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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 The prior arrangement with Liepaja AFIS unit shall be made to reserve the time for the execution of training flights:

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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 not later than 2 hours before the flight, and shall include the following details:

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

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

1.5 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 type of helicopters.

2.2 VFR training flights shall make the right traffic circuit for RWY06 and the left traffic circuit for RWY24.

2.3 Not more than 3 VFR traffic may conduct the training flights at the same time (see also 3.5 below).

2.4 IFR traffic departing from or arriving at Liepaja aerodrome or IFR training flights 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 TIA/TIZ or to land and wait on the apron on the parking stand.

3. IFR training flights

3.1 IFR training flights are executed by aircraft and by all type of helicopters in compliance with the missed approach procedures as published on charts EVLA AD 2.24.11-1 and EVLA AD 2.24.11-3.

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

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

3.4 IFR training flight has a priority over the aircraft, conducting 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.

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.

Replaces AIP SUP 001/2017