



REPUBLIC OF LATVIA

Tel: +371 67300664
Fax: +371 67300660
Email: ais@lgs.lv
AFS: EVRAYNYX
URL: <https://ais.lgs.lv>

State Joint-stock Company
"Latvijas gaisa satiksme"
Aeronautical
Information Service
Muzeju iela 3
Lidosta "Rīga"
Mārupes pag., Mārupes nov.
LV-1053, Latvija

AIP SUP 018/2024
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to 19 MAR 2025
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**VENTSPILS AERODROME (EVVA) - CHANGES
IN THE LOCAL AERODROME REGULATIONS**

REF: AIP EVVA AD 2.20

The information of this SUP will be incorporated in AIP Latvia with the effective date 20 MAR 2025.

Section EVVA AD 2.20 "Local Aerodrome Regulations" read as follows:

1. USE OF APPROACH AND RUNWAY LIGHTS

- 1.1 At the aerodrome, simple low intensity approach and runway lights are installed (see EVVA AD 2.14).
- 1.2 RWY and approach lights are bi-directional, so can only be visible during the flight on base leg and on final approach.
- 1.3 Approach lights for RWY 21 and runway lights (see EVVA AD 2.14) are operated as a single group of lights. They are comprised of a single electrical circuit and cannot be turned on separately from each other.
- 1.4 Approach and runway lights are turned on 20 minutes before the estimated time of arrival (ETA) agreed with a pilot beforehand and 10 minutes before the estimated time of departure (ETD).
- 1.5 Lights are turned off 15 minutes after departure and after landing when the aircraft is on the apron.
- 1.6 Before VFR flights by night are commenced, the estimated time of arrival and estimated time of departure should be arranged with the Ventspils aerodrome officer. If more than 15 minutes delay is expected from the ETD, that was initially agreed with the pilot, the Ventspils aerodrome officer should be informed by phone: +371 27882212.
- 1.7 If no amendment to the originally agreed ETA has been provided to the Ventspils aerodrome officer, the RWY lights are turned off 20 minutes after the originally agreed ETA elapses.
- 1.8 As ATS is not available, adjustment of the intensity of RWY lights is not possible. The intensity of the RWY lights is fixed and established considering the dazzling effect on a pilot during landing/take-off.

2. PROCEDURES FOR TAKE-OFF/LANDING OF HELICOPTERS

- 2.1 Take-off and landing of helicopters take place on the RWY.
- 2.2 Helicopters with skid undercarriage are to use ground taxiway as air taxiway.
- 2.3 Airborne manoeuvring of helicopters should be coordinated with AD operator before departure/arrival.
- 2.4 Any departing/arriving helicopters should follow apron marking or marshallers signals.
- 2.5 Helicopter turn in opposite direction on the ground shall be confirmed with AD operator.

2.6 Helicopters positioning to the stands is conducted according to the marshalling signals and/or AD operator provided information before arrival/departure.

2.7 Air-taxi is allowed only for helicopters with skid undercarriage. Air-taxi over grass, other aircraft, vehicles or humans is forbidden. Air-taxi is allowed only along yellow TWY guide lines.

3. PARKING PROCEDURES

3.1 Parking stand closer to the terminal - intended for A-code aircraft. Aircraft can be placed in any position or direction.

3.2 On arrival, if the GA parking stand is empty or only one aircraft is parked, it is safe enough to park with the engines ON and follow the marshalling signals of airport staff. If there are 2 aircraft in the GA parking stand, the airport staff will instruct the next arriving aircraft to stop at the border of the GA parking stand. The next arriving aircraft must be pushed on the parking stand with the engines OFF.

3.3 On departure, if 1 or 2 aircraft are parked at a sufficiently safe distance, they can start their engines and start moving from their position. If there are 3 or more aircraft in the parking stand, aircraft must first be pushed out of the GA parking stand with the engines OFF, for the engine start up and further movement.

3.4 Parking in GA parking stand - no closer than 3 m from each other.

3.5 Moving the aircraft by pushing is allowed only with the engines OFF.