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PLANNING AND EXECUTION OF TRAINING FLIGHTS AT LIEPAJA AERODROME

1. Planning of training flights

1.1 Training flights shall only be exercised during aerodrome and AFIS hours of service.

1.2 A prior arrangement shall be made with Liepaja AFIS unit in the form of a request to reserve a time for the execution of a training flight. The request shall be submitted by:

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1.3 The request for the execution of a training flight shall be submitted to Liepaja AFIS unit during its hours of service, no later than 2 hours before the flight, and shall include the following details:

- call sign and registration of the aircraft;
- aircraft type;
- flight rules;
- the planned time of exercises at AD Liepaja (beginning and completion).

1.4 The Liepaja AFIS unit should inform the operator/flight crew regarding the availability of the requested time for a training flight.

1.5 A FPL shall be submitted for IFR/VFR training flights.

2. VFR training flights

2.1 VFR training flights can be executed by aircraft, and as well as by all types of helicopter.

2.2 VFR training flights shall follow the right-hand traffic circuit for RWY06 and the left-hand traffic circuit for RWY24.

2.3 No more than 3 VFR aircraft may conduct training flights at any one time (see also 3.5 below).

2.4 IFR traffic departing from or arriving at AD Liepaja or IFR training flights have 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.

3. IFR training flights

3.1 IFR training flights are conducted by fixed-wing aircraft and helicopters in compliance with the approach procedures as published on aerodrome Liepaja Instrument Approach Charts.

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

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

3.4 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.

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

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