

1. GENERAL

1.2.4. RUN-UP TESTS

Engine test runs shall only be carried out at places designated by aerodrome operator.

Between 2100-0500LT engine test runs in other than idle run-up are not permitted.

EXCEPTIONS

ACFT planning to depart in the night or morning hours may, in important cases, carry out engine test runs other than idle run-up between 2100-2200LT and 0400-0500LT.

1.2.5. AUXILIARY POWER UNITS (APU)

After stopping on stand (at the latest 5 minutes after stopping) an external power source 400 Hz shall be connected to the ACFT and APU shall be switched off.

APU switch on is not allowed earlier than 20 minutes before ETD.

If external power source is not available APU can be used all the time of standing.

If external air handler is not available APU can be used when standing longer than 1 hour.

1.3. LOW VISIBILITY PROCEDURES

Low Visibility Procedures will be initiated if RVR TDZ and/or MID and/or END is 600m and/or ceiling is less than 200'.

Low Visibility Take-Off phase will be initiated if RVR TDZ and/or MID and/or END decreases to 600m and less.

ACFT landing on RWY 24 must only exit via TWY C, D, E or F.

Pilots will be informed via ATIS or RTF about initiation of Low Visibility Procedures or Low Visibility Take-Off.

ACFT will be vectored to intercept the ILS at least 3 NM from FAF.

Pilots wishing to conduct a guided take-off must inform ATC on start-up in order to ensure that protection of the localizer sensitive area is provided.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON THE GROUND

ACFT operators shall ensure that the Mode S transponders are able to operate when the ACFT is on the ground.

Flight crew shall select XPNDR, or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code:

- When requesting push-back or taxi, whichever is earlier.
- After landing, continuously until the ACFT is fully parked on stand.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature shall also set the ACFT identification.

The ACFT identification shall be entered from the request for push-back or taxi, whichever is earlier, through the FMS or the transponder control panel.

During parking flight crew shall set up Mode A code 0000 and subsequently set up Mode S transponder position OFF.

1.5. RWY OPERATIONS

1.5.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

HIRO procedures are provided between 0500-2100LT. If unable to comply with the HIRO system, pilots are requested to advise ATC as soon as possible. To prevent delays of flights and to achieve the highest possible rate/hour for arrivals and departures. RWY occupancy times are to be reduced to minimum.