

Standard Operational Procedures

Aerodrome **Ostrava Mošnov**

VERSION 1.2

CHANGES AND UPDATES

Effective	Version	Change
24 JUN 09	1.1	LVP added.
12 FEB 11	1.2	General text revision.

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 LKMT - Airport Ostrava Mošnov. Following these procedures will help to prevent confusion and to promote efficiency between controllers and pilots on VATSIM.

CONTENTS

1	Basic information	3
1.1	ICAO Code, Name, Aerodrome Coordinates and Elevation	3
1.2	Transition altitude	3
1.3	Runway Configuration	3
1.4	Helicopter Landing Areas	3
1.5	Links	3
2	Departures	4
2.1	Parking Positions	4
2.1.1	Apron Central	4
2.1.2	Apron General Aviation	4
2.1.3	Apron North 1	4
2.1.4	Apron North 2	4
2.1.5	Apron Let 's Fly	4
2.1.6	Apron South	4
2.2	First Contact and Clearance Initial	4
2.3	Departures	4
2.3.1	Departing Frequency	4
2.4	Take Off	5
2.4.1	Intersection Take off Table	5
2.5	Hand Off	5
2.5.1	IFR Flights	5
2.5.2	VFR Flights	5
3	Arrivals	5
3.1	Charts	5
3.2	First Contact and Communication	5
3.3	Standard Terminal Arrivals Routes (STARs)	5
3.4	Speed and Descend Planning	5
3.4.1	Descent	5
3.4.2	Speed Restriction	5
3.4.3	RWY 04	6
3.4.4	RWY 22	6
3.5	Vacating Runways	6
3.5.1	RWY 04/ 22	6
3.6	Taxi and Parking	6
4	Low Visibility Procedures	6
4.1	General	6
4.2	RWY 22	6
4.3	RWY 04	6
5	Procedures for VFR Flights	6
5.1	TMA/ CTR Airspace Classification	6
5.2	General	6
5.3	VFR Entry/ Exit, Holding Points	7
5.4	VFR Departures/ Arrivals Waypoints Sequence	7



1 Basic information

1.1 ICAO CODE, NAME, AERODROME COORDINATES AND ELEVATION

- ICAO Code: LKMT
- Name: Ostrava Mošnov
- ARP coordinates: 49 41 46 N 018 06 39 E
- Elevation: 844 ft/ 257 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
04/ 22	043° / 223°	3500 x 63	Concrete 50/R/B/W/T	NIL

1.4 HELICOPTER LANDING AREAS

TLOF Dimensions TLOF Surface, Strength and Marking

TLOF H

On TWY on TWY F in entry 2 to Apron Central, concrete, PCN 50/R/A/X/T, a white circle of radius 20 m, marked by white letter H.

1.5 LINKS

Name	URL
VACC Czech Republic	http://www.vacc-cz.org
Charts	http://www.vacc-cz.org/lkmt
Scenery	http://www.vacc-cz.org/lkmt
Other info	http://www.vacc-cz.org/pilotstudy Mostly in Czech language
Real LKMT	http://www.airport-ostrava.cz

2 Departures

2.1 PARKING POSITIONS

2.1.1 Apron Central

The Apron Central is usually used by passenger traffic. Type of parking is "nose in". Parking stands and taxiing instructions are shown on Parking Stands and Taxiing on Apron Central Charts; included into All Charts for LKMT (<http://www.vacc-cz.org/lkmt>).

Pushback will be approved (usually together with start up clearance) by TWR/ APP. Engines can be started up during pushback.

2.1.2 Apron General Aviation

There are no stands signed. The apron is usually used by general aviation traffic.

2.1.3 Apron North 1

There are no stands signed. The apron is used for engine test runs and a short term parking of serviced aircrafts.

2.1.4 Apron North 2

There are no stands signed. The apron is usually used for a long term parking of serviced aircrafts.

2.1.5 Apron Let 's Fly

The apron is intended for aeroplanes of Let's Fly, Aeroclub Ostrava and LR Airlines.

2.1.6 Apron South

There are no stands signed. The apron is used by cargo traffic.

2.2 FIRST CONTACT AND CLEARANCE INITIAL

Pilots contact Mošnov TWR (or Ostrava APP) and report:

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

Short form	Call Sign	FREQ
LKMT_ATIS	Mošnov ATIS	118,05 MHz
LKMT_TWR	Mošnov Věž/ Mošnov Tower	120,80 MHz
LKMT_APP	Ostrava Approach/ Ostrava Radar	125,10 MHz

2.3 DEPARTURES

Both **Radar Departures** and **SIDs** are used at Airport Ostrava Mošnov.

- The SIDs may be used by both R-NAV and non-RNAV equipped aircrafts.
- Initial climb is usually FL 80 on HLV 4F and HLV 4H SIDs; FL 110 on BILNA 1F, BILNA 1K, BILNA 2H, BILNA 2J, SOPAV 1F and SOPAV 1H SIDs; and FL 120 on TBV 1F and TBV 1H SIDs.
However, the initial climb is 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!
- Maximal initial turn speed is limited **to IAS 230 kt** on SOPAV 1F, SOPAV 1H, TBV 1F and TBV 1H SIDs.
- Minimum ascending gradient 8 % until passing 4000 ft AMSL is required on BILNA 2J and BILNA 1K SIDs.
- 10 NM DME OTA shall be passed at 5200 ft AMSL or above, and BILNA FIX shall be passed at 6400 ft AMSL or above on BILNA 1F, BILNA 1J, BILNA 2H and BILNA 1K SIDs.
- POLOM FIX shall be passed at 4000 ft AMSL or above on HLV 4F and HLV 4H SIDs.

2.3.1 Departing Frequency

Pilots of aircraft departing according to IFR shall establish radio contact with Ostrava APP (FREQ 125,10 MHz) immediately after departure. Mošnov TWR will not individually give any instruction for change to relevant frequency.

Pilots of aircraft departing according to VFR shall remain on frequency of Mošnov TWR (FREQ 120,80 MHz) after departure until instructed different way.

2.4 TAKE OFF

2.4.1 Intersection Take off Table

RWY Designator	From	TORA (m)	TODA (m)	ASDA (m)
04	TWY D	2820	3120	2820
04	TWY C	1760	2060	1760
04	TWY B	710	1010	710
22	TWY B	2820	3120	2820
22	TWY C	1760	2060	1760
22	TWY D	710	1010	710

2.5 HAND OFF

2.5.1 IFR Flights

Pilots of aircraft departing according to IFR shall establish radio contact with Ostrava APP (FREQ 125,10 MHz) immediately after departure. Mošnov TWR will not individually give any instruction for change to relevant frequency.

If Ostrava APP is not on-line, pilots shall contact i) LKTB_APP, ii) LKAA_E_CTR or iii) LKAA_CTR (in this sequence).

2.5.2 VFR Flights

Pilots of aircraft departing according to VFR shall remain on frequency of Mošnov TWR (FREQ 120,80 MHz) after departure until instructed different way. ATCo informs pilots when and which frequency they shall contact.

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 LKMT (<http://www.vacc-cz.org/lkmt>).

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

3.2 FIRST CONTACT AND COMMUNICATION

Check the ATIS at first. If ATIS is online (FREQ 118,05 MHz), both voice and text ATIS is available there.

During the first contact with LKMT_APP pilots report:

- ATIS information, if any;
- QNH.

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 Ostrava APP; 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 04

For RWY 04, VOR-DME and NDB-DME approaches are available only.

3.4.4 RWY 22

For RWY 22, ILS-DME (CAT I, II), VOR-DME and NDB-DME approaches are available.

3.5 VACATING RUNWAYS

3.5.1 RWY 04/ 22

Vacate RWY via first possible TWY unless instructed otherwise by ATCo.

Pilots shall report "RWY vacated" only when Low Visibility Procedures are in use.

3.6 TAXI AND PARKING

For details about stands see chapter 2.1.

4 Low Visibility Procedures

4.1 GENERAL

Low Visibility Procedures (LVP) will be initiated if the RVR TDZ and/ or MID and /or END is 600 m and less and/or CLD base 200 ft and less. Low Visibility Take-Off (LVTO) phase will be initiated if the RVR TDZ and/ or MID and/ or END decreases to 600 m and less.

Low Visibility Procedures (LVP) will be terminated when the RVR is greater than 600 m together with the cloud base over 200 ft and the continuous improvement is expected. The Low Visibility Take-Offs (LVTO) phase will be terminated when RVR is greater than 600 m.

Pilots shall report "RWY vacated" when Low Visibility Procedures are in use.

Aircraft departing from RWY 04 or RWY 22 shall use the CAT II/III holding points on TWY E or TWY A.

For further information about LVP see: http://www.vacc-cz.org/wiki/index.php/LVP_%28postupy_pro_nizkou_viditelnost%29_-_CZ/EN (both English and Czech text)

4.2 RWY 22

RWY 22 is equipped with ILS and is approved for Low Visibility Procedures (LVP) CAT II and for Low Visibility Take-Off (LVTO).

Under CAT II operation aircraft landing on RWY 22 may vacate the RWY via any TWY (TWY A, B, C, D, E, F).

4.3 RWY 04

RWY 04 is usable for Low Visibility Take-off (LVTO), only.

5 Procedures for VFR Flights

5.1 TMA/ CTR AIRSPACE CLASSIFICATION

TMA/ CTR of Ostrava 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 Mošnov 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-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.

5.3 VFR ENTRY/ EXIT, HOLDING POINTS

Designation	Location	Coordinates	
November	Hrabyně	49 52 59 N 018 03 17 E	Entry
Whisky	Vrchy (kostel/ church)	49 44 57 N 017 52 19 E	Entry
Tango	Bělotín	49 35 06 N 017 47 59 E	Entry
Sierra	Hodslavice	49 32 20 N 018 01 25 E	Entry
Echo	Frýdek-Místek (hráz přehrady/ reservoir dam)	49 39 48 N 018 19 13 E	Entry
Foxtrot	Šenov (kostel/ church)	49 47 10 N 018 22 29 E	Entry
Alfa	Příbor	49 39 00 N 018 08 28 E	Holding
Bravo	Studénka (železniční přejezd/ railway crossing)	49 42 17 N 018 03 04 E	Holding

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

5.4 VFR DEPARTURES/ ARRIVALS WAYPOINTS SEQUENCE

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

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