

AD 2 AERODROMES

Note: The following sections in this chapter are intentionally left blank: AD-2.16, AD-2.23

EVLA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EVLA - LIEPAJA / International

EVLA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	563103N 0210549E 1002 m from THR 06
2	Direction and distance from (city)	90°, 2.7 NM E of Liepaja
3	Elevation/Reference temperature	16 FT/ 18° C
4	Geoid undulation at AD ELEV PSN	77 FT
5	MAG VAR/Annual change	7°E (2008) 0.13° increasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Airport Liepaja LV-3401, Liepaja, LATVIA Phone: +371 63407592 Fax: +371 63407592 Telex: NIL AFS: EVLAYDYX Email: info@liepaja-airport.lv
7	Types of traffic permitted (IFR/ VFR)	IFR-VFR
8	Remarks	NIL

EVLA AD 2.3 OPERATIONAL HOURS

1	AD AD Administration	Ref. NOTAM MON - FRI: 0630 - 1500 (0530 - 1400)
2	Customs and immigration	As AD
3	Health and sanitation	As AD
4	AIS Briefing Office	AIS Briefing Riga H24 Phone: +371 67300 665
5	ATS Reporting Office (ARO)	ARO Riga H24 Phone:+371 6 7300 642 Phone:+371 6 7783 761 (back-up phone)
6	MET Briefing Office	As AD
7	ATS	As AD
8	Fuelling	As AD
9	Handling	As AD
10	Security	As AD
11	De-icing	As AD
12	Remarks	AD operational hours can be extended. Request for AD extended hours to be submitted to AD Administration by fax: +371 63407 592

EVLA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Trucks 1.5 - 3.5 tons. Up to 10 tons handling possible.
2	Fuel/oil types	JET A1/NIL
3	Fuelling facilities/capacity	Available
4	De-icing facilities	Available
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Limited
7	Remarks	NIL

EVLA AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	At AD and in the city
3	Transportation	Bus, taxi
4	Medical facilities	First aid at AD, hospitals in the city
5	Bank and Post Office	In the city
6	Tourist Office	In the city
7	Remarks	NIL

EVLA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: A4
2	Rescue equipment	Limited
3	Capability for removal of disabled aircraft	Hydraulic jacks available
4	Remarks	Higher fire fighting CAT O/R

EVLA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	1snow blower, 2 snow ploughs, 2 scrapers, 1 sand spreader
2	Clearance priorities	1. RWY and associated TWY B to APRON 2. Other TWY and ACFT stands
3	Remarks	Snow clearance information is published from OCT-APR in SNOWTAM. See also the Snow Plan section AD 1.2.2

EVLA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: CONC+ASPH Strength: PCN 11/F/C/Y/T															
2	Taxiway width, surface and strength	<table border="0"> <tr> <td>Width:</td> <td>Surface:</td> <td>Strength:</td> </tr> <tr> <td>TWY A: 14m</td> <td>CONC+ASPH</td> <td>PCN 10/F/D/W/T</td> </tr> <tr> <td>TWY B: 15m</td> <td>CONC+ASPH</td> <td>PCN 63/F/A/W/T</td> </tr> <tr> <td>TWY C: 14m</td> <td>CONC+ASPH</td> <td>PCN 17/F/C/W/T</td> </tr> <tr> <td>TWY D: 14m</td> <td>CONC+ASPH</td> <td>PCN 16/F/D/W/T</td> </tr> </table>	Width:	Surface:	Strength:	TWY A: 14m	CONC+ASPH	PCN 10/F/D/W/T	TWY B: 15m	CONC+ASPH	PCN 63/F/A/W/T	TWY C: 14m	CONC+ASPH	PCN 17/F/C/W/T	TWY D: 14m	CONC+ASPH	PCN 16/F/D/W/T
Width:	Surface:	Strength:															
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TWY D: 14m	CONC+ASPH	PCN 16/F/D/W/T															
3	Altimeter checkpoint location and elevation	THR 06 : 1.5 M / 5 FT THR 24 : 5.0 M / 16 FT															
4	VOR checkpoints	NIL															
5	INS checkpoints	NIL															
6	Remarks	NIL															

EVLA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Sign boards at all intersections with TWY and RWY and at all holding PSN. Guide lines at APRON. Nose-in guidance at aircraft stands at APRON.
2	RWY and TWY markings and LGT	RWY: Designation of THR, TDZ, CL, RWY edge TWY: Holding PSN, CL at all taxiways
3	Stop bars	NIL
4	Remarks	NIL

EVLA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD	
1			2	
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates
a	b	c	a	b
RWY 06 - APCH RWY 24 - TKOF			Chimney 201FT NIL/NIL	563204.76N 0210249.44E
			Chimney 224FT NIL/LGTD	563127.54N 0210214.92E
RWY 24 - APCH RWY 06 - TKOF	Edge of forest 75FT NIL/NIL	563125.57N 0210733.63E	Chimney 224FT NIL/LGTD	563125.97N 0210212.88E
	Chimney 174FT Marked /NIL	563212.92N 0211000.07E	Chimney 212FT NIL/LGTD	563127.76N 0210124.79E
			Chimney 394FT Marked/LGTD	563100.16N 0210014.12E
			Tower 351FT Marked /OBST/R	563047.82N 0210006.74E
			Tower (Mast) 83FT Marked /LGTD	563114.71N 0210554.11E
			Tower antenna 92FT Marked /LGTD	563114.67N 0210554.27E
			Chimney 174FT NIL/NIL	563209.95N 0210926.13E
			Chimney 174FT Marked /NIL	563212.92N 0211000.07E
			Chimney 225FT NIL/LGTD	563126.76N 0210213.85E
			Chimney 179FT NIL/NIL	563133.37N 0210139.50E
			Chimney 203FT NIL/NIL	563133.39N 0210139.45E
			Chimney 200FT NIL/NIL	563233.74N 0210259.48E
			Chimney 187FT NIL/NIL	563235.95N 0210303.12E
		Building 223FT NIL/NIL	563310.07N 0210559.28E	

EVLA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Liepaja
2	Hours of service MET Office outside hours	As ATS –
3	Office responsible for TAF preparation Periods of validity	Riga 9 HR
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Self-briefing on URL: http://selfbrief.lgs.lv Consultation O/R H24, phone +371 67142005* * Communications automatically recorded on tape.
6	Flight documentation Language(s) used	TAF, METAR, SIGMET, GAMET, AIRMET, WAFS charts, SWL English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Liepaja TWR
10	Additional information (limitation of service, etc.)	See GEN-3.5 for RVR reporting and location of RVR EQPT. METAR AUTO during non-operational hours of ATS. TAF forecasts issued outside of ATS operational hours are based on METAR AUTO reports.

EVLA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates, RWY end coordinates, THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	070.26°	2002x40	PCN 26/F/B/W/T CONC+ASPH	563052.15N 0210454.32E – GUND 77 FT	THR 5 FT
24	250.29°	2002x40	PCN 26/F/B/W/T CONC+ASPH	563114.02N 0210644.51E – GUND 77 FT	THR 16 FT

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Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
0.32% up	60x40	400x40	2362x60	NIL	For periodical landings all PCNs can be increased by 10% and more on request.
0.32% down	300x40	300x40	2362x60	NIL	

EVLA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	2002	2402	2062	2002	NIL
24	2002	2302	2302	2002	NIL

EVLA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	APCH LGT Type, LEN, INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT Length, Spacing, Colour, INTST	RWY edge LGT LEN, Spacing, Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN, Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Simple ALS 750m LIL	Green -	NIL	NIL	NIL	2002m, 75m, white, last 600m yellow, LIL	Red -	NIL	RWY edge LGT spacing from pavement s edge is 7.5m
24	Simple ALS 900m LIL	Green -	NIL	NIL	NIL	2002m, 75m, white, last 600m yellow, LIL	Red -	NIL	

EVLA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	Lighted windsock, ref. EVLA AD 2.24.1-1 Ref. Table GEN 3.5.3
3	TWY edge and centre line lighting	Edge lights
4	Secondary power supply/switch-over time	Available / 15 SEC
5	Remarks	NIL

EVLA AD 2.16 HELICOPTER LANDING AREA

Nil

EVLA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	LIEPAJA CTR 563217N 0204525E - 563358N 0205351E - then ARC, radius 7NM centered at 563046.0N 0210505.1E (LEP DVOR) till - 563711N 0211003E - 563914N 0212026E then ARC, radius 12NM centered at 563046.0N 0210505.1E (LEP DVOR) till - 562952N 0212641E - 562753N 0211635E - then ARC, radius 7NM centered at 563046.0N 0210505.1E LEP DVOR) till - 562430N 0205932E - 562251N 0205121E then ARC, radius 11NM centered at 563046.0N 0210505.1E (LEP DVOR) till - 563217N 0204525E
2	Vertical limits	1500 FT MSL
3	Airspace classification	C G - outside Liepaja TWR operational hours
4	ATS unit call sign Language(s)	Liepaja Tower English
5	Transition altitude	5000 FT MSL
6	Remarks	NIL

EVLA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR/APP	Liepaja Tower	129.400 MHz	TWR as AD APP ref. NOTAM	NIL

EVLA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME 7°E (2008)	LEP	116.950 MHz (CH - 116Y)	H24	563046.0N 0210505.1E	100FT	NIL
LOC 24 ILS (CAT I) (7° E /2008)	LPJ	108.550 MHz	H24	563043.3N 0210409.9E		
GP 24		329.750 MHz	H24	563114.2N 0210624.5E		GP 3.0° RDH 55FT
DME24	LPJ	CH - 22Y	H24	563114.2N 0210624.5E	100FT	

EVLA AD 2.20 LOCAL TRAFFIC REGULATIONS

There are no special local regulations established.

EVLA AD 2.21 NOISE ABATEMENT PROCEDURES

There are no special local regulations established.

EVLA AD 2.22 FLIGHT PROCEDURES**1. PROCEDURES FOR IFR FLIGHTS WITHIN LIEPAJA TMA/CTR****1.1 Inbound traffic**

Liepaja TWR provides approach control service for arriving and departing traffic at Liepaja and Ventspils airports. Inbound traffic to Liepaja and Ventspils airports shall be flight planned via applicable TMA entry points as published on the appropriate charts.

1.1.1 Descent planning

Pilots shall plan descent into Liepaja TMA in accordance with the instrument approach procedures as published on charts [EVLA AD 2.24.11-1](#), [EVLA AD 2.24.11-3](#), [EVLA AD 2.24.11-5](#), minding the vertical constraints depicted in approach routes for safety reason. Clearance from ATC to descend lower means further descent after altitude restrictions only.

1.1.2 Radar vectoring

Radar vectoring for arriving traffic at Ventspils airport is not available.

Radar vectoring for arriving traffic at Liepaja airport.

Radar vectoring for arriving traffic is executed by the Liepaja TWR unit according to the requirements of Doc 4444 ATM/501 and Doc 8168.

Radar vectoring is executed for ILS approach RWY 24 for glide path entering altitude (FAP) 1500 ft, as published on chart [EVLA AD 2.24.11-1](#) and for VOR RWY 06/24 approaches for IF 2500 ft, as published on charts [EVLA AD 2.24.11-3](#) and [EVLA AD 2.24.11-5](#).

Aircraft vectored for final approach will be given a heading or a series of headings calculated to close with the final approach track. The final vector shall enable the aircraft to be established in level flight on the final approach track 1.5 NM prior to FAP (ILS RWY 24 approach) or to IF (10-11NM) for VOR approach and should normally provide an intercept angle with final approach track of 30 degrees (maximum angle 45 degrees).

Radar vectoring will be normally terminated at the time the aircraft leaves the last heading to intercept the final approach track.

Clearance for visual approach shall be issued only after the pilot has reported the aerodrome or the preceding aircraft in sight, at this time radar vectoring would normally be terminated.

Minimum vectoring altitude will be used to ensure obstacle clearance not below 1500 ft as published on chart [EVLA AD 2.24.10-1](#). The obstacles boundary is depicted on the video map and designed to emphasize simplicity and safety in radar ATC application. The calculated minimum vectoring altitude must be adjusted when the ambient temperature on the surface is much lower than that predicted by the standard atmosphere.

A minimum of 300 m (984 ft) of clearance will be provided over obstacles within 3.0 NM of the area boundary presented in Table below.

The minimum vectoring altitudes adjusted for temperature correction				
AD temp	Mast 56 28 58N 021 22 14E Elev 496'	Wind turbine 56 33 48N 021 14 12E Elev 456'	Chimney 56 31 00N 021 00 14E Elev 394'	Wind turbine 56 35 28N 021 00 57E Elev 368'
+ 15°C	1500'	1500'	-	-
0°C	1600'	1600'	1500'	1500'
-10°C	1700'	1600'	1600'	1500'
-20°C	1700'	1700'	1600'	1600'
-30°C	1800'	1800'	1700'	1700'

When radar control is interrupted (equipment failure), arriving aircraft, with the exception when the aircraft leaves the last heading to intercept the final approach track, is directed to LEP DVOR/DME at altitude not below 2500 ft for following landing procedure.

When the restricted areas EVR 3 and EVR 4 are active pilots will be provided with radar vectoring to avoid them or will be informed about their deactivation. In case of going around the published procedure is not applicable and a pilot shall expect radar vectoring for a new approach.

1.1.3 Speed limitations

Max IAS 250 kt shall be below FL100, when no ATC restrictions.

When on final IAS 160 ± 10 kt should be established. If unable to comply, inform ATC.

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1.1.4 Speed control

Speed control is applied for arriving traffic at Liepaja airport only.

Radar controller may, in order to facilitate radar control or reduce the need for radar vectoring, request aircraft under radar control to adjust their speed in a specified manner.

Aircraft may be requested to maintain maximum speed, minimum speed, minimum clean speed, minimum approach speed or specific speed. Specific speed should normally be expressed in multiples of 10kt (20km/h) based on indicated air speed (IAS) Only minor speed adjustments, of not more than ± 20 kt (40km/h), should be requested of an aircraft established on intermediate and final approach. Speed control should not be applied after point 4 NM from the threshold on final approach.

Aircraft concerned should be advised as soon as speed control is no longer necessary.

Only when requested by a radar controller and accepted by the pilot-in-command, a lower speed could be specified.

1.1.5 Holdings

Holding patterns are established as published on charts [EVLA AD 2 24.11-1](#), [EVLA AD 2.24.11-3](#) and [EVLA AD 2.24.11-5](#).

1.1.6 Visual approach

Aircraft is considered to request ATC clearance for a visual approach if reporting "Field in sight", "RWY (lights) in sight" or "Visual".

1.2 Outbound traffic

Standard departure routes (SID) are established for Liepaja TMA as published on the appropriate charts.

Aircraft unable to maintain the designated SID gradient shall inform ATC.

Actual climb clearance will be issued by ATC.

1.2.1 Radio communication

Unless otherwise instructed aircraft shall establish and maintain two-way radio communication with Liepaja TWR on assigned frequency while in Liepaja TMA or Liepaja CTR.

1.2.2 ATC clearance

ATC clearance shall be obtained from Liepaja TWR before take-off.

1.2.3 Radar vectoring

When the restricted areas EVR 3 and EVR 4 are active pilots will be provided with radar vectoring to avoid them or will be informed about their deactivation.

1.3 Communication failure

Aircraft shall adhere to the procedures stipulated in Annex 2 (Rules of the Air) and in Doc 7030.

If communication failure occurs during approach execution, but the approach clearance is not received the pilot maintains the last received and acknowledged level (altitude) until IAF then proceeds to holding pattern – LEP DVOR/DME for arrivals at Liepaja airport and carries out an instrument approach for RWY-in-use.

In the event of communication failure during radar vectoring, when the approach clearance is not received the pilot maintains the last received and acknowledged level (altitude), proceeds direct to holding pattern – LEP DVOR/DME (not below 2500 ft) and carries out an instrument approach for RWY-in-use.

If communication failure occurs when the approach clearance is received the pilot proceeds in accordance with the published approach procedures.

2. PROCEDURES FOR VFR FLIGHTS

Aircraft shall adhere to the procedures stipulated in [ENR 1.2](#).

2.1 Procedures for VFR flights within Liepaja TMA

2.1.1 The pilot-in-command shall request entry clearance to TMA in advance.

2.1.2 Actual entry clearance will be issued by Liepaja TWR.

2.2 Procedures for VFR flights within Liepaja CTR

2.2.1 Inbound traffic normally shall be planned via following CTR entry point as below: SKEDE, TILTI, EZERI as published on chart [EVLA AD 2.24.12-1](#).

2.2.2 CTR entry clearance shall be received from the TWR air traffic controller in advance.

2.2.3 From uncontrolled airspace entry altitude shall not be higher than 1500 ft.

2.2.4 Transit flights via CTR should be planned from South to North or from North to South via CTR entry points. The route of the flight is authorised by the TWR controller.

3. PROCEDURES WITHIN LIEPAJA TMA/CTR OUTSIDE LIEPAJA TWR OPERATIONAL HOURS

3.1 IFR flights in Liepaja CTR are operated only within Liepaja TWR/AD operational hours.

3.2 The pilot -in -command operating a VFR flight with the intentions to land at Liepaja AD outside Liepaja TWR operational hours has to make sure that Liepaja TWR is out of operation in the following way :

- during pre-flight briefing :
consult Riga Briefing (phone +371 6 7300 642; back-up phone +371 6 7783 761) or Riga FMP (phone +371 6 7300 697) or Liepaja TWR (phone +371 63484100) within its operational hours;
- in flight by calling corresponding Riga ACC sector (135.100 MHz-sector North, 134.750 MHz-sector South) or Riga APP (129.925 MHz) on duty frequency;
- before crossing the established Liepaja TMA/CTR borders to make a preliminary call and monitor Liepaja TWR frequency. Unsuccessful call cannot be interpreted that Liepaja TWR is out of operation.

3.3 Liepaja TWR frequency 129.400 MHz, outside TWR operational hours, for VFR flights to, from and at Liepaja aerodrome, may be used as a common traffic advisory frequency (CTAF) by pilots for self-announcing of their positions and intentions in the blind or for air-to-air communications.

3.4 If Liepaja TWR is out of operation pilots have to transmit blind on 129.400 MHz the following information:

- **Inbound traffic:**
call sign, altitude, intentions, place of crossing established CTR boundary prior to entering;
RWY to be used for landing;
entering traffic pattern and altitude (downwind, base legs and final) ;
vacating the RWY.
- **Outbound traffic:**
intentions for departure;
RWY to be used for take-off;
intended flight direction and altitude.

Example of self-announcing for inbound traffic:

YLCCF, entering Liepaja CTR from the east at 1000 feet, landing Liepaja RWY 24
YLLCF, entering base RWY 24, altitude 1000 feet, Liepaja
YLLCF, landing Liepaja, RWY vacated

Example of self-announcing for outbound traffic:

YLLCF, departing Liepaja RWY 24 to the North, climbing 1000 feet

EVLA AD 2.23 ADDITIONAL INFORMATION

Nil

EVLA AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	EVLA AD 2.24.1 - 1
Aerodrome Ground Movement Chart - ICAO	EVLA AD 2.24.3 - 1
Standard Departure Routes (SID) RWY 06	EVLA AD 2.24.7 - 1
Standard Departure Chart - Instrument - ICAO - SID RWY 06	EVLA AD 2.24.7 - 3
Standard Departure Routes (SID) RWY 24	EVLA AD 2.24.7 - 5
Standard Departure Chart - Instrument - ICAO - SID RWY 24	EVLA AD 2.24.7 - 7
Radar Minimum Altitude Chart – ICAO	EVLA AD 2.24.10 - 1
Instrument Approach Chart – ICAO - ILS RWY 24	EVLA AD 2.24.11 - 1
Aeronautical Data Tabulation - ILS RWY 24	EVLA AD 2.24.11 - 2
Instrument Approach Chart – ICAO - LOC RWY 24	EVLA AD 2.24.11 - 3
Aeronautical Data Tabulation - LOC RWY 24	EVLA AD 2.24.11 - 4
Instrument Approach Chart - ICAO - VOR RWY 24	EVLA AD 2.24.11 - 5
Aeronautical Data Tabulation - VOR RWY 24	EVLA AD 2.24.11 - 6
Instrument Approach Chart - ICAO - VOR RWY 06	EVLA AD 2.24.11 - 7
Aeronautical Data Tabulation - VOR RWY 06	EVLA AD 2.24.11 - 8
Visual Approach Chart (VFR) - ICAO	EVLA AD 2.24.12 - 1