍ: <i>Participants of the Safety Committee Meeting:</i> | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> |
| Lukáš Myška | | Kateřina Deličová |
| BEZPEČNOSTNÍ MANAŽER (DATUM, PODPIS) <i>Safety Manager (date, signature)</i> | ODPOVĚDNÝ MANAŽER (DATUM, PODPIS) <i>Responsible Manager (date, signature)</i> | ODPOVĚDNÁ VEDOUCÍ (DATUM, PODPIS) <i>Accountable Manager (date and signature)</i> |

**SIGNATURE CERTIFICATE
BELOW**

**SIGNATURE CERTIFICATE
BELOW**

| No.: 2022-18-SAF-G | Date: 25 AUG 23 | | | | |
|---|---|---|---|---|--|
| Description: | winter operation | | | | |
| Has mandatory aviation safety reporting been submitted? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no, own safety risk assessment | | | | | |
| ZJIŠTĚNÉ NEBEZPEČÍ <i>Identified Hazard</i> | SOUVISEJÍCÍ RIZIKO(A) <i>Associated risk(s)</i> | EXISTUJÍCÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Existing mitigation measures</i> | STÁVAJÍCÍ INDEX RIZIKA <i>Current Risk Index</i> | DALŠÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Further mitigation measures</i> | REVIDOVANÝ INDEX RIZIKA <i>Revised Risk Index</i> |
| 1. Ground De-/Anti-icing treatment unavailable. | 1. Contamination of the ACFT by frost or frozen deposits. 2. Impossibility of departure. | 1. Providing MET information by LKMH RADIO. 2. Hangaring during the longer stay. | 3C | 1. Quick stopover and divert. | 2C |
| 2. Basic RWY cleaning only (plowing). | 1. Runway excursion. | 1. Providing MET information by LKMH RADIO. 2. No operation on contaminated RWY. | 1C | 1. N/A | |
| 3. Impossibility of AD operating hours extension (TB – TE). | 1. Impossibility of later operation (night). 2. Diversion. 3. Economic impacts. | 1. VFR manual CZ. | 5D | 1. RWY lightning. 2. VFR day/night operation. | 2D |
| DETERMINATION AND EVALUATION OF RISK LEVEL: | | | | | |
| LEVEL OF PROBABILITY: | | | | | |
| Extremely unlikely 1 | 2 | 3 | 4 | 5 Frequent | |
| LEVEL OF SEVERITY: | | | | | |
| Catastrophic A | B | C | D | | Negligible E |

| | | | | | | |
|--|----------------------------------|--------------------------|-----------------------|-------------------|-------------------|------------------------|
| SEZNAM ÚČASTNÍKŮ ŘÍZENÉHO SKUPINOVÉHO SEZENÍ, KTEŘÍ PROVÁDĚLI PŘEZKOUMÁNÍ NEBEZPEČÍ A VYHODNOCENÍ BEZPEČNOSTNÍHO RIZIKA: <i>The list of participants of the Safety Committee Meeting who have carried out hazard review and risk assessment:</i> Lukáš Myška, Kateřina Deličová | SEVERITY: | | | | | |
| | PROBABILITY: | Catastrophic A | Hazardous B | Major C | Minor D | Negligible E |
| | Frequent 5 | 5A | 5B | 5C | 5D | 5E |
| | Occasional 4 | 4A | 4B | 4C | 4D | 4E |
| | Remote 3 | 3A | 3B | 3C | 3D | 3E |
| | Improbable 2 | 2A | 2B | 2C | 2D | 2E |
| | Extremely improbable 1 | 1A | 1B | 1C | 1D | 1E |
| REVISED RISK INDEX IS TOLERABLE. | | | | | | |

CAUTION: The printed document is not controlled and may contain invalid procedures! Use only the official sources of the company's management documentation.

Processed by: LUKÁŠ MYŠKA – safety, security, compliance monitoring manager

ODPOVĚDNÉ OSOBY A ČASOVÝ PLÁN PRO POŽADOVANÉ AKCE ZA ÚČELEM ODSTRANĚNÍ, ZMÍRNĚNÍ NEBO KONTROLY ZJIŠTĚNÉHO NEBEZPEČÍ NA PŘIJATELNOU ÚROVEŇ BEZPEČNOSTI:

Responsible person(s) and time schedule for required action(s) to ELIMINATE, MITIGATE or CONTROL the hazard to acceptable level of safety:

| AKCE: Action: | ODPOVĚDNÁ OSOBA: Responsible person: | ČASOVÝ PLÁN: Time schedule: |
|--|---|--------------------------------|
| 1. ACFT operator is not allowed to operate to/from LKMH without traffic control on service. LKMH RADIO will provide MET and local conditions information at LKMH to ACFT crew. | ACFT operator | continuously |
| 2. Crew training to obtain MET and local conditions information at LKMH on GSM +420 603 197 336 or FREQ 120,405 MHz. | ACFT operator | continuously |

PŘIMĚŘENÁ ZPĚTNÁ VAZBA K PERSONÁLU ZAJIŠTĚNÁ BEZPEČNOSTNÍM MANAŽEREM:

Appropriate Feedback given to staff by Safety Manager:

KDY:
When:

N/A

POŽADOVANÉ NÁSLEDUJÍCÍ AKCE:

Follow up action required:

| | KDO: Who: | KDY: When: |
|---|----------------------------|---------------|
| 1. Periodical calibration of MET station. | AD chief operating officer | continuously |

ODSOUHLAŠENO A AKCEPTOVÁNO:

Agreed and accepted:

| ÚČASTNÍCI ŘÍZENÉHO SKUPINOVÉHO SEZENÍ: Participants of the Safety Committee Meeting: | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) Name (date, signature) | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) Name (date, signature) |
|---|--|---|
| Lukáš Myška | | Kateřina Deličová |
| SIGNATURE CERTIFICATE BELOW | | SIGNATURE CERTIFICATE BELOW |
| BEZPEČNOSTNÍ MANAŽER (DATUM, PODPIS) Safety Manager (date, signature) | ODPOVĚDNÝ MANAŽER (DATUM, PODPIS) Responsible Manager (date, signature) | ODPOVĚDNÁ VEDOUCÍ (DATUM, PODPIS) Accountable Manager (date and signature) |

| No.: 2022-18-SAF-H | Date: 25 AUG 23 | | | | |
|---|--|---|---|--|--|
| Description: | meteorological information issuing | | | | |
| Has mandatory aviation safety reporting been submitted? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no, own safety risk assessment | | | | | |
| ZJIŠTĚNÉ NEBEZPEČÍ <i>Identified Hazard</i> | SOUVISEJÍCÍ RIZIKO(A) <i>Associated risk(s)</i> | EXISTUJÍCÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Existing mitigation measures</i> | STÁVAJÍCÍ INDEX RIZIKA <i>Current Risk Index</i> | DALŠÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Further mitigation measures</i> | REVIDOVANÝ INDEX RIZIKA <i>Revised Risk Index</i> |
| 1. Periodic meteorological information not issued. | 1. Weather under ACFT or AD operations minimums. | 1. Providing MET information by LKMH RADIO. 2. Regular training and qualification increasing of dispatchers according to AD operator internal documentation. | 2D | 1. Planning of sufficient alternate airports and/or alternate routings to be flown in case of loss of unavailability of VMC. | 2D |
| 2. Correctness of MET information provided at LKMH. | 1. Receiving wrong or unfaithful information for flight operating. | 1. LKMH RADIO equipped by certificated METEO station. 2. LKMH RADIO equipped by ceilometer (cloud base measurement). 3. Regular calibration of METEO station. | 1C | 1. N/A | |
| DETERMINATION AND EVALUATION OF RISK LEVEL: | | | | | |
| LEVEL OF PROBABILITY: | | | | | |
| Extremely unlikely 1 | 2 | 3 | 4 | Frequent 5 | |
| LEVEL OF SEVERITY: | | | | | |
| Catastrophic A | B | C | D | Negligible E | |

| | | | | | | |
|--|----------------------------------|--------------------------|-----------------------|-------------------|-------------------|------------------------|
| SEZNAM ÚČASTNÍKŮ ŘÍZENÉHO SKUPINOVÉHO SEZENÍ, KTEŘÍ PROVÁDĚLI PŘEZKOUMÁNÍ NEBEZPEČÍ A VYHODNOCENÍ BEZPEČNOSTNÍHO RIZIKA: <i>The list of participants of the Safety Committee Meeting who have carried out hazard review and risk assessment:</i> Lukáš Myška, Kateřina Deličová | PROBABILITY: | SEVERITY: | | | | |
| | | Catastrophic A | Hazardous B | Major C | Minor D | Negligible E |
| | Frequent 5 | 5A | 5B | 5C | 5D | 5E |
| | Occasional 4 | 4A | 4B | 4C | 4D | 4E |
| | Remote 3 | 3A | 3B | 3C | 3D | 3E |
| | Improbable 2 | 2A | 2B | 2C | 2D | 2E |
| REVISED RISK INDEX IS ACCEPTABLE. | Extremely improbable 1 | 1A | 1B | 1C | 1D | 1E |

CAUTION: The printed document is not controlled and may contain invalid procedures! Use only the official sources of the company's management documentation.

Processed by: LUKÁŠ MYŠKA – safety, security, compliance monitoring manager

ODPOVĚDNÉ OSOBY A ČASOVÝ PLÁN PRO POŽADOVANÉ AKCE ZA ÚČELEM ODSTRANĚNÍ, ZMÍRNĚNÍ NEBO KONTROLY ZJIŠTĚNÉHO NEBEZPEČÍ NA PŘIJATELNOU ÚROVEŇ BEZPEČNOSTI:

Responsible person(s) and time schedule for required action(s) to ELIMINATE, MITIGATE or CONTROL the hazard to acceptable level of safety:

| AKCE: Action: | ODPOVĚDNÁ OSOBA: Responsible person: | ČASOVÝ PLÁN: Time schedule: |
|--|---|--------------------------------|
| 1. ACFT operator is not allowed to operate to/from LKMH without traffic control on service. LKMH RADIO will provide MET and local conditions information at LKMH to ACFT crew. | ACFT operator | continuously |
| 2. Crew training to obtain MET and local conditions information at LKMH on GSM +420 603 197 336 or FREQ 120,405 MHz. | ACFT operator | continuously |

PŘIMĚŘENÁ ZPĚTNÁ VAZBA K PERSONÁLU ZAJIŠTĚNÁ BEZPEČNOSTNÍM MANAŽEREM:

Appropriate Feedback given to staff by Safety Manager:

KDY:

When:

N/A

POŽADOVANÉ NÁSLEDUJÍCÍ AKCE:

Follow up action required:

KDO:

Who:

KDY:

When:

| | | |
|---|----------------------------|--------------|
| 1. Periodical calibration of MET station. | AD chief operating officer | continuously |
|---|----------------------------|--------------|

ODSOUHLAŠENO A AKCEPTOVÁNO:

Agreed and accepted:

| ÚČASTNÍCI ŘÍZENÉHO SKUPINOVÉHO SEZENÍ: <i>Participants of the Safety Committee Meeting:</i> | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> | JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) <i>Name (date, signature)</i> |
|--|---|--|
| Lukáš Myška | | Kateřina Deličová |
| SIGNATURE CERTIFICATE BELOW | | SIGNATURE CERTIFICATE BELOW |
| BEZPEČNOSTNÍ MANAŽER (DATUM, PODPIS) <i>Safety Manager (date, signature)</i> | ODPOVĚDNÝ MANAŽER (DATUM, PODPIS) <i>Responsible Manager (date, signature)</i> | ODPOVĚDNÁ VEDOUCÍ (DATUM, PODPIS) <i>Accountable Manager (date and signature)</i> |

| No.: 2022-18-SAF-I | Date: 25 AUG 23 | | | | |
|---|--|--|---|---|--|
| Description: | security | | | | |
| Has mandatory aviation safety reporting been submitted? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no, own safety risk assessment | | | | | |
| ZJIŠTĚNÉ NEBEZPEČÍ <i>Identified Hazard</i> | SOUVISEJÍCÍ RIZIKO(A) <i>Associated risk(s)</i> | EXISTUJÍCÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Existing mitigation measures</i> | STÁVAJÍCÍ INDEX RIZIKA <i>Current Risk Index</i> | DALŠÍ OPATŘENÍ PRO ZMÍRNĚNÍ <i>Further mitigation measures</i> | REVIDOVANÝ INDEX RIZIKA <i>Revised Risk Index</i> |
| 1. Unauthorized access to the ACFT. | 1. ACFT damage due to person. 2. ACFT manipulation. | 1. AD fenced. 2. AD security staff. 3. Security camera surveillance system. 4. Crew stays with ACFT during turn around. | 1B | 1. ACFT guarding possible when overnight stay. | 1D |
| 2. Passenger security screening not available when SRA not activated. | 1. Undetected forbidden items onboard ACFT. 2. Undetected threat. | 1. Passengers known to crew. 2. Security screening on request. | 1B | 1. N/A | |
| DETERMINATION AND EVALUATION OF RISK LEVEL: | | | | | |
| LEVEL OF PROBABILITY: | | | | | |
| Extremely unlikely Frequent | | | | | |
| 1 | 2 | 3 | 4 | 5 | |
| LEVEL OF SEVERITY: | | | | | |
| Catastrophic Negligible | | | | | |
| A | B | C | D | E | |

| SEZNAM ÚČASTNÍKŮ ŘÍZENÉHO SKUPINOVÉHO SEZENÍ, KTEŘÍ PROVÁDĚLI PŘEZKOUMÁNÍ NEBEZPEČÍ A VYHODNOCENÍ BEZPEČNOSTNÍHO RIZIKA: <i>The list of participants of the Safety Committee Meeting who have carried out hazard review and risk assessment:</i> Lukáš Myška, Kateřina Deličová | PROBABILITY: | SEVERITY: | | | | |
|--|------------------------|----------------|-------------|-----------|---------|--------------|
| | | Catastrophic A | Hazardous B | Major C | Minor D | Negligible E |
| | Frequent 5 | 5A | 5B | 5C | 5D | 5E |
| | Occasional 4 | 4A | 4B | 4C | 4D | 4E |
| | Remote 3 | 3A | 3B | 3C | 3D | 3E |
| | Improbable 2 | 2A | 2B | 2C | 2D | 2E |
| REVISÉD RISK INDEX IS ACCEPTABLE. | Extremely improbable 1 | 1A | 1B | 1C | 1D | 1E |

ODPOVĚDNÉ OSOBY A ČASOVÝ PLÁN PRO POŽADOVANÉ AKCE ZA ÚČELEM ODSTRANĚNÍ, ZMÍRNĚNÍ NEBO KONTROLY ZJIŠTĚNÉHO NEBEZPEČÍ NA PŘIJATELNOU ÚROVEŇ BEZPEČNOSTI:

Responsible person(s) and time schedule for required action(s) to ELIMINATE, MITIGATE or CONTROL the hazard to acceptable level of safety:

AKCE:

Action:

N/A

ODPOVĚDNÁ OSOBA:

Responsible person:

ČASOVÝ PLÁN:

Time schedule:

PŘÍMĚŘENÁ ZPĚTNÁ VAZBA K PERSONÁLU ZAJIŠTĚNÁ BEZPEČNOSTNÍM MANAŽEREM:

Appropriate Feedback given to staff by Safety Manager:

N/A

KDY:

When:

POŽADOVANÉ NÁSLEDUJÍCÍ AKCE:

Follow up action required:

N/A

KDO:

Who:

KDY:

When:

ODSOUHLAŠENO A AKCEPTOVÁNO:

Agreed and accepted:

| | | |
|--|---|---|
| <p>ÚČASTNÍCI ŘÍZENÉHO SKUPINOVÉHO SEZENÍ: <i>Participants of the Safety Committee Meeting:</i></p> | | |
| | <p>JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) Name (date, signature)</p> | <p>JMÉNO A PŘÍJMENÍ (DATUM, PODPIS) Name (date, signature)</p> |
| <p>Lukáš Myška</p> <p>SIGNATURE CERTIFICATE BELOW</p> <p>BEZPEČNOSTNÍ MANAŽER (DATUM, PODPIS) <i>Safety Manager (date, signature)</i></p> | <p>ODPOVĚDNÝ MANAŽER (DATUM, PODPIS) <i>Responsible Manager (date, signature)</i></p> | <p>Kateřina Deličová</p> <p>SIGNATURE CERTIFICATE BELOW</p> <p>ODPOVĚDNÁ VEDOUCÍ (DATUM, PODPIS) <i>Accountable Manager (date and signature)</i></p> |

VYHODNOCENÍ BEZPEČNOSTNÍHO RIZIKA PROVOZOVATELE LETIŠTĚ

| ITEM | DESCRIPTION | CURRENT RISK INDEX | REVISED RISK INDEX |
|------|---|--------------------|--------------------|
| A | approach procedures to LKMH | 3B | 1B |
| B | knowledge of local environment | 3C | 2D |
| C | physical parameters of the aerodrome | 3A | 2A |
| D | aerodrome RFFS level | 3B | 3C |
| E | runway contamination and braking action information | 3B | 2D |
| F | runway excursion | 2A | 1B |
| G | meteorological information | 1C | 2D |
| H | winter operation | 5D | 2C |
| I | security | 1B | 1B |

CONCLUSION

After elaboration of this safety assessment, the airport operator of Mnichovo Hradiště international airport evaluates the operation of aircrafts, listed on the title page of this document, in compliance with the risk measures above as an operation with **TOLERABLE SAFETY RISK** and in the event of the aircraft operator's request to provide services for operation of these aircrafts to/from LKMH, will have no comments in case of the inclusion of the risk mitigation measures, proposed by the airport operator mentioned above in this assessment, in the aircraft operators' own safety assessments.

SAFETY COMMITTEE MEETING MEMBERS:

| NAME | FUNCTION | DATE | SIGNATURE |
|-------------------|---|-----------|-----------|
| ONDŘEJ KINDL | ARFF manager | 25 AUG 23 | |
| LUKÁŠ MYŠKA | safety, security, compliance monitoring manager | 25 AUG 23 | |
| KATEŘINA DELIČOVÁ | accountable manager | 25 AUG 23 | |

ANNEX: PARAMETERS COMPARISON OF OPERATED AND INTENDED AIRCRAFT TYPES

| TYPE | Cessna 510 Citation Mustang | Embraer Phenom 100 | Cessna 525 Citation Jet | Cessna 525B Citation CJ3+ | Hawker 400XP | Nextant 400XT | Cessna 560 Citation Encore | Cessna 525C Citation CJ4 | Pilatus PC-24 | Embraer Phenom 300 | Cessna 560XL Citation Excel | Cessna 680 Citation Sovereign | Saab 340 | Embraer EMB-550 Legacy 500 Praetor 600 |
|-------------------------------|--------------------------------|-----------------------|----------------------------|------------------------------|-----------------|---------------|-------------------------------|-----------------------------|---------------|-----------------------|--------------------------------|----------------------------------|----------|--|
| ACFT category | 2A | 2A | 2A | 2B | 2A | 2A | 2B | 2B | 2B | 2B | 2B | 2B | 3B | 3B |
| Crew | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Capacity | 4 | 7 | 7 | 9 | 9 | 8 | 8 | 10 | 10 | 6 | 9 | 12 | 35 | 12 |
| Wingspan [m] | 13,2 | 12,3 | 14,4 | 16,3 | 13,3 | 13,3 | 15,9 | 15,5 | 17 | 16,2 | 17,2 | 22 | 19,71 | 21,5 |
| Length [m] | 12,4 | 12,8 | 13 | 15,6 | 14,8 | 14,8 | 14,9 | 16,3 | 16,8 | 15,9 | 16 | 19,4 | 21,44 | 20,7 |
| Height [m] | 4,1 | 4,4 | 4,2 | 4,6 | 4,2 | 4,2 | 4,6 | 4,7 | 5,3 | 5 | 5,2 | 6,2 | 6,86 | 6,4 |
| MTOM [kg] | 3.930 | 4.750 | 4.853 | 6.291 | 7.303 | 7.394 | 7.394 | 7.761 | 8.050 | 8.150 | 9.163 | 13.959 | 11.793 | 19.440 |
| Take-off distance [m] | 950 | 1.040 | 1.000 | 969 | 1.191 | 1.165 | 1.064 | 972 | 893 | 978 | 1.094 | 1.076 | 1.220 | 1.240 |
| Cruise speed [kt] | 340 | 380 | 404 | 416 | 443 | 460 | 430 | 451 | 440 | 430 | 441 | 460 | 252 | 466 |
| Range [km] | 2.161 | 2.445 | 2.871 | 3.778 | 3.135 | 3.430 | 3.650 | 2.165 | 3.334 | 3.723 | 3.441 | 5.926 | 1.732 | 3.100 |
| Service ceiling [FL] | 410 | 410 | 410 | 450 | 450 | 450 | 450 | 450 | 450 | 450 | 450 | 470 | 25.000 | 450 |
| Main gear tire pressure [PSI] | 120 | 140 | 120 | 140 | 125 | 150 | 150 | 150 | 72 * | 200 | 210 | 210 * | 119 | 189 * |

* dual

CAUTION: The printed document is not controlled and may contain invalid procedures! Use only the official sources of the company's management documentation.