CONSOLIDATED VERSION

of

No. 108/1997 Coll.

DECREE
of the Ministry of Transport and Communications

dated 23 April 1997

implementing Act No. 49/1997 Coll., on civil aviation and amendments and additions to Act No. 455/1991 Coll., on engaging in a trade (Trade Licensing Act) as amended by later regulations

Amended by:

Decree No. 101/1999 Coll. (of 6 May 1999)
Decree No. 244/2003 Coll. (of 16 July 2003)
Decree No. 359/2006 Coll. (of 27 June 2006)
Decree No. 410/2006 Coll. (of 14 August 2006)
Decree No. 64/2010 Coll. (of 24 February 2010)
Decree No. 314/2010 Coll. (of 8 November 2010)
Decree No. 4/2013 Coll. (of 19 December 2012)
Decree No. 271/2014 Coll. (of 7 November 2014)
Decree No. 9/2015 Coll. (of 13 January 2015)
Decree No. 2/2018 Coll. (of 20 December 2017)
Decree No. 66/2019 Coll. (of 28 February 2019)

No. 108/1997 Coll.

DECREE
of the Ministry of Transport and Communications

dated 23 April 1997

implementing Act No. 49/1997 Coll., on civil aviation and amendments and additions to Act No. 455/1991 Coll., on engaging in a trade (Trade Licensing Act) as amended by later regulations

The Ministry of Transport and Communications, in accordance with Art. 102 Par. 1 of Act No. 49/1997 Coll., on civil aviation and amendments and additions to Act No. 455/1991 Coll., on engaging in a trade (Trade Licensing Act) as amended by later regulations, hereby decrees:

Article 1

Purpose

(in reference to Article 102 Par. 1 of the Act)

(1) This decree incorporates relevant European Union regulations[17]), as well as follows from directly applicable European Union regulations[20]), and implements, in the civil aviation context, provisions of the Act on

a) entry in the Aircraft Register, including delivery of aircraft for airworthiness reviews, approvals of product type, the type of aircraft parts, ground facilities, coded equipment and the allocation of aircraft addresses.

b) the granting of authorization for the development, design, manufacture, installation, repair, testing and maintenance of products, aircraft parts and appliances, and ground facilities, including the professional knowledge of natural persons working in this area,

c) technical and operating conditions for airports, their setting up, and operational capability,

d) conditions for the use of areas set aside in land-use documentation for takeoffs and landings and the characteristics of areas which may be used for takeoffs and landings by designated types of aircraft during designated aviation activities,

e) the information contained in the noise situation report and its supplementation,

f) conditions on using the airspace of the Czech Republic,

g) characteristics of individual types of aeronautical services and activities ensuring their provision,

h) conditions for keeping a terrain and obstacle database and transferring data to the database,

i) a specimen authorization (ID) of the professionally qualified natural persons, through which non-fatal accident and incident investigations are carried out,

j) particulars of an application and its enclosed documents which are necessary for issuance of operating licenses for commercial air transport operation, air operator certificates, aerial work operator permits and corporative flights permits to engage in private aviation activities,

k) conditions for the use of sport flying equipment, including particulars of the application for authorization to carry out state administration in matters to do with sport flying equipment,

l) a specimen protocol pursuant to Art. 91a Par. 3 of the Act and a report pursuant to Art. 91a Par. 4 of the Act,

m) the extent of liability insurance for damage caused by operation of aircraft,

n) information provided to the Ministry of Transport for the purposes of statistical survey and data on numbers of passengers served submitted by the provider of handling services to the aerodrome operator.

(2) Details on implementing the provisions of Art. 8 Par. 3, Art. 9, Art. 10 Par. 4, Art. 12 Par. 1 Letter c) and Par. 3, Art. 15 Par. 2, Art. 20 Par. 3, Art. 22 Pars. 2 and 9, Art. 26 Par. 2, Art. 39 Par. 2, Art. 44 Par. 1, Art. 47 Par. 2, Art. 53 Par. 2, Art. 55 Par. 4, Art. 80 Par. 2 and Art. 85 Par. 3, containing regulations (standards and recommendations) issued pursuant to Article 37 of the Convention on International Civil Aviation, as adopted by the Czech Republic, represented by the Ministry of Transport and Communications.[1])

Article 1a

The Aircraft Register

[in reference to Art. 4 Par. 2 Letter d), Art. 4 Par. 4, Art. 5 Par. 2 and Art. 5a Par. 2 of the Act]

(1) Other basic technical data concerning aircraft entered in the Aircraft Register should include:

a) type of aircraft,

b) manufacturer and year manufactured,

c) colour

d) maximum number of persons on board the aircraft in flight,

e) maximum takeoff weight

(2) The application for preliminary allocation of a registration number should include:

a) data in keeping with special regulation[1a]) on applicants

b) name or names, surname, date of birth and permanent residence for natural persons or businesses, or name or names, surname, date of birth, place of doing business and identification number of natural persons functioning as entrepreneurs or business firms or name, headquarters and identification number of legal entities owning or operating aircraft, if not the same as the applicant,

c) manufacturer’s designation and serial number of the aircraft;

d) anticipated date the aircraft will be put into service in the Czech Republic.

(3) The application for entry of an aircraft in the Aircraft Register should include:

a) data in keeping with special regulation[1a]) on applicants

b) name or names, surname, date of birth and permanent residence for natural persons or businesses, or name or names, surname, date of birth, place of doing business and identification number of natural persons functioning as entrepreneurs or business firms or name, headquarters and identification number of legal entities owning or operating aircraft, if not the same as the applicant,

c) information on the type and manufacturer’s designation of aircraft, the serial number of the aircraft and other technical data concerning the aircraft.

(4) The application for entry of an aircraft in the Aircraft Register must be accompanied by:

a) a certified copy of the contract or charter establishing or founding a legal entity; for legal entities, an extract from the Register of Companies or other evidence in keeping with special legal regulations governing business activities; for natural persons functioning as entrepreneurs, an extract from the Register of Companies or certified copy of appropriate authorization for business activities,

b) a certified document showing the operator's legal relationship to the aircraft and a document certifying the consent of the owner to entry in the Aircraft Register, unless the

owner and operator are the same entity,

c) documentation showing that liability insurance is in force for damage caused by operation of the aircraft,

d) a declaration of the fact that the aircraft will be operated solely for sporting and recreational purposes, if applicable,

e) for imported aircraft, confirmation that the aircraft is not entered in the Aircraft Register of the country from which it is being imported,

f) a certified copy of the instrument proving the right of a lien on the aircraft, if such right has been established,

(5) The application for entry of a right of lien in the Aircraft Register should include:

a) data in keeping with special regulation[1a]) on applicants,

b) identification of the debt for which the lien has been established, including the amount and maturity date of the debt,

c) identification of the aircraft for which a right of lien has been established, containing data on the type and manufacturer's designation of the aircraft, its nationality and registration mark and serial number.

(6) The application to record a lien on an aircraft entered in the Aircraft Register must be accompanied by a counterpart or certified copy of the establishment of the lien on the aircraft.

(7) In transferring ownership of an aircraft entered in the Aircraft Register, a counterpart or certified copy of documentation certifying that ownership has been transferred should be attached.

(8) When the operator of an aircraft entered in the Aircraft Register changes, agreement from the aircraft owner to the change of operator of the aircraft should be attached.

Article 2

Requirements for approval of the product type and documentation which must accompany the application

(in reference to Article 7 Par. 8 of the Act)

(1) A natural person or legal entity applying for approval of a type of product must submit an application to the Civil Aviation Authority (hereinafter "Authority") which, in addition to general information[1a]), should contain:

a) the type of product,

b) the purpose of the product,

c) the regulations and technology upon which construction of the product was / will be based.

(2) The applicant should include the following with the application:

a) a certified copy of the contract or charter establishing or founding a legal entity; for legal entities, an extract from the Register of Companies or other evidence in keeping with special legal regulations governing business activities; for natural persons functioning as entrepreneurs, an extract from the Register of Companies or certified copy of appropriate authorization for business activities,

b) documentation showing compliance with designated product safety and environmental protection regulations[2]),

c) documentation showing compliance with regulations governing the product construction process or with a list of regulations which will be used to guide the product construction process,

d) technical data on the product required for issuance of airworthiness certification,

e) decision on approval of the product type, issued by another country for products put into operation in the Czech Republic, with documentation of the type, including amendment service provision.

f) complete documentation for products put into operation in the Czech Republic.

Article 3

Product type approval procedure

(in reference to Article 7 Par. 8 of the Act)

(1) In approving product type, the Authority shall assess whether product safety requirements and environmental protection requirements have been met; technical trials may be required involving the Authority or a foreign aviation authority.

(2) In approving product type, the Authority shall proceed in keeping with regulations governing approval of the product type[3]) as of the date the application is submitted and dependent upon the territory within which the product will be operated.

Article 4

Delivery of aircraft for airworthiness review

[in reference to Article 12 Par. 2 Letter b) of the Act]

The operator must bring the aircraft to the airport designated by the Authority for airworthiness reviews within 12 months of the date the certificate of airworthiness is issued, subsequently on a regular basis by the deadline indicated on the certificate of airworthiness, at the latest. At the same time, the aircraft operator must submit the operational log for the aircraft, including maintenance records.

Article 4a

(in reference to Article 12a Par. 7 of the Act)

A specimen report as described in Art. 12a Par. 5 of the Act is given in Annex No. 9 to this Decree.

Article 5

Requirements for the approval of the airworthiness of aircraft parts, appliances and ground facilities

[in reference to Art. 16 Pars. 1 and 2 and Art. 17 Par. 1 of the Act]

(1) A list of aircraft parts, appliances and ground facilities, whose development, design, manufacture, testing, installation, maintenance, repair and modification or construction changes may be carried out by a legal entity or natural person authorized to undertake this activity by the Authority and which may be used in civil aviation only if they have been approved or their airworthiness has been recognized, is given as Annex No. 1 to this Decree.

(2) In addition to general information[1a]), the applicant must indicate the following in the application for approval of eligibility of aircraft parts, appliances and ground facilities:

a) the type of aircraft part, appliance or ground facility

b) the purpose of the aircraft part, appliance or ground facility

c) the regulations and technology upon which construction of the aircraft parts, appliance or ground facility was / will be based.

(3) The applicant should include the following with the application:

a) a certified copy of the contract or charter establishing or founding a legal entity; for legal entities, an extract from the Register of Companies or other evidence in keeping with special legal regulations governing business activities; for natural persons

functioning as entrepreneurs, an extract from the Register of Companies or certified copy of appropriate authorization for business activities,

b) documentation showing compliance with legal requirements[2]) imposed upon the characteristics of aircraft parts, appliances and ground facilities,

c) technical data for the aircraft part, appliance or ground facility required for the approval or recognition of the aircraft part, appliance or ground facility.

Article 6

Requirements for the granting of authorization to develop, design, manufacture, install, repair, test and maintain products, aircraft parts and appliances and ground facilities

(in reference to Article 17 Par. 3 of the Act)

A legal entity or natural person intending to engage in the development, design, manufacture, installation, repair and maintenance or testing of aircraft parts, appliances and ground facilities must submit an application requesting authorization for these activities to the Authority indicating, in addition to general information[1a]):

a) the activity being considered,

b) the persons responsible for quality control of the product,

c) names, surnames and qualifications of persons the applicant proposes to the Authority be entrusted with supervision,

d) for legal entities, a certified copy of the contract or charter establishing or founding a legal entity; if the legal entity is entered in the Register of Companies, an extract from the Register of Companies,

e) a decision on approval of the type of product or a certificate of eligibility for aircraft parts, appliances and ground facilities,

f) an outline of the production organization, including an organizational chart for the manufacturer indicating duties and the chain of command and indicating the representative in charge and persons responsible for production quality control,

g) a production control and quality management system

h) a description of testing required to show compliance with the approved type characteristics

i) a list of production and accompanying technical documentation, including maintenance documentation and documentation for repairs and testing; for prototypes, a list of documentation describing the product's characteristics, aircraft parts, appliances and ground facilities; for cases in which the manufacture of products, aircraft parts, appliances and ground facilities of an approved type is taken over, an updated list of production and accompanying documentation being transferred, along with a description of manufacturing and testing facilities,

j) a list of names and addresses of the subcontractors supplying products, aircraft parts, appliances and ground facilities for which the Authority has issued a decision on approval of the type or equipment qualification for use of the product, aircraft part, appliance or ground facility in civil aviation, along with a list of subcontractors whose products, aircraft parts, appliances and ground facilities are subject to state professional supervision by the Authority; for foreign subcontractors, documentation demonstrating the eligibility of the product, aircraft part, appliance or ground facility supplied for use in civil aviation,

k) a description of the manner and form of labelling aircraft components in keeping with regulatory requirements[3]).

Article 6a

The provisions of Articles 2 to 6 are used for legal relationships not governed directly by European Union regulations[3a]).

Article 7

Conditions for Granting Authorization

(in reference to Article 17 Par. 3 of the Act)

The Authority shall grant authorization for the activity required to a legal entity or natural person possessing:

a) production accommodation and facilities, including measuring equipment,

b) production documentation,

c) an organization for manufacture and a system for its control

d) a quality management system,

e) a production reliability management programme

which will ensure compliance with technological procedures established for these purposes under international law.[4])

Article 8

Professional knowledge of natural persons undertaking the development, design, manufacture, installation, repair, testing or maintenance of products, aircraft parts, appliances and ground facilities

(in reference to Article 17 Par. 3 of the Act)

(1) The manager of the facility at which the development, design, manufacture, installation, repair, testing or maintenance of aircraft parts and appliances and ground facilities takes place must have completed a secondary vocational education with an emphasis in machinery, electrical technology or transport, or a university education in mechanical engineering, electrical technology or transport, and must have at least five years' experience in the production or repair field in civil aviation. An identical education and experience are required for the assistant manager of the site and the quality control manager.

(2) Other persons require an educational background as designated by the employer which corresponds to the activity in question. The education level attained may be demonstrated by a vocational certificate in the appropriate field or by documentation of a completed secondary vocational education or university education, if required for the activity in question.

Article 8a

Coded equipment

(in reference to Article 17a Par. 1 of the Act)

Other coded equipment which may be granted an aircraft address (hereinafter "coded equipment") includes:

a) vehicles moving through areas of the airport designated by aviation regulations,

b) ground control transponders,

c) equipment being developed or under repair,

d) other equipment used for civil or military aviation.

Article 8b

Requirements for allocation of an aircraft address and documentation which must accompany the application

(in reference to Article 17b Par. 6 of the Act)

(1) The application for allocation of an aircraft address should include:

a) data in keeping with special regulation[1a]) on persons serving as aircraft operators,

b) information on the type of aircraft and its serial number.

(2) The application for allocation of an aircraft address for sport flying equipment should include:

a) data in keeping with special regulation[1a]) on persons serving as operators or pilots of the sport flying equipment,

b) the type of sport flying equipment and basic data concerning it.

(3) The application for allocation of an aircraft address for coded equipment should include:

a) data in keeping with special regulation[1a]) on persons serving as operators of coded equipment,

b) description, the location, and basic technical data concerning the coded equipment

c) the reason for requesting allocation of an aircraft address for the encoded equipment.

(4) The application for allocation of an aircraft address should include:

a) written permission from the owner of the aircraft, sport flying equipment or coded equipment, if the owner is not also the operator of the aircraft or the operator or pilot of the sport flying equipment or the operator of the coded equipment,

b) the certificate of registration for the aircraft in the Aircraft Register or a valid technical permit for the sport flying equipment.

Article 8c

Details on maintaining a list of allocated aircraft addresses

(in reference to Article 17d Par. 4 of the Act)

(1) The list of allocated aircraft addresses is composed of:

a) a database of aircraft addresses and

b) a database of aircraft, sport flying equipment and coded equipment.

(2) The following must be indicated for each aircraft address with the exception of addresses allocated to the Ministry of Defence:

a) the nationality and registration marks of the aircraft or sport flying equipment,

b) the type of aircraft, sport flying equipment or coded equipment,

c) the operator of the aircraft, operator or pilot of the sport flying equipment or operator of the coded equipment,

d) the owner of the aircraft, sport flying equipment or coded equipment,

e) the date the aircraft address was allocated,

f) the date the aircraft address was revoked,

g) information on changes to the data provided in keeping with Letters a) through f).

(3) Only the information indicated in Paragraph 2 Letters e) and f) need be provided for aircraft addresses allocated to the Ministry of Defence.

(4) The following should be indicated for each aircraft or piece of sport flying equipment or coded equipment:

a) a valid, allocated aircraft address

b) the date the aircraft address was allocated,

c) the date the aircraft address was revoked,

d) information concerning aircraft addresses allocated earlier, including the date of allocation and revocation.

Articles 8d to 8n

deleted

Article 9

Technical and operational conditions for individual airport types and details of airport type designation applications

(in reference to Article 25 Par. 3 of the Act)

(1) Applicants requesting that an airport type be designated or requesting a change of type must submit a written application to the Authority indicating:

a) data in keeping with special regulation[1a]),

b) an identification of the owner of the airport, if this is not the applicant,

c) an identification and a description of the airport

(2) The application must be accompanied by the following documentation:

a) a certified copy of the contract or charter establishing or founding a legal entity; if the legal entity is entered in the Register of Companies, an extract from the Register of Companies and the authorization to operate an airport,

b) a document proving that the applicant is the owner of the airport or has another legal relation to the airport, and a document certifying the approval of the owner of the airport with the designation of the airport or change in designation, unless the owner also is or should be the operator of the airport.

c) an extract from the land register and copy of the land registry map showing the parcel occupied by the airport,

d) the proposed manner and extent of use of the airport (aerodrome rules and regulations).

(3) Technical and operational conditions for individual types of airport, for which the airport operator must demonstrate fulfilment under specific conditions on the manner and extent of use of the airport, are given in Annex No. 3.

Article 9a

Requirements for designating an airport as a schedules facilitated airport or coordinated airport

(in reference to Article 32 Par. 1 of the Act)

The application for designating an airport as a schedules facilitated airport or coordinated airport should include:

a) data in keeping with special regulation[1a]) on the person operating the airport or air carrier,

b) copies of the airport operating permit or air carrier operation permit,

c) an analysis of airport capacity based upon directly applicable European Union regulations[4a]).

heading deleted

Article 10

deleted

Article 11

Requirements for slot allocation

(in reference to Article 32 Par. 3 of the Act)

The application for allocation of a slot should include:

a) data in keeping with special regulation[1a]) on the person operating the aircraft or the air carrier,

b) the type of aircraft, its nationality and registration marks and seating capacity,

c) the required slot or slots, days of operation, flight number, anticipated takeoff and landing time and the airports of subsequent landing and prior takeoff,

d) the anticipated number of passengers and quantity of cargo,

e) purpose of the flight.

Article 12

Requirements for the aerodrome manual

(in reference to Article 34a Par. 4 of the Act)

The aerodrome manual should be created on the basis of the outline given in Annex No. 5 to this Decree and signed by statutory body or by responsible representative of the aerodrome operator.

Article 13

Conditions on the use of areas designated in land use documentation for takeoff and landing

(in reference to Article 35 Par. 1 of the Act)

(1) An area designated in land use planning documentation or decisions on land use for takeoffs and landings (hereinafter "area designated for takeoffs and landings") may only be used:

a) for takeoffs and landings of airplanes, helicopters, vertical takeoff and landing aircraft, and related activities for commercial air transport purposes,

b) for takeoffs and landings of airplanes, helicopters, vertical takeoff and landing aircraft, balloons and unmanned aircraft and related activities, for purposes of undertaking aerial work as defined in Article 20 Par. 1,

c) to conduct sightseeing flights using helicopters and balloons,

d) to carry out corporative flights,

e) for recreational and sport flying purposes,

f) for takeoff and landing practice of helicopters, vertical takeoff and landing aircraft, balloons and unmanned aircraft, providing this practice is part of a training curriculum, or

g) for aircraft training flights involving aircraft flown for agricultural and fire-fighting

from the areas concerned,

h) to carry out rescue and liquidation works in extraordinary events[21]).

(2) The area designated for takeoffs and landings may be used for the activities indicated in Paragraph 1 Letters a) through d) only if such use is covered under a license to conduct commercial air transport operations, permit to conduct aerial work or corporative flights.

(3) For recreational and sport flying purposes, the area designated for takeoffs and landings may only be used by pilots with at least 100 hours of flight time. If there is to be intensive aviation activity in these areas, the area operator or if there is none, the aircraft operator, must inform the appropriate governmental office about such aviation activity before it takes place. Intensive aviation activity shall be understood to mean more than 3 takeoffs and landings by a single operator in a one-week time period.

(4) Before undertaking the aviation activities outlined in paragraph 1, the pilot-in-command must verify that the area designated for takeoffs and landings has the capacity for takeoffs and landings and associated activities on the basis of the information given in the aircraft flight manual and the operational handbook of the aviation activities operator and must verify that use of the area for aviation activities complies with related special regulations[5]).

(5) Takeoffs and landings may only take place during the day under visual flight rules as designated by applicable regulations[6]) and only when the operator of the area designated for takeoffs and landings has expressed agreement with its use for this purpose. This provision doesn't affect unplanned landings by gliders, balloons or flights carried out imperatively in the public interest, for instance, by emergency services and firefighters, or dealing with other extraordinary events[21]) and solving of crisis situations[22]).

Article 14

Characteristics of areas, designation of aircraft types and aviation activities for which any area may be used for takeoff and landing

(in reference to Article 35 Par. 3 of the Act)

(1) An area that is not either an airport or an area designated for takeoffs and landings may only be used:

a) for takeoffs and landings of helicopters and related activities for commercial air transport purposes,

b) for takeoffs and landings of airplanes, helicopters, vertical takeoff and landing aircraft, balloons and unmanned aircraft and related activities, for purposes of undertaking aerial work as defined in Article 20 Par. 1,

c) to conduct sightseeing flights using balloons,

d) to carry out cooperative flights,

e) for recreational and sport flying purposes,

f) for takeoff and landing practice of balloons and unmanned aircraft, providing this practice is part of a training curriculum,

g) for aircraft training flights involving aircraft flown for agricultural and fire-fighting from the areas concerned, or

h) in emergency or imperatively in the public interest, for instance by emergency services and firefighters, or dealing with other extraordinary events[21]) and solving of crisis situations[22]).

(2) The area that is not either an airport or an area designated for takeoffs and landings may be used for the activities indicated under Paragraph 1 Letters a) through d) only if such use is covered under a license to conduct commercial air transport operations, permit to conduct aerial work or cooperative flights and the owner of the area has given written permission. If the area is already being used for aviation activities under other regulations, the operator of this area must consent, as well.

(3) The area that is not either an airport or an area designated for takeoffs and landings may only be used for recreational and sport flying if use of the area for aviation activities has

been agreed to in writing by the owner of the area. If the area is already being used for aviation activities under other regulations, the operator of this area must also consent. Further, any pilot using the area must have at least 100 hours of flight time.

(4) If there will be intensive aviation activity as described under Article 13 Par. 3 in the area that is not either an airport or an area designated for takeoffs and landings, the operator or pilot of the aircraft must inform the appropriate governmental office about such aviation activity before it takes place.

(5) Areas may be used for takeoff and landing only:

a) if they lie outside municipal residential areas,

b) if they are not within the confines of a national park, protected landscaped area, national nature preserve, nature preserve, national natural monument or natural monument, unless the competent government environmental authority[7]) has given its permission for use of the national park, protected landscaped area, national nature preserve, nature preserve, national natural monument or natural monument.

c) it is at least 100 m from residential buildings,

d) it corresponds in dimensions and surface to the requirements designated in the aircraft flight manual and in the operational handbook of the aviation activities operator for whom the area is to be used for takeoff and landing,

e) if they lie outside sanitary protection zones for water sources and protected zones around natural water accumulation areas, unless permission has been given for use of the sanitary protection zone for water sources or protected zone around natural water accumulation areas by the competent water rights authority[8]).

(6) Takeoffs and landings and associated activities may only take place

a) during the day under visual flight rules as designated in applicable regulations[5]),

b) if special regulations[5]) allow,

c) if there is at least 50 m between the aircraft and persons not participating in operation of the aircraft.

(7) The provisions of Paragraph 5 Letters a) through c) do not apply to the operation of helicopters with external load for construction work or balloon flights. In such a case, the operator of the helicopter with external load for construction work must inform the appropriate governmental office in advance, attaching a plan for securing the safety of third parties not taking part in the aviation operation. The provisions of Paragraph 5 Letters a), b), c) and e) and Paragraph 6 Letter a) do not apply to aviation activities undertaken imperatively in the public interest, for instance, by emergency services and firefighters, or dealing with other extraordinary events[21]) and solving of crisis situations[22]).

Article 14a

The information contained in the noise situation report and its supplementation

(in reference to Article 42a Par. 3 of the Act)

The information contained in the noise situation report and its supplementation is given in Annex No. 2 to this Decree.

Article 14b

deleted

Characteristics of sections of the Czech Republic airspace in which flights may be restricted or prohibited, conditions on restricting or prohibiting flights, conditions on segregating a portion of the airspace of the Czech Republic and requirements for airspace segregation applications

(in reference to Article 44 Par. 7 of the Act)

Article 15

(in reference to Article 44 Par. 7 of the Act)

(1) A section of the airspace for which aviation activities have been restricted or prohibited for reasons of national defence, security-related reasons or environmental protection and public health reasons consists of a horizontally and vertically defined space within which objects or activities which must be protected are located.

(2) The Authority may restrict or prohibit the use of a portion of the airspace over areas requiring permanent or long-term protection. Permanent or long-term protection is required by

a) Prague Castle national cultural monuments[9]),

b) areas in which national defence objects are located,

c) areas containing nuclear facilities,

d) objects containing weapons and hazardous chemical production,

e) areas in which research into the cosmos is being carried out,

f) areas which are specially protected under special regulations[10]).

(3) The Authority may restrict the use of a section of airspace over areas which require protection when absolutely essential. Protection is required for areas:

a) in which aviation rescue activities are taking place in an emergency[11]) or other dangerous situation requiring security for the aircraft involved,

b) for which the Ministry of the Interior, Ministry of Defence or Ministry of Transport requests protection in the public interest for reasons of particular importance.

(4) A portion of the airspace may be temporary segregated either by the Authority in keeping with Article 44 Par. 6 of the Act or by a civil/military installation to organize the airspace in keeping with Article 44 Par. 5 Letters a) and b). This may be done for one user or for a category of users for activities which must be protected for security reasons. The following activities are involved:

a) military training exercises,

b) training exercises by the Police of the Czech Republic,

c) production and testing of aircraft,

d) flights by gliders under meteorological conditions such that visual flight rules cannot be maintained,

e) public flying displays,

f) air contests whose character so demands,

g) parachuting,

h) flying of aircraft capable of unmanned flight.

Article 16

(in reference to Article 44 Par. 7 of the Act)

(1) Applicants requesting temporary segregation of the portion of the airspace of the Czech Republic under Article 44 Par. 6 of the Act must submit their request to the Authority by 60 days at the latest before the date for which the segregation is requested.

(2) The application for temporary segregation of a portion of the airspace of the Czech Republic should contain, in addition to the items required by the special legal regulation[1a]):

a) the purpose and character of the activity for which segregation is being requested,

b) the time period for which segregation is requested; the date and time of initiation and

completion of the activity for which segregation is being requested, with the times given in coordinated universal time,

c) the area for which segregation is requested using geographical coordinates as given in the 1984 World Geodetic System (WGS84)[18]), supplemented by topographical markers for each point in accordance with the aeronautical chart of the International Civil Aviation Organization using a scale of 1:500000.

d) delineation of the height level to which the restriction is to apply, employing levels used in aviation: flight level, altitude or height above ground,

e) identification of the entity which will be responsible for issuing permits for entry or transit flights through the segregated area, including a telephone number, call sign and frequency.

(3) The application in keeping with Paragraph 2 should be accompanied by a map plot or a schematic plan of the area for which segregation is being requested in digital form.

(4) The application for temporary segregation of a portion of the airspace in keeping with Article 44 Par. 5 Letter a) of the Act:

a) must be presented to the civil/military installation for organizing the airspace at least 7 days in advance of the date segregation is requested,

b) must fulfil the requirements designated in the Aeronautical Information Publication in terms of content and organization,

c) must take into account existing divisions of the airspace,

d) must restrict other airspace users to the minimum extent possible.

(5) The application for temporary segregation of a portion of the airspace in keeping with Article 44 Par. 5 Letter b) of the Act must be presented to the civil/military installation for organizing the airspace within the deadline and in the form dictated by the Aeronautical Information Publication.

(6) If a temporary segregated portion of the airspace of the Czech Republic extends into an already existing airspace division, executed by a general measure issued in accordance with Section 44 of the Act, it prevents arrivals/departures by motorized aircraft/motorized sport flying devices to/from the airport/area for take-off and landing of sport flying devices, then airspace segregation will be conditioned upon securing a preference based on degree of priority:

a) Degree 1, for restricted airspace over military training areas, control zones and terminal control areas of civil and military airports, temporary segregated airspace for military training purposes, temporary reserved airspace for military training purposes, permanent air traffic services routes,

b) Degree 2, for other airspace restricted for military training purposes, for direct routes in Class C airspace according to the directly applicable European Union regulation providing the common rules of the air[23]) and for structure elements of the flexible airspace management concept, which are temporary segregated areas, temporary reserved areas and conditional routes, excluding the areas with priorities 1 or 5,

c) Degree 3, for airports and other areas under Article 84d of the Act,

d) Degree 4, for airspace restricted of other than military users,

e) Degree 5, for conditional air traffic services routes.

Article 16a

Characteristics of individual types of aeronautical services and activities for their provision

(in reference to Article 45 Par. 4 of the Act)

(1) Air traffic services are designed to ensure the safety and flow of air traffic. These services include the flight information service, alerting service, air traffic advisory service and air traffic control service.

(2) Aeronautical telecommunication services are designed for the transfer of information

for any aviation purpose whatsoever. This service includes aeronautical fixed service and aeronautical mobile service.

(3) Aeronautical meteorological services provide up-to-date meteorological information necessary to ensure the safe and fluent movement of air traffic.

(4) Aeronautical search and rescue services provide search and rescue activities during aviation abnormal occurrences.

(5) Aeronautical information services inform aviation activity operators and aircraft users of facts which are important in ensuring safe air traffic.

(6) Pre-flight preparation services and flight monitoring are designed to assist aviation operators and aircraft users in flight preparation.

(7) Airport handling services provide for:

a) technical and operational handling of aircraft in the apron area,

b) check-in of passengers and luggage,

c) freight and mails handling,

d) providing food and beverages for onboard catering,

e) handling airline fuels and oils;

Individual handling services at the airport are indicated in Annex No. 4.

(8) Flight procedure design services are established for design, validation and updating of instrument flight procedures. Instrument flight procedures include:

a) instrument approach operations,

b) standard instrument arrivals,

c) standard instrument departures,

d) en-route opeartions.

Article 16b

Requirements for the application for consent to provide airport handling services

(in reference to Article 49c Par. 2 of the Act)

An applicant for permission to provide airport handling services must be submitted in writing to the Authority indicating:

a) data in keeping with special regulation[1a]),

b) name or names, surname, permanent residence, date of birth of the natural person or persons who constitute a statutory body or are members of it; if the statutory body or member of it is a legal entity, also the name, surname and residence of persons who constitute the statutory body or are its members,

c) the name of the airport at which handling services are to be provided, the type and scope of activities with regard to the applicant's technical facilities, the types of aircraft for which handling is to be performed,

d) proposed operating hours and the date handling services are to be initiated at the airport.

Article 16c

Details on demonstrating adequate funding to provide airport handling services

(in reference to Article 49c Par. 2 of the Act)

Funding for providing airport handling services may be demonstrated by the applicant for issuance of the permit in the following ways and with the following documentation:

a) for natural persons, by means of net business assets; or equity, for legal entities; and a business plan for the first two years of operation of handling services at the airport, as well.

b) a detailed budget for the accounting period during which costs and income must be shown separately from the applicant's other activities, broken down by airport handling service category,

c) a financial statement for the preceding year for the last accounting period, verified by an auditor and including all annexes, with the cash flow statement.

Article 16d

Requirements for the decision consenting to the provision of airport handling services

(in reference to Article 49c Par. 2 of the Act)

In the decision consenting to the provision of airport handling services, the Authority shall indicate:

a) the name of the airport where handling services will be provided,

b) data in keeping with special regulation[1a]),

c) the date starting on which handling services will be provided at the airport,

d) the period of validity of the consent,

e) a designation of the type of airport handling services the holder will provide,

f) the scope of airport handling services to be provided,

g) the types of aircraft to be handled.

Article 16e

Reasons for invoking security procedures

(in reference to Article 49f Par. 2 of the Act)

Security procedures may be invoked for the following reasons:

a) a threat to the fulfilment of obligations under international treaties,[11a]) or

b) the threat or existence of a crisis situation impacting upon the national safety interests of the Czech Republic.

Article 16f

Definition of operational overload at an airport

(in reference to Article 49g Par. 2 of the Act)

Operational overload at an airport is defined as:

a) full use of the designed airport capacity (both yearly and hourly maximum) by current handling services providers at the airport for third-party needs,

b) full occupancy of the area designated for constructing facilities for other airport

handling service providers (office space, day rooms, etc.),

c) the impossibility of further increasing the operational intensity of vehicle traffic on the apron because of a disproportionate increase in the threat of traffic accidents or increased delays in boarding,

d) full capacity of the area for parking mechanical equipment needed for aircraft handling,

e) the impossibility of dividing or duplicating airport facilities and related services such as baggage sorting, de-icing, water purification, fuel handling and security procedures because of their complexity, cost or environmental impact.

Terrain and obstacle database

(in reference to Article 51a Par. 11 of the Act)

Article 16g

heading deleted

(1) The terrain and obstacles database, administered by the Ministry of Transport or an entity authorized to keep the database (hereinafter "database administrator"), contains data which the Ministry of Defence and operators of airports equipped for instrument flights make available (hereinafter "data provider").

(2) The terrain and obstacles database consists of:

a) the terrain database that must not include obstacles and which contains digital data files illustrating the surface of the terrain in the form of values for the average height above sea level at all points for the network defined by a horizontal and vertical reference system,

b) the obstacle database, containing digital data files displaying all fixed and mobile objects, or parts thereof
   1. if such objects, or parts thereof are located on an area intended for the surface movement of aircraft,
   2. if such objects, or parts thereof extend above a defined surface intended to protect aircraft in flight, or
   3. if such objects, or parts thereof stand outside those defined surfaces, but present a hazard to air navigation.

(3) Each point in the network and every obstacle is described within the scope of data set out in Annex No. 14 to this Decree.

(4) Data is provided for terrain and obstacles higher than 100 m above ground for the entire Czech Republic. The data are provided within the scope indicated in Annex No. 14 at the frequency and with the characteristics described in Annex No. 15 to this Decree.

(5) Data for obstacles within the area or in the vicinity of an airport equipped for instrument flights is provided in the scope indicated in Annex No. 14, and at the frequency and with the characteristics described in Annex No. 15 to this Decree, as follows:

a) for a rectangular area around a runway that comprises the runway strip and any clearway that exists, data is provided for obstacles with a height of 3 m or more above the nearest runway elevation, measured along the runway centre line, or for those portions related to a clearway, at the elevation of the nearest runway end;

b) for an area extending from the ends of Area under Letter a) in the direction of departure, with a length of 10 km and a splay 15% to each side, data is provided for obstacles more than 3 m in height above ground that penetrate a surface with a 1.2% slope extending from the ends of Area under Letter a) at the elevation of the runway end in the direction of departure;

c) for an area extending outside Areas under Letter a) and b) at a distance of not more than 10 km from the boundary of Area under Letter a), data is provided for obstacles more than 15 m in height above ground that penetrate a surface with a 1.2% slope extending outside Areas under Letter a) and b), where the initial elevation is the elevation at the boundary of the rectangular area in Letter a), at which it commences;

d) for an area outside the Areas under Letter a), b) and c) up to an existing terminal

control area boundary of the aerodrome, or to a distance of 45 km from the aerodrome reference point, if it is nearer, data is provided for obstacles more than 100 m in height above ground.

(6) Data for terrain within the area or in the vicinity of an airport equipped for instrument flights is provided in the scope indicated in Annex No. 14, and at the frequency and with the characteristics described in Annex No. 15 to this Decree, as follows:

a) terrain data within the area covered by a 10-km radius from the aerodrome reference point;

b) data on terrain that penetrates the horizontal plane 120 m above the lowest runway elevation in the area between outer boundary of Area under Letter a) and
   1. the terminal control area boundary; or
   2. the boundary of an area of 45-km radius from the aerodrome reference point, if it is nearer to the point;

c) data on terrain that does not penetrate the horizontal plane 120 m above the lowest runway elevation in the area between outer boundary of Area under Letter a) and
   1. the terminal control area boundary; or
   2. the boundary of an area of 45-km radius from the aerodrome reference point, if it is nearer to the point.

(7) For areas set out in Paragraph 5 and Paragraph 6, for which flights have been forbidden because of high terrain or obstacles or which contains other local restrictions as indicated in the Aeronautical Information Publication, data on terrain and obstacles exceeding 100 m in height above ground may be provided, in the scope indicated in Annex No. 14, and at the frequency and with the characteristics described in Annex No. 15 to this Decree, with the consent of the Authority.

(8) For the area of an airport equipped for instrument flights or its vicinity defined by a rectangle with a width of 60 m to either side of the extended runway centre line and a length of 900 m from the runway threshold, measured in the direction of approach to the runway approved for CAT II or III precision approach, or for which the airport operator requires detailed information on terrain and obstacles, terrain and obstacles data may be provided in the scope indicated in Annex No. 14 at the frequency and with the characteristics described in Annex No. 15 to this Decree. If mountainous terrain or other significant obstacles impacting upon flight safety are found at a distance greater than 900 m from the runway threshold, the length of the area shall be extended appropriately, with a maximum length, however, of 2000 m.

Article 16h

(in reference to Article 51a Par. 11 of the Act)

(1) The data in the database are kept in digital form and prepared using the 1984 World Geodetic Reference system (WGS84) and the Baltic Vertical Datum - After Adjustment (Baa)[18]). Terrain information is given in the format designated under the ISO 19 100 standard. Obstacle information is given in the format enabling data exchange using the Aeronautical Information Exchange Model (AIXM).

(2) The database administrator maintains and updates the data stored in the database on an ongoing basis in accordance with changes obtained from data providers.

(3) Legal entities applying for authorization under Article 51a Par. 2 of the Act must accompany their application with:

a) authorization for the provision of aeronautical information services,

b) a certificate issued in keeping with directly applicable European Union regulations[19]),

c) a certificate for the ISO 9001 quality management system,

d) draft internal regulations containing procedures for maintaining the database and regular training on the theme for employees responsible for database maintenance,

e) draft internal regulations describing backup and archival of data, data accessibility and safeguards against change, damage, destruction, loss and theft, and

f) draft internal regulations designating how access rights should be set up and establishing user and administrator obligations for the database, as well as procedures to be used when database security is compromised.

(4) The Ministry of Defence shall provide the database administrator via electronic communication network:

a) digital data as indicated in Article 16g Par. 4 prepared using the 1984 World Geodetic Reference system (WGS84) and the Baltic Vertical Datum - After Adjustment (Baa)[18]), of the scope and in a format in which the Ministry of Defence acquires the data for national defence purposes at the frequency and with the characteristics described in Annex No. 15 to this Decree.

b) basic state maps, thematic state maps, other cartographic objects or portions thereof created by the Ministry of Defence for national defence purposes, only to the extent

1. necessary for database maintenance and the unified creation of maps published in the Aeronautical Information Publication; and

2. specified by the contract between the Ministry of Defence and the database administrator, for the creation of an aeronautical chart for the International Civil Aviation Organization at a scale of 1:500000.

(5) The Ministry of Defence shall provide the database administrator via electronic communication network:

a) data on obstacles whose height above ground exceeds 60 m in the area of 45-km radius from the aerodrome reference point of an airport equipped for instrument flights,

b) terrain data for the area of 45-km radius from the aerodrome reference point of an airport equipped for instrument flights,

in digital form prepared using the 1984 World Geodetic Reference system (WGS84) and the Baltic Vertical Datum - After Adjustment (Baa)[18]), of the scope and in a format in which the Ministry of Defence acquires the data for national defence purposes at the frequency and with the characteristics described in Annex No. 15 to this Decree. This data shall only be supplied by the Ministry of Defence if possible.

(6) The operator of an airport equipped for instrument flight shall provide the database administrator via electronic communication network data data as described under Article 16g Par. 5 Letter a) and b), Article 16g Par. 6 Letter a), and Article 16g Par. 8, in the form and format described in Paragraph 1.

(7) The Aeronautical Information Publication is used to publish obstacle data in documentary form as described in Article 16g Par. 4 and in digital form as described in Article 16g Par. 6.

Article 16i

deleted

Article 16j

deleted

Article 16k

heading deleted

(in reference to Article 55a Par. 6 of the Act)

A specimen authorization (ID) for an Institute inspector is shown in Annex No. 8 to this Decree.

Article 16l

Specimen authorization of professionally qualified natural persons, through which non-fatal accident and incident investigations are carried out

(in reference to Article 55c Par. 5 of the Act)

A specimen authorization of the professionally qualified natural person, through which non-fatal accident and incident investigations are carried out, is specified in Annex No. 16 to this Decree.

Article 16m

deleted

Article 17

Requirements for the application for issuance of a license and documentation which must accompany the application

(in reference to Article 58 Par. 2 of the Act)

(1) The application for issuance of a license shall contain

a) data in keeping with special regulation[1a]),

b) information about the type of air transport being planned,

c) information on the number and types of aircraft to be employed for air transport operation.

(2) The application for issuance of a license must be accompanied by:

a) a certified copy of the contract or charter establishing or founding a legal entity; if a legal entity or natural person is entered in the Register of Companies, an extract from the Register of Companies,

b) an extract from the Criminal Record not older than three months for a natural person or all natural persons constituting the applicant's statutory body or members of the statutory body and the authorized representative, if such has been designated; for aliens, a similar document from the country of their citizenship, as well as from any country in which the alien has been resident during the preceding 2 years for at least 6 months on an uninterrupted basis,

c) a document demonstrating professional competence, with a statement of the experience gained during the previous five years of work in civil aviation,

d) a document demonstrating adequate funding and corresponding documentation under directly applicable European Union regulations[11c]),

e) a preliminary proposed flight schedule and conditions of carriage,

f) a valid air operator certificate issued by the Authority,

g) a document demonstrating ownership or rental of the aircraft.

Article 18

Requirements for the application for issuance of air operator certificate

(in reference to Article 67 Par. 4 of the Act)

(1) The application for issuance of air operator certificate must be submitted by the domestic air carrier to the Authority in writing. The domestic air carrier must indicate the following in the application:

a) the type of commercial air transport operation,

b) the type and nationality and registration marks of the aircraft which will be used to carry out commercial air transport operation,

c) a list of the individual aviation personnel who will operate the commercial air transport operation,

d) designation of the home base airport or other area from which commercial air transport will be conducted and where the aircraft protection and servicing will be carried out,

e) the manner in which the aircraft will be maintained,

f) the anticipated geographical area in which commercial air transport will chiefly be carried out.

(2) The domestic air carrier application must be accompanied by:

a) documentation that the commercial air transport operation has been secured against unlawful acts,

b) the proposed organizational structure of the air carrier, indicating the name of persons responsible for aircraft operation and maintenance,

c) the proposed management system for the commercial air transport operation,

d) documentation proving that liability insurance has been taken out for damage from operation of the aircraft and that the insurance premiums have been paid in an amount corresponding to the scope of commercial air transport,

e) a system proposal for ensuring the training of the flight crew and cabin crew,

f) the system proposed for ensuring the quality and security required for flight operations, along with the name of the natural person bearing responsibility,

g) the proposed training program for the training and recurrent training of flying and technical personnel,

h) the operations manual.

Article 18a

deleted

Article 19

deleted

Article 20

Types of aerial work and the technical and operational conditions under which it may be carried out

(in reference to Article 74 Par. 3 of the Act)

(1) Aerial work consists of specialised operation (SPO), in accordance with directly applicable European Union regulation providing technical requirements and administrative procedures related to air operations[24]), and further of aviation activities involving the use of aircraft as work equipment for business purposes

a) for aerial work in agriculture,

b) for extinguishing of fires, dealing with other extraordinary events[21]) and solving of crisis situations[22]),

c) for aerial work in forestry and environmental protection,

d) for aerial work used in construction,

e) for leaflets scatter,

f) for towing gliders,

g) for banner towing,

h) for inspection, measurement, observer and patrol flights,

i) for air photography,

j) for parachute flights,

k) for search and rescue flights.

(2) Aerial work may be carried out only on condition that:

a) an aircraft whose technical specifications correspond to the type of aviation activity, and related ancillary technical equipment are used,

b) the organizational structure of the aerial work provider ensures safe operation,

c) there is an operations manual containing the type of aircraft to be used, flight rules and procedures for individual aerial work projects and an aircraft maintenance manual.

Article 21

Requirements of an application for a permit to carry out aerial work

(in reference to Article 74 Par. 3 of the Act)

(1) Applicants for carrying out aerial work must submit a written request to the Authority requesting permission to undertake aerial work indicating:

a) data in keeping with special regulation[1a]),

b) the type of aerial work,

c) the type of aircraft to be used for the aerial work and its nationality and registration marks,

d) a list of the individual aviation personnel who will carry out the aerial work,

e) designation of the home base aerodrome from which aerial work will be done and where the guarding, parking and servicing of aircraft to be operated will take place,

f) the manner in which the aircraft will be maintained,

g) the anticipated geographical area where aerial work will chiefly take place.

(2) The application must be accompanied by the following documentation:

a) a certified copy of the contract or charter establishing or founding a legal entity; if the legal entity is entered in the Register of Companies, an extract from the Register of Companies,

b) the certificate of registration of the aircraft to be operated,

c) documentation showing the latest airworthiness review of the aircraft to be operated,

d) the licenses of the aviation personnel,

e) documentation that the aviation activity has been secured against unlawful acts,

f) the proposed organizational structure of the aerial work operator, indicating the name of persons responsible for aircraft operation and maintenance,

g) documentation proving that liability insurance has been taken out for damage from operation of the aircraft and that the insurance premiums have been paid in an amount corresponding to the scope of aerial work,

h) the opinion of the airport operator,

i) directives for individual types of aerial work,

j) an operations manual and aircraft maintenance manual.

Article 22

Requirements for the decision on issuance of a permit to carry out aerial work

(in reference to Article 74 Par. 3 of the Act)

In its decision on the issuance of a permit to carry out aerial work, the Authority will indicate:

a) the designation of the aerial work operator,

b) the type(s) of aerial work,

c) the nationality and registration marks and types of aircraft to be operated,

d) aerial work flight rules,

e) the geographical area where aerial work may take place,

f) the date aerial work will be initiated,

g) the period for which the permit is being granted,

h) any specific conditions being set upon the aerial work.

Article 23

Requirements for issuance of a corporative flights permit

(in reference to Article 76 Par. 3 of the Act)

(1) Applicants requesting for a corporative flights permit must submit a written application to the Authority indicating:

a) data in keeping with special regulation[1a]),

b) the type(s) of aviation activity,

c) the type(s) of aircraft to be used for the aviation activity and its nationality and registration marks,

d) a list of the individual aviation personnel who will engage in the aviation activity,

e) designation of the home base aerodrome for the aviation activity and where the guarding, parking and servicing of aircraft to be operated will take place,

f) the manner in which the aircraft will be maintained,

g) the anticipated geographical area where aviation activity will chiefly take place.

(2) The application must be accompanied by the following documentation:

a) a certified copy of the contract or charter establishing or founding a legal entity; if the legal entity is entered in the Register of Companies or other register, an extract from this register no more than 1 month old,

b) the certificate of registration of the aircraft to be operated in the Aircraft Register,

c) documentation showing the latest airworthiness review of the aircraft to be operated,

d) the licenses of the aviation personnel,

e) documentation that the aviation activity has been secured against unlawful acts,

f) the name of the persons responsible for operation and maintenance of the aircraft,

g) documentation proving that liability insurance has been taken out for damage from operation of the aircraft in an amount corresponding to the scope of aviation activity,

h) the opinion of the airport operator,

i) directives for individual types of aviation activity.

Article 24

Characteristics of individual types of sport flying equipment

(In reference to Article 81 Par. 8 of the Act)

(1) An ultralight sailplane is a non-powered aircraft having no more than two seats controlled by aerodynamic means and a maximum take-off mass of no more than 600 kg.

(2) A powered ultralight sailplane is an ultralight aircraft having no more than two seats equipped with power unit and a maximum take-off mass of no more than 600 kg.

(3) An ultralight airplane is a powered aircraft having no more than two seats controlled by aerodynamic means, with a stall speed not exceeding 83 kph and a maximum take-off mass of no more than 600 kg, or 650 kg in case of ultralight floatplanes.

(4) A powered hang-glider is a powered aircraft having no more than two seats controlled by the centre of gravity change, with possible additional aerodynamic control around a single axis, with a stall speed not exceeding 65 kph and a maximum take-off mass of no more than 300 kg for single-seat gliders, or 450 kg for two-seat gliders.

(5) An ultralight helicopter is an aircraft with powered rotating supporting surfaces having no more than two seats, with a maximum take-off mass of no more than 600 kg, or 650 kg in case of ultralight float helicopters.

(6) An ultralight gyroplane is an aircraft with rotating supporting surfaces placed into autorotation as a result of the forward motion, having no more than two seats, with a maximum take-off mass of no more than 600 kg.

(7) A powered paraglider is an aircraft having no more than two seats

a) functioning with the aid of a motor on the pilot's back, with a maximum take-off mass not exceeding 270 kg enabling take-offs and landings using the pilot's legs; or

b) using a motor located in the undercarriage, with a maximum take-off mass not exceeding 300 kg for single-seat paragliders, or 450 kg for two-seat paragliders.

(8) A hang-glider is a non-powered aircraft having no more than two seats, launched by the running of the pilot, by an air-tow or winch and controlled by the centre of gravity change, with possible additional aerodynamic control around a single axis, and with a maximum empty mass without fastening equipment not exceeding 40 kg.

(9) A paraglider is a non-powered aircraft having no more than two seats whose supporting surfaces do not possess a rigid construction.

(10) A sport parachute is a device used for the descending flight of persons from an aircraft to the Earth's surface.

(11) An ultralight balloon is a non-powered lighter-than-air aircraft having no more than two seats and a maximum design volume of, in the case of hot air not more than 1 200 m^3, and in the case of other lifting gas not more than 400 m^3.

(12) An ultralight airship is a powered lighter-than-air aircraft having no more than two seats and a maximum design volume of, in the case of hot air not more than 1 200 m^3, and in the case of other lifting gas not more than 400 m^3.

(13) In the case of an airframe parachute rescue system at single-seat powered hang-gliders or single-seat powered paragliders, the maximum take-off mass values required in Paragraphs 4 and 7 are increased by 15 kg. In the case of an airframe parachute rescue system at two-seat powered hang-gliders or two-seat powered paragliders, the maximum take-off mass values required in Paragraphs 4 and 7 are increased by 25 kg.

Article 25

Requirements for the application authorizing the exercise of state administration in matters to do with sport flying equipment

(in reference to Article 82 Par. 6 of the Act)

(1) An applicant for issuance of authorization for the exercise of state administration in matters to do with sport flying equipment must fill in the information required under the special regulation[1a]), accompanied by the following:

a) a certified copy of the contract or charter establishing or founding a legal entity; if the legal entity is entered in the Register of Companies, an extract from the Register of Companies,

b) an extract from the Criminal Record no more than three months old for all natural persons authorized to negotiate on behalf of the legal entity.

(2) The applicant must also submit operational and technical guidelines focusing on:

a) organizing the activities defined as part of the administration of sport flying equipment,

b) requirements for construction, manufacturing, service and repair procedures and recordkeeping methods for the production, construction, maintenance and construction supervision of individual types of sport flying equipment,

c) requirements for legal entities and natural persons in the business of manufacturing sport flying equipment and other related products, aircraft parts and appliances and the repair and maintenance of sport flying equipment,

d) procedures for reviews of the airworthiness of sport flying equipment,

e) procedures for keeping a registry of sport flying equipment,

f) requirements for legal entities and natural persons operating training centres for pilots of individual types of sport flying equipment,

g) training curricula and procedures for obtaining a pilot's qualification and other qualifications for individual types of sport flying equipment,

h) procedures and conditions for selecting and approving areas for the take-off and landing of sport flying equipment,

i) conditions for approving test flights of sport flying equipment,

j) conditions for approving the organization of public flying displays involving sport flying equipment and air contests involving sport flying equipment,

k) procedures and qualifications for appointing supervisory technicians, technical inspectors and operations inspectors,

l) procedures and conditions for approving emergency systems for individual types of sport flying equipment,

m) inspection procedures for airborne SSR transponder equipment[4a]), including the altimeter system and

n) conditions on the operation of hang-gliders and paragliders with a passenger and sport parachute jumps with a passenger.

Article 26

Data entered in the sport flying equipment register, what may be made public, and the marking of sport flying equipment

(in reference to Article 84b Par. 3 of the Act)

(1) The following data is to be entered in the sport flying equipment register:

a) the type of sport flying equipment,

b) the model or name,

c) the manufacturer or builder,

d) the owner,

e) the operator,

f) technical data designated under operating regulations,

g) registration mark,

h) the serial number, if such has been allocated,

i) the year of manufacture,

j) the date of entry in the sport flying equipment register.

(2) The following data from the sport flying equipment register may be made public:

a) the type of sport flying equipment,

b) the registration mark,

c) the serial number, if such has been allocated,

d) the model or name,

e) the year of manufacture,

f) the name or names and surname of an operator who is a natural person or the business name of an operator which is a legal entity.

(3) Sport flying equipment must be provided with a registration plate showing the data required under operating regulations in an indelible manner.

Article 27

deleted

heading deleted

Article 28

Requirements for the application for issuance of a pilot's license, supporting documentation which must be included, conditions for the initiation of practical training and solo flights, the means by which qualifying conditions shall be designated for the issuance of pilots' licenses and the means for designating qualifying conditions for persons carrying out theoretical instruction and practical instruction

(in reference to Article 84c Par. 8 of the Act)

(1) Applicants for pilots' licenses must attach a medical assessment to the application.

(2) The minimum age at which practical training for a pilot's license may begin is 15 years. Candidates under 18 years of age may only do so with written agreement from their legal guardian. Solo flights using motorized sport flying equipment may only be undertaken at 16 years of age or older.

Article 29

Examinations for qualification as a sport flying equipment instructor should include:

a) practical examinations focused on the activities of aviation instructors,

b) a theoretical examination,

c) sample theoretical instruction for obtaining a pilot's license with the appropriate qualifications.

Article 29a

deleted

Article 29b

(in reference to Article 91a Par. 11 of the Act)

A specimen protocol as described in Art. 91a Par. 3 of the Act and a specimen report as described Article 91a Par. 4 of the Act is given in Annex No. 10 to this Decree.

Article 30

deleted

Article 31

Scope and conditions of liability insurance for damage caused by the operation of aircraft

(in reference to Article 98 Par. 2 of the Act)

(1) The minimum amount of liability insurance for damage caused by the operation of the aircraft, i.e., the indemnity amount, is:

a) CZK 1,000,000 for non-motorized aircraft,

b) CZK 2,000,000 for other aircraft up to a maximum takeoff weight of 1200 kg,

c) CZK 3,000,000 for aircraft whose maximum takeoff weight is greater than 1200 kg but less than 2000 kg,

d) CZK 6,000,000 for aircraft whose maximum takeoff weight is greater than 2,000 kg but less than 5,700 kg,

e) CZK 100,000,000 for aircraft whose maximum takeoff weight is greater than 5700 kg but less than 14,000 kg,

f) CZK 200,000,000 for aircraft whose maximum takeoff weight is greater than 14,000 kg.

(2) In addition to the insurance noted in Paragraph 1, liability insurance for damage caused by the operation of the aircraft must be taken out with an indemnity amount of a minimum CZK 700,000 for each seat in the aircraft designated by the operator for the transport of persons other than the crew, including sightseeing flights.

(3) The minimum amount of liability insurance for damage caused by the operation of the sport flying equipment, i.e., the indemnity amount, is:

a) CZK 100,000 up to a maximum takeoff weight of 150 kg, including sport parachutes,

b) CZK 500,000 for other aircraft up to a maximum takeoff weight of 300 kg,

c) CZK 1,000,000 up to a maximum takeoff weight of 450 kg.

(4) The extent and conditions on liability insurance for damage caused by the operation of aircraft given in Paragraphs 1 through 3 shall be used, unless designated otherwise by directly applicable European Union regulation[13a]).

(5) If an aircraft with a maximum takeoff weight of 2700 kg or less affected by a change in directly applicable European Union regulations[13a]) is used for non-commercial purposes, the per-passenger limit on indemnity is 100,000 SDR (Special Drawing Rights) as defined by the International Monetary Fund.

Article 31a

Information provided for the purposes of statistical survey

(in reference to Article 98a Par. 3 of the Act)

A list of information provided to the Ministry of Transport for the purposes of statistical survey, a list of data on numbers of passengers served submitted by the provider of handling services to the aerodrome operator and a structure thereof are set out in Annex No. 18 to this Decree.

Article 32

Transitional provisions

A legal entity or natural person for whom a ban on or restriction of aviation operations within the airspace has been declared must request a ban declaration or declaration of restricted aviation activity in the airspace no later than two years after the effective date of this Decree in accordance with this Decree. If the legal entity or natural person does not request declaration of a ban or restriction within the deadline, the current ban or restriction on aviation activities in the airspace shall expire.

Article 33

Effectiveness

This decree shall take effect on the date of its announcement.

Minister:
Ing. Říman (signed)

Annex No. 1

heading deleted

A.

AIRCRAFT PARTS, APPLIANCES AND GROUND FACILITIES WHICH MAY BE USED IN CIVIL AVIATION ONLY WITH APPROVAL FROM THE AUTHORITY OR RECOGNITION OF THEIR ELIGIBILITY FOR USE IN CIVIL AVIATION

1. Aircraft parts and appliances for which the Authority has approved or recognized norms for minimum required performance as the basis for approving their eligibility for universal targeted use (i.e., their use is not restricted to a particular type of approved aircraft or some of its components):

1.1 flight monitoring instrumentation: pressure altimeters, radio altimeters, airspeed indicators, machmeters, variometers, slip indicators, turn indicators, accelerometers, artificial horizons, directional gyroscopes

1.2 Power unit control instrumentation: barometers, thermometers, fuel indicators, consumption indicators, tachometers

1.3 auxiliary power units (APU)

1.4 automatic and semi-automatic control systems: autopilots, command systems

1.5 communications equipment: airborne VHF and HF radio stations, SELCAL systems, audio signal switchers, amplifiers, microphones, headsets, recorders, cockpit voice recorders, equipment for underwater acoustic localization

1.6 navigation equipment: magnetic compasses, radio compasses, VOR and ILS LOC/GS VHF navigation receivers, en route marker beacon receivers, multipurpose electronic displays, GPS satellite navigation system receivers, RNAV area navigation systems, collision avoidance systems (TCAS), SSR transponders, distance measuring equipment (DME), onboard clocks, weather radar systems

1.7 emergency equipment: lifejackets, emergency parachutes, life-rafts, oxygen masks for passengers, protective breathing equipment (PBE), emergency location transmitters (ELT), evacuation slides

1.8 indication and recording equipment: flight data recorders, stall warning systems

1.9 aircraft lights: position lights, anti-collision lights

1.10 interior furnishings: seats, berths, safety belts, safety harnesses, containers, pallets and nets

1.11 electrical system: alternators, dynamos, dynamo starters, aircraft batteries, static converters

1.12 landing gear system: wheels with brakes, tires, skis, floats

1.13 air-conditioning system: combustion burners

1.14 firefighting system: fire and smoke detectors, portable fire extinguishers

1.15 fuel system: hoses, filters

1.16 oxygen system: crew oxygen masks, oxygen regulators

2. Parts and equipment approved for use in a particular type of aircraft or its components, which are or may be manufactured as replacement or modification parts for installation in an approved type of aircraft or its components, and whose eligibility is verified within the following systems:

2.1 fuel systems

2.2 electrical systems

2.3 hydraulic systems

2.4 air conditioning systems

2.5 control systems

2.6 de-icing systems

2.7 oxygen systems

2.8 pneumatic systems

2.9 water and sewage systems

2.10 cabin lighting systems

2.11 indication and recording systems

2.12 airframe systems

2.13 power unit systems

2.14 oil systems

2.15 landing gear systems

3. Aeronautical ground facilities

3.1 lighting equipment

3.1.1 aerodrome ground lights and their supporting structures

3.1.2 aeronautical light beacons and their supporting structures

3.2 lighting system components

3.2.1 power supply

3.2.2 serial cable wiring

3.2.3 isolation transformers

3.2.4 control equipment

3.2.5 monitoring system

3.3 electronic aeronautical ground facilities

3.3.1 airspace management facilities

3.3.2 air traffic flow management facilities

3.3.3 air traffic services facilities, especially facilities for flight, planning and surveillance data processing, time synchronization including a human/machine interface

3.3.4 facilities for ground-ground and air-ground communication, including facilities for data transfer between aeronautical ground facilities, excepting passive components of transmission environment or facilities of commercial providers of telecommunication and transmission services

3.3.5 navigation facilities

3.3.6 surveillance facilities

3.3.7 flight information services facilities

3.3.8 facilities for use of meteorological information

3.3.9 backup power supplies for aeronautical ground facilities

3.3.10 recording, assessment, monitoring and control devices

3.3.11 surface movement guidance and control system devices

3.4 aircraft power supplies (electric, hydraulic and pneumatic)

3.5 flight trainers and simulators

3.6 aerodrome movement area braking action measuring and assessment devices

B.

THE DEVELOPMENT, DESIGN, MANUFACTURE, TESTING, INSTALLATION, MAINTENANCE AND REPAIR OF AIRCRAFT PARTS, APPLIANCES AND GROUND FACILITIES, ALONG WITH MODIFICATIONS AND CHANGES TO THEIR DESIGN, MAY BE UNDERTAKEN BY LEGAL ENTITIES OR NATURAL PERSONS AUTHORIZED FOR THIS ACTIVITY

Aircraft parts, appliances and ground facilities in Section A and other aircraft parts and appliances making up the basic structural components of the aircraft or its components, whose eligibility is approved as part of the type approval of the aircraft or its components:

1.1 fuselage

1.2 wing

1.3 empennage

1.4 engine nacelles and pylons

1.5 control surface drive system

1.6 wing mechanization

1.7 landing gear

1.8 engine case

1.9 helicopter engine reduction gearbox

1.10 drive gearbox

1.11 engine compressor

1.12 engine turbine

1.13 engine crankshaft

1.14 propeller blade

1.15 propeller hub

1.16 propeller control system

1.17 radiating engine parts

1.18 balloon baskets and hangings

1.19 airship gondola

1.20 hot air balloon and airship heating equipment and fuel containers

Annex No. 2

INFORMATION CONTAINED IN THE NOISE SITUATION REPORT AND ITS SUPPLEMENTATION

The information contained in the noise situation report:

1. Basic information about the airport, including its size, location, surroundings and environmental objectives.

2. Operational information about the airport, including

   a. air traffic volume,
   b. runway system use,
   c. air traffic composition.

3. A description of the implemented and planned measures to reduce aircraft noise, and their impact on and contribution to the noise situation, subdivided to

   a. measures for noise reduction at source (the description includes information on current aircraft fleet, its expected technology improvement and renewal plans),
   b. measures for land-use planning and management to reduce noise on the airport, and already implemented and planned activities that could increase noise on the airport,
   c. measures for noise abatement operational measures, to the extent that those measures do not restrict the capacity of an airport (the description includes information on use of preferential runways),
   d. measures for operating restrictions (the description includes information on implemented global operating restrictions, aircraft-specific operating restrictions, and partial operating restrictions, drawing a distinction between daytime measures and night-time measures),
   e. financial instruments in place (e.g. noise-related airport charges).

4. Information on noise situation at the airport, including its development for the evaluated period, containing

   a. details of noise contours for the evaluated period, in terms of

      i. noise indicators which are defined and calculated in accordance with Decree on noise mapping[25]),
      ii. noise indicators which are defined and calculated in accordance with Government Regulation on health protection against adverse effects of noise and vibrations[26]).

5. A non-technical summary – comparison and evaluation.

The information contained in the supplementation of noise situation report:

1. An assessment of the number of people affected by aircraft noise for relevant previous 2 calendar years, carried out in accordance with Decree on noise mapping[25]).

2. Development forecast without implementation of any measures, including

   a. descriptions of planned airport development, including estimated growth of aircraft movements and of passenger numbers, and descriptions of planned airport development impact to the airport noise situation,
   b. the benefits of making that additional capacity available within the wider aviation network and the region,
   c. a description of the effect on noise climate without further measures, and of those measures already planned to ameliorate the noise impact over the same period,
   d. forecast noise contours, including an assessment of the number of people likely to be affected by aircraft noise,
   e. evaluation of the consequences and possible costs of not taking action to reduce the impact of increased noise, if it is expected to occur.

3. Assessment of additional measures, including

   a. outline of the additional measures available and an indication of the main reasons for their selection, including

      i. description of those measures chosen for further analysis and information on the outcome of the cost-efficiency analysis, in particular the cost of introducing those measures,

ii. the number of people expected to benefit of particular measures,
iii. the timeframe of particular measures,
iv. a ranking of the overall effectiveness of particular measures,

b. an overview of the possible environmental and competitive effects of the proposed measures on other airports, operators and other interested parties,
c. reasons for selection of the preferred option,
d. a non-technical summary.

Annex No. 3

TECHNICAL AND OPERATIONAL CONDITIONS FOR INDIVIDUAL TYPES OF AIRPORTS

A. Private domestic airports

Opening hours are not designated. Use of the airport is permitted for a designated group of users. Other users may use the airport only with the consent of the operator, who may set a minimum advance period during which a request for use must be submitted. This period must be no more than 24 hours before the projected flight time.

During the requested and approved hours of operation, the operator of the airport must provide:

1. an aerodrome control service or an aerodrome flight information service in Czech and an alerting service to known traffic at the airport and in its aerodrome traffic zone (ATZ), or a provision of information to known traffic at the airport and in its aerodrome traffic zone (ATZ) in Czech by other means;

2. a telephone connection to ATC unit at the closest airport (civil or military);

3. a telephone connection to the aeronautical meteorological service;

4. a navigation room for navigational preparations by the flight crew, equipped with the Aeronautical Information Publication, aeronautical information circulars, ICAO aeronautical chart (scale 1:500000), an accessible telephone with the country code for the Czech Republic and sanitary facilities.

B. Public domestic airports

Hours of operation must be established a published by the aeronautical information service and must meet the following requirements: during the period from 15/4 – 15/10, a minimum of seven hours every Saturday, Sunday and holiday. On other days and outside published periods, upon request. The airport operator may set a minimum advance period during which a request for use must be submitted. This period must be no more than 24 hours before the projected flight time.

During the hours of operation (published or requested), the operator of the airport must provide:

1. an aerodrome control service or an aerodrome flight information service in Czech and an alerting service to known traffic at the airport and in its aerodrome traffic zone (ATZ), or a provision of information to known traffic at the airport and in its aerodrome traffic zone (ATZ) in Czech by other means;

2. a telephone connection to ATC unit at the closest airport (civil or military);

3. a telephone connection to the aeronautical meteorological service;

4. a navigation room for navigational preparations by the flight crew, equipped with Aeronautical Information Publication of the Czech Republic, aeronautical information circulars, ICAO aeronautical chart (scale 1:500000);

5. a publicly accessible space for passengers and crew;

6. public sanitation facilities;

7. a public telephone with the country code for the Czech Republic;

8. a publicly accessible car park;

9. filling service for aviation fuels and oils;

10. the means for routine aircraft maintenance (at a minimum, for washing windshields and inflating tires);

11. parking for aircraft in a designated location, including the means for anchoring the aircraft;

12. mediation of other services upon request (catering, accommodation, essential transport,

medical care, etc.);

13. information on nearby airports offering a greater range of services (aviation fuels, oils and other operational services, aircraft repair, etc.).

C. Private international airports

Opening hours are not designated. Use of the airport is permitted for a designated group of users. Other users may use the airport only with the consent of the operator, who may set a minimum advance period during which a request for use must be submitted. This period must be no more than 24 hours before the projected flight time.

During the requested and approved hours of operation, the operator of the airport must provide:

1. an aerodrome control service or an aerodrome flight information service in Czech and English and an alerting service to known traffic at the airport and in its aerodrome traffic zone (ATZ), or a provision of information to known traffic at the airport and in its aerodrome traffic zone (ATZ) in Czech and English by other means;

2. equipment which ensures compliance with security provisions for international airports established by Act on the protection of state frontiers;

3. telephone connections enabling connection to the Flight Information Centre in Prague (FIC) and aeronautical meteorological service within 10 minutes or less;

4. a navigation room for navigational preparations by the flight crew, equipped with the Aeronautical Information Publication of the Czech Republic, aeronautical information circulars, ICAO aeronautical chart (scale 1:500000), telephone with international dialling and sanitary facilities.

D. Public international airports

Hours of operation must be established a published by the aeronautical information service and must meet the following requirements: during the period from 15/4 – 15/10, a minimum of seven hours daily, with operations ending no sooner than 16:00 local time. Outside of this time period, every Saturday, Sunday, holiday and published day. On other days, upon request. The airport operator may set a minimum advance period during which a request for use must be submitted. This period must be no more than 48 hours before the projected flight time.

During the hours of operation (published or requested), the operator of the airport must provide:

1. an aerodrome control service or an aerodrome flight information service in Czech and English and an alerting service to known traffic at the airport and in its aerodrome traffic zone (ATZ), or a provision of information to known traffic at the airport and in its aerodrome traffic zone (ATZ) in Czech and English by other means;

2. equipment which ensures compliance with security provisions for international airports established by Act on the protection of state frontiers;

3. telephone connections enabling connection to the Flight Information Centre in Prague (FIC) and aeronautical meteorological service within 10 minutes or less;

4. a navigation room for navigational preparations by the flight crew, equipped with the Aeronautical Information Publication of the Czech Republic, aeronautical information circulars, ICAO aeronautical chart (scale 1:500000);

5. a publicly accessible space for passengers and crew;

6. public sanitation facilities;

7. a public telephone with international access;

8. a publicly accessible car park;

9. filling service for aviation fuels and oils;

10. facilities for pre-flight aircraft servicing;

11. hangaring or at least parking and guard service for aircraft at a designated location, including the means for anchoring the aircraft;

12. accommodation or at least mediation for other services (food, lodging, transportation, medical aid, etc.);

13. information concerning other nearby services not directly provided by the airport (aviation fuel, oil and other operating substances, aircraft maintenance, hotel-type accommodation, meals in restaurants, public transport, etc.).

Note:

1. The scope of services indicated above to be provided during the airport's operational hours should be regarded as minimal. The airport operator should adapt the facilities, capacity and extent of services depending upon the intensity and type of operation.

Annex No. 4

CHARACTERISTICS OF INDIVIDUAL TYPES OF AERONAUTICAL SERVICES AND ACTIVITIES ENSURING THEIR PROVISION

Technical handling of aircraft (aircraft handling in the operational area)

1. loading and unloading of aircraft, including the provision and operation of appropriate equipment;
2. transport of passengers and crew between the aircraft and terminal;
3. transport of luggage between the aircraft and terminal;
4. communication between the aircraft and external service suppliers;
5. provision and operation of equipment to start aircraft engines;
6. provision and operation of equipment to move the aircraft upon arrival and departure (towing and pushing the aircraft);
7. interior and exterior cleaning of the aircraft;
8. water and toilet services;
9. outfitting cabins with the appropriate hygienic facilities and storing such facilities;
10. removing snow and ice, de-icing aircraft;
11. check-in of passengers and luggage;
12. checking passengers as part of any arrival, departure, transit or transfer, including checking travel documentation;
13. registration of luggage and transporting luggage to the sorting area;
14. baggage handling in the sorting area, during departure preparations, during loading and unloading from the handling equipment designed for getting luggage from the aircraft to the sorting area and vice versa;
15. transport of luggage from the sorting area to the distribution area;
16. freight and mails handling;
17. physical handling associated with import, export or transfer;
18. checking relevant documentation, customs procedures;
19. implementation of security procedures agreed between parties or required under the circumstances;
20. physical check-in of RFS trucks used to replace air transport for import and export purposes;
21. stocking aircraft with food and beverages;
22. purchase of materials to prepare refreshments for use on aircraft;
23. food and beverage storage;
24. preparation of refreshments onboard the aircraft;
25. purchase of finished products to supply aircraft with food;
26. storage of finished products;
27. preparing refreshments;
28. storage of prepared refreshments;

29. shipping;
30. transport, loading and unloading;
31. disposal of waste associated with the above activities;
32. handling aviation fuels and oils;
33. scheduling, pumping and suctioning aviation fuel;
34. transport of aviation fuel from the aircraft to the main tank and back;
35. aviation fuel storage;
36. storage and handling of oil and other technical liquids.

Annex No. 5

Outline of the aerodrome manual

(in reference to Article 34a Par. 4 of the Act)

I. Introduction

II. Changes and Revisions

III. Page Checklist

IV. Distribution List

V. Contents

VI. Abbreviations and Symbols

VII. Definitions

VIII. Structure of the Textual Portion of the Aerodrome Manual

1. General information

1.1 Purpose of the aerodrome manual

1.2 Legal requirements for certification of an airport

1.3 Statement on the use of airports under the Convention on International Civil Aviation

1.4 The system of aeronautical information available and procedures for its promulgation, including names, surnames, functions and telephone numbers for contact persons, the content and scope of aeronautical information

1.5 Recording aircraft movements

1.6 Duties of the airport operator

2. Airport map data

2.1 A current plan of the airport showing the main airport facility designated for aircraft operation at a scale of 1:5000

2.2 A current plan of the airport showing the perimeter of the airport at a scale of 1:5000

2.3 The location of the airport in relation to the surrounding municipalities with a map of airport facilities and equipment located outside the airport perimeter

3. Data concerning the airport shown in the Aeronautical Information Publication (AIP)

4. Operational and security procedures

4.1 Reporting of information related to the airport

Procedures for reporting any changes in information about the airport given in the Aeronautical Information Publication (AIP) and procedures for requesting issuance of a notification via broadcast containing information on the facilities, status or change of any kind made to an airport facility, service or procedure, or a notification of danger for which timely knowledge is essential for employees carrying out aviation operations (NOTAM), including:

4.1.1 procedures for reporting any change to the Authority and the continuous reporting system for changes,
4.1.2 names, surnames and functions of persons responsible for reporting changes and telephone numbers at which they are continuously available,
4.1.3 addresses and telephone numbers provided by the Authority for notification of changes.

4.2 Access to the airport movement area

Procedures designed and implemented in keeping with a security program to safeguard civil aviation against illegal activities by airport operators, to ensure aviation safety and to prevent the intrusion of persons, vehicles, animals or other objects on the airport movement area, including

4.2.1 responsibilities of the airport operator, aircraft operators, airport services operators permanently headquartered at the airport and airport security,
4.2.2 names, surnames and functions of persons responsible for controlling access and telephone numbers at which they are continuously available.

4.3 Airport Emergency Plan

A description of the airport's contingency plan for airport emergencies, including:

4.3.1 plans for emergency operations at the airport and in its vicinity, including aviation accidents, malfunctions and emergency conditions involving aircraft in flight, fires at the airport, illegal acts, environmental accidents and any exceptional situation which qualifies as an emergency under special regulations,[15])
4.3.2 a description of the training procedures and testing equipment to be used for emergency situations,[16]) including the frequency of such tests,
4.3.3 a description of training drills for emergency procedures, including the frequency of such exercises,
4.3.4 a list of legal entities and natural persons at the airport and outside the airport carrying out activities related to airport operation, their telephone and fax numbers, email addresses, Société Internationale de Télécommunications Aéronautiques (SITA) addresses or the radio frequencies which have been allocated to them as part of the integrated emergency system,
4.3.5 establishment of the airport crisis team to organize individual emergency training exercises,
4.3.6 identification of the person responsible for handling on-the-spot incidents
4.3.7 a list of organizations operative at the airport, contact persons and phone numbers at which they are continuously available.

4.4 Fire and Rescue Service

A description of facilities, equipment, procedures and staffing for fire and rescue services, including the names and functions of persons responsible for these services at the airport.

4.5 Monitoring the airport movement area and obstacle planes by the airport operator

A description of monitoring carried out in the airport movement area and obstacle planes, including:

4.5.1 procedures for continuous checks, including measurement of the coefficient of friction and the coverage layer on runways and taxiways,
4.5.2 procedures and means of communication with air traffic control during inspections,
4.5.3 procedures for keeping an inspection log and its storage location,
4.5.4 frequency of inspections,
4.5.5 list of items subject to inspection,
4.5.6 procedures for reporting results of inspections and actions to eliminate shortcomings and ensure remedial measures,
4.5.7 names, surnames and functions of persons responsible for carrying out inspections and telephone numbers at which they are continuously available.

4.6 Visual aids for navigation and airport electrical systems

Description of procedures for monitoring and maintaining signals, signs, marks and airport electrical systems, including

4.6.1 procedures for ongoing monitoring and a list of items subject to inspection,
4.6.2 procedures for recording inspection outcomes and actions to eliminate shortcomings and ensure remedial measures,
4.6.3 procedures for regular and non-scheduled maintenance,
4.6.4 maintenance procedures for backup electrical power resources and for partial or complete airport electricity supply failure,
4.6.5 names, surnames and functions of persons responsible for inspecting and maintaining visual navigation aids and airport electrical systems and telephone numbers at which they are continuously available.

4.7 Maintenance of the airport movement area

A description of organizational and maintenance procedures for the airport movement area, including:

4.7.1 maintenance procedures for the paved movement area,
4.7.2 maintenance procedures for the unpaved movement area,
4.7.3 maintenance procedures for runway and taxiway shoulders,
4.7.4 maintenance procedures for airport drainage and sewage.

4.8 Operational safeguards during maintenance and construction work at the airport

A description of the planning and execution of construction and maintenance work (OSH), including short-term work on the airport movement area or in its vicinity, which might interfere with the obstacle planes, including:

4.8.1 procedures for communicating with air traffic control service during maintenance and construction work,
4.8.2 names, surnames and functions of persons responsible for planning and executing projects and telephone numbers at which they are continuously available,
4.8.3 list of legal entities and natural persons operating at the airport undertaking activities related to airport operations who may be directly impacted by work being carried out; telephone numbers for contact persons who are continuously available,
4.8.4 list of legal entities and natural persons who should be notified of work being planned at the airport.

4.9 Apron operations management

Description of the approach to operations management on the apron, including:

4.9.1 procedures for mutual coordination between air traffic control service and the operations management post on the apron,
4.9.2 procedures for allocating aircraft parking spaces,
4.9.3 procedures for pushing aircraft and starting engines,
4.9.4 aircraft queuing organization,
4.9.5 service vehicles for guiding aircraft to or from parking places (FOLLOW ME).

4.10 Apron safety management

Procedures for ensuring safety on the apron, including:

4.10.1 protecting against the effect of aircraft engine outflow,
4.10.2 compliance with safety procedures during aircraft refuelling,
4.10.3 cleaning of the apron,
4.10.4 removing snow and ice from the apron,
4.10.5 procedures for reporting emergencies on the apron,
4.10.6 controls and ensuring compliance with safe work rules.

4.11 Checking vehicles and machinery in the operational area of the airport

Procedure for inspecting vehicles and machinery in the airport movement area or its vicinity, including:

4.11.1 pertinent operational rules and monitoring compliance,

4.11.2 method for issuing authorization to drive vehicles and machinery,

4.11.3 names, surnames and functions of persons responsible for monitoring vehicles and machinery and telephone numbers at which they are continuously available.

4.12 Monitoring limits to restrict the danger of encounters with animals and birds in the airport movement area or its vicinity

Procedures for restricting the danger of encounters with animals and birds in the airport movement area or its vicinity, including:

4.12.1 means of evaluating danger level,
4.12.2 introducing a program to restrict the risk of encounters with animals and birds,
4.12.3 names, surnames and functions of persons responsible for monitoring the danger of encounters with animals and birds and telephone numbers at which they are continuously available.

4.13 Obstacle monitoring

Procedures for:

4.13.1 monitoring obstacle planes and preparing type A maps,
4.13.2 monitoring of obstacles by the airport operator,
4.13.3 monitoring the height of buildings or buildings located in the vicinity of the obstacle planes,
4.13.4 monitoring new construction around the airport,
4.13.5 informing the Authority about the nature and location of obstacles and the emergence of new or removal of existing obstacles, so that necessary steps may be taken, including submitting documentation to the Aeronautical Information Service.

4.14 Removal of aircraft incapable of movement

Procedures for removing aircraft which are incapable of moving from the movement area or its vicinity, including:

4.14.1 the airport operator's responsibility and that of the holder of a certificate of registration or his representative,
4.14.2 procedure for informing the holder of a certificate of registry, or his representative,
4.14.3 procedure for maintaining contact with the air traffic control unit,
4.14.4 means for deploying rescue technology and tools and personnel to remove aircraft incapable of movement, including lists of available rescue technology and removal tools, and a designation of the largest type of aircraft these tools are capable of removing,
4.14.5 names, surnames and functions of persons responsible for undertaking the towing of aircraft incapable of movement and their phone numbers.

4.15 Dangerous substance handling

Procedures for the safe handling and storage of dangerous substances at the airport, including:

4.15.1 procedures for handling dangerous substances in specific areas of the airport designed for the storage of flammable materials and any other dangerous substances,
4.15.2 dangerous substance handling and storage procedures,
4.15.3 names, surnames and functions of persons responsible for dangerous storage handling and their phone numbers.

4.16 Procedures for operations in low visibility conditions

Details of procedures to be implemented when operating in low visibility conditions.

4.17 Protection of radio navigation aids and lighting equipment

Procedures to protect radio navigation aids and lighting equipment at the airport and ensure their operation, including:

4.17.1 monitoring in the vicinity of radio navigation aids and lighting equipment,
4.17.2 a description of ground maintenance in the vicinity of radio navigation aids and lighting equipment,
4.17.3 locating and supplementing warning signs, advising of hazardous microwave radiation in the vicinity of radio navigation equipment
4.17.4 names, surnames and functions of persons responsible for safeguarding radio navigation equipment and telephone numbers at which they are continuously available.

5. Airport administration and the airport operations safety management system

5.1 Airport administration

A description of airport administration, including:

5.1.1. a diagram showing the organizational structure of the airport containing the names and functions of key personnel and designating their responsibilities,
5.1.2 names, surnames and functions of persons with overall responsibility for airport safety and telephone numbers at which they are continuously available,
5.1.3 airport committees.

5.2 Airport operations safety management

To ensure compliance with all operational and safety requirements and improve safety at the airport, a system must be introduced to manage the safety of airport operations. This safety system should encompass:

5.2.1 a safety policy relating as closely as possible to the process of airport operations safety management and its relationship to operations and the maintenance process,
5.2.2 the structure or organization of the safety management system, including staffing and the designation of individual and group responsibilities for safety issues,
5.2.3 safety management system strategy and planning, including the means for achieving safety goals, defining priorities in implementing safety measures and ensuring a functional risk reduction system at the lowest possible level with a constant regard for requirements imposed by aeronautical regulations,
5.2.4 introduction of a safety management system, including equipment, techniques and procedures for the efficient transfer of information related to safety and the enforcement of safety requirements,
5.2.5 implementing the system in those areas requiring a higher degree of integrity for the safety management system (a program of safety measures),
5.2.6 measures to promote safety and accident prevention and a risk control system, encompassing analysis and procedures for accidents, incidents, problems, defects, errors, inadequacies and failures, as well as ongoing safety monitoring,
5.2.7 internal safety audit and a review system specifying systems and programs for safety quality management,
5.2.8 system documentation for all airport facilities related to security, as well as operational and maintenance records for airports and airport facilities, including information about designs and construction projects for aircraft roadways and airport lighting; the system should allow for easy retrieval of records, including schematics,
5.2.9 training and competence of personnel, including assessment and evaluation of the adequacy of the level of training being carried out and its quality as regards the obligation to ensure safety and methodology for examining the competence of personnel,
5.2.10 the inclusion and enforcement of safety clauses in contracts for airport construction work.

5.3 Departures from aviation regulations

IX. Annexes

X. Appendices

Annex No. 6

(deleted)

Annex No. 7

(deleted)

Annex No. 8

Air Accidents Investigation Institute Inspector's Identity Card

(in reference to Article 55a Par. 6 of the Act)

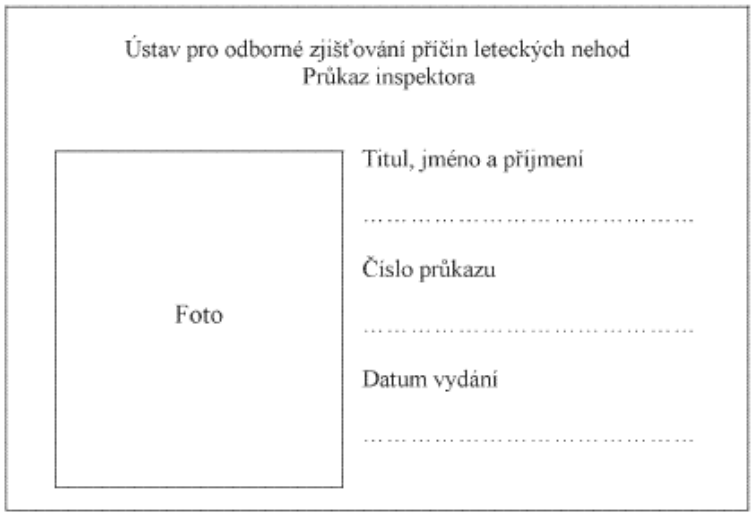
The Air Accidents Investigation Institute Inspector's identity card is manufactured out of card paper, 99 mm x 68 mm, with transparent lamination of total dimension 105 mm x 74 mm.

The face side of the card contains the large state emblem at upper left. In addition to the large emblem, the words "Air Accidents Investigation Institute" appear, along with "Inspector's Identity Card". The logo of the Air Accidents Investigation Institute is located at upper right. The left side contains a photograph conforming to the technical requirements for photographs on national ID cards[16]). To the right of the photograph, the title, name or names and surname, number of the ID card and date of issue are indicated.

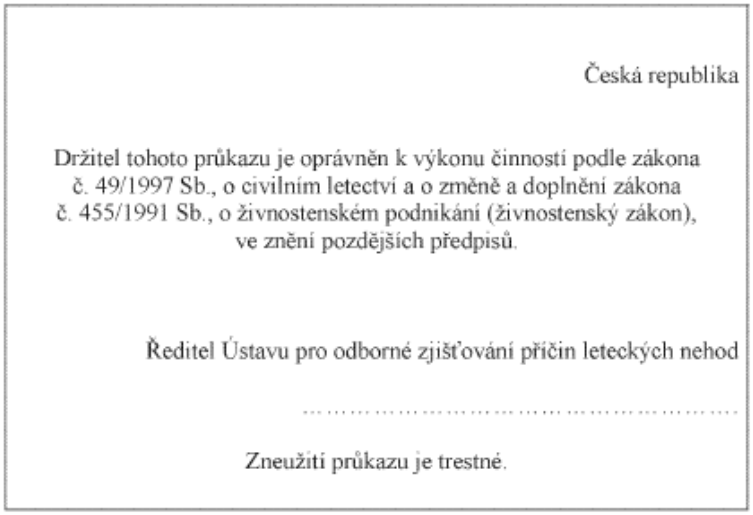
The reverse side contains the words "Czech Republic" at upper right. The reverse side contains information on the statutory authority of the inspector to carry out his activities and the signature of the Director of the Air Accidents Investigation Institute.

Specimen inspector's identity card:

Face side



Reverse side



Annex No. 9

Civil Aviation Authority
Czech Republic

SAFA

Standard Report

(in accordance with Article 12a Par. 5 of the Act No. 49/1997 Coll., on civil aviation and amendments and additions to Act No. 455/1991 Coll., on engaging in a trade (Trade Licensing Act) as amended by later regulations)

[1] **No:** _-_-_-_-_-_-_-_-_-_-_-_-_

[2] Source: . . . . . SR

[3] **Date:** . . . . . _-_-_-_-_-_-_

[4] Place: . . . . . _-_-_-_

[5] (Unused)

[6] **Operator:** . . . . . _-_-_

[7] AOC number:

[8] **State:** . . . . . _-_

. . . . . _-_-_-_-_-_-_-_-_

[9] Route: from . . . . . _-_-_-_

[10] Flight number: . . . . . _-_-_-_-_-_-_-_

[11] Route: to . . . . . _-_-_-_

[12] Flight number: . . . . . _-_-_-_-_-_-_-_

[13] Chartered by Operator*: _-_-_

[14] Charterer's State: . . . . . _-_

* (where applicable)

[15] **Aircraft Type** . . . . . _-_-_-_

[16] **Registration mark** . . . . . _-_-_-_-_-_-_-_-_

[17] Construction number . . . . . _-_-_-_-_-_-_-_-_

[18] Flight crew: State of licensing: . . . . . _-_

[19] Remarks:

. . . . . .
. . . . . .
. . . . . .
. . . . . .

[20] Action taken:

. . . . . .
. . . . . .
. . . . . .
. . . . . .

[21] (Unused)

[22] **National Coordinator's name** . . . . . .

[23] **Signature** . . . . . .

Figure 359-206a.pcx

Annex No. 10

Specimen protocol in accordance with Article 91a Par. 3 of the Act

Proof of Inspection

Date:	Time:	Place:		Free format information of inspecting NAA (logo, contact details tel/fax/email)
Operator:		State:	AOC No:	
Route from:	Flight No:	Route to:	Flight No	
Flight type:	Chartered by Operator:	Aircraft type:	Aircraft configuration:	
Charterer's state:		Registration mark:	Construction No:	
Flight crew state(s) of licensing:	Acknowledgement of Receipt (*) Name: ..... Funtions:	Signature:		

		Check	Remark
A	**Flight deck**		
1	General condition		
2	Emergency exit		
3	Equipment		
	Documentation		
4	Manuals		
5	Checklists		
6	Radio navigation charts		
7	Minimum equipment list		
8	Certificate of registration		
9	Noise certificate (where applicable)		
10	AOC or equivalent		
11	Radio licence		
12	Certificate of Airworthiness (C of A)		
	Flight data		
13	Flight preparation		
14	Weight and balance sheat		
	Safety equipment		
15	Hand fire extinguishers		
16	Life jackets/flotation devices		
17	Harness		
18	Oxygen equipment		
19	Flash light		

		Check	Remark
	Flight crew		
20	Flight crew licence		
	Journey log book/Technical Log or equivalent		
21	Journey log book or equivalent		
22	Maintenance release		
23	Defect notification and rectification (incl. Tech Log)		
24	Pre-flight inspection		

B	**Safety/Cabin**		
1	General internal condition		
2	Cabin attendant's station and crew rest area		
3	First aid kit/Emergency medical kit		
4	Hand fire extinguishers		
5	Life jackets/Flotation devices		
6	Seat belt and seat condition		
7	Emergency exit, lighting and marking, Torches		
8	Slides/Life-Rafts (as required), ELT		
9	Oxygen Supply (Cabin Crew and Passengers)		
10	Safety Instructions		
11	Cabin crew members		
12	Access to emergency exits		
13	Safety or passenger baggage		
14	Seat capacity		

		Check	Remark
C	**Aircraft condition**		
1	General external condition		
2	Doors and hatches		
3	Flight controls		
4	Wheels, tyres and brakes		
3	Undercarriage, skids/floats		
6	Wheel well		
7	Powerplant and pylon		
8	Fan blades		
9	Propellers, Rotors (main/tail)		
10	Obvious repairs		
11	Obvious unrepaired damage		
12	Leakage		

D	**Cargo**		
1	General condition of cargo compartment		
2	Dangerous goods		
3	Safety of cargo on board		

E	**General**		
1	General		

Action taken	
	(3c) Aircraft grounded by inspecting NAA
	(3b) Corrective actions before flight
	(3a) Restrictions on the aircraft operation
	(2) Informatin to the authority and operator
	(1) Information to the capitain
	(0) No remarks

Inspector(s) sign or number

Item	**Remarks**

(*) Signature by any member of the crew or other representative of the inspected operator does in no way imply acceptance of the listed findings but simply a confrimation that the aircraft has been inspected on the date an at the place indicated on this document.
This report represents an indication of what was found on this occasion and must not be construed as a determination that the aircraft is fit for the intended flight.
Data submitted in this report can be subject to changes for correct wording upon entering into the SAFA database.'

Figure 64-2010a.pcx

Specimen report in accordance with Article 91a Par. 4 of the Act

Civil Aviation Authority

SAFA

Ramp Inspection Report

No _-_-_-_-_-_-_-_-_-_-_-_

Source: RI

Date: ___-__-____ Place: _____

Local time: ___:__

Operator: ___ AOC Number: _____

State: ___ Type of Operation: _____

Route from: _____ Flight Number: _____

Route to: _____ Flight Number: _____

Chartered by Operator*: _____ Charterer's State*: _____

* *(where applicable)*

Aircraft Type: _____ Registration marks: _____

Aircraft Configuration: _____ Construction Number: _____

Flight crew: State of Licensing: _____

second State of Licensing*: _____

* *(where applicable)*

Findings:

Code / Std / Ref / Cat /	Finding	Detailed Description
_-_-_ _ _-_-_ _	.....	.....
_-_-_ _ _-_-_ _	.....	.....
_-_-_ _ _-_-_ _	.....	.....
_-_-_ _ _-_-_ _	.....	.....
_-_-_ _ _-_-_ _	.....	.....

Class of actions taken:

☐ 3(d) Immediate operating ban

☐ 3(c) Aircraft grounded by inspecting NAA

☐ 3(b) Corrective actions before flight

☐ 3(a) Restriction on aircraft flight operation

☐ 2 Information to the Authority and Operator

☐ 1 Information to Captain

Detailed Description

.....

.....

.....

Additional information (if any)

Inspectors' names or numbers: .....

— This report represents an indication of what was found on this occasion and must not be construed as a determination that the aircraft is fit for the intended flight.

— Data submitted in this report can be subject to changes for correct wording upon entering into the SAFA database.

Figure 64-2010b.pcx

Item code	Checked	Remark
A. Flight Deck		
General		
1. General Condition	1	1
2. Emergency Exit	2	2
3. Equipment	3	3
Documentation		
4. Manuals	4	4
5. Checklists	5	5
6. Radio Navigation Charts	6	6
7. Minimum Equipment List	7	7
8. Certificate of registration	8	8
9. Noise certificate (where applicable)	9	9
10. AOC or equivalent	10	10
11. Radio licence	11	11
12. Certificate of Airworthiness (C of A)	12	12
Flight data		
13. Flight preparation	13	13
14. Weight and balance sheet	14	14
Safety Equipment		
15. Hand fire extinguishers	15	15
16. Life jackets/flotation device	16	16
17. Harness	17	17
18. Oxygen equipment	18	18
19. Flash Light	19	19
Flight Crew		
20. Flight crew licence	20	20
Journey log book/Technical Log or equivalent		
21. Journey Log Book, or equivalent	21	21
22. Maintenance release	22	22
23. Defect notification and rectificahon (including Tech Log)	23	23
24. Pre-flight inspection	24	24
B. Safety/Cabin		
1. General Internal Condition	1	1
2. Cabin attendant's station and crew rest area	2	2
3. First Aid Kit/Emergency medical kit	3	3
4. Hand fire extinguishers	4	4
5. Life jackets/Flotation devices	5	5
6. Seat belt and seat condition	6	6
7. Emergency exit, lighting and marking, Torches	7	7
8. Slides/Life-Rafts (as required), ELT	8	8
9. Oxygen supply (Cabin Crew and Passengers)	9	9
10. Safety Instructions	10	10
11. Cabin crew members	11	11
12. Access to emergency exits	12	12
13. Safety of passenger baggage's	13	13
14. Seat capacity	14	14

Item Code	Checked	Remark
C. Aircraft Condition		
1. General external condition	1	1
2. Doors and hatches	2	2
3. Flight controls	3	3
4. Wheels, tyres and brakes	4	4
5. Undercarriage skids/floats	5	5
6. Wheel well	6	6
7. Powerplant and pylon	7	7
8. Fan blades	8	8
9. Propellers, Rotors (main & tail)	9	9
10. Obvious repairs	10	10
11. Obvious unrepaired damage	11	11
12. Leakage	12	12
D. Cargo		
1. General condition of cargo compartment	1	1
2. Dangerous Goods	2	2
3. Safety of cargo on board	3	3
E. General		
1. General	1	1

Figure 64-2010c.pcx

Annex No. 11

(deleted)

Annex No. 12

(deleted)

Annex No. 13

(deleted)

Annex No. 14

Scope of Data Stored in the Database

(in reference to Article 51a Par. 11 of the Act)

A. Terrain data	**Acquisition**
Area of coverage	Mandatory
Data originator identifier	Mandatory
Data source identifier	Mandatory
Acquisition method	Mandatory
Post spacing	Mandatory
Horizontal reference system	Mandatory
Horizontal resolution	Mandatory
Horizontal accuracy	Mandatory
Horizontal confidence level	Mandatory
Horizontal position	Mandatory
Elevation	Mandatory
Elevation reference	Mandatory
Vertical reference system	Mandatory
Vertical resolution	Mandatory
Vertical accuracy	Mandatory
Vertical confidence level	Mandatory
Surface type	Optional
Recorded surface	Mandatory
Penetration level	Optional
Known variations	Optional
Integrity	Mandatory
Date and time stamp	Mandatory
Unit of measurement used	Mandatory
B. Obstacle data	**Acquisition**
Area of coverage	Mandatory
Data originator identifier	Mandatory
Data source identifier	Mandatory
Obstacle identifier	Mandatory
Horizontal accuracy	Mandatory
Horizontal confidence level	Mandatory
Horizontal position	Mandatory
Horizontal resolution	Mandatory
Horizontal extent	Mandatory
Horizontal reference system	Mandatory
Elevation	Mandatory
Height above the ground	Optional
Vertical accuracy	Mandatory
Vertical confidence level	Mandatory
Vertical resolution	Mandatory
Vertical reference system	Mandatory
Obstacle type	Mandatory
Geometry type	Mandatory
Integrity	Mandatory
Date and time stamp	Mandatory
Unit of measurement used	Mandatory
Operations	Optional
Effectivity	Optional
Lighting	Mandatory
Marking	Mandatory

Annex No. 15

Characteristics of terrain and obstacle data

(in reference to Article 51a Par. 11 of the Act)

Characteristics of terrain data

	Territory defined in accordance with Art. 16g Par. 4, Par. 6 Let. c), and Par. 7	Territory defined in accordance with Art. 16g Par. 6 Let. a) and b)	Territory defined accordance with Art.16g Par. 8
Post spacing	maximum 3 arc seconds (approx. 90 m)	maximum 1 arc second (approx. 30 m)	maximum 0.3 arc seconds (approx. 9 m)
Vertical accuracy [a)]	0 to 30 m	0 to 3 m [g)]	0 to 1 m
Vertical resolution [b)]	1 m	0.1 m	0.1 m
Horizontal accuracy [c)]	0 to 50 m	0 to 5 m	0 to 2.5 m
Confidence level [d)]	90 % or better	90 % or better	90 % or better
Integrity [e)]	routine	essential	essential
Periodicity of data provision	yearly; for significant changes, w/o undue delay, by 60 days max [f)]	yearly; for significant changes, w/o undue delay, by 60 days max [f)]	yearly; for significant changes, w/o undue delay, by 60 days max [f)]

a) The vertical accuracy value indicates the degree of compliance between the assumed or measured value and the true value.

b) The vertical resolution value gives a number of units or figures used for expression of measured or calculated values. (For example, with a vertical resolution value of 0.01 m, the vertical position is rounded to 2 decimal places. If the measured value is, e.g., 100 m, it will be shown as 100.00 m; 52.548 m, will be given as 52.55 meters)

c) The horizontal accuracy value indicates the degree of compliance between the assumed or measured value and the true value.

d) The value for the confidence level expresses a probability that the true value of the parameter is within a specified interval around the estimated value.

e) The integrity value shows a level of assurance against loss or alteration of aeronautical data or its value since the data origination or authorized amendment.

f) A significant change indicates a change in the height above sea level of a minimum 2 points in the terrain network model by a value of 1 greater than the vertical accuracy for the category in question or the updating of data about which a lack of knowledge might negatively influence air traffic safety (e.g., horizontal position, elevation, height above the ground, etc.).

g) Terrain data from the Ministry of Defence need not achieve the specified accuracy in areas of standing forest.

Characteristics of obstacle data

	Territory defined in accordance with Art. 16g Par. 4 and Par. 7	Territory defined in accordance with Art. 16g Par. 5	Territory defined accordance with Art.16g Par. 8
Vertical accuracy [a)]	0 to 3 m	0 to 3 m	0 to 1 m
Vertical resolution [b)]	1 m	0.1 m [g)]	0.1 m
Horizontal accuracy [c)]	0 to 50 m	0 to 5 m	0 to 2.5 m
Confidence level [d)]	90 % or better	90 % or better	90 % or better
Integrity [e)]	routine	essential	essential
Periodicity of data provision	yearly; for significant changes, w/o undue delay, by 60 days max [f)]	yearly; for significant changes, w/o undue delay, by 30 days max [f)]	yearly; for significant changes, w/o undue delay, by 30 days max [f)]

a) The vertical accuracy value indicates the degree of compliance between the assumed or measured value and the true value.

b) The vertical resolution value gives a number of units or figures used for expression of measured or calculated values. (For example, with a vertical resolution value of 0.01 m, the vertical position is rounded to 2 decimal places. If the measured value is, e.g., 100 m, it will be shown as 100.00 m; 52.548 m, will be given as 52.55 meters)

c) The horizontal accuracy value indicates the degree of compliance between the assumed or measured value and the true value.

d) The value for the confidence level expresses a probability that the true value of the parameter is within a specified interval around the estimated value.

e) The integrity value shows a level of assurance against loss or alteration of aeronautical data or its value since the data origination or authorized amendment.

f) A significant change indicates the discovery of a new obstacle or the updating of data about which a lack of knowledge might negatively influence air traffic safety (e.g., horizontal position, elevation, height above the ground, etc.). Data on temporary structures are provided if they are scheduled to stand for more than 120 days.

g) Obstacle data from the Ministry of Defence has a vertical resolution of 1 m.

Annex No. 16

Specimen authorization of the professionally qualified natural persons, through which non-fatal accident and incident investigations are carried out

Authorizations of the professionally qualified natural persons, through which non-fatal accident and incident investigations are carried out, are manufactured out of card paper, 99 mm x 68 mm, with transparent lamination of total dimension 105 mm x 74 mm.

Face side

<table>
<tr><td colspan="2">Legal entity authorized to carry out non-fatal accident
and incident investigations

Name of legal entity: ……</td></tr>
<tr><td colspan="2">An authorization of the professionally qualified natural person, through which non-fatal accident and incident investigations are carried out</td></tr>
<tr><td>Photograph</td><td>Title, name(s) and surname

……

Authorization number

……

Date of issue

……</td></tr>
</table>

Reverse side

<table>
<tr><td>Czech Republic</td></tr>
<tr><td>A holder of this authorization is entitled to carry out activities in accordance with Act No 49/1997 Coll., on civil aviation and amendments and additions to Act No. 455/1991 Coll., on engaging in a trade (Trade Licensing Act) as amended by later regulations.</td></tr>
<tr><td>The statutory body of the legal entity authorized to carry out non-fatal accident and incident investigations, or its representative

……</td></tr>
</table>

Annex No. 17

(deleted)

Annex No. 18

Information provided to the Ministry of Transport and to the aerodrome operator for the purposes of statistical survey

(in reference to Article 98a Par. 3 of the Act)

I. A list of information provided to the Ministry of Transport by individual entities

A. Aerodrome operators

A. 1 For commercial air transport operation, aerodrome operators shall provide data on

1. number of aircraft movements,
2. number of embarked passengers,
3. number of disembarked passengers,
4. number of embarked and disembarked passengers in total,
5. number of passengers through on same flight as they have arrived,
6. freight mass loaded,
7. freight mass unloaded,
8. freight mass loaded and unloaded in total,
9. mail mass loaded,
10. mail mass unloaded,
11. mail mass loaded and unloaded in total.

Aerodrome operators shall provide structured data according to the points 1. and 6. to 11., separately for

- international scheduled transport,
- international non-scheduled transport,
- international transport in total,
- domestic scheduled and non-scheduled transport,
- international and domestic transport in total,
- all-freight and mail transport,
- non-scheduled commercial flights operated by aircraft with a total number of passenger seats of 30 or less.

Aerodrome operators shall provide structured data according to the points 2. to 5., separately for

- international scheduled transport,
- international non-scheduled transport,
- international transport in total,
- domestic scheduled and non-scheduled transport,
- international and domestic transport in total,
- non-scheduled commercial flights operated by aircraft with a total number of passenger seats of 30 or less.

A. 2 For other than commercial air transport operation, an aerodrome operator shall provide data on

1. number of aircraft movements in total,
2. number of embarked passengers,
3. number of disembarked passengers,
4. number of embarked and disembarked passengers in total.

A. 3 The interanational aerodrome operator handling at least 90 % of totally transported passengers or freight in the Czech Republic, and the aerodrome operator handling at least one million passengers or 100 thousands tonnes of freight a year, provides additionally data on

1. origin and destination airport of the flight,
2. number of transported passengers,
3. mass of transported freight,
4. mass of transported mail.

The aerodrome operator shall provide structured data according to the points 1. to 4., separately for individual flights of scheduled international commercial air transport operation and for individual flights of non-scheduled international commercial air transport operation.

A. 4 The interanational aerodrome operator handling at least 90 % of totally transported passengers or freight in the Czech Republic, and the aerodrome operator handling at least one

million passengers or 100 thousands tonnes of freight a year, provides additonaly data on

1. incomes from air operation, subdivided to incomes from aircraft fees, passengers fees and other fees for air operation;
2. incomes from fees for ground handling,
3. incomes in relation to provision of other than air services, subdivided according to relevance with fuel storage and refuelling, running of restaurants, bars, cafes, catering and duty-free shops, car parking a others, excepting rental incomes,
4. rental incomes,
5. other incomes related to aerodrome operation,
6. total incomes (a sum of incomes under points 4.1 to 4.5),
7. operational subsidies,
8. total incomes including operational subsidies,
9. costs for operation and maintenance including costs for emplyees, subdivided to personnel, supplies and subcontractor services costs,
10. administrative expenses,
11. other than investment costs,
12. investment costs, subdivided to deprecitations, interests and other investment costs,
13. total costs (a sum of costs under points 4.9 to 4.12.),
14. costs for aerodrome movement areas and their lighting,
15. costs for terminal´s facilities required for passengers and freight handling,
16. costs for hangar and maintenance spaces,
17. costs of terminal services, including communication, navigation and surveillance services,
18. costs of meteorological services,
19. costs of security,
20. costs of rescue and fire fighting services,
21. other costs related to the aerodrome operation,
22. gross capital investments, subdivided to movement area investments, investments to terminal buildings in property of the aerodrome, facilities and vehicles investments, other equipment investments and land investments,
23. total gross investments,
24. the number of aerodrome operator´s full-time employees, subdivided to staff engaged and not engaged in aviation activities.

A note to the point A. 4: If exact data is not available, an estimate is given and the appropriate entry is marked with an asterisk.

B. Domestic air carriers

B. 1 Domestic air carriers shall provide for commercial air transport operation data on

1. air kilometres,
2. number of departures,
3. number of hours flown,
4. number of carried passengers,
5. revenue passenger-kilometres,
6. available seat-kilometres,
7. mass of carried freight,
8. passenger load factor,
9. revenue passenger tonne-kilometres (including baggage),
10. revenue freight tonne-kilometres (including express cargo),
11. revenue mail tonne-kilometres,
12. total revenue tonne-kilometres,
13. available tonne-kilometres,
14. aircraft load factor.

Domestic air carriers shall provide structured data according to the points 1, 2, 3, 7 and 10 to 13, separately for

- international scheduled transport,
- domestic scheduled transport,
- all-freight international scheduled transport,
- all-freight domestic scheduled transport,
- international non-scheduled transport,
- domestic non-scheduled transport,
- all-freight international non-scheduled transport,
- all-freight domestic non-scheduled transport.

Domestic air carriers shall provide structured data according to the points 4, 5, 6 and 9, separately for

- international scheduled transport,
- domestic scheduled transport,

- international non-scheduled transport,
- domestic non-scheduled transport.

Domestic air carriers shall provide structured data according to the points 8, separately for
- international scheduled transport,
- domestic scheduled transport.

Domestic air carriers shall provide structured data according to the points 14, separately for
- international scheduled transport,
- domestic scheduled transport,
- all-freight international scheduled transport,
- all-freight domestic scheduled transport.

B. 2 For non-scheduled commercial flights operated by aircraft with a total number of passenger seats of 30 or less, and for flights other than for remuneration, domestic air carriers shall provide additionally data on

1. number of departures,
2. number of hours flown.

Domestic air carriers shall provide structured data according to the points 1 and 2, separately for
- international air transport,
- domestic air transport,
- all-freight international air transport,
- all-freight domestic air transport.

B. 3 Domestic air carriers shall provide structured data on

1. types of aircraft operated by the carrier;
   1.1. manufacturer and model of the aircraft;
   1.2. code/type of aircraft utilization, specifically
      1.2.1. type of the aircraft operated by the carrier in commercial air transport operation:
         1.2.1.1. P - passenger type aircraft,
         1.2.1.2. F - freight type aircraft, may not be used for transport of passengers,
         1.2.1.3. M - multifunctional type aircraft, i.e. aircraft enabling transport of both, passengers and freight;
      1.2.2. type of the aircraft not operated by the carrier in commercial air transport operation:
         1.2.2.1. O - aircraft used for other purposes.
2. number of operated aircraft, subdivided to
   2.1. number of all types of aircraft at the beginning of the year,
   2.2. changes in number of all types of aircraft during the year – gained,
   2.3. changes in number of all types of aircraft during the year – sold,
   2.4. number of all types of aircraft at the end of the year;
3. size of operated aircraft, specifically
   3.1. number of seats installed for passengers,
   3.2. average maximum load of aircraft in tonnes,
   3.3. average maximum take-off mass in tonnes;
4. aircraft utilization during the year, specifically
   4.1. number of aircraft departures within scheduled commercial flights,
   4.2. number of aircraft departures within non-scheduled commercial flights,
   4.3. number of aircraft departures within scheduled and non-scheduled commercial flights in total,
   4.4. number of hours flown within scheduled commercial flights,
   4.5. number of hours flown within non-scheduled commercial flights,
   4.6. number of hours flown within scheduled and non-scheduled commercial flights in total,
   4.7. number of air kilometres within scheduled commercial flights,
   4.8. number of air kilometres within non-scheduled commercial flights,
   4.9. number of air kilometres within scheduled and non-scheduled commercial flights in total,
   4.10. number of available flight days in total;
5. numbers of pilots a co-pilots at half-year and at the end of the year;
6. total annual costs for pilots and co-pilots;
7. number of other crew members at half-year and at the end of the year;
8. total annual costs for other crew members;
9. number of cabin crew members at half-year and at the end of the year;
10. total annual costs for cabin crew members;
11. numbers of technical maintenance and repair personnel, subdivided to authorized aircraft maintenance staff and other maintenance and repair staff at half-year and at the end of the year;
12. total annual costs for technical maintenance and repair personnel, subdivided to authorized

aircraft maintenance staff and other maintenance and repair staff;
13. numbers of sales and marketing staff at half-year and at the end of the year;
14. total annual costs for sales and marketing staff;
15. numbers of any other personnel at half-year and at the end of the year;
16. total annual costs for any other personnel.

B. 4 In addition, domestic air carriers shall provide for individual aircraft, specified by the manufacturer, model, series and type code of the used aircraft, data on

1. mass of fuel consumed,
2. real tonne-kilometres,
3. available tonne-kilometres,
4. biofuel ratio.

Domestic air carriers shall provide structured data according to the points 1 to 3, separately for

- international scheduled transport,
- international non-scheduled transport, exepting non-scheduled commercial flights operated by aircraft with a total number of passenger seats of 30 or less,
- international transport in total, exepting non-scheduled commercial flights operated by aircraft with a total number of passenger seats of 30 or less,
- international scheduled and non-scheduled transport and domestic scheduled and non-scheduled transport in total, exepting non-scheduled commercial flights operated by aircraft with a total number of passenger seats of 30 or less.

C. Domestic air carriers operating at least one aircraft with a total number of passenger seats of more than 30 or aircraft for all-freight and mail transport with a maximum take-off mass of more than 10 tonnes

C. 1 Domestic air carriers operating at least one aircraft with a total number of passenger seats of more than 30 or aircraft for all-freight and mail transport with a maximum take-off mass of more than 10 tonnes shall provide for commercial air transport operation data on

1. air kilometres,
2. number of departures,
3. number of hours flown,
4. number of carried passengers,
5. revenue passenger-kilometres,
6. available seat-kilometres,
7. mass of carried freight,
8. passenger load factor,
9. revenue passenger tonne-kilometres (including baggage),
10. revenue freight tonne-kilometres (including express cargo),
11. revenue mail tonne-kilometres,
12. total revenue tonne-kilometres,
13. available tonne-kilometres,
14. aircraft load factor.

Domestic air carriers shall provide structured data according to the points 1, 2, 3, 7 and 10 to 13, separately for

- international scheduled transport,
- domestic scheduled transport,
- all-freight international scheduled transport,
- all-freight domestic scheduled transport,
- international non-scheduled transport,
- domestic non-scheduled transport,
- all-freight international non-scheduled transport,
- all-freight domestic non-scheduled transport.

Domestic air carriers shall provide structured data according to the points 4, 5, 6 and 9, separately for

- international scheduled transport,
- domestic scheduled transport,
- international non-scheduled transport,
- domestic non-scheduled transport.

Domestic air carriers shall provide structured data according to the points 8, separately for

- international scheduled transport,
- domestic scheduled transport.

Domestic air carriers shall provide structured data according to the points 14, separately for

- international scheduled transport,
- domestic scheduled transport,
- all-freight international scheduled transport,
- all-freight domestic scheduled transport.

C. 2 For flights other than for remuneration, domestic air carriers operating at least one aircraft with a total number of passenger seats of more than 30 or aircraft for all-freight and mail transport with a maximum take-off mass of more than 10 tonnes shall provide for commercial air transport operation additionally data on number of hours flown for

1. international transport,
2. domestic transport,
3. all-freight international transport,
4. all-freight domestic transport.

C. 3 Domestic air carriers operating at least one aircraft with a total number of passenger seats of more than 30 or aircraft for all-freight and mail transport with a maximum take-off mass of more than 10 tonnes shall provide data on origin and destination airport of commercial flight with a number of carried passengers, mass of freight and mail, these all divided to scheduled and non-scheduled commercial air transport operation.

C. 4 Domestic air carriers operating at least one aircraft with a total number of passenger seats of more than 30 or aircraft for all-freight and mail transport with a maximum take-off mass of more than 10 tonnes shall provide, separately for scheduled and non-scheduled commercial air transport operation, structured data on

1. current assets, in total and divided to: money, bank accounts and short-term investments, current accounts and active bills of exchange, and other current assets,
2. extra resources, in total and divided to: investments in affiliated companies, resources for the purchase of equipment, and other extraordinary resources,
3. operating assets and facilities, in total and divided to: aircraft and aeronautical facilities owned by the carrier, and building structures and facilities owned by the carrier, including relevant depreciation reserves,
4. operating assets, divided to: aircraft and aeronautical facilities in long-term lease, and building structures and facilities in long-term lease, including relevant depreciation reserves,
5. operating land assets,
6. non-operating assets and facilities, including relevant depreciation reserves,
7. other current assets, divided to: deferred receivables, intangible assets, investments in affiliated companies, and other assets,
8. total assets,
9. short-term liabilities in total and divided to: bank accounts, balances from transport and debit notes, air transport liabilities, and other short-term liabilities,
10. long-term liabilities in total and divided to: long-term loans, long-term liabilities from long-term leases, loans from affiliated companies, reserves, other long-term liabilities,
11. deffered loan liabilities,
12. total equity and divided to: ordinary capital, reserve funds, and accumulated profit,
13. total liabilities and equity (a sum of items under points 9. to 12.),
14. net balance of accumulated profit from previous years,
15. profit or loss after taking into account extraordinary items of this year,
16. adjustments in total and divided to: transfer to reserve fund, rewards, dividends and similar items, and other adjustments,
17. reserves,
18. net balance of accumulated profit from the current year,
19. revenues from scheduled transport in total and divided to: revenue for passengers, surplus baggage, freight, express cargo and diplomatic luggage, and mail,
20. revenues from non-scheduled transport in total and divided to: revenue for passengers, surplus baggage, freight (including express cargo and diplomatic luggage), and mail,
21. other operating revenues in total and divided to: revenues related to unplanned transport and other non-classifiable operating revenues,
22. total operating revenues,
23. air operation costs in total and divided to: salaries and costs of aviation personnel, aviation fuel, insurance of aircraft, parts and appliances, aircraft leasing, and other costs,
24. costs for maintenance and repairs of aircraft, parts and appliances,
25. depreciations and instalments, divided to: depreciations of aircraft, parts and appliances, instalments of aircraft, parts and appliances, depreciations and instalments of building structures and air ground facilities, and other depreciations and instalments,
26. costs for user charges, divided to: charges for airports and charges for air navigation services,
27. costs for operational and technical stopovers between each flight segment;

28. costs of services to passengers in total, and divided to: costs of cabin crew, and other costs,
29. ticket sales, advertising and promotion expenses in total, and divided to: commissions and other expenses,
30. general and administrative expenses,
31. other operating costs in total, and divided to: costs related to unplanned transport and other non-classifiable operating costs,
32. total operating costs,
33. operating profit or loss,
34. interest expenses, divided to: interest on liabilities and interest on long-term rentals,
35. capital gains or losses on disposal of equipment and other assets,
36. payments from public funds,
37. profits of losses of subsidiary, parent or other affiliated companies,
38. other non-operating items,
39. non-operating items in total,
40. profit or loss before tax,
41. amount of income tax,
42. profit or loss after tax,
43. extraordinary items,
44. profit or loss after taking into account extraordinary items,
45. revenue passenger-kilometres,
46. available seat-kilometres,
47. total revenue tonne-kilometres, and divided for revenue passenger tonne-kilometres (including baggage), freight tonne-kilometres (including express cargo) and mail tonne kilometres,
48. available tonne-kilometres, divided for scheduled, non-scheduled commercial air transport operation and in total.

D. Domestic air carriers operating international scheduled commercial air transport operation

Domestic air carriers operating international scheduled commercial air transport operation shall provide data on

1. aircraft type,
2. number of flights,
3. available passenger seats,
4. maximum available payload mass of aircraft,
5. number of carried pasengers,
6. mass of carried freight,
7. mass of carried mail.

Domestic air carriers shall provide structured data according to the points 1 to 7, separately for an origin and destination airport of scheduled international commercial flight, including any operational and technical stopovers.

E. Air traffic services providers

E. 1 Air traffic services providers shall provide data on
1. incomes from providing of en-route navigation services, divided to: incomes from en-route charges, and other incomes,
2. incomes for terminal and aerodrome control services provision, divided to: incomes from terminal charges, and other incomes,
3. subsidies a subventions,
4. other incomes,
5. total incomes,
6. costs of operation and maintenance (e.g. staff, supplies and services);
7. administration expenses,
8. depreciation costs,
9. interest costs,
10. other costs,
11. costs in total,
12. share of en-route navigation services costs in total costs,
13. share of terminal and aerodrome control services costs in total costs,
14. share of other than en-route or terminal navigation services costs in total costs,
15. share of non-aviation activities costs in total costs,
16. gross capital investments during the year, separately structured for: air traffic management (ATM) services, communication, navigation and surveillance (CNS) services, meteorological (MET) services, search and rescue (SAR) services, and aeronautical information services (AIS),
17. staff numbers in following categories:
    17.1. air traffic controllers - air operation,

17.2. air traffic controllers - other services,
17.3. air operation support excepting air traffic controllers,
17.4. technical support,
17.5. administration,
17.6. supporting services,
17.7. other staff.

Data on staff numbers in particular categories under points 17.1. to 17.7 shall be provided separately structured for

- air traffic management (ATM) services,
- communication, navigation and surveillance (CNS) service,
- meteorological (MET) services,
- aeronautical information services (AIS),
- search and rescue (SAR) services,
- air traffic management (ATM) services, communication, navigation and surveillance (CNS) services, meteorological (MET) services, search and rescue (SAR) services, and aeronautical information services (AIS) in total,
- other air navigation services,
- air navigation services in total.

A note to the point E. 1: If exact data is not available, an estimate is given and the appropriate entry is marked with an asterisk.

E. 2 Air traffic services providers shall provide data on

1. number of international civil flights,
2. number of domestic civil flights,
3. number of other flights,
4. number of flights in total.

Data specified in points 1 to 4 shall be provided for flights in connection with which air traffic services have been provided, allways divided according to a flight information region and an upper information region (FIR/UIR).

A note to the point E. 2: If exact data is not available, an estimate is given and the appropriate entry is marked with an asterisk.

II. A list of data submitted by the provider of handling services to the aerodrome operator

A. For commercial air transport, providers of handling services shall provide

1. number of embarked passengers,
2. number of disembarked passengers,
3. number of embarked and disembarked passengers in total,
4. number of passengers through on same flight as they have arrived, this flight´s number, origin and destination airport.

Providers of handling services shall provide structured data according to the points 1 to 4, separately for

- international scheduled transport,
- international non-scheduled transport,
- international transport in total,
- domestic scheduled and non-scheduled transport,
- international and domestic transport,
- non-scheduled commercial flights operated by aircraft with a total number of passenger seats of 30 or less,

B. Providers of handling services shall further provide structured data according to the point A for flights other than for remuneration.

C. For commercial air transport operation, providers of handling services shall provide, additionaly to information according to the point A, data on

1. flight number,
2. origin and destination airport of the flight.

Selected provisions of amendments

Art. II of Act No. 64/2010 Coll.

Transitional provisions

Art. I Point 5 of the provisions of Art. 8i, Par. 1 applies to military aviation personnel starting 1 January 2012.

---

[1]) Art. 8 Par. 3 - Annex No. 8, Art. 9 - Annex No. 8, Art. 10 Par. 4 - Annex No. 8, Art. 12 Par. 1 Letter c) - Annexes Nos. 2 and 16, Art. 12 Par. 3 - Annex No. 6, Art. 15 Par. 2 - Annexes Nos. 2 and 6, Art. 20 Par. 3 - Annex No. 1, Art. 22 Par. 2 - Annex No. 1, Art. 22 Par. 9 - Annex No. 1, Art. 26 Par. 2 - Annex No. 14, Art. 39 Par. 2 - Annexes Nos. 14 and 10, Art. 44 Par. 1 - Annex No. 2, Art. 45 Par. 4 - Annexes Nos. 3, 4, 5, 7, 9, 10, 11, 12, 13 and 15, Art. 47 Par. 2 - Annexes Nos. 10 and 11, Art. 53 Par. 2 - Annex No. 2, Art. 55 Par. 4 - Annex No. 13, Art. 80 Par. 2 - Annex No. 18, Art. 85 Par. 3 - Annex No. 17.

The provisions of Convention No. 147/1947 Coll. on international civil aviation as amended by Decree No. 29/1957 Coll., are available from the Ministry of Transport and Communications and the Civil Aviation Authority.

[1a]) Article 45 of Act No. 500/2004 Coll., administrative procedural law.

[2]) Convention No. 147/1947 Coll., as amended by Decree No. 29/1957 Coll. - Annexes Nos. 6, 8 and 16.

[3]) Convention No. 147/1947 Coll., as amended by Decree No. 29/1957 Coll. - Annex No. 8.

[3a]) Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC.

[4]) Convention No. 147/1947 Coll., as amended by Decree No. 29/1957 Coll. - Annexes Nos. 6, 8 and 10.

[4a]) Art. 3 Par. 3 of Council Regulation (EEC) No 95/93 of 18 January 1993 on common rules for the allocation of slots at Community airports.

[5]) For example Act No. 133/1985 Coll. on Fire Protection, as amended; Convention No. 147/1947 Coll., as amended by Decree No. 29/1957 Coll.

[6]) Convention No. 147/1947 Coll., as amended by Decree No. 29/1957 Coll. - Annexes Nos. 2, 3, 6 and 11.

[7]) Act No. 114/1992 Coll., on the Protection of the Environment and the Landscape, as amended.

[8]) Act No. 254/2001 Coll. on Waters and on Changing Certain Acts (Water Act), as amended.

[8a]) Directive 2002/30/EC of the European Parliament and of the Council of 26 March 2002 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Community airports.

[8b]) Act No. 258/2000 Coll., on safeguarding public health and on the amendment of some corresponding legislation, as amended by later regulations.

Government Regulation No. 148/2006 Coll., on protecting health against the adverse effects of noise and vibration.

[9]) Government Regulation No. 147/1999 Coll. on the declaration and nullification of the declaration of certain cultural monuments as natural cultural monuments.

[10]) For example Act. No. 114/1992 Coll., as amended by later regulations; Act No. 258/2000 Coll. on safeguarding public health and on the amendment of some corresponding legislation, as amended; Act No. 254/2001 Coll., as amended by later regulations.

[11]) Act No. 239/2000 Coll., on the Integrated Rescue System and amendments of some laws, as amended by later regulations.

[11a]) Convention No. 147/1947 Coll., on International Civil Aviation, as amended by later legislation - Annex No. 17.

[11c]) Regulation (EC) No 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community (Recast).

[13a]) Regulation (EC) No. 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators.

[15]) Act No. 239/2000 Coll., on the Integrated Rescue System and amendments of some laws, as amended by later regulations.

[16]) Act No. 240/2000 Coll., on Crisis Management and amendment to some Acts (Crisis Act), as amended by later

regulations.

[17]) Council Directive 96/67/EC of 15 October 1996 on access to the groundhandling market at Community airports.

[18]) Government Regulation No. 430/2006 Coll. on Defining Geodetic Reference Systems and State Map Series Obligatory for the Entire State Territory and principles of their usage.

[19]) Regulation (EC) No. 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (the service provision Regulation).

[20]) Commission Regulation (EU) No 73/2010 of 26 January 2010 laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky, as amended by later regulations.

Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC, as amended by later regulations.

Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as amended by later regulations.

Regulation (EU) No 598/2014 of the European Parliament and of the Council of 16 April 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach and repealing Directive 2002/30/EC.

Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91.

[21]) Act No. 239/2000 Coll., on the Integrated Rescue System and amendments of some laws, as amended by later regulations.

[22]) Act No. 240/2000 Coll., on crisis management and amendment to some Acts (Crisis Act), as amended by later regulations.

[23]) Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010, as amended by later regulations.

[24]) Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as amended by later regulations.

[25]) Decree No. 523/2006 Coll., on noise mapping.

[26]) Government Regulation No. 272/2011 Sb., on health protection against adverse effects of noise and vibrations, as amended by Government Regulation No. 217/2016 Coll.