

### 3. PROCEDURES FOR PLANNING, AUTHORIZATION AND EXECUTION OF TRAINING FLIGHTS AT RIGA AERODROME

#### 3.1 Planning and authorization of training flights

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

3.1.2 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.

3.1.3 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: [fmfd@lgs.lv](mailto:fmfd@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.

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

3.1.5 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.

3.1.6 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.

3.1.7 Complaints and questions regarding the conduct of training flights shall be addressed to the Civil Aviation Agency of Latvia:

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

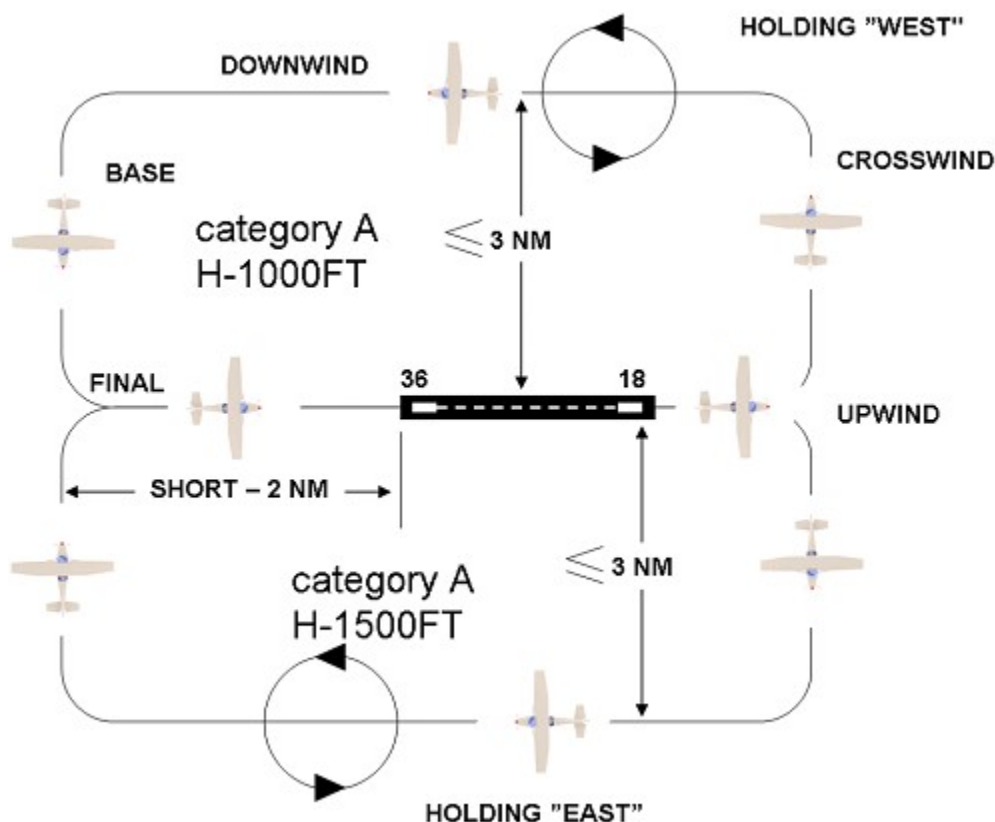
## 3.2 Flight procedures

### 3.2.1 Procedures for VFR training flights

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

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

**Figure 1.**



3.2.1.3 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.

3.2.1.4 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.

3.2.1.5 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.

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

### 3.2.2 Procedures for IFR training flights

3.2.2.1 Training flights by IFR can be executed by Aircraft Speed Approach A, B or C Category (see EVRA AD 2.24.13-1 to EVRA AD 2.24.13-4).

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

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### 3.2.2.3 Visual manoeuvre for IFR flights

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

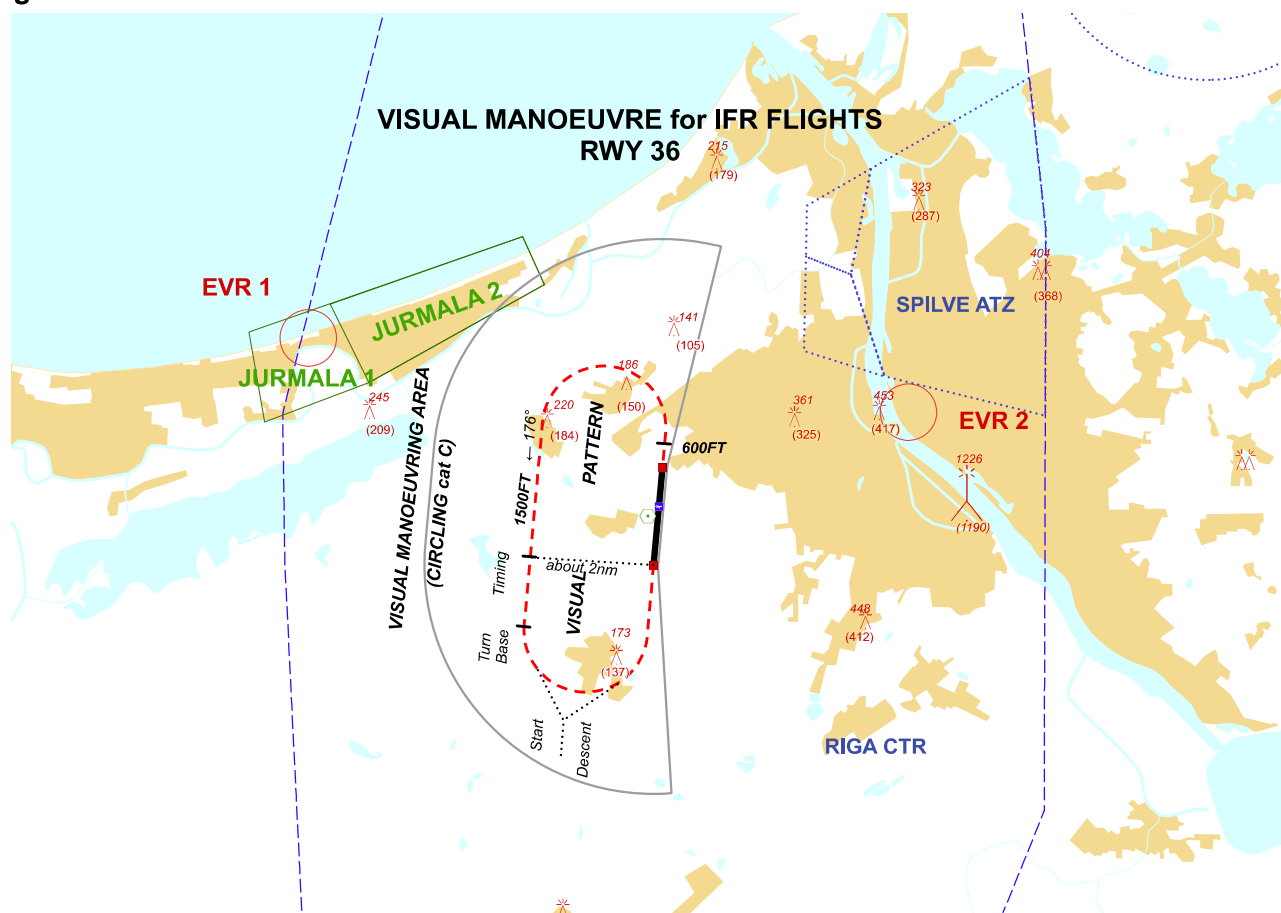
3.2.2.3.2 An IFR training flight may be cleared to execute a visual manoeuvring approach if:

- 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.

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

### Visual manoeuvre for RWY 36

Figure 2.



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

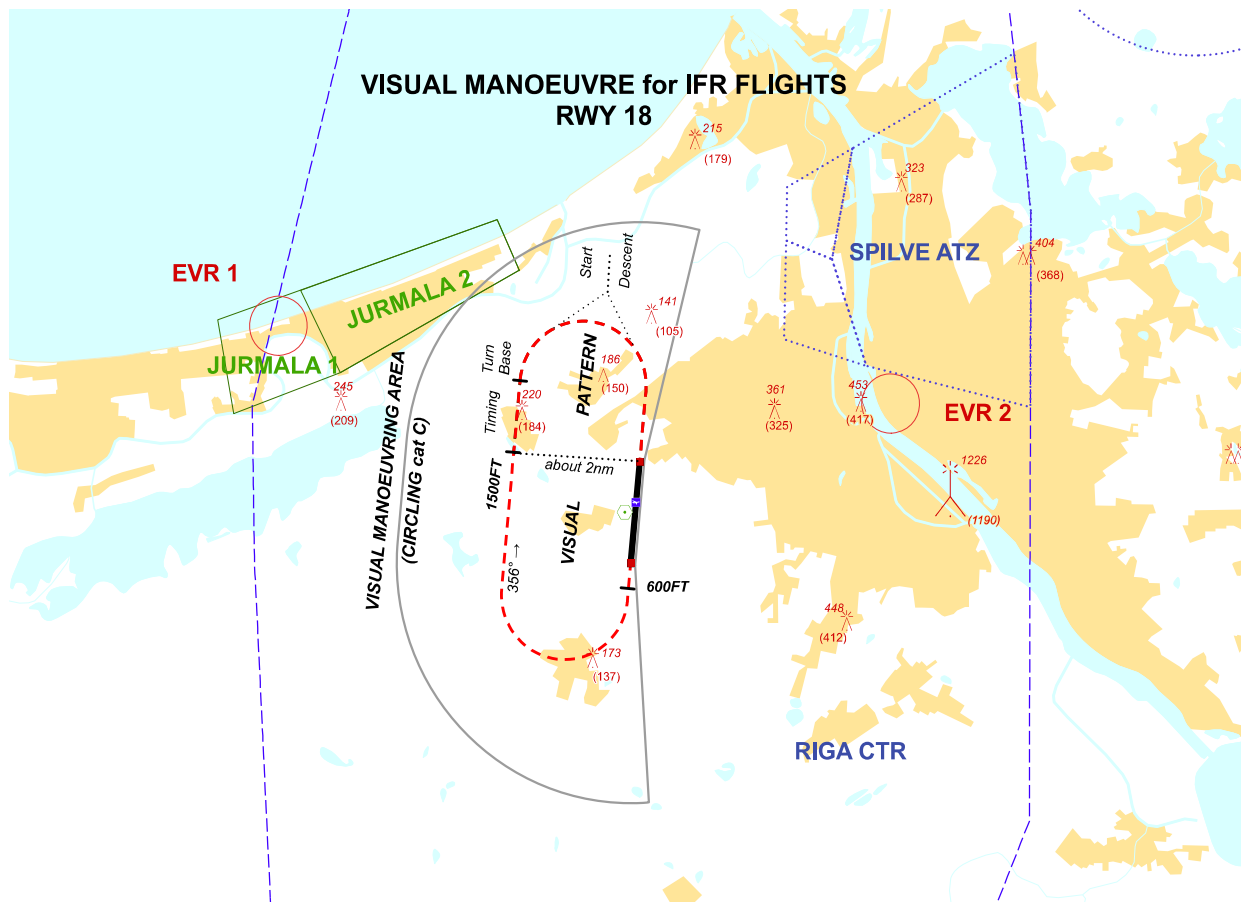
Climb straight ahead, passing 600 ft turn left climbing 1000 ft or 1500 ft.

If the visual contact with the terrain is lost during the manoeuvring, 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.

## Visual manoeuvre 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 manoeuvring, 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](#)

### 3.3 ATC procedures for IFR flights

3.3.1 The pilot shall request the manoeuvre to TOWER controller in flight:

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

"Continue visual manoeuvre:

- 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;

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

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

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

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

3.3.4 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.

### **3.4 ATC procedure for VFR training flights**

3.4.1 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.”

## **4. LOW VISIBILITY PROCEDURES (LVP)**

### **4.1 Runways and associated equipment**

RWY 18 and RWY 36 are approved for CAT I/II approaches and for LVTO in RVR condition not less than a value of 250 m.

ILS category II, DME 18/36, FFM 18/36, DME RIA are available to RWY 18 and 36 subject to serviceability of the required facilities.

#### **4.1.1 Advanced Surface Movement Guidance and Control System (A-SMGCS)**

Surface movement radar is available to ATC.

Failure in A-SMGCS will degrade LVP so that only CAT I approaches when RVR is not less than 550 m and take-offs when RVR is not less than 450 m may operate on RWY 18/36.

#### **4.1.2 Approach spacing**

In order to maintain protection on ILS, no vehicle or aircraft shall penetrate/infringe ILS critical and sensitive areas. In order to fulfil requirement more than 8NM spacing between arrivals will be used.

### **4.2 Criteria for activation of LVP**

Standby for low visibility procedures are prompted by ATC, when RVR is 700 m or less or ceiling is 200 FT or less . Low visibility procedures are effected by ATC when RVR is 550 m or less or ceiling is 150 FT or less.

Low visibility procedures are cancelled by ATC when RVR is greater than 700 m and a continuing improvement in RVR conditions is anticipated and ceiling is greater than 200 FT.

Pilots will be informed when low visibility procedures are in operation by ATIS or radio.

Pilots will be informed over radio when LVP are cancelled.

Low visibility operations will be suspended as a result of certain equipment failure/degradation modes or procedure breaches.

ATC procedures do not allow for snow clearing on the manoeuvring area when LVP are effected but allow for limited snow clearing on the manoeuvring area when standby for LVP is prompted.