

Note: The following sections in this chapter are intentionally left blank: AD-2.11, AD-2.14, AD-2.15, AD-2.16, AD-2.18, AD-2.19, AD-2.21

### EVRS AD 2.1 Aerodrome Location Indicator And Name

EVRS - SPILVE

### EVRS AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	565931N 0240428E On the centre of RWY.
2	Direction and distance from city	Within Riga city, 2NM NNW of Old Riga (Vecriga)
3	Elevation/Reference temperature	5 FT/NIL
4	Geoid undulation at AD ELEV PSN	68 FT
5	MAG VAR/Annual Change	7°E (2012)/0.12° increasing
6	AD operator, address, telephone, telefax, e-mail, AFS, website	FOUNDATION "LIDOSTA SPILVE" AD DIRECTOR JANIS MASLOVSKIS Post: Daugavgrīvas šoseja 2, Rīga, Latvija, LV-1007 Phone:+371 29407095 (duty officer), +371 29446915 (administration) Fax: NIL Email:info@spilve.org AFS: EVRSYDYD URL:www.spilve.org
7	Types of traffic permitted (IFR/VFR)	VFR by day
8	Remarks	Preflight self-briefing facility AVBL

### EVRS AD 2.3 Operational Hours

1	AD AD operator	Winter: daily SR-SS, summer: daily 0600-1800. AD operator: MON-FRI 08:00-12:00 (a meeting with the AD operator, by prior arrangement).
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	Self-briefing is available H24 on <a href="https://ibs.lgs.lv">https://ibs.lgs.lv</a> . Verbal briefing is available H24 by phone +371 67300 675.
5	ATS Reporting Office (ARO)	ARO Riga H24 Tel: +371 6 7300 642 Tel: +371 6 7783 761 (back-up phone) Self-briefing is available H24 on <a href="https://ibs.lgs.lv">https://ibs.lgs.lv</a> .
6	MET Briefing Office	Self-briefing is available H24 on <a href="https://ibs.lgs.lv">https://ibs.lgs.lv</a> .
7	ATS	NIL
8	Fuelling	As AD
9	Handling	As AD

10	Security	H24
11	De-icing	NIL
12	Remarks	Aerodrome and circuit training flights over aerodrome are strictly PPR, see section EVRS AD 2.20.

#### EVRS AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	NIL
2	Fuel/oil types	AVGAS 100LL MOGAS AVBL from the public fuel station near AD. Oil: NIL
3	Fuelling facilities/capacity	10 m <sup>3</sup> storage tank
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited, by prior arrangement only.
6	Repair facilities for visiting aircraft	Aero Restoration SIA EMAIL: yak@inbox.lv
7	Remarks	NIL

#### EVRS AD 2.5 Passenger Facilities

1	Hotels	Near AD and in the city.
2	Restaurants	Near AD and in the city.
3	Transportation	Public transport - bus route No. 3 to the city centre, up to 14 buses per hour. Taxi - may be booked with PPR.
4	Medical facilities	First aid at AD, hospitals in the city.
5	Bank and Post Office	In the city
6	Tourist Office	Office in the city: Tel: +371 67181091 www.liveriga.lv
7	Remarks	NIL

#### EVRS AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	NIL
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	Cranes and flatbeds AVBL within 24 hours on request
4	Remarks	2 x 24 kg and 2 x 5 kg CO <sub>2</sub> AVBL at AD. Fire brigade from Riga AVBL on request.

**EVRS AD 2.7 Seasonal Availability - Clearing**

1	<b>Types of clearing equipment</b>	NIL
2	<b>Clearance priorities</b>	1. TWY A, B 2. RWY 14/32 3. Apron and other TWYs
3	<b>Remarks</b>	Clearing services subject to external availability

**EVRS AD 2.8 Aprons, Taxiways And Check Locations/Positions Data**

1	<b>Apron designation, surface and strength</b>	APRON Surface: ASPH Strength: 5700 KG																					
2	<b>Taxiway designation, width, surface and strength</b>	<table> <tr> <td>Width:</td> <td>Surface:</td> <td>Strength:</td> </tr> <tr> <td>TWY A 10 M</td> <td>ASPH</td> <td>5700 KG5700</td> </tr> <tr> <td>TWY B 10 M</td> <td>ASPH</td> <td>KG5700 KG</td> </tr> <tr> <td>TWY F 10 M</td> <td>ASPH</td> <td>5700 KG5700</td> </tr> <tr> <td>TWY M 7 M</td> <td>ASPH</td> <td>KG5700 KG</td> </tr> <tr> <td>TWY N 10 M</td> <td>ASPH</td> <td></td> </tr> <tr> <td>TWY S 10 M</td> <td>ASPH</td> <td></td> </tr> </table>	Width:	Surface:	Strength:	TWY A 10 M	ASPH	5700 KG5700	TWY B 10 M	ASPH	KG5700 KG	TWY F 10 M	ASPH	5700 KG5700	TWY M 7 M	ASPH	KG5700 KG	TWY N 10 M	ASPH		TWY S 10 M	ASPH	
Width:	Surface:	Strength:																					
TWY A 10 M	ASPH	5700 KG5700																					
TWY B 10 M	ASPH	KG5700 KG																					
TWY F 10 M	ASPH	5700 KG5700																					
TWY M 7 M	ASPH	KG5700 KG																					
TWY N 10 M	ASPH																						
TWY S 10 M	ASPH																						
3	<b>Altimeter checkpoint location and elevation</b>	Location: At Apron. Elevation: 5 FT.																					
4	<b>VOR checkpoints</b>	NIL																					
5	<b>INS checkpoints</b>	NIL																					
6	<b>Remarks</b>	3000 sq.m undesignated parking area. TWY width of 10.5 M is certified. Numbers are rounded down for publication - the actual pavement width of TWY A, B, N and S is 12 M or more.																					

**EVRS AD 2.9 Surface Movement Guidance And Control System And Markings**

1	<b>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</b>	Taxiing guidance signs at all TWY intersections and all RWY holding positions.
2	<b>RWY and TWY markings and LGT</b>	RWY markings: Designation, THR, centre line, edge, end. TWY markings: Centre line, holding positions at all TWY/RWY intersections. RWY/TWY LGT: NIL
3	<b>Stop bars</b>	NIL
4	<b>Remarks</b>	Wind direction Indicator: Near TDZ RWY 32.

**EVRS AD 2.10 Aerodrome Obstacles**

Substantial obstacles are depicted visually on the Arrival and Departure Route chart (see EVRS AD 2.24.17).

**EVRS AD 2.12 Runway Physical Characteristics**

<b>RWY designator</b>	<b>True BRG</b>	<b>Dimensions of RWY (m)</b>	<b>Strength (PCN) and surface of RWY and SWY</b>	<b>THR coordinates, RWY end coordinates, THR geoid undulation</b>	<b>THR elevation and highest elevation of TDZ of precision APP RWY</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
14	148.17°	1000 X 23	5700 KG ASPH	565944.69N 0240412.04E - -	THR 4.0 FT -
32	328.18°	1000 X 23	5700 KG ASPH	565917.21N 0240443.28E - -	THR 5.0 FT -

<b>Slope of RWY-SWY</b>	<b>SWY dimensions (m)</b>	<b>CWY dimensions (m)</b>	<b>Strip dimensions (m)</b>	<b>OFZ</b>	<b>Remarks</b>
<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>
0%	200 X 23	NIL	1350 X 80	NIL	NIL
0%	NIL	NIL	1350 X 80	NIL	NIL

**EVRS AD 2.13 Declared Distances**

<b>RWY designator</b>	<b>TORA (m)</b>	<b>TODA (m)</b>	<b>ASDA (m)</b>	<b>LDA (m)</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
14	1000	1000	1200	1000	TORA, TODA, ASDA, LDA from THR
32	1000	1000	1000	1000	TORA, TODA, ASDA, LDA from THR

**EVRS AD 2.17 ATS Airspace**

<b>1</b>	<b>Designation and lateral limits</b>	SPILVE ATZ SECTOR A1: 570044N 0240303E - 570123N 0240507E - 565931N 0240428E - 565950N 0240301E - 570044N 0240303E  SPILVE ATZ SECTOR A2: 565950N 0240301E - 565931N 0240428E - 565743N 0240533E - 565810N 0240257E - 565950N 0240301E  SPILVE ATZ SECTOR B: 570123N 0240507E - 570259N 0241015E - 570018N 0241046E - 565701N 0241044E - 565743N 0240533E - 565931N 0240428E - 570123N 0240507E
<b>2</b>	<b>Vertical limits</b>	SPILVE ATZ SECTOR A1: 600 FT ALT/GND SPILVE ATZ SECTOR A2: 600 FT ALT/GND SPILVE ATZ SECTOR B: 1000 FT ALT/GND
<b>3</b>	<b>Airspace classification</b>	G
<b>4</b>	<b>ATS unit call sign Language(s)</b>	NIL
<b>5</b>	<b>Transition altitude</b>	NIL
<b>6</b>	<b>Hours of applicability</b>	H24
<b>7</b>	<b>Remarks</b>	Common traffic advisory frequency (CTAF) – 124.380 MHz – should be used by the pilots for self-announcing their positions and intentions or for air-air communications in order to exchange traffic information. TMZ

**EVRS AD 2.20 Local Aerodrome Regulations****1. Aerodrome regulations**

1.1 Spilve Aerodrome and circuit training flights over aerodrome are strictly PPR with mandatory FPL for any flight.

1.2 Permission shall be obtained by e-mail (info@spilve.org) not later than 12 HR prior the flight, however contacting AD administration for permission exactly 12 HR prior the flight does not warrant granting a permission and submission of a request should be planned timely.

1.3 The permission number must be included in the FPL Item 18 as a remark "PPR CONFIRMED XXXX" where XXXX is 4-digit PPR number.

1.4 FPL or CHG messages without PPR number in the Item 18 of the ICAO flight plan will be rejected by Riga ATS. The pilot shall open the FPL and report the actual time of departure to the nearest ATS unit.

1.5 Spilve ATZ shall not be used by aircraft unable to comply with the circuit procedures detailed in [EVRS AD 2.22](#).

1.6 Aircraft not equipped with two-way radio and/or pilots unable to use RTF, are not accepted.

1.7 For flights in Spilve ATZ an ACFT must carry a serviceable SSR transponder and the pilot shall operate the transponder at all times during the flight, regardless of whether the ACFT is within or outside the airspace where SSR is used for ATS purposes. The pilot shall set Mode C with Code 2000 unless instructed otherwise by ATC. The pilot shall not operate the IDENT feature unless requested by ATS.

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## 2. Ground movement

2.1 The pilot-in-command remains responsible for his/her own separation whilst manoeuvring on the ground regardless of the provision of a marshalling assistance.

2.2 At the intersections of TWY A and B, all movements shall be kept to the right of the taxiway ([EVRS AD 2.24.1-1](#)).

2.3 Before occupying the runway (line-up or crossing), the pilot-in-command shall always stop the aircraft before a runway taxi holding position, visually assure that the runway is free and no aircraft are on final approach, announce the intention to occupy the runway (stating the runway designator is required when lining up for take-off) via CTAF on 124.380 MHz and only then commence the actual line-up manoeuvre ([EVRS AD 2.24.1-1](#)).

2.4 After landing, aircraft shall vacate the runway via the nearest taxiway as soon as possible.

## 3. Use of runways

3.1 Line-up and vacation:

Procedure	RWY 14	RWY 32
Take-off	From THR, line-up via TWY N	Line-up via TWY A for a rolling take-off
	From RWY centre, line-up via TWY M	From THR, line-up via TWY S
Landing	Vacate straight via Stopway onto TWY A	Vacate via TWY M or TWY N

3.2 RWY 32 landings are only allowed beyond the displaced threshold markings. Violation of this rule endangers other aerodrome users as well as lowering the approach path below the safe altitude.

## 4. Other

4.1 The aerodrome is extensively used for training flights.

4.2 No provision is made for aerobatic flights or turbo-prop/turbo-fan aircraft training flights.

### EVRS AD 2.22 Flight Procedures

#### 1. Airspace

1.1 Spilve ATZ Class G airspace is intended to be used for traffic arriving to/departing from Spilve Aerodrome or airfields located within the lateral limits of Spilve ATZ or for circuit training only.

1.2 Riga AD (EVRA) QNH shall be used for altimeter setting.

1.3 The maximum altitude for Spilve ATZ traffic in sectors A1 and A2 is 600 ft ALT (EVRS AD 2.24.14 and EVRS AD 2.24.17). Occasional ultralight ACFT activity takes place in Spilve ATZ Sector A2. This airspace shall not be used by other traffic. Setting the maximum ALT for this sector does NOT imply permission for ultralight aircraft to fly over built-up areas other than for take-off or landing.

1.4 Maximum altitude for Spilve ATZ traffic in sector B is 1000 FT ALT (EVRS AD 2.24.14 and EVRS AD 2.24.17).

1.5 There are four standard entry/exit points for Spilve ATZ from/to the surrounding airspace:

Entry/exit point	Visual reference	Coordinates	Surrounding airspace	Flight altitude
CLUB	Jaunciems Yacht Club Harbour	570231N 0241020E	G	1000 FT ALT
BRIDGE	0.5 NM East of the road bridge across the railway	565854N 0241045E	G	1000 FT ALT
SARPS	Located at centre point of RWY 14/32 (the ARP)	565931N 0240428E	C (Riga CTR)	1000 FT ALT
RIVER (exit point only)	Confluence of the Daugava and Sarkandaugava rivers	570127N 0240519E	C (Riga CTR)	500 FT ALT

## 2. Circuit procedures

2.1 All circuits shall be flown to the North East of RWY 14/32 (left-hand circuit for RWY 14, right-hand circuit for RWY 32).

2.2 The standard circuit altitude is 1000 FT ALT on downwind.

2.3 Joining aircraft shall give way to circuit traffic.

2.4 Arriving ACFT on base leg or final shall have priority over ACFT preparing for take-off.

2.5 Circuit joining:

Active runway	Direction	Joining altitude	Procedure
RWY 14	From VRP "CLUB"	600 FT ALT	Directly to base leg
	From SARPS	1000 FT ALT	Join downwind leg at 45 degrees
RWY 32	From VRP "BRIDGE"	1000 FT ALT	Directly to base leg
	From SARPS	1000 FT ALT	Join downwind leg at 45 degrees

2.6 Prior to entering Spilve ATZ from the surrounding Class G airspace, the flight crew shall monitor the CTAF (124.380 MHz) to determine the runway-in-use and accordingly choose the correct entry point.

2.7 If there is no activity on CTAF (124.380 MHz), the pilot-in-command shall choose the runway-in-use.

2.8 A circuit flight shall be performed in a rectangular pattern, as close as practicable to the depicted circuit pattern on the Visual approach chart (EVRS AD 2.24.17).

## 3. Departure from Spilve AD to Riga CTR

3.1 File FPL as per standard procedures. The pilot shall open the FPL and report the actual time of departure to nearest ATS unit.

3.2 Point SARPS shall be filed as a standard entry point from Spilve ATZ to Riga CTR.

3.3 Before lining up on the RWY, the crew shall:

- establish communication with Riga Tower (118.105 (8.33 channel)) in order to receive ATC clearance;
- announce the departure and intentions on CTAF (124.380 MHz).

3.4 Take-off, climb to 1000 FT ALT within the circuit.

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- 3.5 Once airborne, reestablish radio communication with Riga Tower (118.105 (8.33 channel)).
- 3.6 Leave circuit from downwind leg across the centre of RWY 14/32.
- 3.7 Depending on traffic situation in Riga CTR, Riga Tower controller may issue additional instructions and/or amend ATC clearance.

#### **4. Arrival to Spilve AD from Riga CTR**

- 4.1 Point SARPS shall be filed as a standard point to enter Spilve ATZ from Riga CTR.
- 4.2 Approach Spilve ATZ in accordance with ATC instructions.
- 4.3 After crossing over the centre of RWY 14/32, join downwind and continue in accordance with circuit procedures.

#### **5. Departure from Spilve AD to the West via North Transit Route**

- 5.1 File FPL as per standard procedures. The pilot shall open the FPL and report the actual time of departure to the nearest ATS unit.
- 5.2 Point RIVER shall be filed as an entry point to Riga CTR.
- 5.3 Before lining up on the RWY, crew shall establish communication with Riga Tower (118.105 (8.33 channel)) in order to receive ATC clearance.
- 5.4 Before lining up on the RWY, announce the departure and intentions on CTAF (124.380 MHz).
- 5.5 Depart as per circuit procedures.
- 5.6 Once airborne, reestablish radio communication with Riga Tower (118.105 (8.33 channel)).
- 5.7 RWY 14 - leave from downwind leg via point RIVER at 500 FT ALT. RWY 32 - leave from crosswind leg via point RIVER at 500 FT ALT.
- 5.8 Proceed over the river Daugava at 500 FT ALT till the river delta (visual reference point DELTA), after passing Marine lighthouse turn left and proceed along the North Transit Route at 500 FT ALT.

#### **6. VFR communication**

CTAF (124.380 MHz) shall be used by pilots for self-announcing their positions and intentions or for air-to-air communications in order to exchange traffic information.

##### **6.1 Inbound traffic:**

- "Spilve Traffic", call sign, altitude, intentions, place of crossing the established ATZ boundary prior to entering;
- RWY to be used for landing;
- entering traffic pattern (downwind, base leg and final), circuit direction and altitude;
- vacating the RWY.

##### **6.2 Examples of self-announcing for inbound traffic:**

- Spilve Traffic, YLLCF, entering via point BRIDGE at 1000 feet;
- Spilve Traffic, YLLCF, joining right-hand base RWY 32, altitude 1000 feet;
- Spilve Traffic, YLLCF, RWY vacated.



**6.3 Outbound traffic:**

- intentions for departure;
- RWY to be used for take-off;
- intended flight direction and altitude.

**6.4 Example of self-announcing for outbound traffic:**

- Spilve Traffic, YLLCF, departing Spilve RWY 32;
- Spilve Traffic, YLLCF airborne, right turn, climbing to 1000 feet, proceeding to point CLUB.

**EVRS AD 2.23 Additional Information****1. Air navigation warnings**

1.1 Spilve ATZ is located in close proximity of Riga CTR, 2500 FT ALT/GND. All flights must be conducted with utmost care to avoid incursion into Riga CTR.

1.2 Ultralight ACFT operating in sector A2 shall NOT fly over built-up areas other than for take-off or landing.

1.3 To avoid creating nuisance to other traffic, very slow ultralights may use the airspace along the Southern border of Spilve ATZ for transit between Spilve AD and the surrounding Class G airspace to the East of Riga CTR.

1.4 Approaches to RWY 32 and departures from RWY 14 should beware of the port cranes and marine vessels navigating the Daugava river.

**EVRS AD 2.24 Charts Related To The Aerodrome**

Aerodrome Chart - ICAO	EVRS AD 2.24.1 – 1
Visual Approach Chart - ICAO	EVRS AD 2.24.14
Arrival and Departure Route Chart	EVRS AD 2.24.17

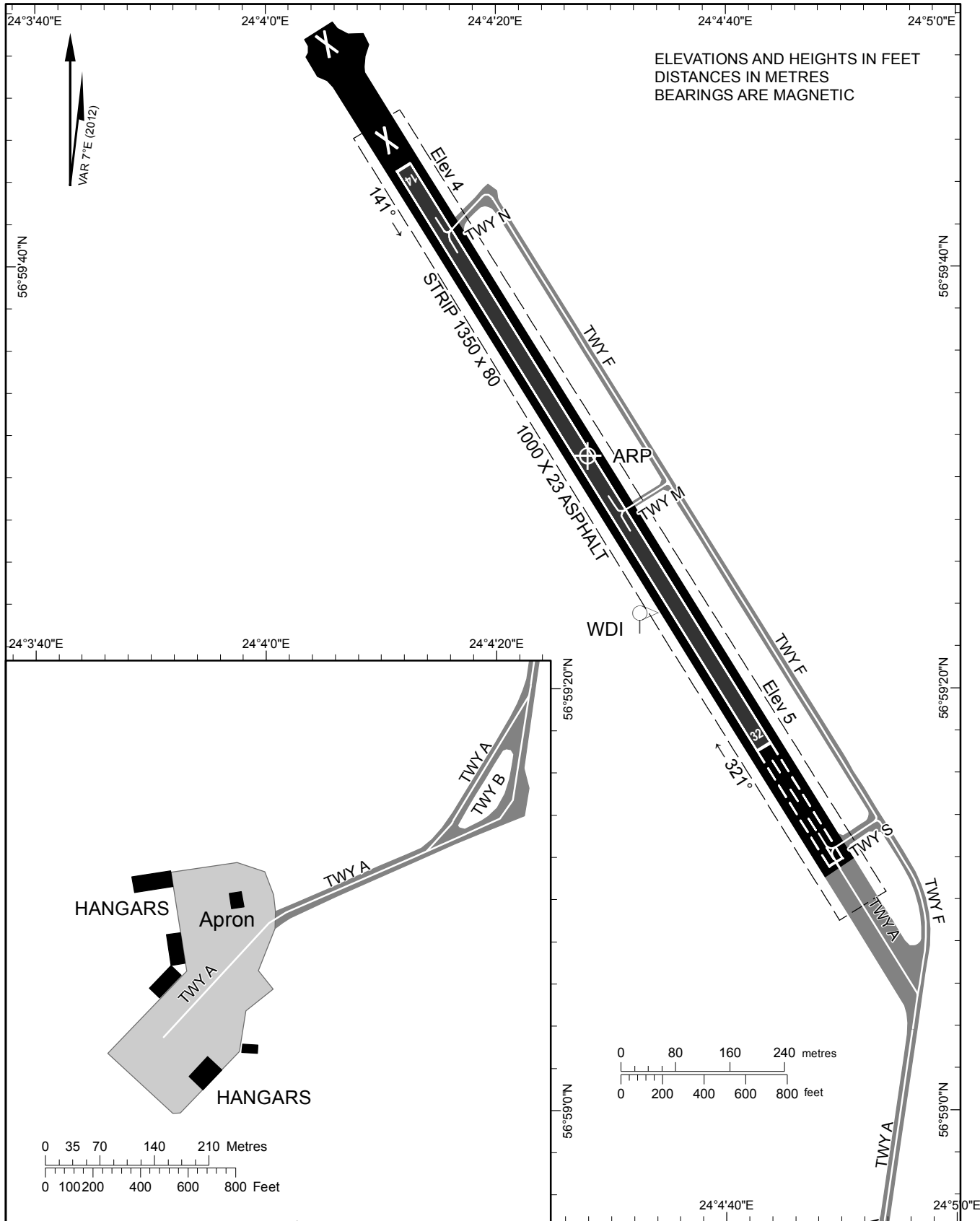
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AERODROME CHART - ICAO

56°59'31"N  
024°04'28"E

ELEV 5'

RIGA  
SPILVE



Changes: editorial.

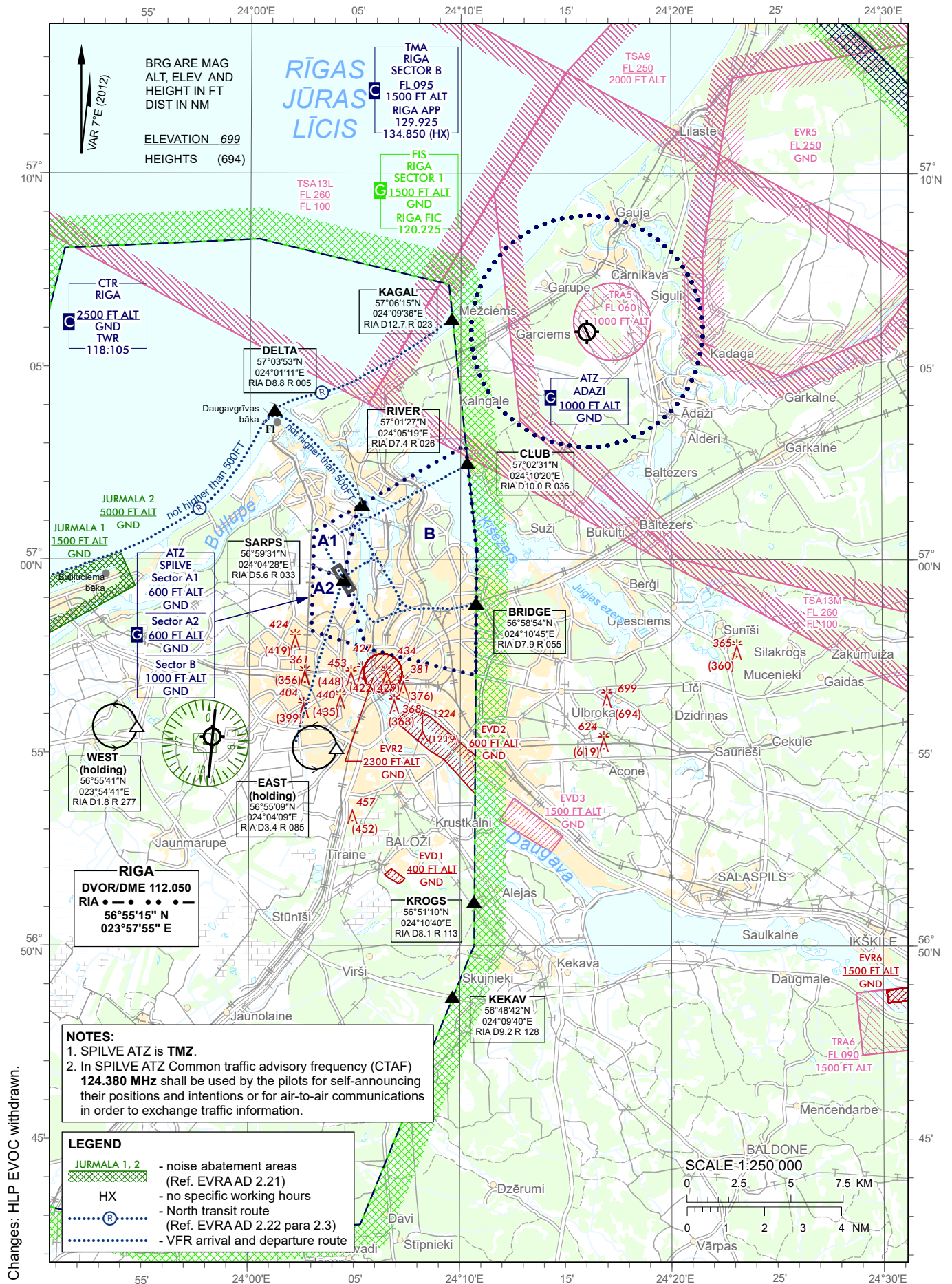
RWY	TRUE BRG	THR	RWY surface and strength (MTOW)	DECLARED DISTANCES			
				TORA	TODA	ASDA	LDA
14	148.17°	56°59'44.69" 024°04'12.04"	ASPHALT 5700 KG	1000	1000	1200	1000
32	328.18°	56°59'17.21" 024°04'43.28"		1000	1000	1000	1000

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**VISUAL  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 5 ft**  
HEIGHTS RELATED TO  
AD ELEV

**RIGA  
SPILVE**

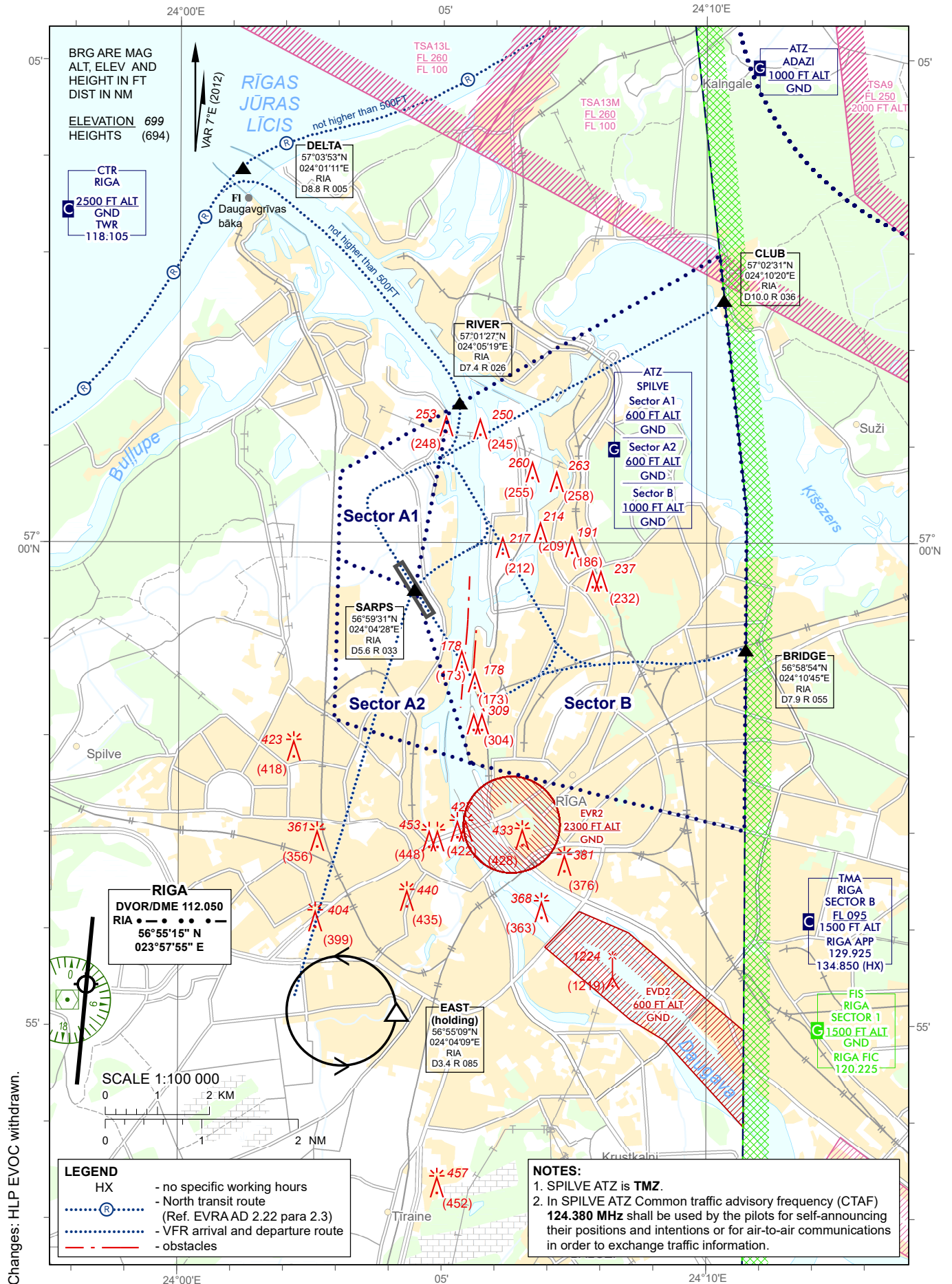


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ARRIVAL AND DEPARTURE ROUTE CHART

AERODROME ELEV 5 ft  
HEIGHTS RELATED TO AD ELEV

RIGA  
SPILVE



Changes: HLP EVOC withdrawn.

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