

Note: The following sections in this chapter are intentionally left blank: AD-2.16, AD-2.21, AD-2.23

EVLA AD 2.1 Aerodrome Location Indicator And Name

EVLA - LIEPAJA

EVLA AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	563103N 0210549E 1002 m from THR 06
2	Direction and distance from (city)	90°, 2.7 NM E of Liepaja
3	Elevation/Reference temperature/Mean low temperature	18 FT/ 23.2° C /-16.5° C
4	Geoid undulation at AD ELEV PSN	78 FT
5	MAG VAR/Annual change	6° E (2016) 0.13° increasing
6	AD operator, address, telephone, telefax, email, AFS, website	"AVIASABIEDRIBA "LIEPAJA"" LTD. Post:Lidostas iela 8, Cimdenieki Grobiņas pag., Grobiņas nov. LV-3430, Latvija Phone:+371 63407592, +371 20299577 Fax: +371 63407592 Email:info@liepaja-airport.lv AFS:EVLA URL:http://www.liepaja-airport.lv
7	Types of traffic permitted (IFR/ VFR)	IFR/VFR
8	Remarks	NIL

EVLA AD 2.3 Operational Hours

1	AD AD operator	See NOTAM or SUP. For NON-SCHENGEN flights and services outside AD operational hours PPR must be submitted during AD operator operational hours at least 24 HR prior to flight by phone +371 20299577; +371 26620855; +371 26 770215; E-mail: info@liepaja-airport.lv. Service will be provided if possible and client will be notified. The number of the AD operator permission must be entered in item 18 of the ICAO flight plan (if FPL is submitted).
2	Customs and immigration	O/R
3	Health and sanitation	O/R
4	AIS Briefing Office	Pre-flight information is available on request from Briefing Riga: Phone: +371 67300645, +371 67300642, +371 67783761 (back-up phone) Fax: +371 67300644 Pre-flight Briefing and AIP Library are available on https://lgs.ead-it.com for LGS Internet Briefing registered users.
5	ATS Reporting Office (ARO)	ARO Riga H24 Phone: +371 6 7300 642 Phone: +371 6 7783 761 (back-up phone)

6	MET Briefing Office	Pre-flight planning room during operational hours of AFIS unit. MET information for flight documentation is available on request via Briefing Riga H24: phone: +371 6 7300 642, +371 6 7783 761 (back-up phone).
7	ATS	AFIS see NOTAM or SUP
8	Fuelling	As AD
9	Handling	As AD
10	Security	As AD
11	De-icing	As AD (on prior request)
12	Remarks	NIL

EVLA AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Jet A-1*, AVGAS 100LL*/NIL
3	Fuelling facilities/capacity	Jet A-1: Stationary fuel station: 20 000 litres/2 litres per sec. Fuel truck: 20 000 litres/15 litres per sec. AVGAS 100LL: AVBL in factory sealed drums.
4	De-icing facilities	Service provided by AD. 1 truck
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	* Fuel available on prior request, phone: +371 20299577; +371 63407592 or e-mail: info@liepaja-airport.lv. No dangerous cargo transportation is permitted.

EVLA AD 2.5 Passenger Facilities

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Bus, taxi
4	Medical facilities	First aid at AD, hospitals in the city
5	Bank and Post Office	In the city
6	Tourist Office	Tourist information available at the Information desk
7	Remarks	NIL

EVLA AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	A2. A5 for scheduled air traffic. For others CAT A5 AVBL PN 3 days via email: info@liepaja-airport.lv
2	Rescue equipment	1 fire fighting truck, 1 motorboat
3	Capability for removal of disabled aircraft	Not AVBL
4	Remarks	The registered owner or aircraft operator retains complete responsibility for the removal of the disabled aircraft. All airline operators at EVLA are expected to have aircraft recovery plans.

EVLA AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	2 snow ploughs, 2 snow brushes, 1 snow blower, 1 dry chemical spreader, 1 sand spreader
2	Clearance priorities	1. RWY; 2. TWY; 3. Apron
3	Remarks	Information on snow clearance published from OCT - APR in NOTAM (SNOWTAM). See also the Snow Plan section AD 1.2.2.

EVLA AD 2.8 Aprons, Taxiways And Check Locations/Positions Data

1	Apron designation, surface and strength	APRON Surface: ASPH Strength: PCN 36/F/C/X/T STAND 1 Surface: ASPH Strength: PCN 48/F/D/X/T STAND 2 Surface: ASPH Strength: PCN 46/F/C/X/T STAND 3 Surface: CONC Strength: PCN 60/R/B/X/T
2	Taxiway designation, width, surface and strength	Width: Surface: Strength: TWY B: 18 m ASPH PCN 73/F/A/X/T
3	Altimeter checkpoint location and elevation	At Apron, 11 FT
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

EVLA AD 2.9 Surface Movement Guidance And Control System And Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Sign boards at all intersections with TWY and RWY and at all holding PSN. Guide lines at APRON.
2	RWY and TWY markings and LGT	RWY: Designation of THR, TDZ, CL, RWY edge marked. TWY: Holding PSN, CL marked.
3	Stop bars and RWY guard lights	NIL
4	Other RWY protection measures	NIL
5	Remarks	NIL

EVLA AD 2.10 Aerodrome Obstacles

Obstacle data for AD Liepaja are provided both electronically as data sets and as charts/tables in AIP.

In compliance with ICAO Annex 15 provisions (10.1.4, 10.1.6), AD electronic obstacle data are provided for:

- a. Area 2a;
- b. objects in the take-off flight path area which project above a plane surface with a 1.2 per cent slope and which have a common origin with the take-off flight path area; and
- c. penetrations of the aerodrome obstacle limitation surfaces.

Note.— Take-off flight path areas are specified in Annex 4, 3.8.2. Aerodrome obstacle limitation surfaces are specified in Annex 14, Volume 1, Chapter 4.

AD Liepaja obstacle data are presented in the following charts with associated tables:

- AERODROME OBSTACLE CHART - ICAO TYPE B (RWY 06) Non-precision approach runway (Transitional, approach, take-off climb and take-off flight path area surfaces) see EVLA AD 2.24.5-1;
- AERODROME OBSTACLE CHART - ICAO TYPE B (RWY 24) Precision approach runway (Transitional, approach, inner transitional, inner approach, take-off climb and take-off flight path area surfaces) see EVLA AD 2.24.5-3;
- AERODROME OBSTACLE CHART - ICAO TYPE B (RWY 06/24) (Conical, inner horizontal, outer horizontal and area 2A surfaces) see EVLA AD 2.24.5-5;

The charts depict the information about the obstacles in the form of polygons, poly-lines and points identical to the information provided in the form of electronic data sets.

To correlate the information published on the charts and tables, some polygons are combined into polygon location areas, which are contoured blue.

See [GEN 3.1.6](#) for details of how electronic obstacle data may be obtained.

EVLA AD 2.11 Meteorological Information Provided

1	Associated MET Office	Riga
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Riga 24 HR (0024; 0303; 0606; 0909; 1212;1515;1818; 2121) 3 HR
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Flight documentation is provided O/R by Briefing office Riga H24, phone: +371 67300642, +371 67783761 (back-up phone). Consultation is provided O/R by MET office Riga H24, phone: +371 67142005
6	Flight documentation Language(s) used	TAF, METAR, SIGMET, GAMET, AIRMET, WAFS charts, SWL English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Liepaja AFIS
10	Additional information (limitation of service, etc.)	See GEN-3.5 for RVR reporting and location of RVR EQPT. METAR is available when freezing precipitation (including intensity thereof), freezing fog, thunderstorms (including thunderstorms in the vicinity), funnel cloud, low drifting snow, blowing snow, squall; or CB and/or TCU clouds occur at the aerodrome. In all other cases, only METAR AUTO is available. Aerodrome warnings are only issued for AFIS unit operational hours and based on automated reports. TAF forecasts are based on automated reports.

EVLA AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates, RWY end coordinates, THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	070.30°	2002 x 40	46/F/B/X/T ASPH	563052.18N 0210454.24E - GUND 78 FT	THR 7 FT -
24	250.32°	2002 x 40	46/F/B/X/T ASPH	563113.99N 0210644.48E - GUND 78.1 FT	THR 17.7 FT -

RWY designator	Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	OFZ	Remarks
1	7	8	9	10	11	12	13
06	0.16% up	NIL	NIL	2122 x 300	240 x 150	NIL	In exceptional cases all PCNs can be increased by 10% on request. Non-frangible ILS glide path antenna shelter is located on RWY strip.
24	0.16% down	NIL	NIL	2122 x 300	240 x 150	NIL	

EVLA AD 2.13 Declared Distances

RWY designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	2002	2002	2002	2002	NIL
06	955	955	955	-	Take-off from intersection with TWY B
24	2002	2002	2002	2002	NIL
24	1047	1047	1047	-	Take-off from intersection with TWY B

EVLA AD 2.14 Approach And Runway Lighting

RWY	APCH LGT Type, LEN, INTST	THR LGT Colour, WBAR	VASIS, (MEHT), PAPI	TDZ LGT LEN	RWY centre line LGT LEN, Spacing, Colour, INTST	RWY edge LGT LEN, Spacing, Colour, INTST	RWY End LGT Colour, WBAR	SWY LGT LEN, Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Simple ALS, 420 m, LIM	Green LIH -	PAPI, left 3.00° (52.0 FT)	NIL	NIL	2002m, 60 m, white, last 600m yellow, LIH	Red -	NIL	ALS LEN 420 m. The internal PAPI light distance from RWY edge is 18 m or 38 m from RWY CL. Take-off minimum RVR 800 m.
24	ALPA- ATA (CAT I) with SFL, 450 m, LIH	Green LIH -	PAPI, left 3.00° (50.7 FT)	NIL	NIL	2002m, 60 m, white, last 600m yellow, LIH	Red -	NIL	ALS LEN 450 m. The internal PAPI light distance from RWY edge is 18 m or 38 m from RWY CL. CAT I minimum RVR 800 m.

EVLA AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	2 lighted windsocks, ref. EVLA AD 2.24.1-1
3	TWY edge and centre line lighting	Edge lights
4	Secondary power supply/switch-over time	Available / 15 SEC
5	Remarks	NIL

EVLA AD 2.16 Helicopter Landing Area

NIL

EVLA AD 2.17 ATS Airspace

1	Designation and lateral limits	LIEPAJA TIZ 563217N 0204525E- 563358N 0205351E- then ARC, radius 7 NM centred at 563046N 0210505E (LEP DVOR) till - 563711N 0211003E-563914N 0212026E then ARC, radius 12 NM centred at 563046N 0210505E (LEP DVOR) till - 562952N 0212641E- 562753N 0211635E - then ARC, radius 7 NM centred at 563046N 0210505E (LEP DVOR) till - 562430N 0205932E - 562251N 0205121E then ARC, radius 11 NM centred at 563046N 0210505E (LEP DVOR) till - 563217N 0204525E
2	Vertical limits	1500 FT ALT / GND
3	Airspace classification	G
4	ATS unit call sign Language(s)	Liepaja Information English
5	Transition altitude	5000 FT ALT
6	Hours of applicability	Ref. EVLA AD 2.3 ATS
7	Remarks	TMZ/RMZ

EVLA AD 2.18 ATS Communication Facilities

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	LIEPAJA INFORMATION	129.400 MHZ	NIL	NIL	See NOTAM or SUP	NIL

EVLA AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency, Channel number, Service provider	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME 6°/2016	LEP	116.950 MHZ CH 116Y SJSC "Latvijas gaisa satiksme"	As AFIS (Ref. EVLA AD 2.3 ATS, line 7)	563046.0N 0210505.1E	100 FT	NIL
LOC 24 ILS CAT I 6°/2016	LPJ	108.550 MHZ SJSC "Latvijas gaisa satiksme"	As AFIS (Ref. EVLA AD 2.3 ATS, line 7)	563043.3N 0210409.9E		Class I/T/2
GP 24		329.750 MHZ SJSC "Latvijas gaisa satiksme"	As AFIS (Ref. EVLA AD 2.3 ATS, line 7)	563114.2N 0210624.5E		Class I/T/2 GP 3.0° RDH 50.5FT
DME 24	LPJ	CH 22Y SJSC "Latvijas gaisa satiksme"	As AFIS (Ref. EVLA AD 2.3 ATS, line 7)	563114.2N 0210624.5E	100 FT	LPJ DME reading refers to THR 24

EVLA AD 2.20 Local Aerodrome Regulations

1. START-UP

Start-up procedures are not applicable.

When a departing turbine-engine IFR aircraft requests start-up, the AFIS unit:

- advises that there are no start-up restrictions, or
- advises factors which may influence the aircraft's start-up (other traffic, aerodrome conditions, ATFM SLOT restrictions), after which the pilot-in-command starts-up at his / her own discretion.

2. HOLDING BEFORE TAKE-OFF

When, due to other traffic, an immediate take-off is not possible, a departing aircraft shall hold on the parking stand on the apron.

3. TAKE-OFF

Take-offs are performed in the order in which the aircraft have reported being ready. This order may, however, be altered if required by the traffic situation or by pilots' mutual agreement.

Note: Before take-off, the "runway free" report shall be obtained from the AFIS unit.

4. SELECTION OF THE RUNWAY-IN-USE

Normally, an aircraft should land and take-off into the wind unless safety, the runway configuration, meteorological conditions, available instrument approach procedures or air traffic conditions determine that a different direction is preferable. In selecting the runway, however, the AFIS officer takes into consideration, besides surface wind speed and direction, other relevant factors such as the aerodrome traffic circuit, the length of runway and the approach and landing aids available.

The AFIS officer may suggest the runway-in-use with a tail-wind component provided if AFIS or the aircraft gain an operational advantage and the pilots accept the tail-wind component. The final decision on the acceptability of the selected RWY rests with the pilot.

5. MOVEMENT OF VEHICLES AND PERSONS ON THE MANOEUVRING AREA

Procedures for the control of vehicles and persons on the manoeuvring area are similar to those applied at airports where ATC is provided. Vehicles and persons are not allowed on the manoeuvring area when an aircraft is taking-off or landing.

6. DE-ICING PROCEDURES

6.1 Aircraft de-icing shall be carried out in areas specifically designated by the airport.

6.2 De-icing on Apron may be performed on stand No. 3.

6.3 Initial de-icing requests shall be submitted to AD Liepaja, as early as possible but at least 15 MIN prior to off-block.

6.4 De-icing on apron will take place with aircraft engines off.

6.5 After de-icing is completed and de-icing team has reverted to a safe position, de-icing operator will report "de-icing completed" and anti-icing code and start time if any to the crew.

6.6 After de-icing taxiing shall be commenced only after receiving an "all clear" (thumbs-up) signal from the ground staff.

EVLA AD 2.21 Noise Abatement Procedures

NIL

EVLA AD 2.22 Flight Procedures

1. GENERAL

1.1 Aerodrome Flight Information Service (AFIS) is provided. The purpose of AFIS is to provide information necessary for the safe and efficient conduct of flight operations in the vicinity of the aerodrome and in the manoeuvring area.

1.2 The AFIS and pilot procedures are detailed in the EUROCONTROL Manual for Aerodrome Flight Information Service.

1.3 The TIA/TIZ are Transponder Mandatory /Radio Mandatory Zones (TMZ/RMZ).

1.4 A flight plan shall be submitted for any flight intending to be operated within the TIA/TIZ during hours of operation.

1.5 Aircraft equipped with suitable two-way radio communications, operating in Liepaja TIA/TIZ airspace, shall report during the period 20 to 40 minutes following the time of the last contact, whatever the purpose of such contact, merely to indicate that the flight is progressing according to plan, such report to comprise identification of the aircraft and the words "Operations normal". The "Operations normal" message shall be transmitted air-ground to the Liepaja AFIS unit on 129.400 MHz.

1.6 No separation is provided and no radar vectors are given by the Liepaja AFIS unit.

1.7 The pilot-in-command, on the basis of the Rules of the Air, uses the information received from AFIS unit on their own judgment and is fully responsible for maintaining a safe distance from other traffic, as well as for reporting their own intentions.

1.8 For altimeter setting procedures, see AIP [ENR 1.7](#).

2. PROCEDURES FOR DEPARTING IFR/VFR TRAFFIC

Departing aircraft shall report the following to the AFIS unit:

- a. intention to taxi for take-off. A turbine aircraft shall also report their readiness to start-up (see [EVLA AD 2.20](#));
- b. selection of the runway-in-use; selection of a possible taxi holding position;
- c. the planned route or the flight track and a further intention;
- d. taxiing to the runway for take-off;
- e. leaving the TIA/TIZ;
- f. any other action or intention which may affect other traffic.

3. PROCEDURES FOR ARRIVING IFR/VFR TRAFFIC

An arriving aircraft shall report the following to the AFIS unit:

- a. position, flying altitude and the estimated time of arrival at the aerodrome. This information must be given before crossing the TIA/TIZ boundary;
- b. runway selected and, if the flight is operated according to IFR, the approach procedure selected;
- c. VFR traffic circuit;
- d. arrival in the holding pattern and leaving it;
- e. commencing the approach procedure or entering the circuit;
- f. passing the IAF and the FAF during an instrument approach;
- g. turn to base leg or to final;

Note: Before landing, the "runway free" report shall be obtained from the AFIS unit.

- h. vacating the RWY, taxiing to the apron or parking area after landing;
- i. missed approach and the following intentions;
- j. any other action or intention that may affect other traffic.

4. TAKE-OFF/LANDING OF HELICOPTERS

4.1 Take-off/landing of helicopters take place on the RWY.

5. USE OF ATS SURVEILLANCE SYSTEM BY AFIS

5.1 The use of ATS surveillance system in the AFIS is detailed in APPENDIX A to EUROCONTROL Manual for Aerodrome Flight Information Service (AFIS).

5.2 ATS surveillance systems are used in the provision of AFIS to perform the following functions:

- a. flight path monitoring of aircraft on final approach;
- b. flight path monitoring of other aircraft in the vicinity of the aerodrome;
- c. providing navigation assistance to VFR/IFR flights;

5.3 No radar vectors are given by the AFIS unit to an aircraft.

5.4 The aircraft position may be provided at any time by the AFIS unit on the pilot's request.

5.5 The use of an ATS surveillance system in the provision of AFIS does not relieve the pilot-in-command of an aircraft of any responsibility with regard to the safety of flight.

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6. RADIO COMMUNICATION

6.1 Unless otherwise instructed, aircraft in the TIA/TIZ shall establish and maintain two-way radio communication with Liepaja AFIS unit on frequency 129.400 MHz.

6.2 Initial call to AFIS

The initial call to AFIS should be made 5 minutes before entering the TIA/TIZ and shall contain:

- a. designation of the station being called;
- b. call sign, type of aircraft and, for aircraft in the heavy wake turbulence category, the word "HEAVY";
- c. position;
- d. level;
- e. intentions; and
- f. additional elements, requested by the AFIS unit.

6.3 Direct pilot-to-pilot communication

Two or more aircraft may establish direct pilot-to-pilot radio communication in the following cases:

- on pilots' initiative to inform each other about their intentions and coordinate their operations to prevent collision and for maintaining safe distances between the aircraft, as well as in the case of "ground-air" communication failure;
- on the AFIS officer's initiative, whenever considered advantageous, to prevent collision and for maintaining safe distances between the aircraft.

7. ATC CLEARANCE

7.1 ATC clearance, when required, shall be received from the AFIS unit before take-off.

8. PROCEDURES FOR VFR FLIGHTS IN THE TIA/TIZ

8.1 VFR flights shall be flown under suitable conditions (see European Commission Implementing Regulation (EU, SERA) No 923/2012.SERA.5005 Visual flight rules).

8.2 VFR flights in the TIZ are operated when the ground visibility is equal to or greater than 5 km and the ceiling is equal to or greater than 1500 ft (450 m).

8.3 Aircraft operating within the TIA/TIZ shall avoid restricted areas EVR3 and EVR4 when they are active. The status of EVR3 and EVR4 restricted areas is promulgated by NOTAM. In-flight, the status of restricted areas may be requested from the AFIS unit or Riga ACC.

8.4 Inbound/outbound VFR traffic shall be planned via the following TIZ entry/exit points: SKEDE, TILTI, EZERI, PIRAG or MEDZE as published on chart EVLA AD 2.24.12-1, unless otherwise suggested by the AFIS officer. Altitude should not be higher than 1500 ft.

8.5 The AFIS officer may suggest that arriving VFR traffic proceeds to the published VFR holding patterns (see EVLA AD 2.24.12-1) or stays outside the TIZ when it affects arriving or departing IFR traffic.

8.6 Aircraft entering the TIZ but not intending to land at the aerodrome, shall report the following to the AFIS unit:

- a. the estimated time of entering the TIZ, position and altitude;
- b. the route of the flight, intentions and altitude while flying in the TIZ and all changes to it.

9. SPECIAL VFR (SVFR)

9.1 Special VFR (SVFR) is not applicable in the TIZ.

10. PROCEDURES FOR IFR FLIGHTS IN THE TIA/TIZ

10.1 IFR flights shall be flown in compliance with the approach and departure procedures, as published on AD Liepaja Instrument Approach and Standard Instrument Departure Charts.

Note: IFR traffic departing in accordance with the published SID routes or omnidirectional departures (see paragraph 10.9 below), but continuing its flight in class G airspace, can leave the TIA at any flight planned flight level.

10.2 The following points should be used to enter or exit the TIA, unless otherwise suggested by the AFIS unit (see ENR 6.1-3):

- **entry/exit points:** LEPVA, ABRUM, ABREX, ARBIS, VASAB, AMRIT;
- **entry point:** ROKSO.

10.3 Arriving IFR traffic, after entering the TIA, executes the approach procedure, as published on AD Liepaja Instrument Approach Charts.

10.4 The number of arriving and/or departing IFR traffic simultaneously operating in the TIA/TIZ is limited to 1 aircraft.

10.5 Pilots are advised to coordinate with each other their intentions (see paragraph 6.3 above).

10.6 Arriving traffic making an IFR approach in the TIA/TIZ has priority over departing IFR traffic, which should hold on the parking stand on the apron until the arriving IFR traffic lands and vacates the RWY.

10.7 Arriving IFR traffic entering the TIA from uncontrolled airspace (if it affects other IFR traffic in the TIA/TIZ) shall stay outside of the TIA until other IFR traffic in the TIA/TIZ has landed or vacated it.

10.8 IFR transit traffic may enter the TIA, if they do not conflict with each other and do not conflict with departing or arriving IFR traffic at Liepaja aerodrome.

10.9 Omnidirectional departures:

Significant OBST				
RWY	PROC	Type	ELEV (FT)	BRG GEO/ DIST (NM) DER
1	2	3	4	5
06	Climb straight ahead until MNM turning ALT 800 FT	Wind turbine	446	052.9°/3.89 NM
24	Climb straight ahead until MNM turning ALT 700 FT	Tower	351	268°/2.65 NM

11. PLANNING AND EXECUTION OF TRAINING FLIGHTS

11.1 The purpose of the procedure is the safe and efficient execution of:

- VFR training flights;
- training flights with simulated instrument approach under VFR conditions;
- IFR training flights at Liepaja aerodrome and in TIA/TIZ, when AFIS is provided.

11.2 Planning of training flights

11.2.1 Training flights are conducted on the basis “**First come, first served**”.

11.2.2 Preliminary arrangements from pilots may contain the training flight schedule for up to 1 month ahead, that should be submitted to Liepaja ATS unit by email: evla@lgs.lv, or by phone: +371 67300555 during the office hours.

Information should be submitted not earlier than 1 month before the day of training and not later than 1 day before the day of training.

11.2.3 As an exception, the information on the current day for the intended training flight shall be submitted to Liepaja AFIS unit during operational hours by phone: +371 63484100, not later than 3 hours before the flight.

Liepaja AFIS unit provides the current information to a pilot about the availability of the requested time for a training flight.

11.2.4 A preliminary arrangement for the training flight to reserve the time for the execution of a training flight shall contain the following information:

- call sign and registration of the aircraft;
- aircraft type;
- aircraft speed approach Category;
- the planned time of exercises at AD Liepaja (beginning and completion);
- the nature and number of exercises.

11.2.5 A preliminary arrangement is intended for pilots as the guidance information on available time for the training flights to meet the requirements as laid down in paragraphs 11.4.3, 11.5.2, 11.5.5 below and helps the pilot in the proper flight planning.

11.2.6 A standard ICAO flight plan should be submitted no later than 60 minutes before EOBT.

11.3 Flight procedures

11.3.1 Pilots of traffic conducting training flights shall, at any time when necessary, communicate with each other on AFIS FREQ 129.400 MHz for maintaining safe distances between the aircraft.

11.3.2 The pilot-in-command shall use the information received from AFIS unit on their own judgment and is fully responsible for maintaining a safe distance from other traffic, as well as for reporting their own intentions.

11.3.3 Pilots conducting training flights shall be aware of mutual position of other aircraft at any time.

11.4 VFR training flights

11.4.1 VFR training flights can be executed by Category A and B Speed Approach aircraft and as well as by all type of helicopters.

11.4.2 VFR training flights shall be conducted in compliance with the published VFR aerodrome standard or extended traffic circuits (see Figure 1 and Figure 2) and Visual Approach Chart EVLA AD 2.24.12-1.

Figure 1.

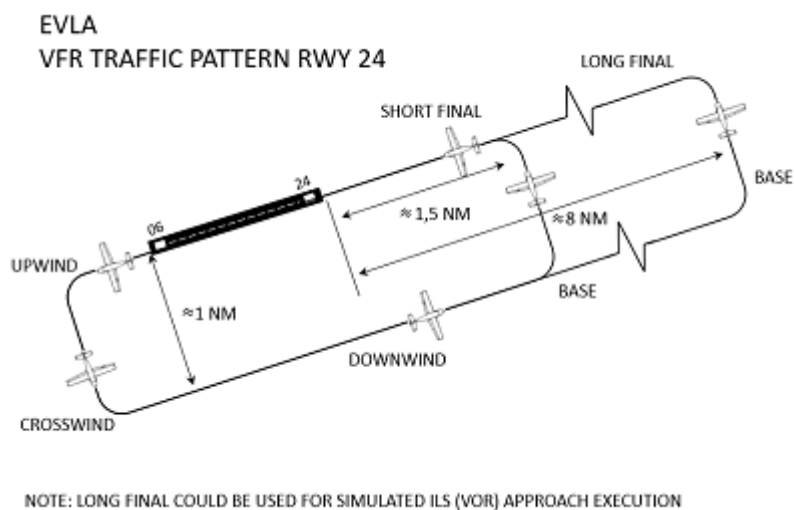
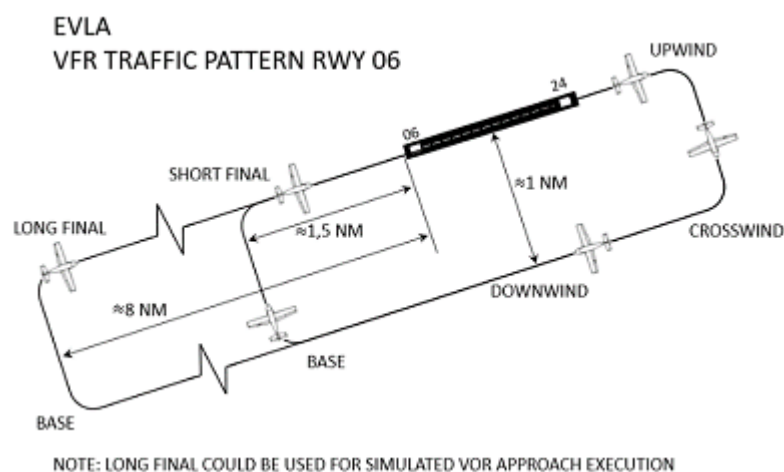


Figure 2.



11.4.3 No more than **3 VFR** Category A and B Speed Approach aircraft, following the standard VFR training procedure may conduct the training flights simultaneously in the VFR traffic pattern. Additional VFR flights (training and other) are allowed to depart and leave TIA/TIZ zones, as well as to enter TIA/TIZ to land at aerodrome.

11.4.4 VFR training flights or the simulated instrument approach shall not be executed:

- when the ceiling is less than 1500 ft; or
- when the ground visibility is less than 5 km.

11.4.5 Simulated instrument approach under VFR condition shall be conducted in compliance with the published VFR aerodrome standard or extended traffic circuits (see Figure 1 and Figure 2).

11.4.6 ILS for RWY 24 for simulated instrument approaches is available (see EVLA AD 2.19 Radio Navigation and Landing Aids).

11.4.7 A pilot conducting a VFR training flight or a VFR training flight with simulated instrument approach shall report:

- intentions regarding training flight manoeuvres;
- joining downwind (standard or extended downwind);
- short final (long final);
- other reports, by AFIS officer or another pilot request.

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11.4.8 When necessary, for maintaining of safe distances between the aircraft, the pilot of VFR traffic shall proceed to VFR holding patterns (see EVLA AD 2.24.12-1) at 1000 ft, leave TIZ or land the aircraft and hold on the apron on the parking stand.

11.4.9 IFR traffic, departing from or arriving at Liepaja aerodrome, has priority over the aircraft conducting a VFR training flight, the pilot of which has to either proceed to VFR holding pattern (see EVLA AD 2.24.12-1), leave the TIA/TIZ or to land and wait on the apron on the parking stand.

11.5 IFR training flights

11.5.1 IFR training flights are conducted in accordance with Instrument Approach Charts.

11.5.2 Only one IFR training flight may be conducted at any one time.

11.5.3 IFR traffic departing from or arriving at AD Liepaja has priority over an IFR training flight, the pilot of which has to leave the TIA/TIZ or land and wait on the apron, on the parking stand.

11.5.4 An IFR training flight has priority over aircraft conducting a VFR training flight, the pilot of which has to either proceed to the VFR holding pattern (see EVLA AD 2.24.12-1), leave the TIA/TIZ or land and wait on the apron, on the parking stand.

11.5.5 Simultaneous IFR and VFR training flights shall not be exercised.

11.5.6 IFR training flights shall not be exercised when the restricted areas EVR3 SKEDE WEST and EVR4 SKEDE EAST are active.

EVLA AD 2.23 Additional Information

NIL

EVLA AD 2.24 Charts Related To The Aerodrome

Aerodrome Chart - ICAO	EVLA AD 2.24.1 - 1
Aerodrome Ground Movement Chart - ICAO	EVLA AD 2.24.3 - 1
Aerodrome Obstacle Chart - ICAO Type A	EVLA AD 2.24.4 - 1
Aerodrome Obstacle Chart - ICAO Type B (RWY 06)	EVLA AD 2.24.5 - 1
Aerodrome Obstacle Tabulation	EVLA AD 2.24.5 - 2
Aerodrome Obstacle Chart - ICAO Type B (RWY 24)	EVLA AD 2.24.5 - 3
Aerodrome Obstacle Tabulation	EVLA AD 2.24.5 - 4
Aerodrome Obstacle Chart - ICAO Type B (RWY 06/24)	EVLA AD 2.24.5 - 5
Aerodrome Obstacle Tabulation	EVLA AD 2.24.5 - 6
Standard Departure Chart - Instrument (SID) - ICAO - RWY 06	EVLA AD 2.24.7 - 1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 24	EVLA AD 2.24.7 - 3
Instrument Approach Chart - ICAO - ILS Y RWY 24	EVLA AD 2.24.11 - 1
Aeronautical Data Tabulation - ILS Y RWY 24	EVLA AD 2.24.11 - 2
Instrument Approach Chart - ICAO - ILS Z RWY 24 (ACFT CAT A)	EVLA AD 2.24.11 - 3
Aeronautical Data Tabulation - ILS Z RWY 24 (ACFT CAT A)	EVLA AD 2.24.11 - 4
Instrument Approach Chart - ICAO - LOC RWY 24	EVLA AD 2.24.11 - 5
Aeronautical Data Tabulation - LOC RWY 24	EVLA AD 2.24.11 - 6
Instrument Approach Chart - ICAO - VOR Y RWY 06	EVLA AD 2.24.11 - 7
Aeronautical Data Tabulation - VOR Y RWY 06	EVLA AD 2.24.11 - 8
Instrument Approach Chart - ICAO - VOR Z RWY 06 (ACFT CAT A)	EVLA AD 2.24.11 - 9
Aeronautical Data Tabulation - VOR Z RWY 06 (ACFT CAT A)	EVLA AD 2.24.11 - 10
Instrument Approach Chart - ICAO - VOR Y RWY 24	EVLA AD 2.24.11 - 11
Aeronautical Data Tabulation - VOR Y RWY 24	EVLA AD 2.24.11 - 12

	Instrument Approach Chart – ICAO - VOR Z RWY 24 (ACFT CAT A)	EVLA AD 2.24.11 - 13
	Aeronautical Data Tabulation - ICAO - VOR Z RWY 24 (ACFT CAT A)	EVLA AD 2.24.11 - 14
	Visual Approach Chart - ICAO	EVLA AD 2.24.12 - 1

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