Hello,

**1) All formality pack - below. They are more for the insurance, than CAA or somebody else.**

- Flight plan is required when crossing LT border, as per SERA 4001. We are constantly reminded of this, as many people simply don't do that.

- A formal permission from CAA required if flying to Lithuania. Basically, email to info@caa.lt, saying: hi, we are coming, our aircrafts are...., our licenses are. No enforcement, and typically - no reply.

- Transponder for non LY- registered aircrafts are required. Not enforced, and during competition period we will get and "exception" (standard procedure, as there are plenty of championships).

2) No special procedures around EYIG

NB: EYIG airfield has a permission to launch small amateur-made rockets - so there is red circle around, marked as "danger zone".

G-airspace all around, however - watch out for Belorussia (15 km south-east), don't go into nuclear power plant zone (45 km norht-east).

3) VFR map of Lithuania (2018-03). BIG file in the link - **258 MEGABYTES.**<https://drive.google.com/open?id=1FphDESwLhotroWa5XQqTYOqP1YVmU-Ek>

More details:

1) EYD20 and 21 is **managed/activated** by EYIG airfield only.

2) I assume, it is standard EU border zone (5 nM). It's not allowed to be there without permission.

3) Tasks are planned towards North-west / north, towards EYUT airfield.

EYUT is super friendly airport, we've done several Lithuania championships there, but its facilities less ready for championship.

4) Common sense prevails. Nobody ever had a problem:

I am flying with Italian registered airplane without transponder, as many other pilots with OK, D, I, YL and other registrations...

Anyway - I don't want to push the envelope, hense will try to get some "umbrella" permission.

Visual flight rules:

<http://aleksotas.eik.lt/doc/on-informacija/agl/enroute/enr2-1.pdf>

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