



REPUBLIC OF LATVIA

Phone: +371 67300664
Fax: +371 67300660
Email: ais@lgs.lv
AFS: EVRAYNYX

State Joint-stock Company
"Latvijas Gaisa Satiksme"
Aeronautical Information Service
Riga Int.Airport LV-1053, Latvia

AIP SUP: 018/2013
Effective Date: 12-DEC-2013
End Date: 29-MAY-2014
Publication Date: 31-OCT-2013

RIGA AERODROME (EVRA) - PROCEDURES FOR PLANNING, AUTHORIZATION AND EXECUTION OF TRAINING FLIGHTS AT RIGA AERODROME

1. Planning and authorization of training flights

1.1 Training flights shall be planned to be carried out preferably on weekdays and during working hours.

1.2 Training flights shall not be planned:

- on weekdays between 2200 - 0600 local time (LT), except for aircraft speed approach Category A;
- on weekends and holidays before 1100 LT and after 1800 LT;
- during busy regular air traffic hours.

1.3 The prior permission for execution of a training flight shall be obtained from Riga Flow Management Position (FMP):

Phone: +371 67300697
Fax: +371 67300652
Email: fmfdu@lgs.lv
AFS: EVRRZDZX

The request for the execution of a training flight shall be submitted not earlier than 24 hours and not later than 3 hours before the estimate off-block time (EOBT) of a flight, including the following details:

- callsign and registration of the aircraft;
- aircraft type;
- aircraft speed approach Category (for night training);
- flight rules;
- the planned time of exercises at Riga aerodrome (beginning and completion);
- the nature and number of exercises.

NOTE : Only one training flight is allowed at the time. No authorization will be given for a training flight, when a calibration or technical or photo or other special flight is carried out below 4000 ft AMSL within 25 NM from RIA DVOR/DME.

Priority in approving the execution of the training flight for simultaneous training flight requests:

- a. aircraft based at Riga aerodrome;
- b. aircraft with highest MTOW.

Riga FMP should inform the operator/crew of the aircraft about the authorization/prohibition of the training flight not later than 1 hour after the request submission.

1.4 Standard ICAO Flight plan (FPL) should be submitted not later than 60 minutes before EOBT.

1.5 In the event of any change ("+" or "-") in EOBT for more than 15 minutes for the flight already approved to execute the training flight, the new permission shall be coordinated with Riga FMP.

1.6 Training flights authorized before the day of exercise may be subject of ATC restriction on the actual day, if the traffic situation, adverse weather conditions and/or technical problems (ATC system malfunction, radar failure, radio navigation aids failure, runway limitations, etc.) do not permit to give clearance for the flight execution.

1.7 Complaints and questions regarding the conduct of training flights shall be addressed to the CAA of Latvia:

URL: <http://caa.lv/lv/jautajiet>

2. Flight procedures

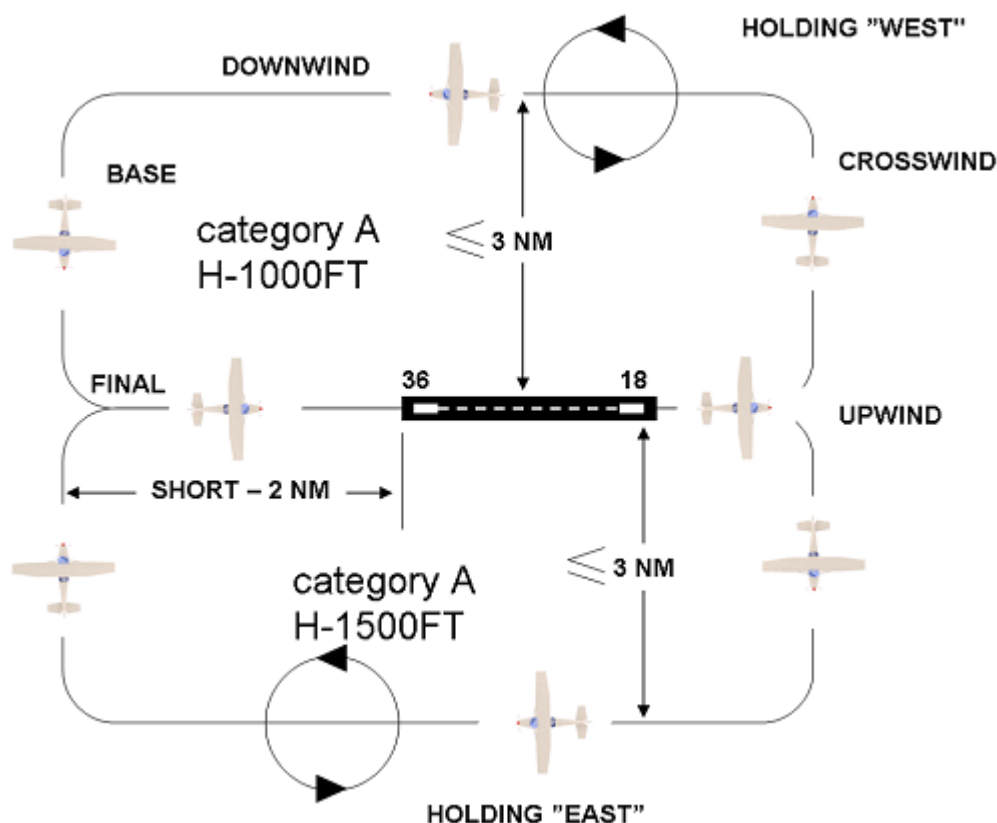
2.1 Procedures for VFR training flights

2.1.1 VFR training flights can be executed only by Aircraft Speed Approach A Category or by all type of helicopters.

2.1.2 Touch-and-go or low approach shall be executed in accordance with the visual flight rules as detailed in AIP ENR 1.2

2.1.3 VFR training flights shall be performed following the traffic circuit (Figure 1).

Figure 1.



2.1.4 For RWY 36 the aircraft shall follow the left (ALT 1000 ft or below) or right (ALT 1500 ft not below) hand visual traffic circuit.

2.1.5 For RWY 18 the aircraft shall follow the left (ALT 1500 ft not below) or right (ALT 1000 ft or below) hand visual traffic circuit.

2.1.6 A left or right hand visual traffic circuit is assigned by a TOWER controller depending on the traffic situation or meteorological conditions in the vicinity of the aerodrome.

2.1.7 Deviation from the standard traffic circuit may be requested and is allowed only upon ATC clearance.

2.2 Procedures for IFR training flights

2.2.1 Training flights by IFR can be executed by Aircraft Speed Approach A, B or C Category (see Appendices 1 - 4).

2.2.2 Deviation from the standard IFR procedure may be requested and is allowed only upon ATC clearance. A radar vectoring will be provided.

2.2.3 Visual maneuver for IFR flights

2.2.3.1 Before departure or at any stage of a standard IFR procedure, a pilot can request the visual maneuver.

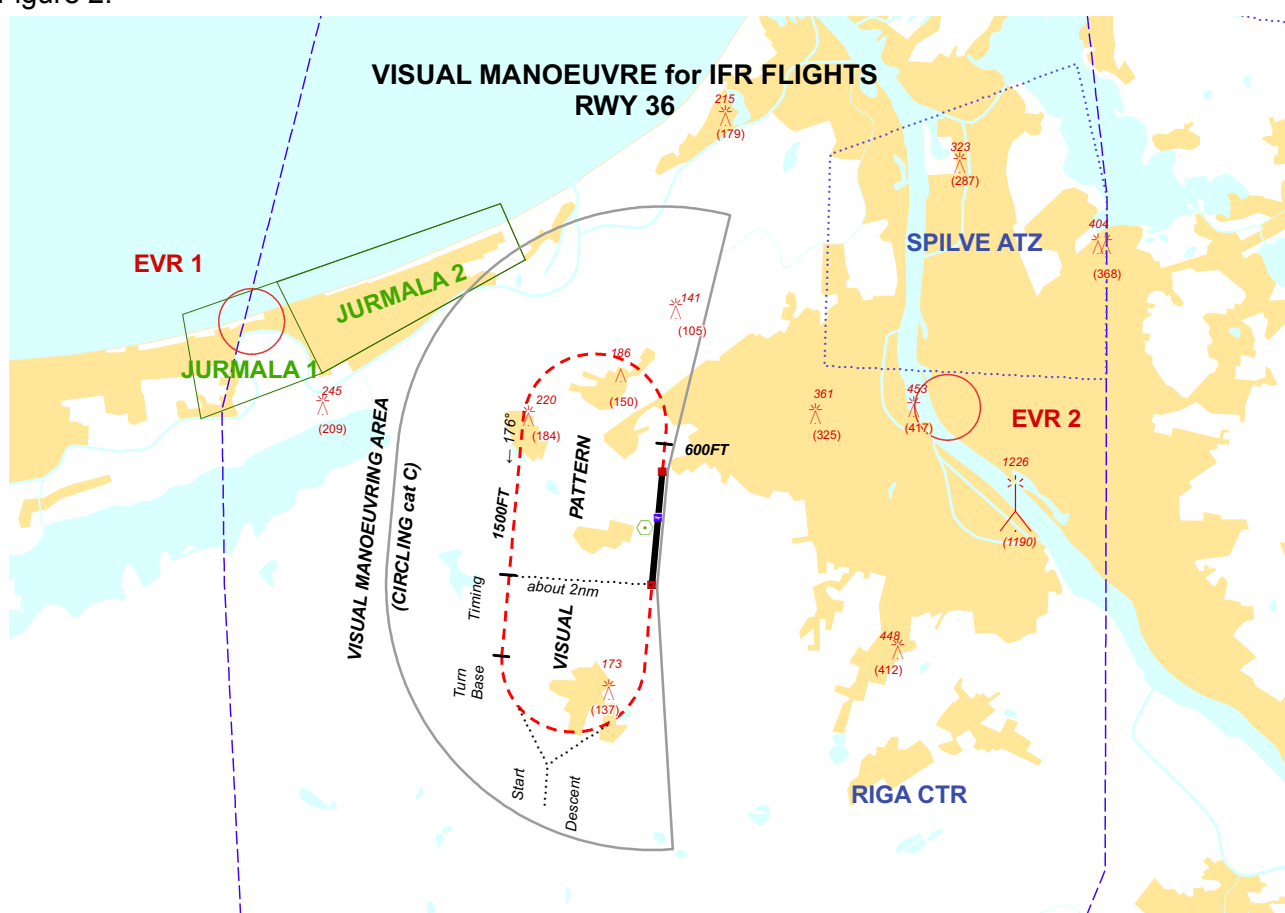
2.2.3.2 An IFR training flight may be cleared to execute a visual maneuvering approach if:

- the pilot can maintain visual reference to the terrain and requests to perform next approach as visual and
- reported ceiling is 1500 ft or above, or the pilot reports that the meteorological conditions are such that with reasonable assurance a visual approach and landing can be completed.

2.2.3.3 Visual maneuvering should be executed inside the limits of the circling area (Figures 2 and 3).

2.2.3.4 Visual maneuver for RWY 36.

Figure 2.



After take-off, touch-and-go or low approach:

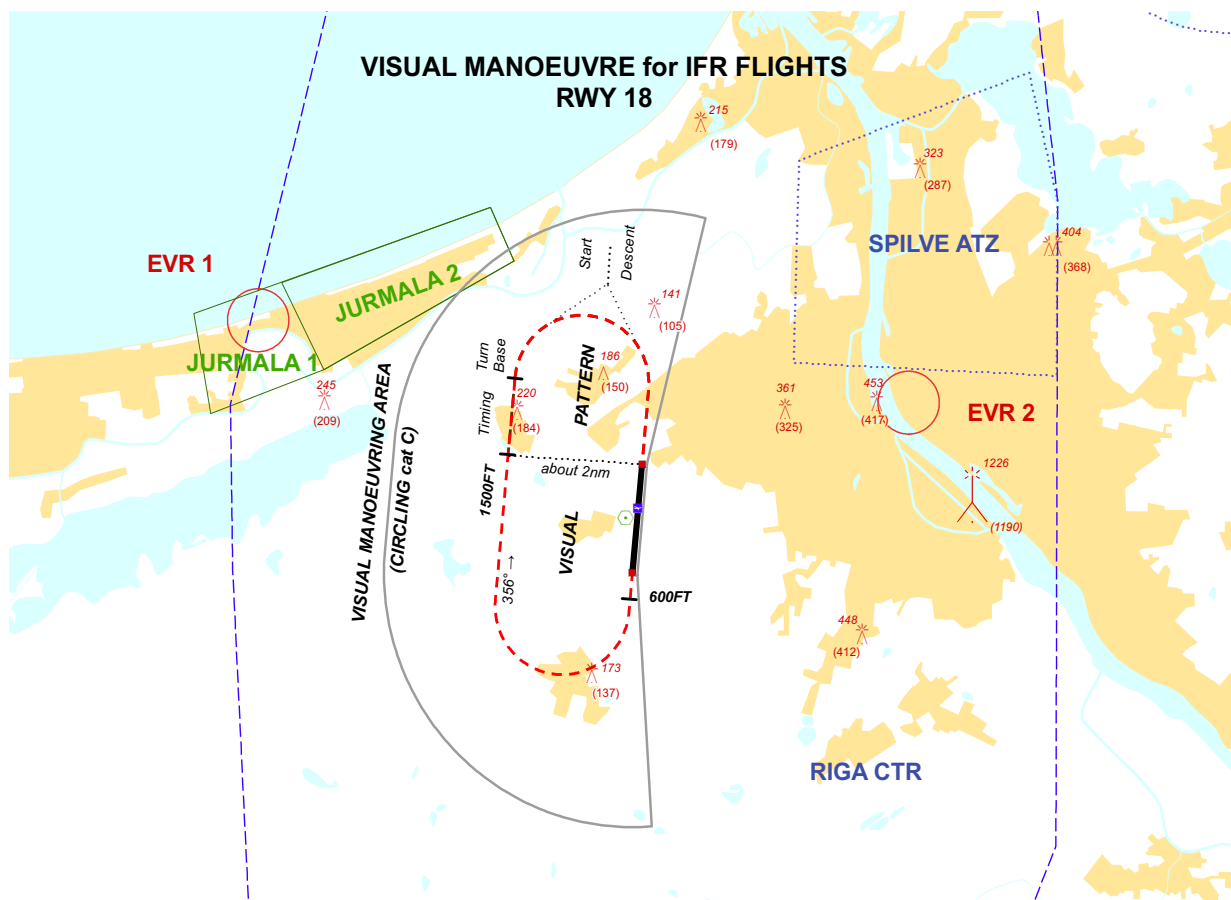
Climb straight ahead, passing 600 ft turn left climbing 1000 ft or 1500 ft.

If the visual contact with the terrain is lost during the maneuvering, to turn towards the runway to execute the Go-around overhead the runway.

To report Riga TOWER that Missed approach procedure will be executed as published in EVRA AD 2.24.11-3.

2.2.3.5 Visual maneuver for RWY 18.

Figure 3.



After take-off, touch-and-go or low approach:

Climb straight ahead, passing 600 ft turn right climbing 1000 ft or 1500 ft.

If the visual contact with the terrain is lost during the maneuvering, to turn towards the runway to execute the Go-around overhead the runway. To report Riga TOWER that Missed approach procedure will be executed as published in EVRA AD 2.24.11-1.

3. ATC procedures for IFR flights

3.1 The pilot shall request the maneuver to TOWER controller in flight:

a. executing the visual maneuver - before turning base using the following phrases:

"Continue visual maneuver:

- touch-and-go;
- low approach;
- full stop;
- next flight via standard training IFR procedure;
- next flight request radar vectoring"

b. executing standard IFR procedure - after passing RIA DVOR/DME using the following phrases:

"Continue standard procedure:

- touch-and-go;
 - low approach;
 - full stop;
-

-
- next flight as visual;
 - next flight request radar vectoring.”

3.2 Before departure on ground the pilot can request to TOWER controller:

- the visual manoeuvre or;
- standard IFR procedure or;
- radar vectoring.

3.3 If ATC requires the aircraft to discontinue the approach, the phrase "BREAK OFF APPROACH" is used and supplemented with further instructions as necessary.

3.4 If ATC requires the aircraft to execute the missed approach procedures as published in AIP Latvia, the phrase "GO AROUND, FOLLOW MISSED APPROACH PROCEDURE" is used and supplemented with further instructions as necessary.

4. ATC procedure for VFR training flights

4.1 Before turning base the pilot shall request the manoeuvre to TOWER controller using the following phrases:

“Continue visual traffic circuit:

- touch-and-go;
- low approach;
- full stop.”

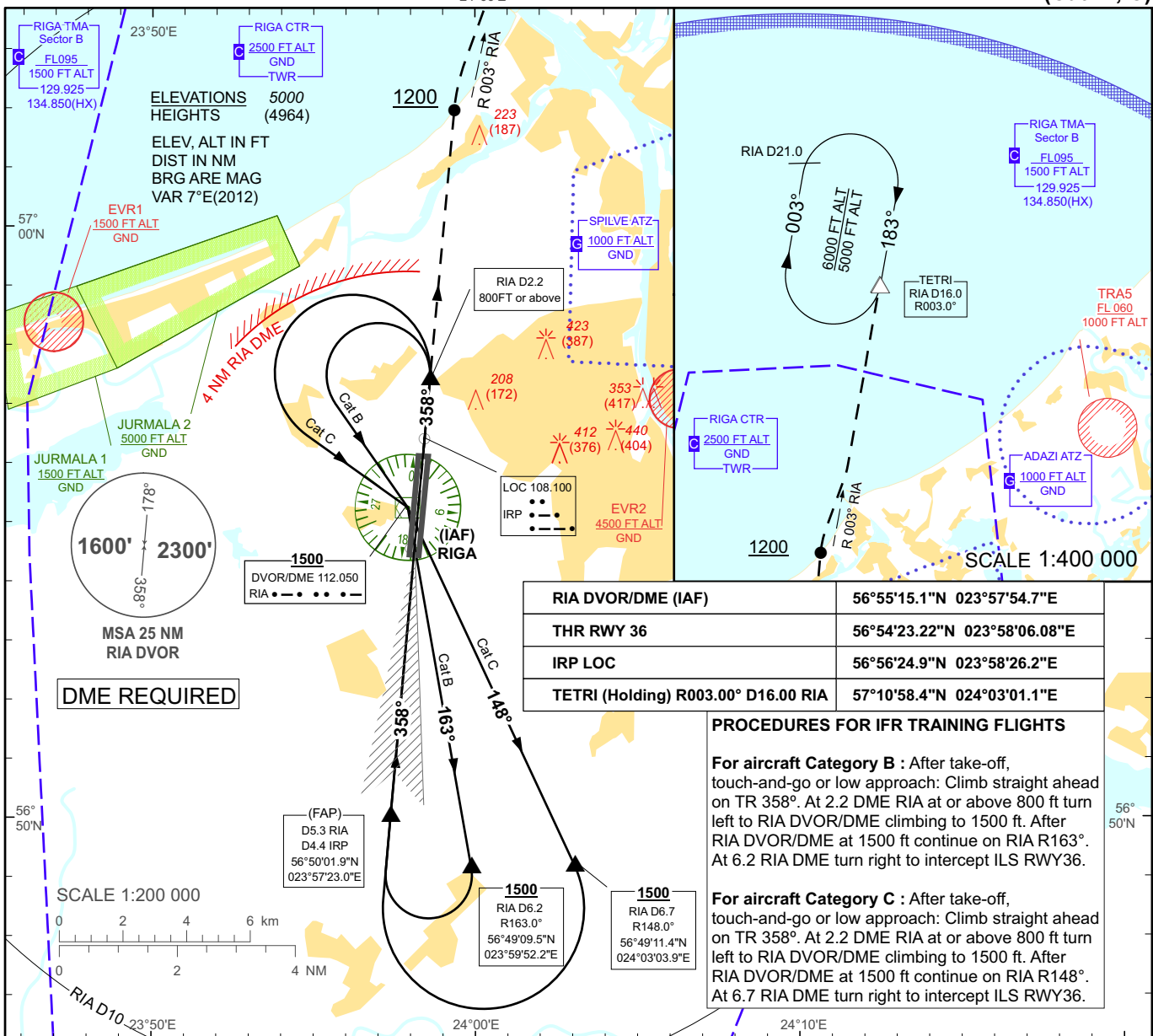
Replaces AIP SUP 007/2013.

INSTRUMENT APPROACH CHART FOR TRAINING FLIGHTS

AERODROME ELEV 36'
HEIGHTS RELATED TO THR RWY 36 - ELEV 36'

APP 129.925
TWR 134.850(HX)
ATIS 118.100
121.200

RIGA
ILS RWY 36
(Cat B, C)

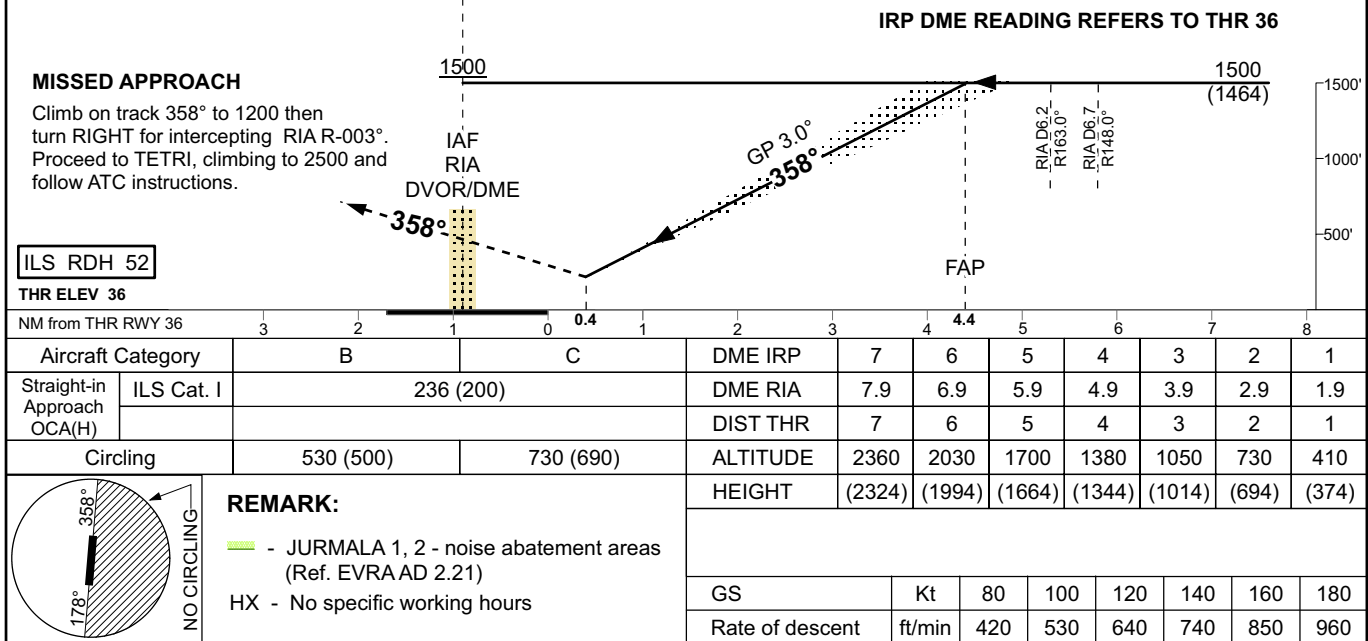


RIA DVOR/DME (IAF)	56°55'15.1"N 023°57'54.7"E
THR RWY 36	56°54'23.22"N 023°58'06.08"E
IRP LOC	56°56'24.9"N 023°58'26.2"E
TETRI (Holding) R003.00° D16.00 RIA	57°10'58.4"N 024°03'01.1"E

PROCEDURES FOR IFR TRAINING FLIGHTS

For aircraft Category B : After take-off, touch-and-go or low approach: Climb straight ahead on TR 358°. At 2.2 DME RIA at or above 800 ft turn left to RIA DVOR/DME climbing to 1500 ft. After RIA DVOR/DME at 1500 ft continue on RIA R163°. At 6.2 RIA DME turn right to intercept ILS RWY36.

For aircraft Category C : After take-off, touch-and-go or low approach: Climb straight ahead on TR 358°. At 2.2 DME RIA at or above 800 ft turn left to RIA DVOR/DME climbing to 1500 ft. After RIA DVOR/DME at 1500 ft continue on RIA R148°. At 6.7 RIA DME turn right to intercept ILS RWY36.

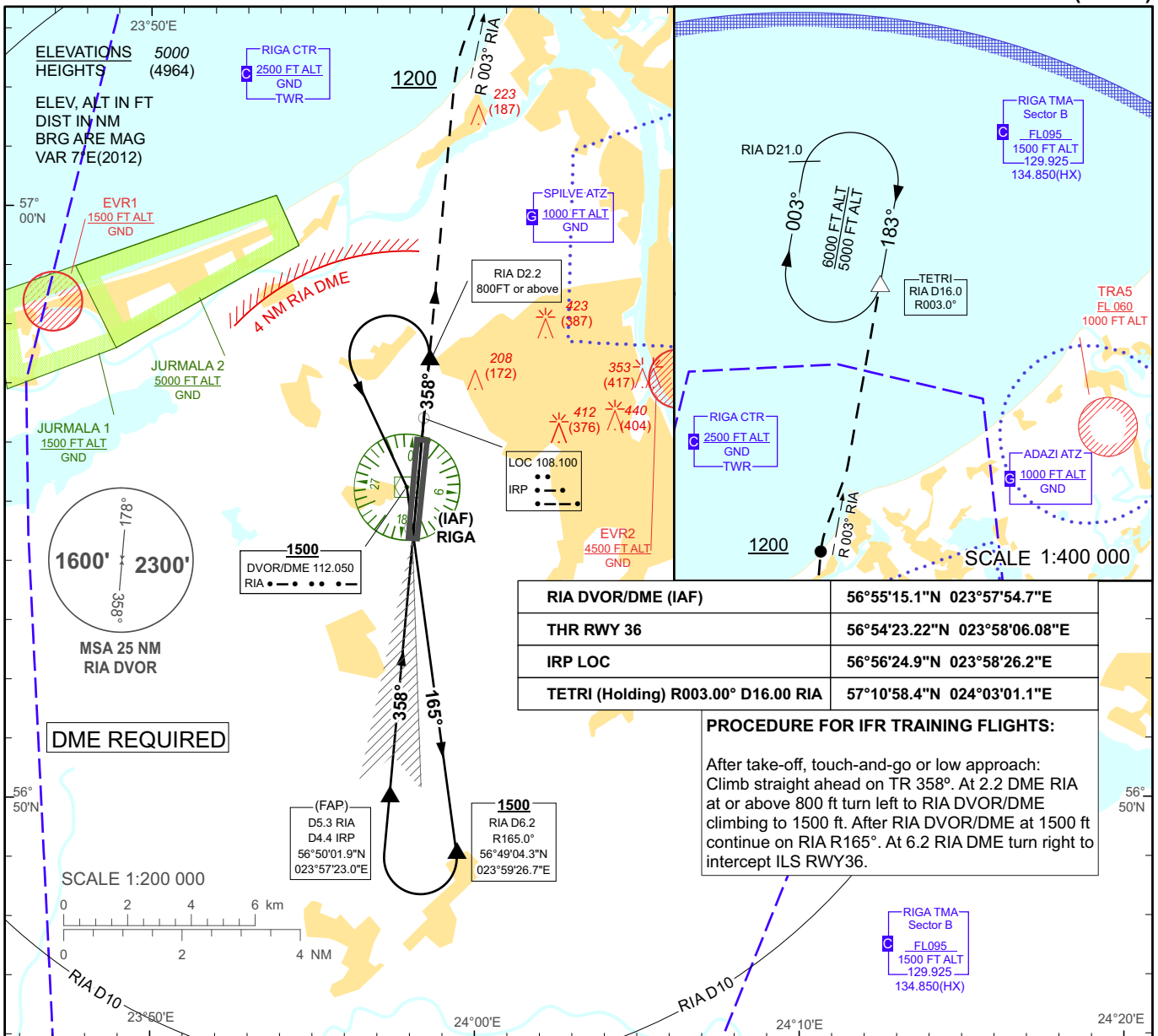


**INSTRUMENT APPROACH
CHART
FOR TRAINING
FLIGHTS**

AERODROME ELEV 36'
HEIGHTS RELATED TO
THR RWY 36 - ELEV 36'

APP 129.925
134.850(HX)
TWR 118.100
ATIS 121.200

RIGA
ILS RWY 36
(Cat A)



RIA DVOR/DME (IAF)	56°55'15.1"N 023°57'54.7"E
THR RWY 36	56°54'23.22"N 023°58'06.08"E
IRP LOC	56°56'24.9"N 023°58'26.2"E
TETRI (Holding) R003.00° D16.00 RIA	57°10'58.4"N 024°03'01.1"E

PROCEDURE FOR IFR TRAINING FLIGHTS:
After take-off, touch-and-go or low approach:
Climb straight ahead on TR 358°. At 2.2 DME RIA at or above 800 ft turn left to RIA DVOR/DME climbing to 1500 ft. After RIA DVOR/DME at 1500 ft continue on RIA R165°. At 6.2 RIA DME turn right to intercept ILS RWY36.

IRP DME READING REFERS TO THR 36

MISSED APPROACH
Climb on track 358° to 1200 then turn RIGHT for intercepting RIA R-003°. Proceed to TETRI, climbing to 2500 and follow ATC instructions.

ILS RDH 52
THR ELEV 36

NM from THR RWY 36	4	3	2	1	0.4	1	2	3	4	4.4	5	6	7	
Aircraft Category	A													
Straight-in Approach OCA(H)	ILS Cat. I 236 (200)													
Circling	530 (500)													
DME IRP	7	6	5	4	3	2	1							
DME RIA	7.9	6.9	5.9	4.9	3.9	2.9	1.9							
DIST THR	7	6	5	4	3	2	1							
ALTITUDE	2360	2030	1700	1380	1050	730	410							
HEIGHT	(2324)	(1994)	(1664)	(1344)	(1014)	(694)	(374)							
GS	Kt		80	100	120	140	160	180						
Rate of descent	ft/min		420	530	640	740	850	960						

REMARK:
 - JURMALA 1, 2 - noise abatement areas (Ref. EVRAAD 2.21)
 HX - No specific working hours

NO CIRCLING

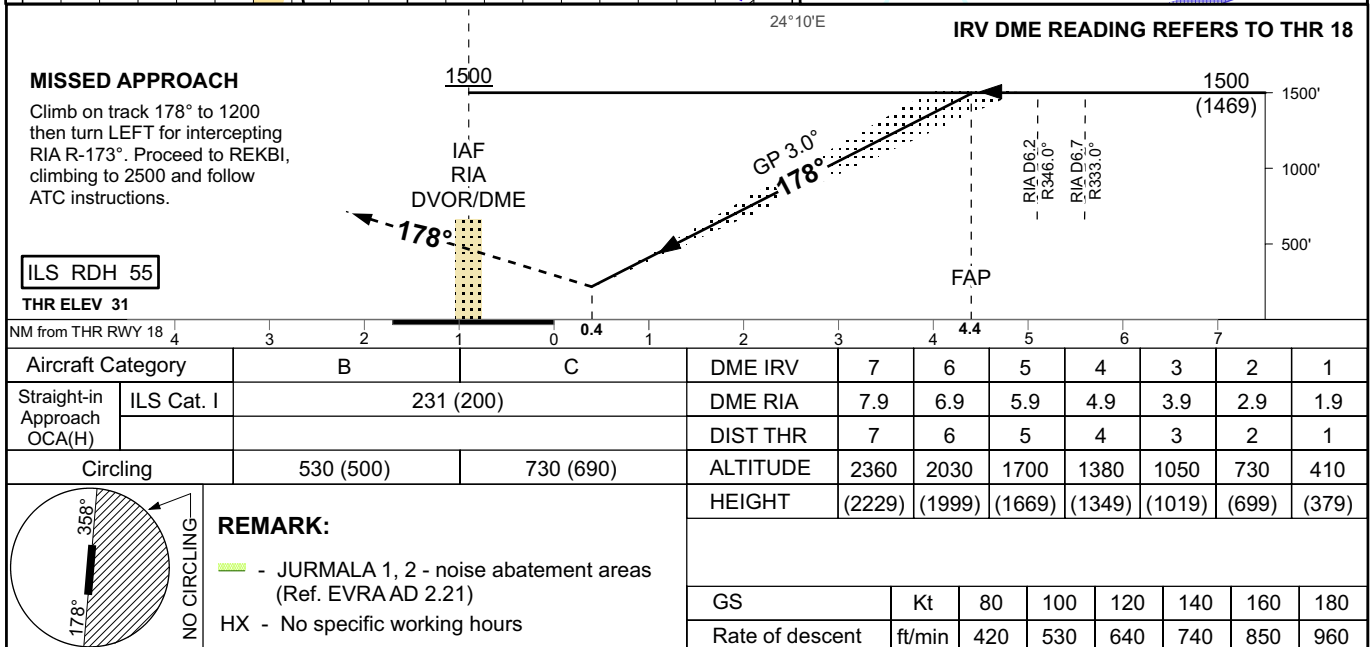
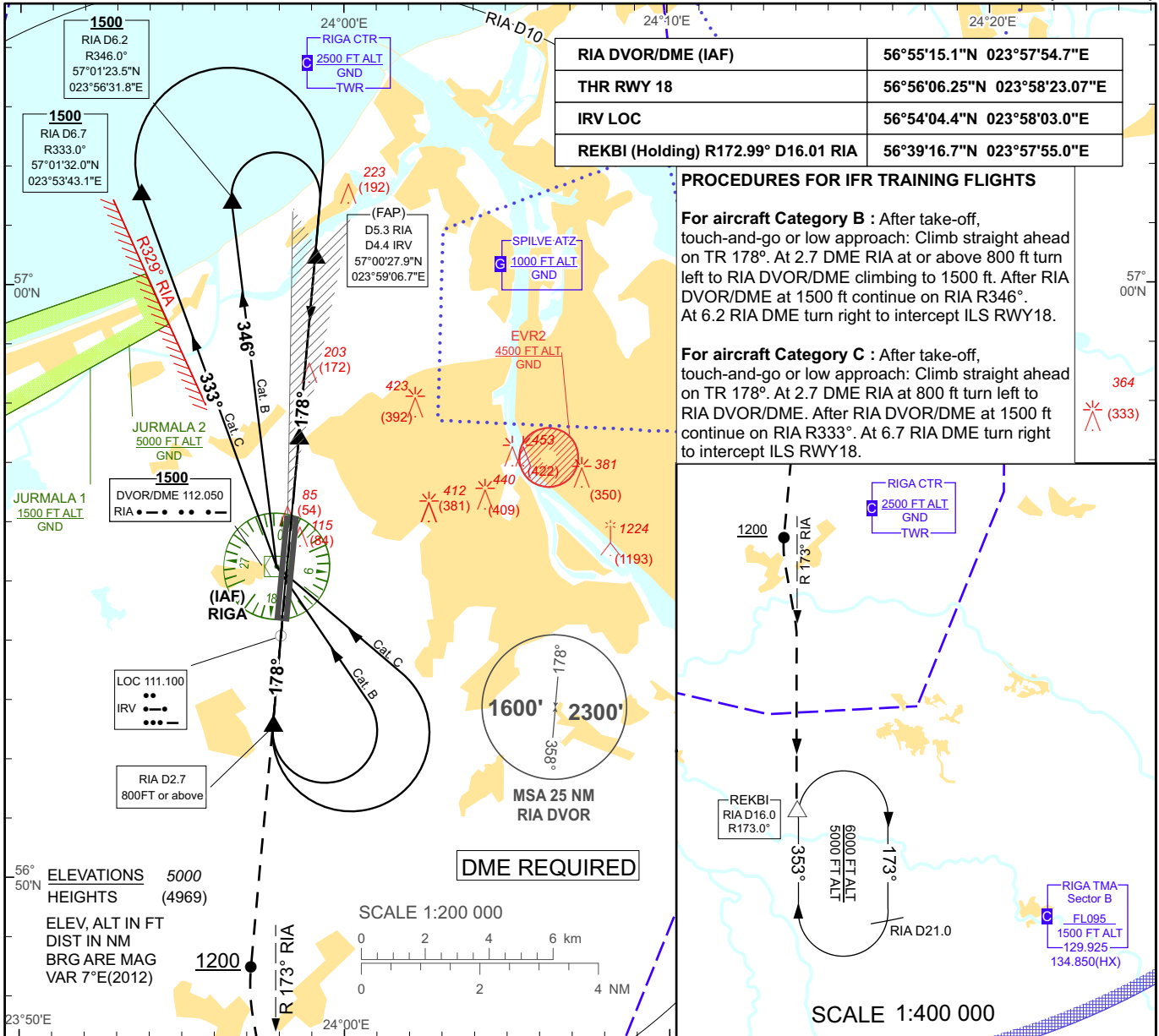
**INSTRUMENT APPROACH
CHART
FOR TRAINING
FLIGHTS**

AERODROME ELEV 36'
HEIGHTS RELATED TO
THR RWY 18 - ELEV 31'

APP 129.925
134.850 (HX)
TWR 118.100
ATIS 121.200

RIGA

**ILS RWY 18
(Cat B, C)**

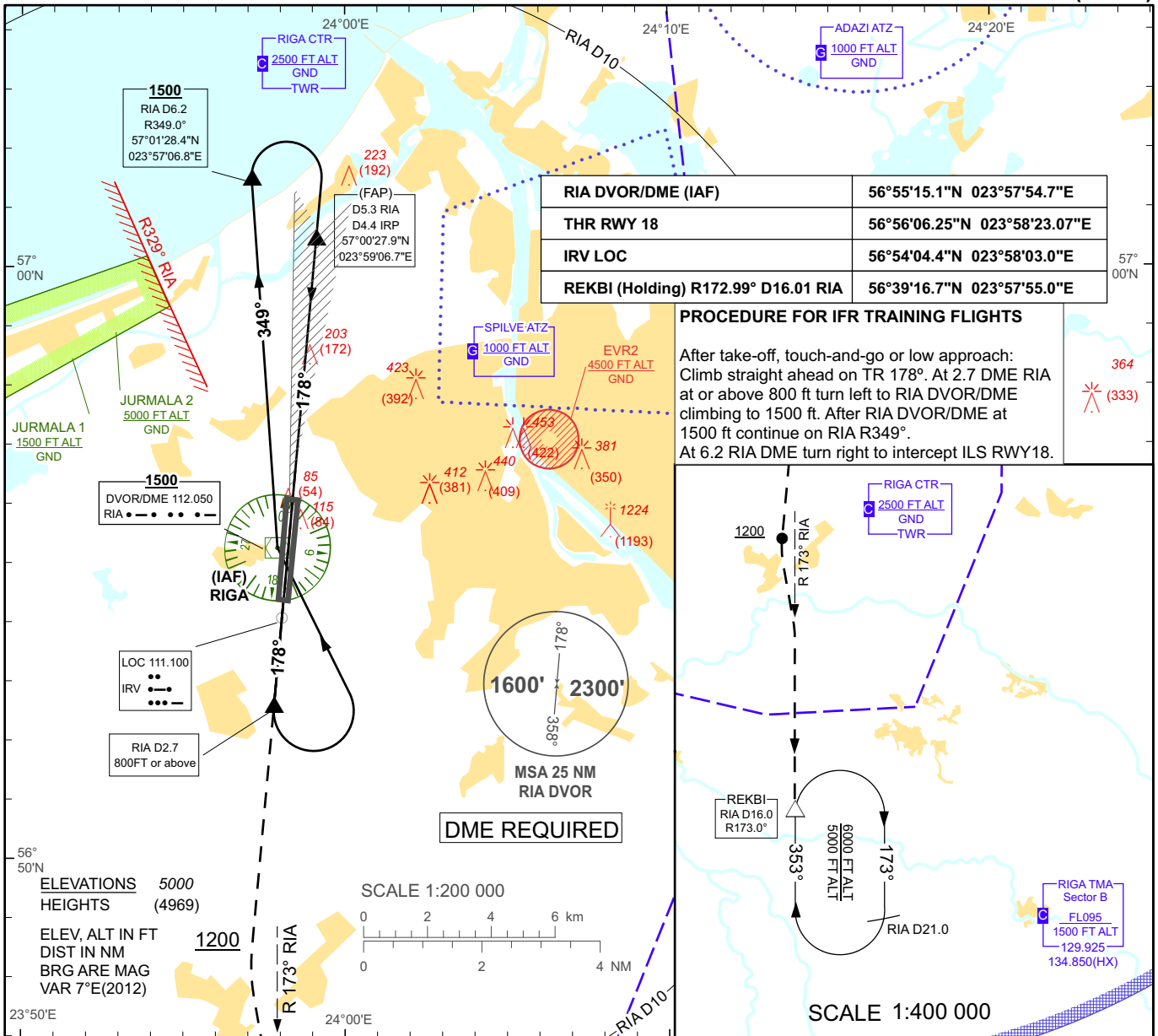


**INSTRUMENT APPROACH
CHART
FOR TRAINING
FLIGHTS**

AERODROME ELEV 36'
HEIGHTS RELATED TO
THR RWY 18 - ELEV 31'

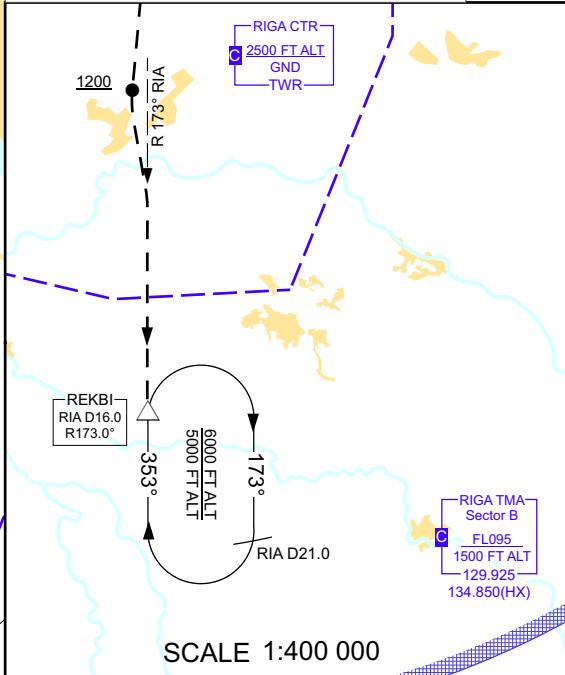
APP 129.925
TWR 134.850(HX)
118.100
ATIS 121.200

RIGA
ILS RWY 18
(Cat A)



PROCEDURE FOR IFR TRAINING FLIGHTS
After take-off, touch-and-go or low approach: Climb straight ahead on TR 178°. At 2.7 DME RIA at or above 800 ft turn left to RIA DVOR/DME climbing to 1500 ft. After RIA DVOR/DME at 1500 ft continue on RIA R349°. At 6.2 RIA DME turn right to intercept ILS RWY18.

RIA DVOR/DME (IAF)	56°55'15.1"N 023°57'54.7"E
THR RWY 18	56°56'06.25"N 023°58'23.07"E
IRV LOC	56°54'04.4"N 023°58'03.0"E
REKBI (Holding) R172.99° D16.01 RIA	56°39'16.7"N 023°57'55.0"E



IRV DME READING REFERS TO THR 18

MISSED APPROACH
Climb on track 178° to 1200 then turn LEFT for intercepting RIA R-173°. Proceed to REKBI, climbing to 2500 and follow ATC instructions.

ILS RDH 55
THR ELEV 31

NM from THR RWY 18	4	3	2	1	0.4	1	2	3	4	4.4	5	6	7	
Aircraft Category	A													
Straight-in Approach OCA(H)	ILS Cat. I	231 (200)												
	Circling	530 (500)												
DME IRV	7	6	5	4	3	2	1							
DME RIA	7.9	6.9	5.9	4.9	3.9	2.9	1.9							
DIST THR	7	6	5	4	3	2	1							
ALTITUDE	2360	2030	1700	1380	1050	730	410							
HEIGHT	(2229)	(1999)	(1669)	(1349)	(1019)	(699)	(379)							
GS	Kt	80	100	120	140	160	180							
Rate of descent	ft/min	420	530	640	740	850	960							

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

NO CIRCLING

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