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PLANNING AND EXECUTION OF VFR TRAINING FLIGHTS AT LIEPAJA AERODROME

1. Purpose of the procedures

1.1 The purpose of the procedure is the safe and efficient execution of VFR training flights and training flights with the simulated instrument approach under VFR conditions at Liepaja aerodrome and in TIZ/TIA, when AFIS is provided.

2. Planning of training flights

2.1 Training flights are conducted on the basis "First come, first served".

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.

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.

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

2.4 A preliminary arrangement to reserve a 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.

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 item 3.3.3. below and helps the pilot in the proper flight planning.

2.6 A standard ICAO VFR flight plan should be submitted no later than 60 minutes before EOBT for both VFR training flights and (or) for training flights with simulated instrument approaches.

3. Flight procedures

3.1 Pilots of VFR 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.

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.

3.3 VFR training flights.

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

Note: For Category C Speed Approach aircraft a special preliminary arrangement shall be made.

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

Figure 1.

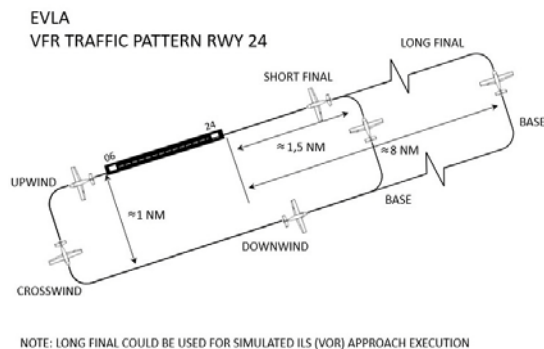
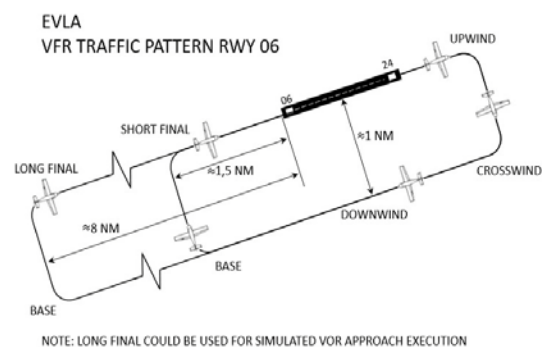


Figure 2.



3.3.3 No more than **3 VFR** Category A and B Speed Approach aircraft, or **1 VFR** Category C 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 TIZ/TIA zones, as well as to enter TIZ/TIA to land at aerodrome.

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

- when the ceiling is less than 450 m (1500 ft); or
- when the ground visibility is less than 5 km.

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

3.3.6 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 2).

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

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

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

3.3.9 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.

3.3.10 IFR traffic, departing from or arriving at Liepaja aerodrome, have a 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 TIZ/TIA or land and wait on the apron on the parking stand.

Replaces: AIP SUP 003/2019

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