Translation from Lithuanian

NIDA AERODROME FLIGHT INSTRUCTIONS

Vilnius
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The ____ of _____ 2021

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The ____ of _____ 2021

NIDA AERODROME FLIGHT INSTRUCTIONS

CHAPTER 1. GENERAL PROVISIONS

1.1. Nida aerodrome belongs to Neringa Municipality.
1.2. Nida Air Park (hereinafter – NOP), a public body, manages the aerodrome and is responsible for its maintenance and airworthiness.
1.3. The aerodrome may also be used by other aviation organisations or natural persons registered in accordance with the procedure established by law, in accordance with the requirements of this Instruction, the legal acts of the Republic of Lithuania and having the permission of the aerodrome owner or his authorised person.
1.4. Flights may only be operated during the day in accordance with the Visual Flight Rules (VFR).
1.5. The pilot-in-command (hereinafter – PIC) is responsible for the safety of the aircraft.
1.6. The Director of the NOP or a person designated by their order shall be responsible for the organisation of flights at the aerodrome.
1.7. The Director of the NOP or a responsible person appointed by their order shall be responsible for the provision of information on Nida Aerodrome to the Transport Competence Agency, a public institution and the Authority "Oro navigacija".

CHAPTER 2. AERODROME DATA

2.1. The aerodrome is located 4 km northeast of the centre of Nida.
2.2. Aerodrome address: Nida aerodrome
Purvynės g. 28,
Neringa.
2.3. Address of the aerodrome operator:
Public Institution Nida Air Park
Taikos g. 2, LT-93121
Neringa
Mobile No. +370 685 03710, e-mail: nidaaero@gmail.com
2.4. Geographical coordinates of the Aerodrome Control Point (ACP) in the WGS-84 system:
2.4.1. 55°19'41" north latitude;
2.4.2. 021°02'53" east longitude.
2.5. ACP altitude above sea level H_{aer} = 9 feet (+2,6 m).
2.6. Magnetic deviation +7° (2020).
2.7. Runway (RWY) magnetic courses (MC), dimensions and characteristics:
2.7.1. RWY 07/25 MC 073° - 253°; 790 x 30 m, asphalt concrete;
2.7.2. RWY 07 (MC 073°) with a shifted threshold of 290 m from the start of the runway;
2.7.2.1. Take-off Run Available (TORA) – 790 m;
2.7.2.2. Take-off Distance Available (TODA) – 790 m;
2.7.2.3. Accelerate Stop Distance Available (ASDA) – 790 m;
2.7.2.4. Landing Distance Available (LDA) – 500 m;
2.7.3. RWY 25 (MC 253°);
2.7.3.1. Take-off Run Available (TORA) – 500 m;
2.7.3.2. Take-off Distance Available (TODA) – 500 m;
2.7.3.3. Accelerate Stop Distance Available (ASDA) – 500 m;
2.7.3.4. Landing Distance Available (LDA) – 790 m;
2.8. Maximum permissible mass of aircraft used at the aerodrome – 5700 kg.

2.9. The runways are marked in accordance with the special requirements for the design, construction and operation of civil aerodromes of the Republic of Lithuania.
2.10. Aircraft parking spaces are located in the north-western part of the aerodrome. Pavement – asphalt concrete (Annex 1).

CHAPTER 3. AVIATION SAFETY REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT AND AERODROMES (AIC A013/2020)

3.1. Owners or operators of general aviation aircraft shall keep the external doors of a stationary aircraft locked or sealed unless they are kept in a locked hangar.
3.2. Information signs shall be installed near the places (hangars, aircraft parking spaces) where persons are held responsible for unauthorised access to or use of the aircraft.
3.3. Aircraft within the aerodrome area must be inspected for signs of unauthorised access to the aircraft. Moreover, the aircrafts must be checked whether they are kept locked/sealed except when the aircraft is kept in a locked hangar. The inspection results in the inspection logs must be recorded.
3.4. Aerodrome oversight in certain circumstances, such as during events happening nearby or at the aerodrome area, must be enhanced.
3.5. Collaboration with local law enforcement agencies is needed to obtain information about suspicious activities that may pose a threat; there is also a need to carry out an informal safety assessment on the basis of the information received.

CHAPTER 4. AERODROME AIRSPACE

4.1. Nida aerodrome traffic zone (hereinafter – ATZ) is in Vilnius Flight Information Region, Palanga Flight Information Service (FIS) sector.
4.2. ATZ limits:
4.2.1. Vertical limits are established from the ground up to 2500 feet (762 m) above mean sea level or 2491 feet (759 m) from the aerodrome surface under QFE pressure (Annex 2).
4.2.2. Horizontal range: 55°18’09” north latitude, 020°58’23” east longitude – Circle with the southern part cut off, a circle having a radius of 3 nautical miles from ACP with coordinates at 55°19’41” north latitude, 021°02’53” east longitude, to – 55°19’15” north latitude, 021°08’05” east longitude – 55°18’09” north latitude, 020°58’23” east longitude.
4.2.3. The requirements of the Radio Mandatory Zone (hereinafter - RMZ) apply to the Nida ATZ (Commission Implementing Regulation (EU) No. 923/2012, SERA. 6005, p.1a).
4.3. The piloting areas are specified in Annex 3: 1 – above the point, 2 – to the north-west of the aerodrome, between the highway to Smiltynė and the sea shore.

Piloting zones	Coordinates	Route (R) / distance from Klaipėda DVOR/DME	Landmarks
ZONE I	55° 19′ 41.10″ N 021° 02′ 53.16″ E	R189° / 24.2 NM KLP	Above the point
ZONE II	55° 21′ 15.02″ N 021° 00′ 55.62″ E	R193° / 23.0 NM KLP	To the north-west of the RWY, between the highway to Smiltynė and the sea shore.

4.4. Waiting area:

Waiting area	Coordinates	Route (R) / distance from Klaipėda DVOR/DME	Landmarks
Northern	55° 20′ 57.31″ N 021° 03′ 37.21″ E	R189° / 22.8 NM KLP	The Great Cape of Preila

4.5. Aerodrome obstacles (route, distance and altitude in relation to the ACP) are specified in the obstacle diagram of the aerodrome security zone (Annex 4).

CHAPTER 5. FLIGHT OPERATIONS

5.1. All flights in Nida ATZ must be performed in accordance with RMZ requirements: before entering RMZ the pilot must establish a radio contact to notify the aircraft call sign and type, its position, altitude, flight aim and other relevant flight safety information (Commission Implementing Regulation (EU) No. 923 / 2012, SERA. 6005, p.2a).

5.2. If the aircraft is not equipped with radio equipment, it is allowed to use the aerodrome RMZ pre-coordinating it with the Director of Nida Air Park, a public instituton, or a responsible person appointed by his order.

5.3. Flights to Nida ATZ are operated under QNH pressure.

5.4. Right or left circles are used for flights (Annex 5). Depending on the wind direction, flight intensity and nature, the flight circles are organised as follows:

5.4.1. When using the RWY – 07 --- left circle;

5.4.2. When using the RWY – 25 --- right circle.

5.5. Permissible flight altitudes shall not exceed 2500 ft MSL (762 m) above average sea level. The minimum safe flight altitude should be at least 510 feet (155 m) above the ground.

5.6. The aircraft shall be at an altitude of 1000 ft (305 m) whilst operated in circles according to QNH. In agreement with the flight coordinator on a case-by-case basis (in his/her absence by agreement of the pilots of the aircraft flying in circles), the height may be changed. Aircraft operations in piloting and waiting areas shall be conducted at a maximum of 1500 ft (457 m).

5.7. Gliders have priority when approaching and landing over aircrafts with engines.

5.8. Airplanes arriving to the aerodrome ATZ descend to the height of the circle without interfering with other aircraft, enter the third turn of the flight circle and perform the approach procedure in accordance with the Aircraft Operations Manual.

5.9. The decision to re-approach is made by the pilot-in-command.

5.10. When it is not possible to land safely at the aerodrome, the crew must fly to the alternate aerodrome. The nearest aerodromes are listed in Annex 6.

5.11. The pilot-in-command may occupy the runway only if the PIC is certain that the runway is clear and the planned take-off will not interfere with the maintenance of a safe distance between aircraft.

5.12. In order to ensure flight safety in the Nida ATZ, the pilot-in-command must provide information to the flight coordinator and other crews:

5.12.1. before taxiing to the preparatory take-off, the PIC must indicate the starting position of his/her aircraft at the aerodrome and the magnetic course of the preparatory runway;

5.12.2. before taking off from the runway, the PIC must indicate the preparatory take-off next to where the aircraft is located and the nature and purpose of the planned flight;
5.12.3. before take-off, the PIC must specify the runway magnetic course and the direction of flight on take-off.
5.12.4. when departing from the flight circle, the PIC must specify the exit point;
5.12.5. before entering ATZ, the PIC must inform the point of entry and the purpose of arrival;
5.12.6. upon completion of work in the area, the PIC must indicate the location of the planned entry into the flight circle.
5.12.7. when crossing the aerodrome airspace boundary, the PIC must indicate the location, altitude according to QNH and MC;
5.12.8. before changing the radio frequency, the PIC must provide information about the next frequency;
5.12.9. before entering the flight circle, the PIC must specify the location of the flight circle;
5.12.10. when entering the flight circle, at the third or fourth turn, the PIC must announce the intention to land at full stop or to land touch-and-go;
5.12.11. the PIC must provide information about the clearance of the runway upon landing.
5.12.12. whilst at the glide path or after landing, the PIC must inform other aircraft immediately about changing their plan to land and come to a full stop to touch-and-go landing or about the accepted decision to abort the landing procedure and re-approach;
5.12.13. at every stage the PIC must inform about the decision to change their previously announced plans, the information requested by another aircraft in an unsafe, dangerous or emergency situation in order to avoid an accident or ensure the aircraft requested priority for landing;
5.12.14. when entering (or crossing) the ATZ area, the PIC must indicate the place of arrival, altitude according to QNH, and further plans;
5.13. Flights in the piloting zones (Annex 3) are made only in the following cases:
5.13.1. when the aircraft is being tested after maintenance work;
5.13.2. when a pilot test or training flight is being conducted;
5.13.3. when the preparation for aerobatic competitions and training glider flights is organised;
5.13.4. during aviation holidays.
5.14. In order to fly to the aerodrome, the pilot-in-command must:
5.14.1. have access to the aerodrome information published in the Aerodrome Information Kit (AIP VFR) and NOTAM;
5.14.2. submit the flight plan to the air traffic services office of the Vilnius Air Navigation Information Division at the latest 60 minutes before the scheduled departure time by tel. No.: +370 706 94 694, +370 706 94 747, fax +370 706 94 621 or by e-mail to briefing@ans.lt and receive confirmation of its acceptance tel. No.: +370 706 94 694, +370 706 94 747. The flight plan must be submitted before flying to Nida ATZ and departing from Nida ATZ;
5.14.3. contact Nida aerodrome by phone +37068503710 informing about the planned flight and receiving information about the current situation;
5.14.4. contact the flight coordinator using the Nida aerodrome frequency or other aircraft on the ATZ before entering the aerodrome and obtain information on the nature of the operations;
5.14.5. if the flight coordinator is not working, the PIC must visually assess the situation at ATZ and the landing conditions at the aerodrome, listen to the radio at channel 128.705 and provide information about himself/herself in accordance with the requirements of point 5.13;
15.14.6. Independent flights to Nida aerodrome are recommended with more than 200 hours of flight experience.

5.15. In order to depart or fly the Nida ATZ, the pilot-in-command must visually assess the situation or obtain information from the flight coordinator:
5.15.1. on the airworthiness of the aerodrome or any restrictions;
5.15.2. on the runway and flight circle routes used;
5.15.3. on other aircraft operating at ATZ aerodrome;
5.15.4. on vehicles, personnel, or aircraft in the maneuvering area;
5.15.5. on the ornithological situation at the aerodrome;
5.15.6. to wear safety vests when the pilot-in-command and crew members fly over a body of water (Curonian Lagoon);
5.15.7. to visually determine the horizontal visibility according to the landmarks of visible objects, the distance of which to the observation point is known and determined (Annex 7);
5.15.8. to assess other actual meteorological conditions.
5.16. Take-off and landing RWY 07 (MC 073°):
5.16.1. Take-off run available, RWY length – 790 m (TORA);
5.16.2. Landing distance available, RWY from the offset threshold– 500 m (LDA).
5.17. Take-off and landing RWY 25 (MC 253°):
5.17.1. Take-off run available, RWY length – 500 m (TORA);
5.17.2. Landing distance available, RWY from the offset threshold – 790 m (LDA).

CHAPTER 6. FLIGHT ORGANISATION AND REGULATIONS

6.1. Only those aircraft operators or owners who have an aerodrome user agreement with Nida Air Park, a public institution, can organize flights to Nida ATZ.
6.2. The organisation of flights at the aerodrome by two or more organisations at the same time shall be conducted in accordance with the provisions on the interaction and responsibility of aerodrome users.
6.3. The flight coordinator is appointed by the order of the director of Nida Air Park, a public institution.
6.4. All functions and duties of a flight coordinator are set out in his/her job description, which he/she must read to sign.
6.5. The person responsible for the flight organisation must ensure that:
6.5.1. when flying, the main channel 128.705 of the radio station would be switched on at the place of work;
6.5.2. the airworthiness of the aerodrome is inspected and assessed and the findings recorded in the aerodrome maintenance log;
6.5.3. the information on aerodrome preparation for flights is provided to crew members.
6.6. A flight coordinator is appointed for flights at Nida aerodrome, for parachute drops and during sporting competitions or celebrations.
6.7. The main function of the flight coordinator is:
6.7.1. to monitor the aircraft moving around the aerodrome and its space;
6.7.2. to visually control the position of the landing gear of the aircraft;
6.7.3. to warn the crews of incoming aircraft about the activities at the aerodrome to avoid incidents, dangerous approaches, or misunderstandings of radio communication.

CHAPTER 7. AIRSPACE AND AIR TRAFFIC SERVICES

7.1. Aircraft crews flying in the air traffic zone of Nida aerodrome must provide information about themselves in accordance with the requirements of clause 5.13.
7.2. The call sign of Nida aerodrome is “NIDA-RADIO”. The radio channel used in the aerodrome air traffic area is 128.705.
7.3. All conversations on channel 128.705 are recorded on digital media and stored for 30 days, and in the event of an aviation incident, are stored until the end of the investigation.
7.4. Flights in Vilnius Flight Information Region, Palanga FIS sector from ground level to flight level up to flight level 95 shall be performed in accordance with the conditions and requirements established by the Class G airspace classification (Air Navigation Information Package of the Republic of Lithuania / AIP ENR Chapter 1.4). The call sign of Vilnius Flight Information Point is “VILNIUS INFORMACIJA”, radio frequency is 123,850 MHz.
7.5. Flights in the air traffic control area of Palanga aerodrome must be performed in accordance with the conditions and requirements established by the Class C airspace classification (Air Navigation Information Package of the Republic of Lithuania / AIP ENR Chapter 1.4).
7.6. The call sign of Palanga Air Traffic Information Point is “PALANGA INFORMATION”, radio frequency is 125.725 MHz.
7.7. The call sign of Palanga Access Control Point “PALANGA TOWER”, radio communication channel is 124.305 MHz.
7.8. Flights in Vilnius air traffic control region above flight level 95 shall be performed in accordance with conditions and requirements set by Class C airspace classification (the Republic of Lithuania AIP / AIP ENR section 1.4). The call sign of Vilnius Air Traffic Control Point “VILNIUS CONTROL”, radio communication channel is 133.305 MHz.
7.9. Flights in the traffic area of Nida aerodrome must be performed in accordance with the conditions and requirements established by the Class G airspace classification (Air Navigation Information Package of the Republic of Lithuania / AP ENR Chapter 1.4).
7.10. If the flight is planned in the air traffic control area of Palanga aerodrome or in another controlled airspace, the pilot-in-command must submit the flight plan to the Vilnius Air Navigation Information Division at the latest 60 minutes before the scheduled departure time by tel. No.: +370 706 94 694, +370 760 94 747, fax +370 706 94 621, by e-mail to (briefing@ans.lt) or fill in the flight plan form on the website www.ans.lt and receive a confirmation of its acceptance by tel. No.: +370 706 94 694, +370 706 94 747.
7.11. Applications in the prescribed form for the reservation of airspace must be submitted to the Air Traffic Board Division of the Authority “Oro navigacija” by fax +370 706 94 579 or by e-mail amc@ans.lt not later than 8 working days before the determination of the reserved airspace. The Air Traffic Board Division must inform the applicant about the decision to reserve airspace at least 4 days in advance.
7.12. The flight to Nida aerodrome is via Priekulė. Departure through the northern side of the Ventė Cape.

CHAPTER 8. ACTIONS IN URGENCY OR EMERGENCY SITUATIONS

8.1. In the event of an accident or a particular situation or incident, or having noticed the infringement of these instructions or the case of non-compliance, every PIC at the aerodrome, persons who participated in the flight organisation or witnessed them, must inform immediately the aerodrome manager or the authorised person about the event. If necessary, inform the local fire and

rescue service 112, Aeronautical Rescue Coordination Centre tel. No.: +370 706 94 587, +370 706 94 588, mobile: +370 610 46 024.

Emergency frequency is 121.500 MHz.

8.2. The flight crew must notify the flight coordinator when:

8.2.1. when there is deterioration of meteorological conditions or other dangerous conditions for flights (disturbances of control, engine, landing gear or other aircraft systems);

8.2.2. when there are changes to flight route, altitude, in case of departure from a dangerous location, or loss of orientation.

8.3. The flight coordinator must:

8.3.1. alert the flight crew to dangerous meteorological phenomena at the aerodrome and its accesses;

8.3.2. when noticing signs of aircraft failure or crew being unprepared for landing/take-off, immediately notify the aircraft crew;

8.3.3. in the event of an accident or incident, send rescuers to the scene in accordance with the rescue plan.

8.4. In the event of an emergency and if necessary, the flight coordinator or responsible person must:

8.4.1. inform the local fire and rescue service 112 and/or the Aeronautical Rescue Coordination Centre tel. No.: +370 706 94 587, +370 706 64 588, +370 706 94 585, mobile: +370 610 46 024 and to organize rescue operations on their own;

8.4.2. find out the circumstances with the pilot-in-command who violated these instructions and report the incident to the head of the organisation that organised the flights and to the Lithuanian Transport Safety Administration.

CHAPTER 9. AIR NAVIGATION INFORMATION SERVICES

9.1. Aeronautical information services are provided by the Air Navigation Information Division of the Authority “Oro Navigacija”, tel. No.: +370 706 94 694; +370 706 94 747, fax +370 706 94 621, e-mail: briefing@ans.lt.

RECORDS OF AMENDMENTS

Amendment No. Date	Pages to edit	Entry by (Name, surname, signature, date)	Coordinated with	Approved by*
1 / 01.03.2021.	3, 5, 6 Annex 1	Bronius Zaronskis		Director Bronius Zaronskis

*- the amendment shall enter into force on the date of approval.