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AIP SUP: 022/2020
Effective Date: 03-DEC-2020
End Date: 27-JAN-2021
Publication Date: 04-NOV-2020

SPILVE AERODROME (EVRS) - CHANGES TO LOCAL AERODROME REGULATIONS AND FLIGHT PROCEDURES

This supplement provides the changes and new information for the following AIP subsections: EVRS AD 2.17, EVRS AD 2.20, EVRS AD 2.22 and EVRS AD 2.23.

The information will be incorporated in AIP Latvia WEF 28 JAN 2021.

EVRS AD 2.17 ATS AIRSPACE

7	**Remarks**	Common traffic advisory frequency (CTAF) - 124.380 MHz - should be used by the pilots for self-announcing their positions and intentions or for air-air communications in order to exchange traffic information. TMZ

EVRS AD 2.20 LOCAL AERODROME REGULATIONS

1. Aerodrome regulations

1.4 FPL or CHG messages without PPR number in the Item 18 of the ICAO flight plan will be rejected by Riga ATS. The pilot shall open the FPL and report the actual time of departure to the nearest ATS unit.

1.7 For flights in Spilve ATZ an ACFT must carry a serviceable SSR transponder and the pilot shall operate the transponder at all times during the flight, regardless of whether the ACFT is within or outside the airspace where SSR is used for ATS purposes. The pilot shall set Mode C with Code 2000 unless instructed otherwise by ATC. The pilot shall not operate the IDENT feature unless requested by ATS.

2. Ground movement

2.3 Before occupying the runway (line-up or crossing), the pilot-in-command shall always stop the aircraft before a runway taxi holding position, visually assure that the runway is free and no aircraft are on final approach, announce the intention to occupy the runway (stating the runway designator is required when lining up for take- off) via CTAF on 124.380 MHz and only then commence the actual line-up manoeuvre (EVRS AD 2.24.1-1).

4. Other

Paragraph 4.3 withdrawn.

EVRS AD 2.22 FLIGHT PROCEDURES

1. Airspace

1.2 Riga AD (EVRA) QNH shall be used for altimeter setting.

1.3 The maximum altitude for Spilve ATZ traffic in sectors A1 and A2 is 600 ft ALT (EVRS AD 2.24.14 and EVRS AD 2.24.17). Occasional ultralight ACFT activities take place in Spilve ATZ Sector A2. This airspace shall not be used by other traffic. Setting the maximum ALT for this sector does NOT imply permission for ultralight aircraft to fly over built- up areas other than for take-off or landing.

Paragraph 1.5 withdrawn.

2. Circuit procedures

2.6 Prior to entering Spilve ATZ from the surrounding Class G airspace, the flight crew shall monitor the CTAF (124.380 MHz) to determine the runway-in-use and accordingly choose the correct entry point.

2.7 If there is no activity on CTAF (124.380 MHz), the pilot-in-command shall choose the runway-in-use.

3. Departure from Spilve AD to Riga CTR

3.1 File FPL as per standard procedures. The pilot shall open the FPL and report the actual time of departure to nearest ATS unit.

3.2 Point SARPS shall be filed as a standard entry point from Spilve ATZ to Riga CTR.

3.3 Before lining up on the RWY, the crew shall:

a. establish communication with Riga Tower (118.105 (8.33 channel)) in order to receive ATC clearance;

b. announce the departure and intentions on CTAF (124.380 MHz).

3.4 Take-off, climb to 1000 FT ALT within the circuit.

3.5 Once airborne, reestablish radio communication with Riga Tower (118.105 (8.33 channel)).

3.6 Leave circuit from downwind leg across the centre of RWY 14/32.

3.7 Depending on traffic situation in Riga CTR, Riga Tower Controller may issue additional instructions and/or amend ATC clearance.

4. Arrival to Spilve AD from Riga CTR

4.1 Point SARPS shall be filed as a standard point to enter Spilve ATZ from Riga CTR.

4.2 Approach Spilve ATZ in accordance with ATC instructions.

5. Departure from Spilve AD to the West via North Transit Route

5.1 File FPL as per standard procedures. The pilot shall open the FPL and report the actual time of departure to the nearest ATS unit.

5.4 Before lining up on the RWY, announce the departure and intentions on CTAF (124.380 MHz).

5.7 RWY 14 - leave from downwind leg via point RIVER at 500 FT ALT. RWY 32 - leave from crosswind leg via point RIVER at 500 FT ALT.

6. VFR communication

CTAF (124.380 MHz) shall be used by pilots for self-announcing their positions and intentions or for air-air communications in order to exchange traffic information.

EVRS AD 2.23 ADDITIONAL INFORMATION

1. Air navigation warnings

1.1 Spilve ATZ is located in close proximity of Riga CTR, 2500 FT ALT/GND. All flights must be conducted with utmost care to avoid incursion into Riga CTR.

1.2 Ultralight ACFT operating in sector A2 shall NOT fly over built-up areas other than for take-off or landing.

APPENDICES

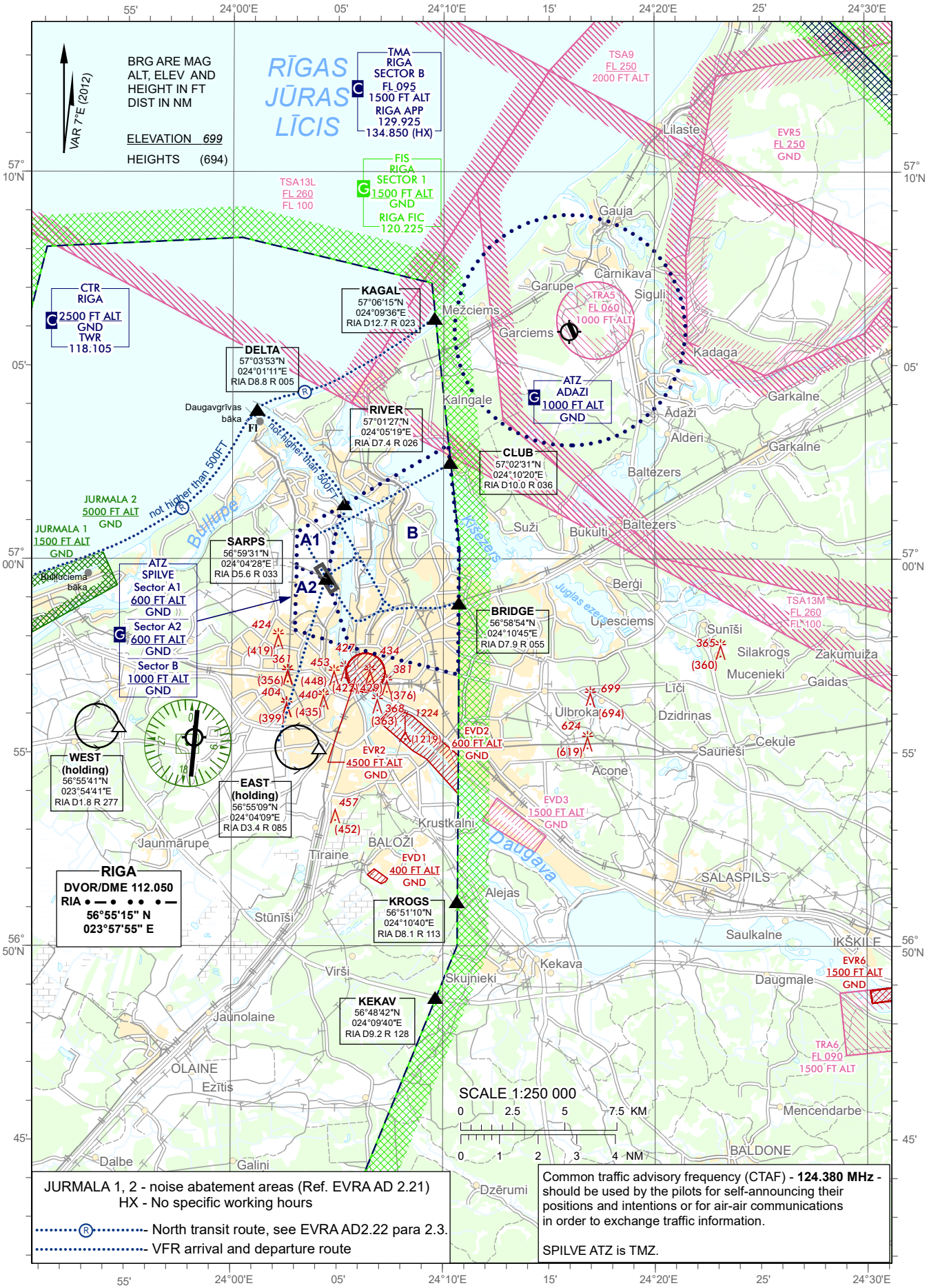
Appendix 1 - Visual Approach Chart - ICAO

Appendix 2 - Arrival and Departure Route Chart

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 5 ft
HEIGHTS RELATED TO AD ELEV

RIGA SPILVE



JURMALA 1, 2 - noise abatement areas (Ref. EVRA AD 2.21)
HX - No specific working hours

North transit route, see EVRA AD2.22 para 2.3.

VFR arrival and departure route

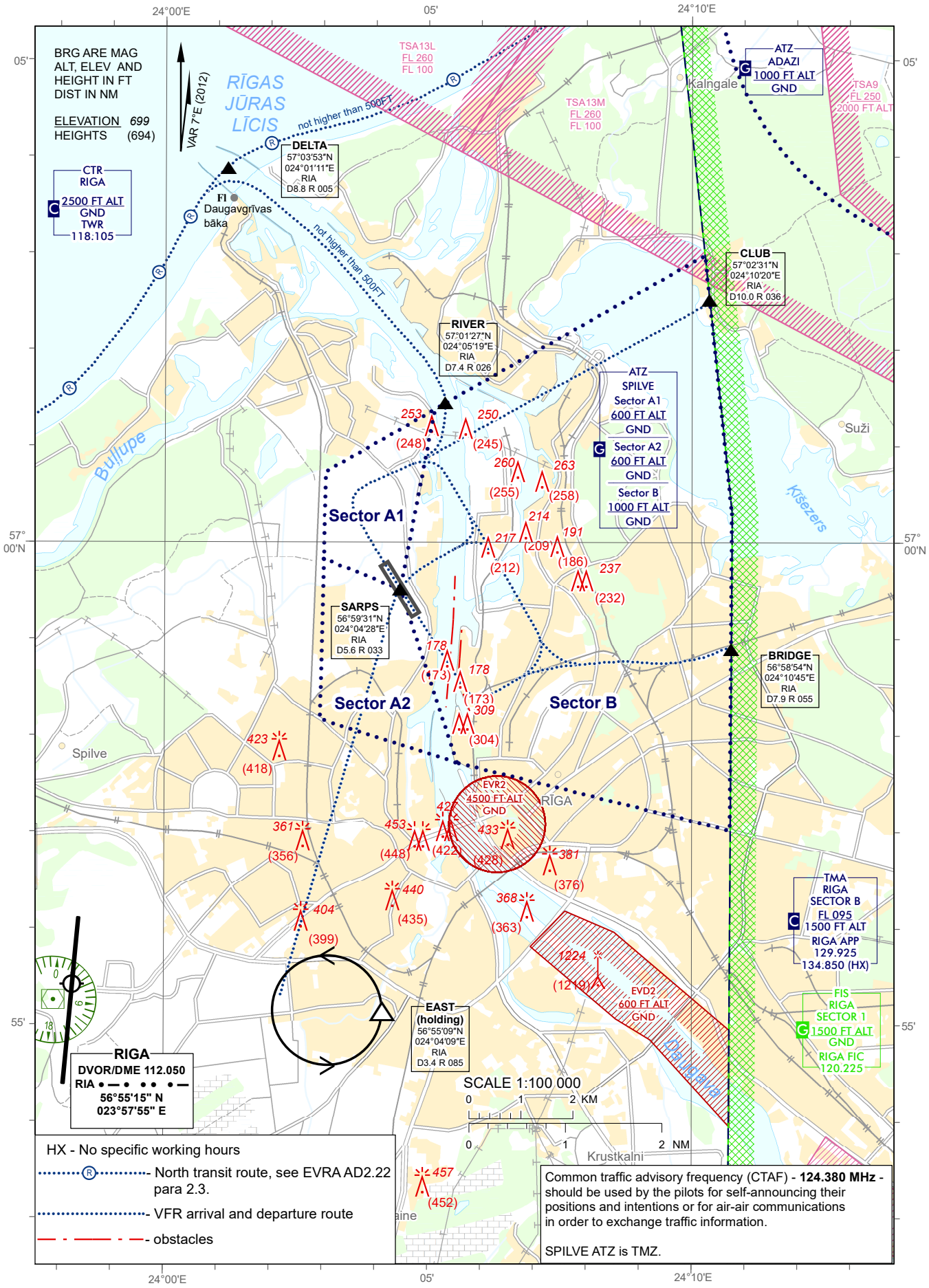
Common traffic advisory frequency (CTAF) - **124.380 MHz** - should be used by the pilots for self-announcing their positions and intentions or for air-air communications in order to exchange traffic information.

SPILVE ATZ is TMZ.

ARRIVAL AND DEPARTURE ROUTE CHART

AERODROME ELEV 5 ft
HEIGHTS RELATED TO AD ELEV

RIGA SPILVE



HX - No specific working hours

North transit route, see EVRA AD2.22 para 2.3.

VFR arrival and departure route

obstacles

Common traffic advisory frequency (CTAF) - **124.380 MHz** - should be used by the pilots for self-announcing their positions and intentions or for air-air communications in order to exchange traffic information.

SPILVE ATZ is TMZ.

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