

Page 1**Changed chart(s) since Disc 22-2010****ADD = Added chart, REV = Revised chart, DEL = Deleted chart.**

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
Riga, (Riga Intl - EVRA)				
ADD	LUTAL 2A, SOKVA & VANAG 4A...	10-2	05 řų 2010	18 řų 2010
ADD	LUTAL 2C, SOKVA & VANAG 4C...	10-2A	05 řų 2010	18 řų 2010
ADD	BARVA 3A ARR	10-2B	05 řų 2010	18 řų 2010
ADD	BARVA 3C ARR	10-2C	05 řų 2010	18 řų 2010
ADD	ASKOR & ERIVA 2A, GUNTA 4A ...	10-2D	05 řų 2010	18 řų 2010
ADD	ASKOR & ERIVA 2C, GUNTA 4C...	10-2E	05 řų 2010	18 řų 2010
ADD	LAPSA 3A, ORVIX 1A & TENSI 3...	10-2F	05 řų 2010	18 řų 2010
ADD	LAPSA 3C, ORVIX 1C & TENSI 4...	10-2G	05 řų 2010	18 řų 2010
REV	ASKOR, BERIL & VALED 1J DE...	10-3D	05 řų 2010	18 řų 2010
ADD	LAPSA 2E & TENSI 3E DEPS	10-3E	05 řų 2010	18 řų 2010
ADD	LAPSA 3G & TENSI 4G DEPS	10-3F	05 řų 2010	18 řų 2010
REV	ILS OR LOC RWY 18	11-1	05 řų 2010	18 řų 2010
REV	ILS OR LOC RWY 36	11-2	05 řų 2010	18 řų 2010
REV	VOR RWY 18	13-1	05 řų 2010	18 řų 2010
REV	VOR RWY 36	13-2	05 řų 2010	18 řų 2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport EVRA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

UFN the first third of rwy 36 touchdown zone could have reduced friction coefficient due to new asphalt and rubber contamination even when reported dry. It is not recommended to plan vacating rwy 36 via twy C for acft with a landing weight of more than 46tons.

General Info

Riga, LVA

N 56° 55.4' E 23° 58.3' Mag Var: 5.1°E

Elevation: 36'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 18-36 10499' x 148' asphalt

Runway 18 (180.0°M) TDZE 31'

Lights: Edge, ALS, Centerline

Runway 36 (360.0°M) TDZE 36'

Lights: Edge, ALS, Centerline, TDZ

Communications InfoATIS **121.2**Riga Tower **118.1**Riga Ground Control **118.8**Riga Approach Control **129.925**Riga Transit Operations **131.6****Notebook Info**

EVRA/RIX
RIGA INTL**JEPPESEN**
30 JAN 09 **10-1P** **Eff 12 Feb****RIGA, LATVIA**
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 121.2

1.2. LOW VISIBILITY TAKE-OFF PROCEDURES

- Status of LVP passed to pilots by means of ATIS broadcast "Low visibility take-off procedures in operation".
- Preparation phase initiated by ATC when RVR 600m with decreasing tendency.
- LVP for take-off commenced 10 Min before ETD when RVR 500m with decreasing tendency.
- During LVP for take-off following shall be executed:
 - only 2 ACFTs allowed on the manoeuvring area at the time and no vehicle moving.
 - moving of ACFT conducted only with accompanying "Follow-Me" car.
- LVP for take-off cancelled when RVR 700m with increasing tendency.

1.3. TAXI PROCEDURES

- ACFT will be advised the taxi route to follow by TWR or Ground Movement (GMC).
- "Follow me" car always available on request.
- Movement of ACFT on the apron is subject to prior permission from GMC or TWR. However, GMC or TWR will only provide any necessary information to maintain an orderly flow of traffic.

1.4. PARKING PROCEDURES

On stands 2, 4, 5, 6, 7 ACFT will be guided to nose-in parking.

On all stands except 2, 4, 5, 6, 7, unless otherwise requested by the crew and/or marshalled, ACFT will normally be guided to nose-in parking.

1.5. OPERATION OF MODE S TRANSPONDER ON AIRPORT

Mode S transponder shall be operated in accordance with the following provision:

DEPARTING ACFT:

- Set ACFT identification and, when received, set assigned Mode A code,
- Immediately prior to request for push-back or taxi, whichever is earlier, select "automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "ON" (e.g.: ON or XPDR),
- Only when approaching the holding position of the departure RWY, select "TCAS" (e.g.: TA/RA).

ARRIVING ACFT:

- As soon as practicable after landing de-select "TCAS" (e.g.: TA/RA),
- Select "automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "ON" (e.g.: ON or XPDR),
- Continue to squawk last assigned Mode A code until fully parked,
- When fully parked, select "standby" (e.g.: STBY).

1.6. OTHER INFORMATION

Birds in vicinity of airport.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL 100.

EVRA/RIX
RIGA INTL

30 JAN 09

JEPPESEN

10-1P1

Eff 12 Feb

RIGA, LATVIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT below FL 100.

3.2. RUN-UP PROCEDURES

- Permission for engine run-up shall be requested from "Riga Transit" on **131.6 MHz**.
Stand number and intended engine power thrust should be indicated.
- On Apron 1 engine run-up is not permitted.
- On Aprons 2, 3 and 4 engine run-up is permitted at idle power only.
- Engine run-up at power exceeding idle is permitted only in Engine test area Z3.

3.3. PUSH-BACK AND TOWING PROCEDURES

- When an ACFT is positioned at nose-in stand 2 and 4 thru 7 the standard push back procedure shall be adopted.
- Request clearance from "Riga Ground" (outside Ground Movement Control -GMC- operational hours on "Riga Tower") for push-back or tow.
- Clearance for push-back or taxi may only be requested if ACFT is ready for departure and to carry out the manoeuvre immediately.
- Engines can be started before, during or after push-back. The interphone or hand signal system must be used for communication with crew.
The main engines must be operated only at idle power until the push-back tractor has taken the (nose-wheel of the) ACFT to the yellow taxi-line which will be used by the ACFT for taxiing. At this position the push-back tractor will leave the ACFT and the pilot is allowed to use the main engines as required for break-away power and taxi to the RWY.

3.4. START-UP PROCEDURES

- Request clearance from "Riga Ground" (outside Ground Movement Control -GMC- operational hours on "Riga Tower") for engine start-up.
- The parking position and designator for ATIS broadcast latest received shall be stated in the initial call.
- Start-up and ATC clearance shall be requested not earlier than 10 min before estimated start-up.

CLEARANCE DELIVERY

ATC departure clearances may be obtained by Voice RTF or Datalink departure clearance service.

Datalink departure clearance (DLC) service:

- DLC service is available from EOBT -15 until EOBT +15 minutes.
- DLC should not be issued if requested later than EOBT +15 minute. Successful clearances must be accepted within 5 minutes of receipt or a 'Revert to voice' message will be received.
- If any data errors are detected by the system or the controller, a 'revert to voice' message will be received.
- If the attempt to obtain a clearance is unsuccessful the ACFT should revert to voice RTF.

3.5. NOISE ABATEMENT

The following procedure shall be applied by all ACFT certified in accordance to ICAO Annex 16, Volume 1, Chapter 3:

Take-off and climb to 1500' AGL

- take-off flap
- climb at $V_2 + 10$ to 20 KT

At 1500' AGL - accelerate smoothly to en-route climb speed with flap retraction on schedule.

EVRA/RIX
RIGA INTL

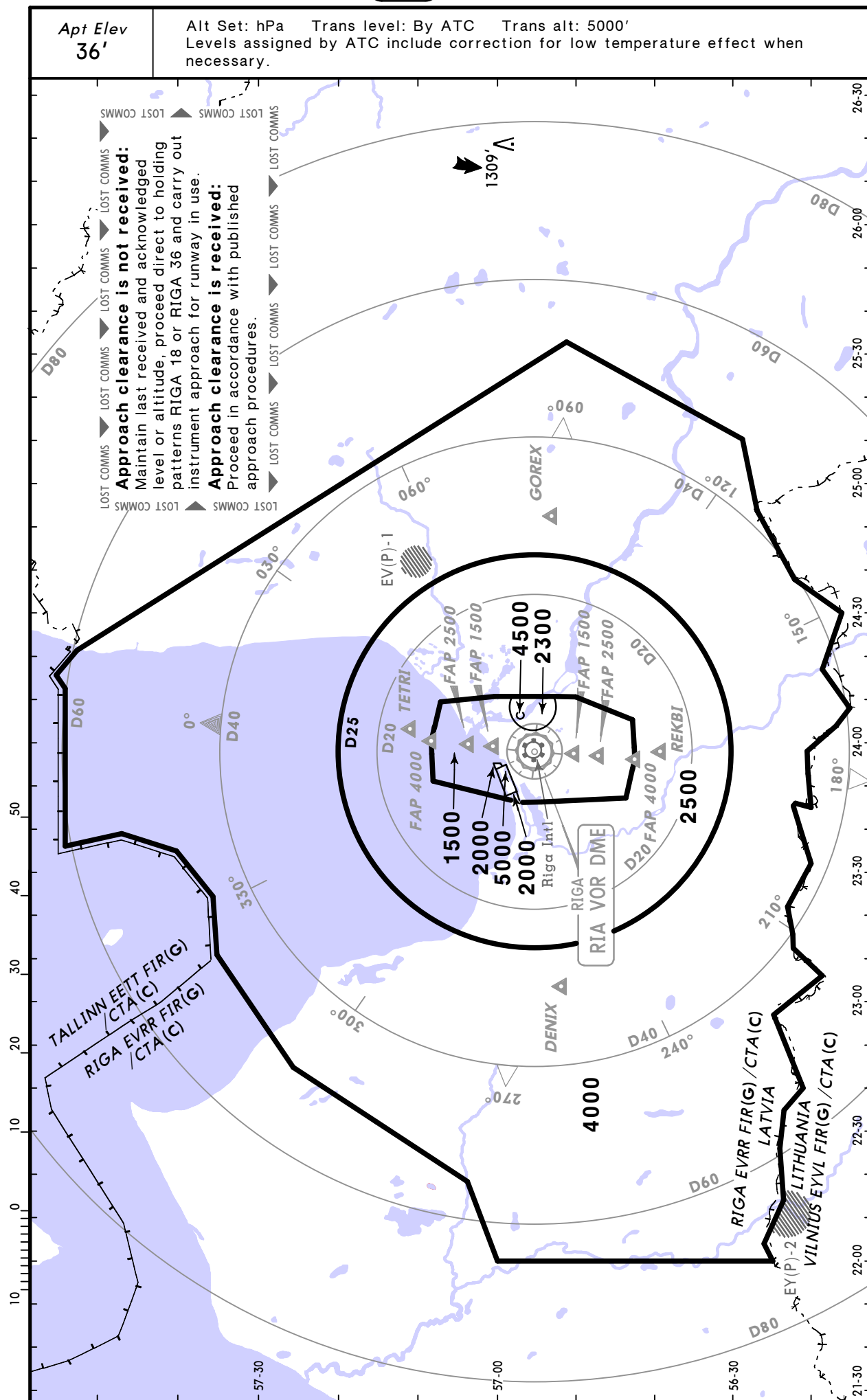
JEPPesen

5 DEC 08 **(10-1R)**

Eff 18 Dec

RADAR MINIMUM ALTITUDES

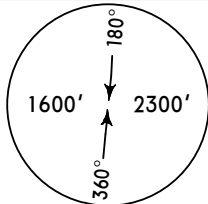
RIGA, LATVIA



EVRA/RIX
RIGA INTL

JEPPESEN
 5 NOV 10 **10-2** **Eff 18 Nov**

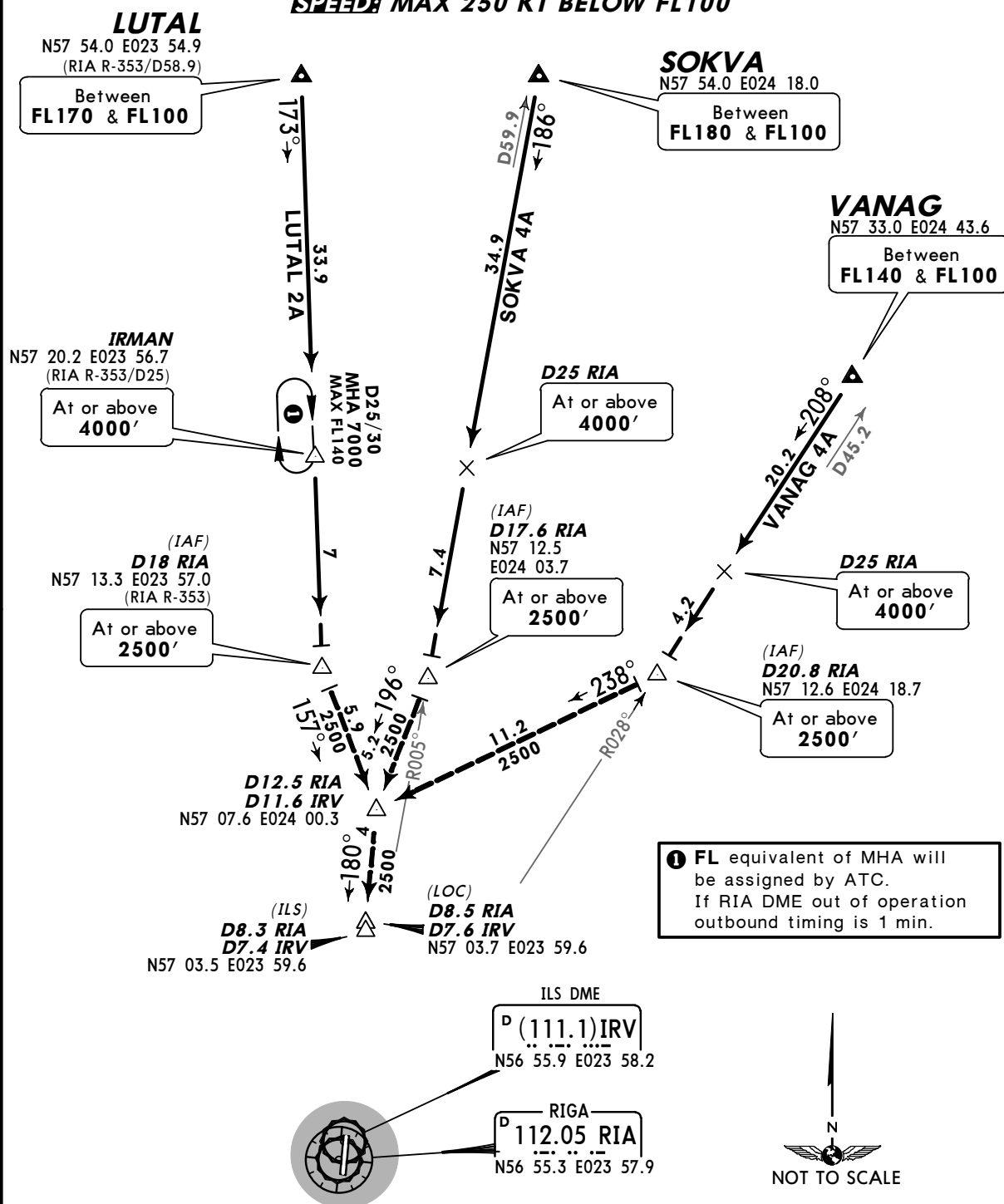
RIGA, LATVIA
STAR

D-ATIS 121.2	Apt Elev 36'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Pilots should mind the vertical constraints of the STARs. 2. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided not below 5000' to RIA for approach procedures.	 MSA RIA VOR
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LUTAL TWO ALFA (LUTAL 2A) [LUTA2A]
SOKVA FOUR ALFA (SOKVA 4A) [SOKV4A]
VANAG FOUR ALFA (VANAG 4A) [VANA4A]
RWY 18 ARRIVALS

FROM NORTH

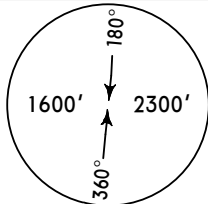
SPEED: MAX 250 KT BELOW FL100



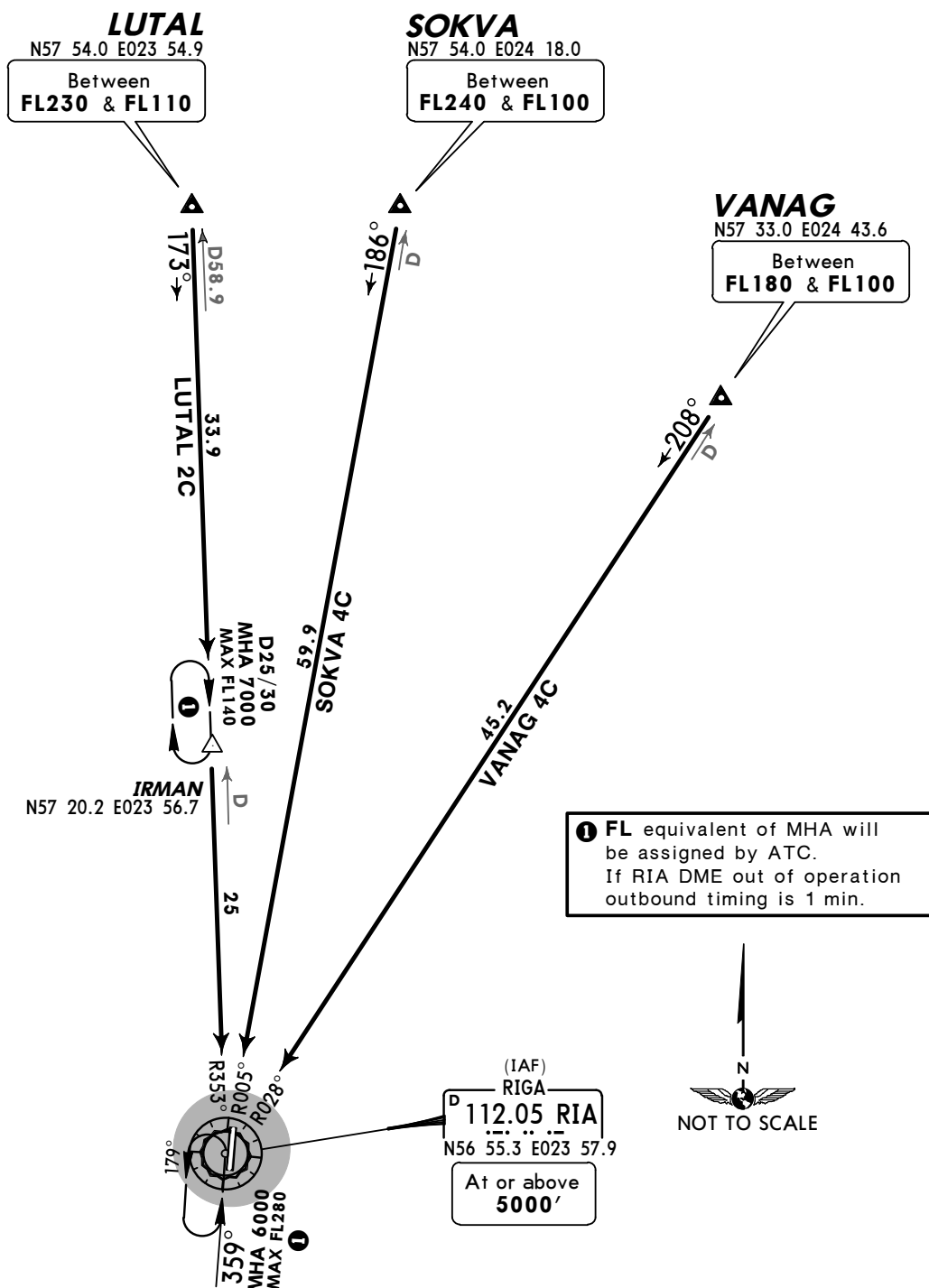
EVRA/RIX
 RIGA INTL

JEPPESSEN
 5 NOV 10 **10-2A** **Eff 18 Nov**

RIGA, LATVIA
STAR

D-ATIS 121.2	Apt Elev 36'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Pilots should mind the vertical constraints of the STARs. 2. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided not below 5000' to RIA for approach procedures.	 MSA RIA VOR
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LUTAL TWO CHARLIE (LUTAL 2C) [LUTA2C]
SOKVA FOUR CHARLIE (SOKVA 4C) [SOKV4C]
VANAG FOUR CHARLIE (VANAG 4C) [VANA4C]
RWY 36 ARRIVALS
 FROM NORTH
~~SPEED~~ MAX 250 KT BELOW FL100

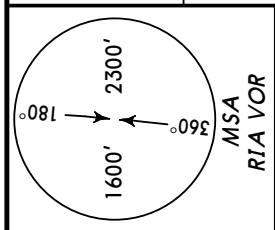


EVRA/RIX
RIGA INTL

JEPPesen
 5 NOV 10 **10-2B** **Eff 18 Nov**

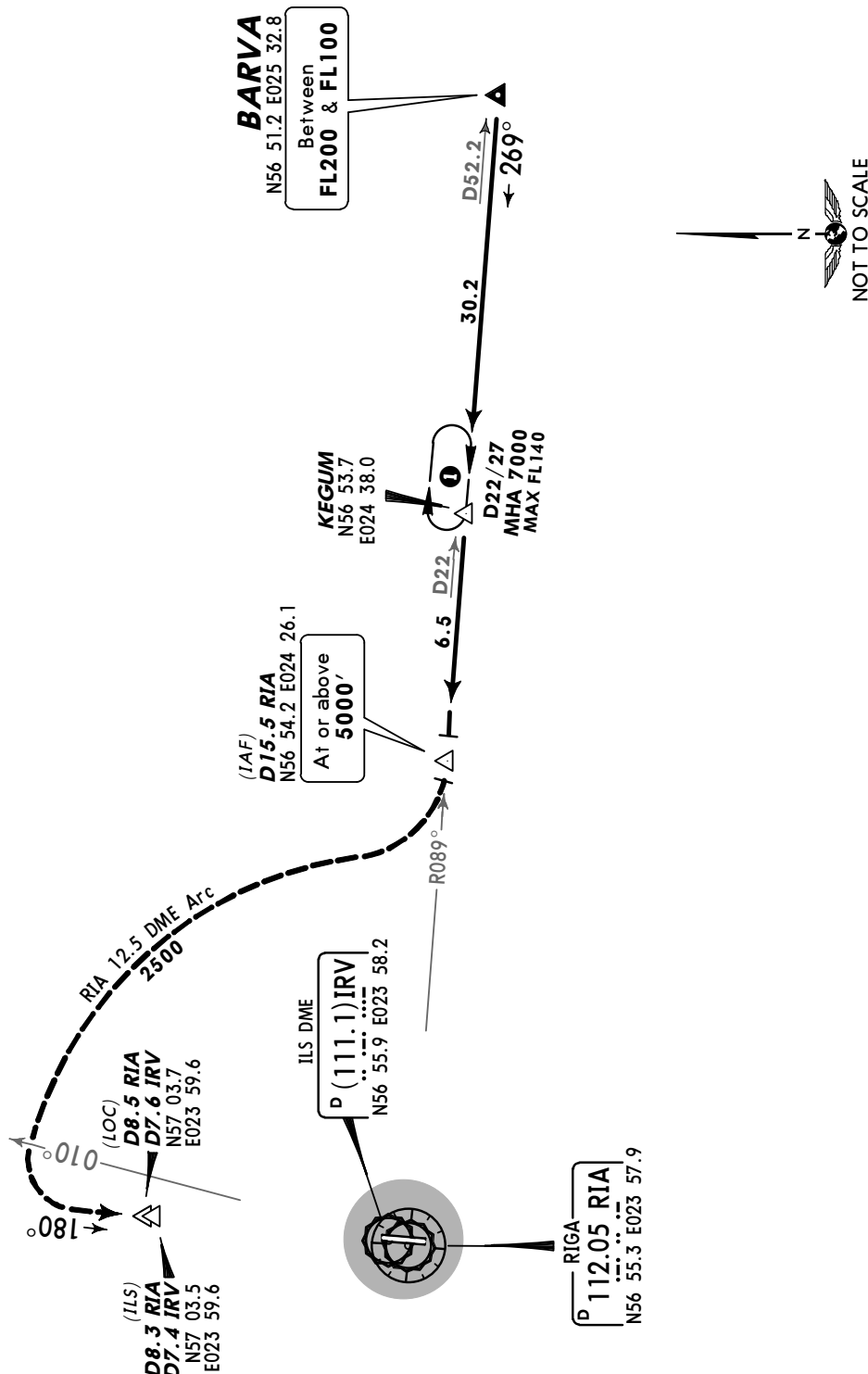
RIGA, LATVIA
STAR

D-ATIS 121.2	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Pilots should mind the vertical constraints of the STARs. 2. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided not below 5000' to RIA for approach procedures.
Apt Elev 36'	



BARVA THREE ALFA (BARVA 3A) [BARV3A]
RWY 18 ARRIVAL
 FROM EAST
***SPEEDS* MAX 250 KT BELOW FL100**

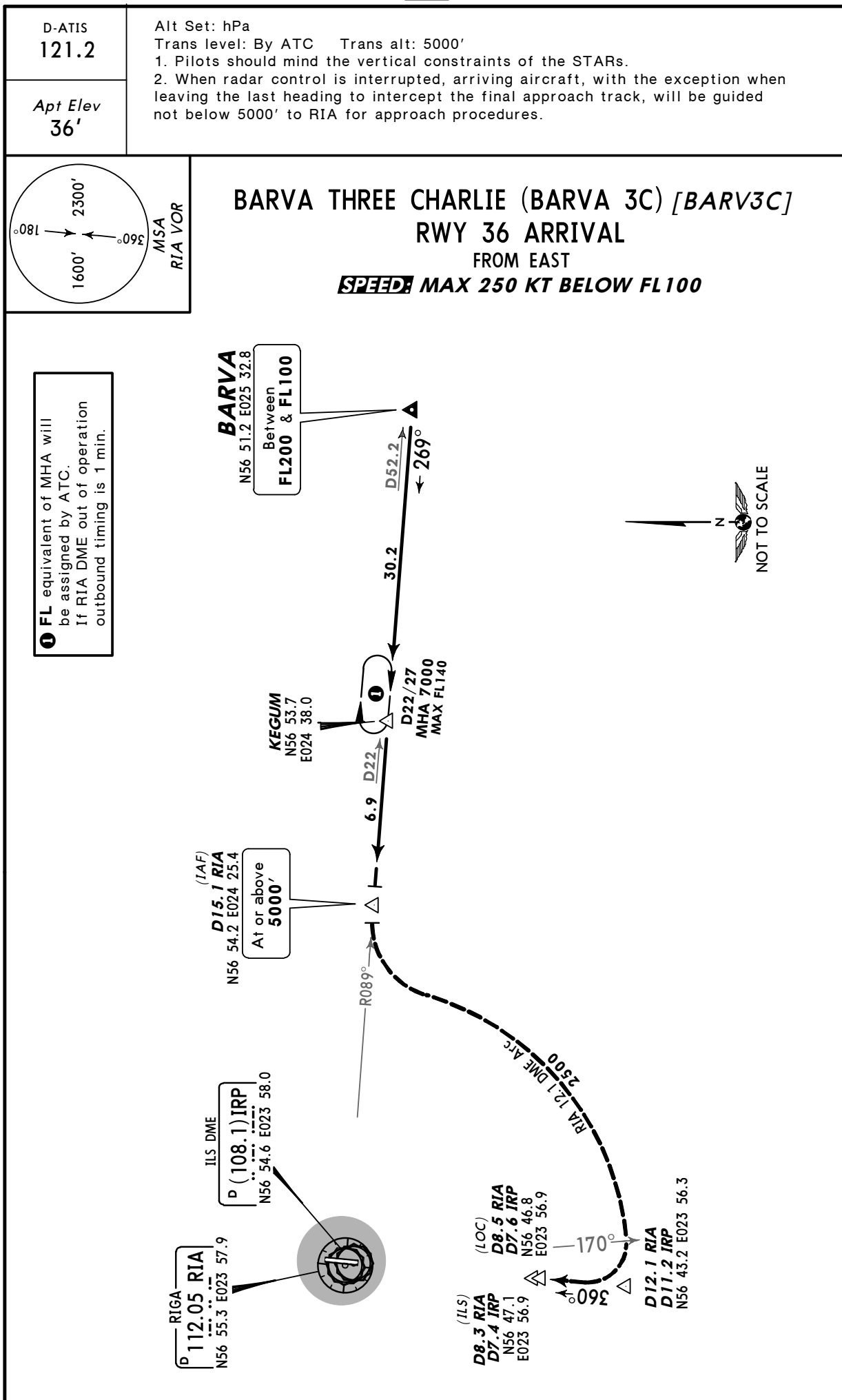
1 FL equivalent of MHA will be assigned by ATC. If RIA DME out of operation outbound timing is 1 min.



EVRA/RIX
RIGA INTL

JEPPESSEN
5 NOV 10 **10-2C** **Eff 18 Nov**

RIGA, LATVIA
STAR



EVRA/RIX
RIGA INTL

JEPPESSEN
5 NOV 10 **10-2D** **Eff 18 Nov**

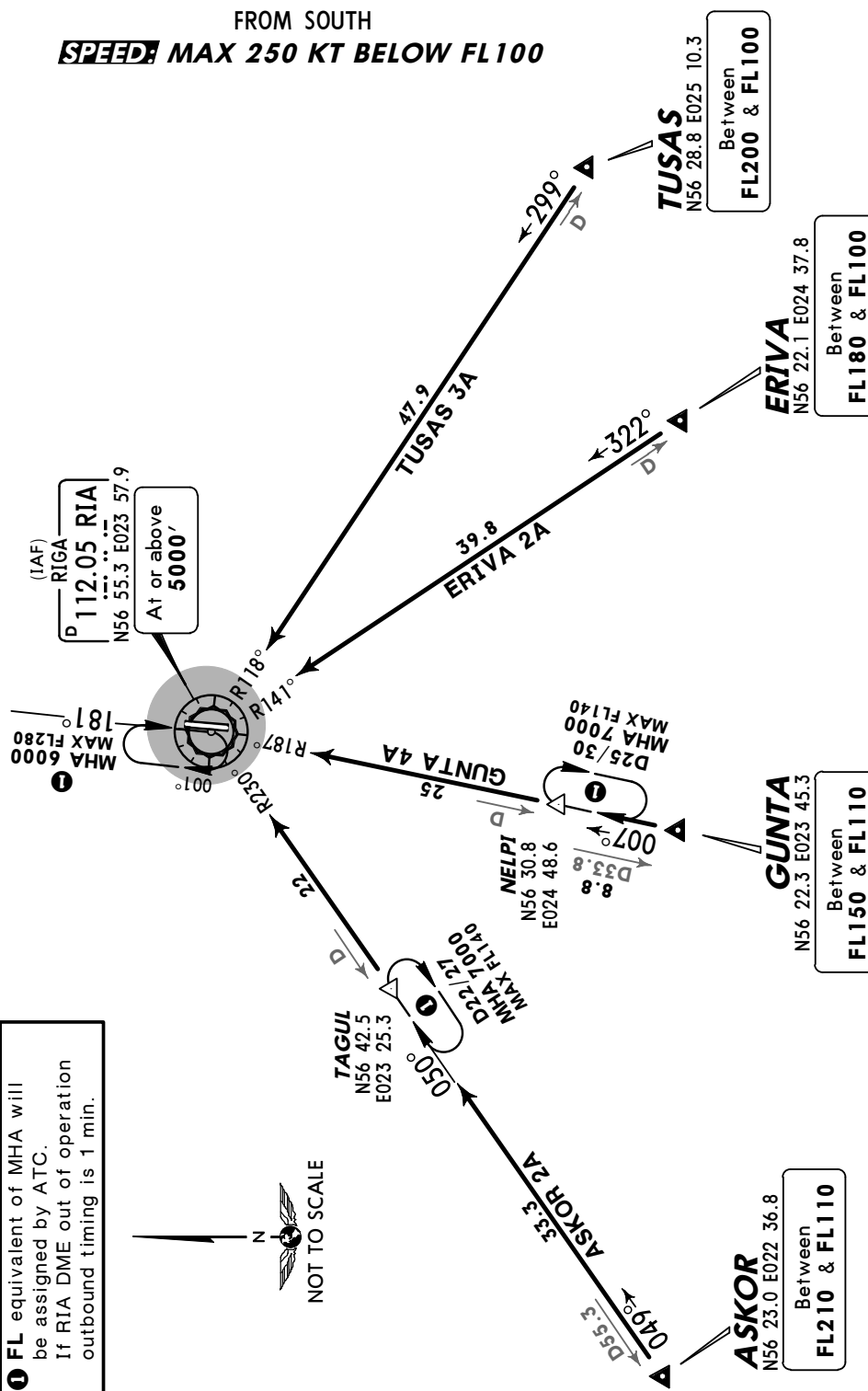
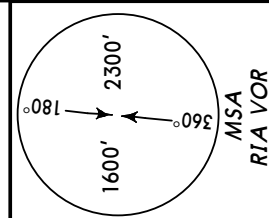
RIGA, LATVIA
STAR

D-ATIS 121.2	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Pilots should mind the vertical constraints of the STARs. 2. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided not below 5000' to RIA for approach procedures.
Apt Elev 36'	

ASKOR TWO ALFA (ASKOR 2A)[ASKO2A]
ERIVA TWO ALFA (ERIVA 2A)[ERIV2A]
GUNTA FOUR ALFA (GUNTA 4A)[GUNT4A]
TUSAS THREE ALFA (TUSAS 3A)[TUSA3A]
RWY 18 ARRIVALS

FROM SOUTH

~~SPEED~~ MAX 250 KT BELOW FL100



EVRA/RIX
RIGA INTL

JEPPESSEN
5 NOV 10 (10-2E) Eff 18 Nov

RIGA, LATVIA

STAR

D-ATIS 121.2	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Pilots should mind the vertical constraints of the STARs. 2. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided not below 5000' to RIA for approach procedures.
<i>Apt Elev</i> 36'	

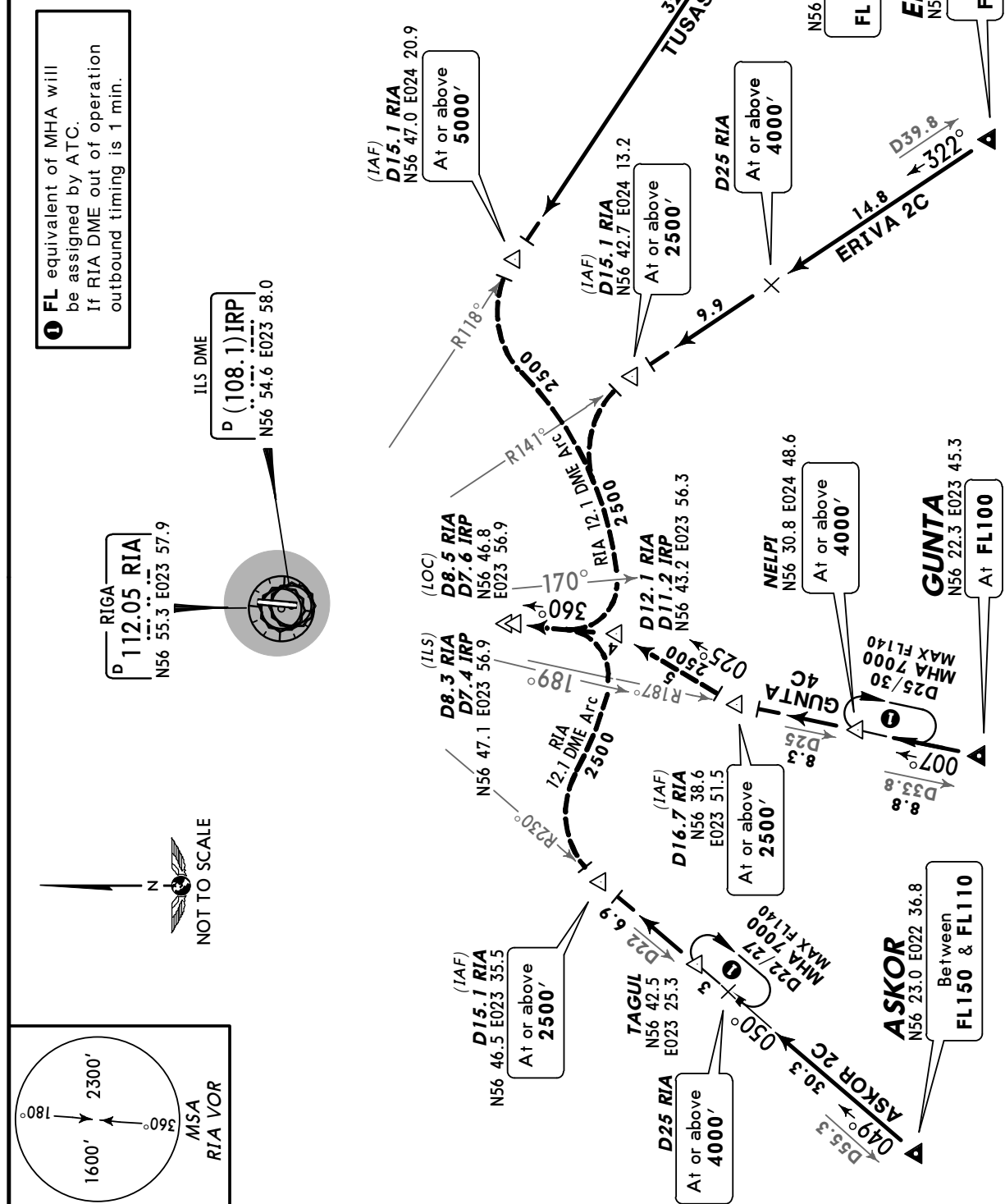
ASKOR TWO CHARLIE (ASKOR 2C) [ASKO2C]
 ERIVA TWO CHARLIE (ERIVA 2C) [ERIV2C]
 GUNTA FOUR CHARLIE (GUNTA 4C) [GUNT4C]
 TUSAS THREE CHARLIE (TUSAS 3C) [TUSA3C]
 RWY 36 ARRIVALS

RWY 36 ARRIVALS

FROM SOUTH

SPEED: MAX 250 KT BELOW FL100

1 FL equivalent of MHA will be assigned by ATC. If RIA DME out of operation outbound timing is 1 min.



EVRA/RIX
RIGA INTL

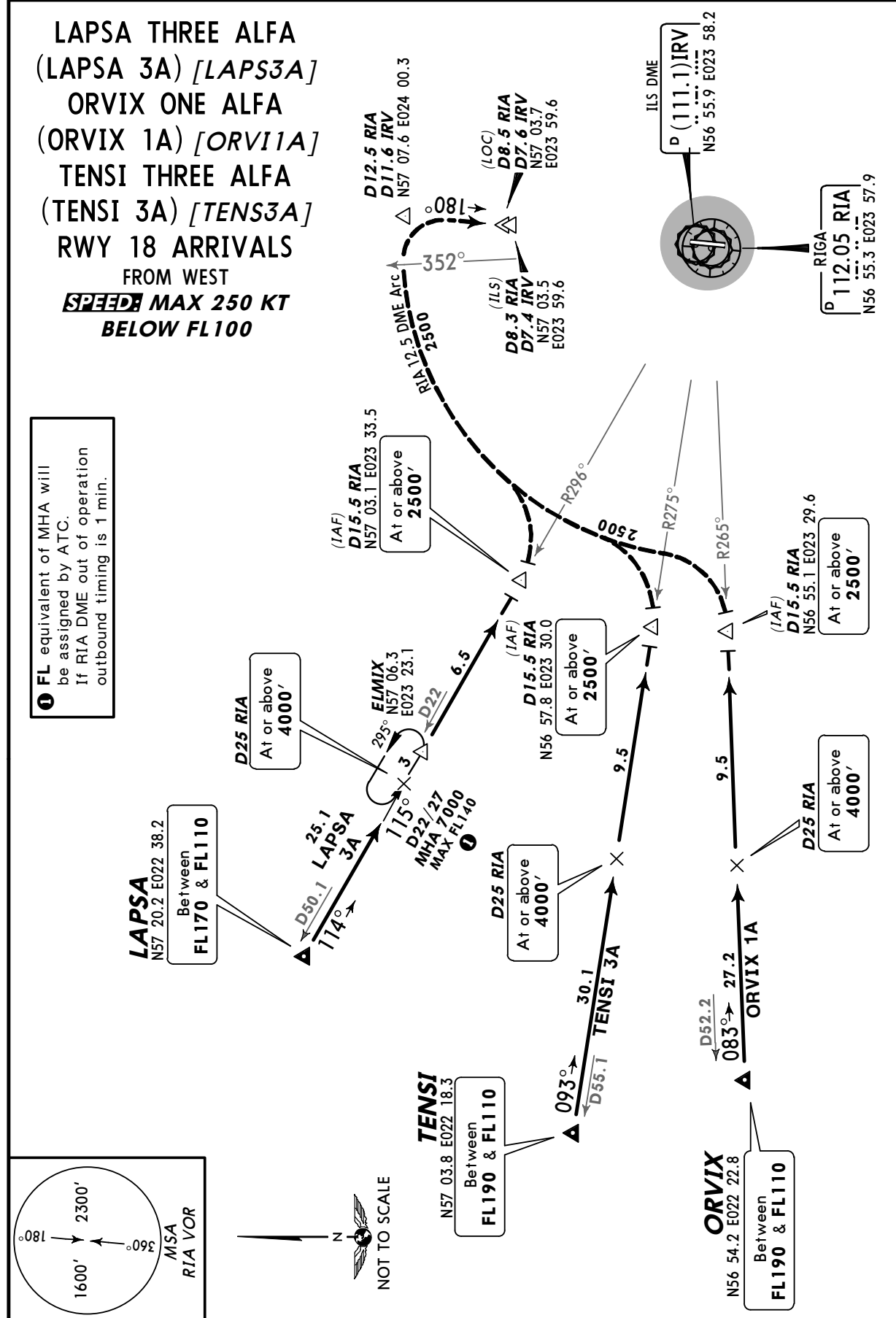
JEPPESSEN
5 NOV 10 **10-2F** **Eff 18 Nov**

RIGA, LATVIA
STAR

D-ATIS 121.2	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Pilots should mind the vertical constraints of the STARs. 2. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided not below 5000' to RIA for approach procedures.
Apt Elev 36'	

LAPSA THREE ALFA
(LAPSA 3A) [LAPS3A]
ORVIX ONE ALFA
(ORVIX 1A) [ORVI1A]
TENSI THREE ALFA
(TENSI 3A) [TENS3A]
RWY 18 ARRIVALS
FROM WEST
~~SPEED~~ MAX 250 KT
BELOW FL100

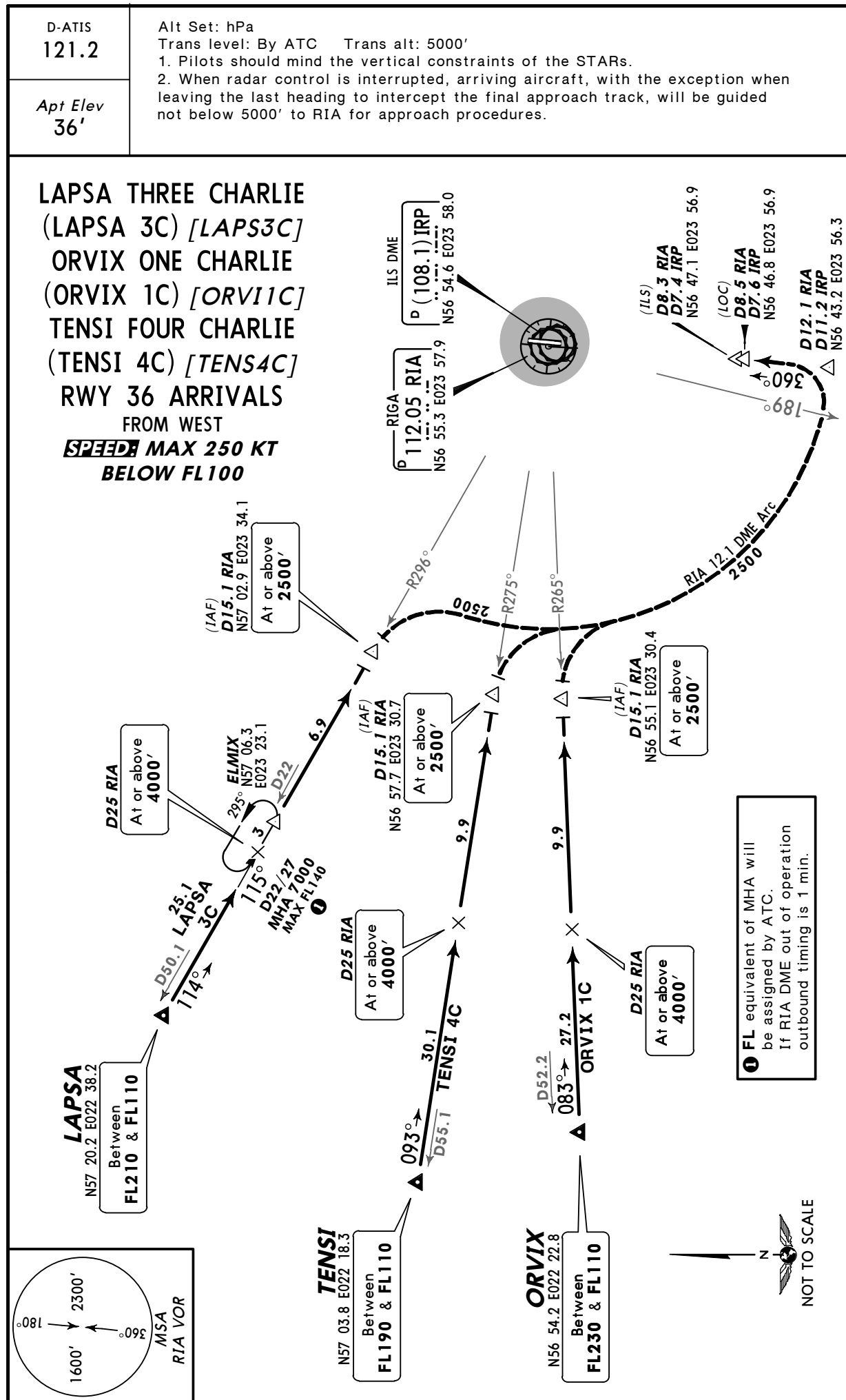
① FL equivalent of MHA will be assigned by ATC. If RIA DME out of operation outbound timing is 1 min.



EVRA/RIX
RIGA INTL

JEPPESSEN
5 NOV 10 **10-2G** **Eff 18 Nov**

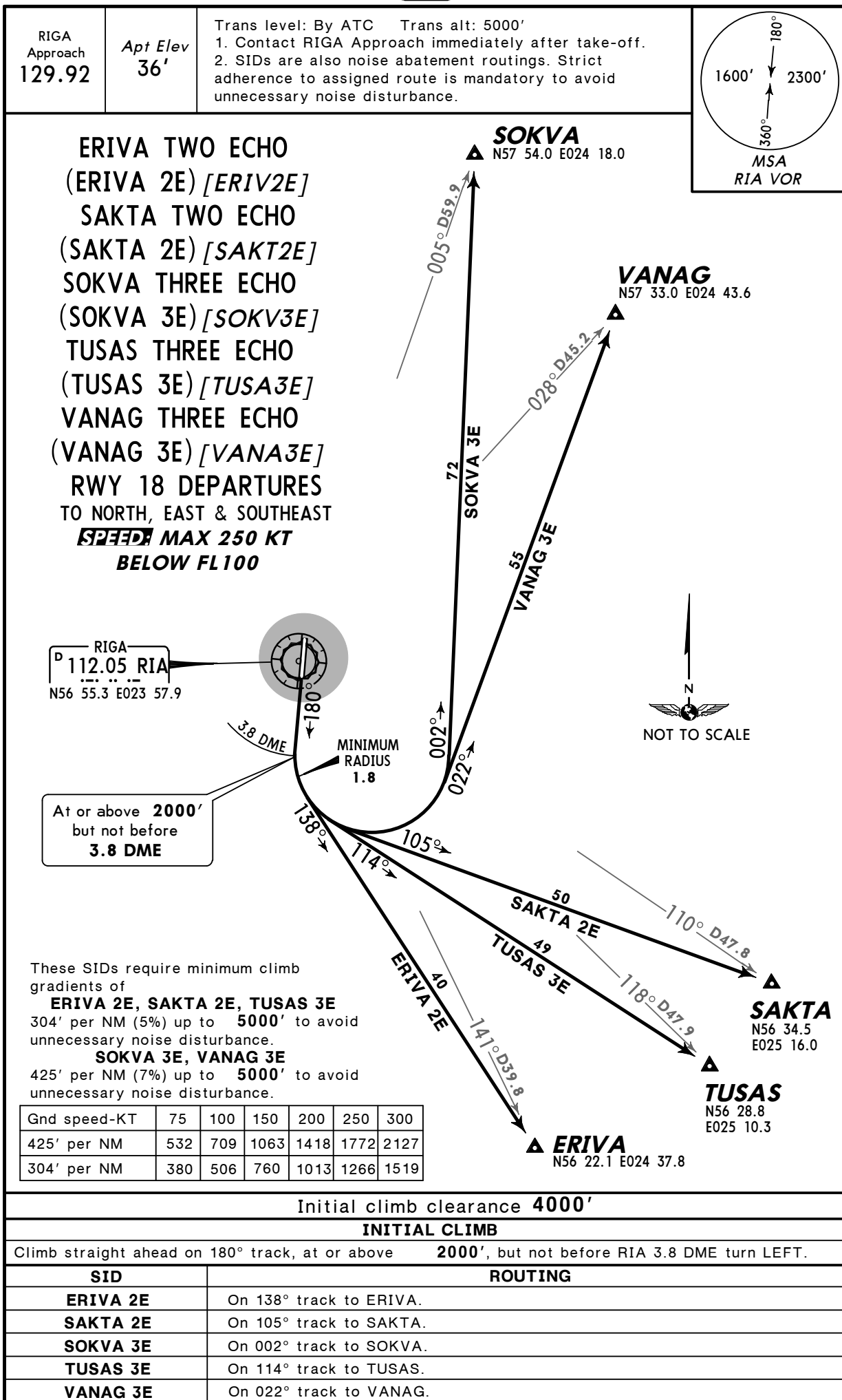
RIGA, LATVIA
STAR



EVRA/RIX
RIGA INTL

JEPPESEN
29 JAN 10 **10-3** **Eff 11 Feb**

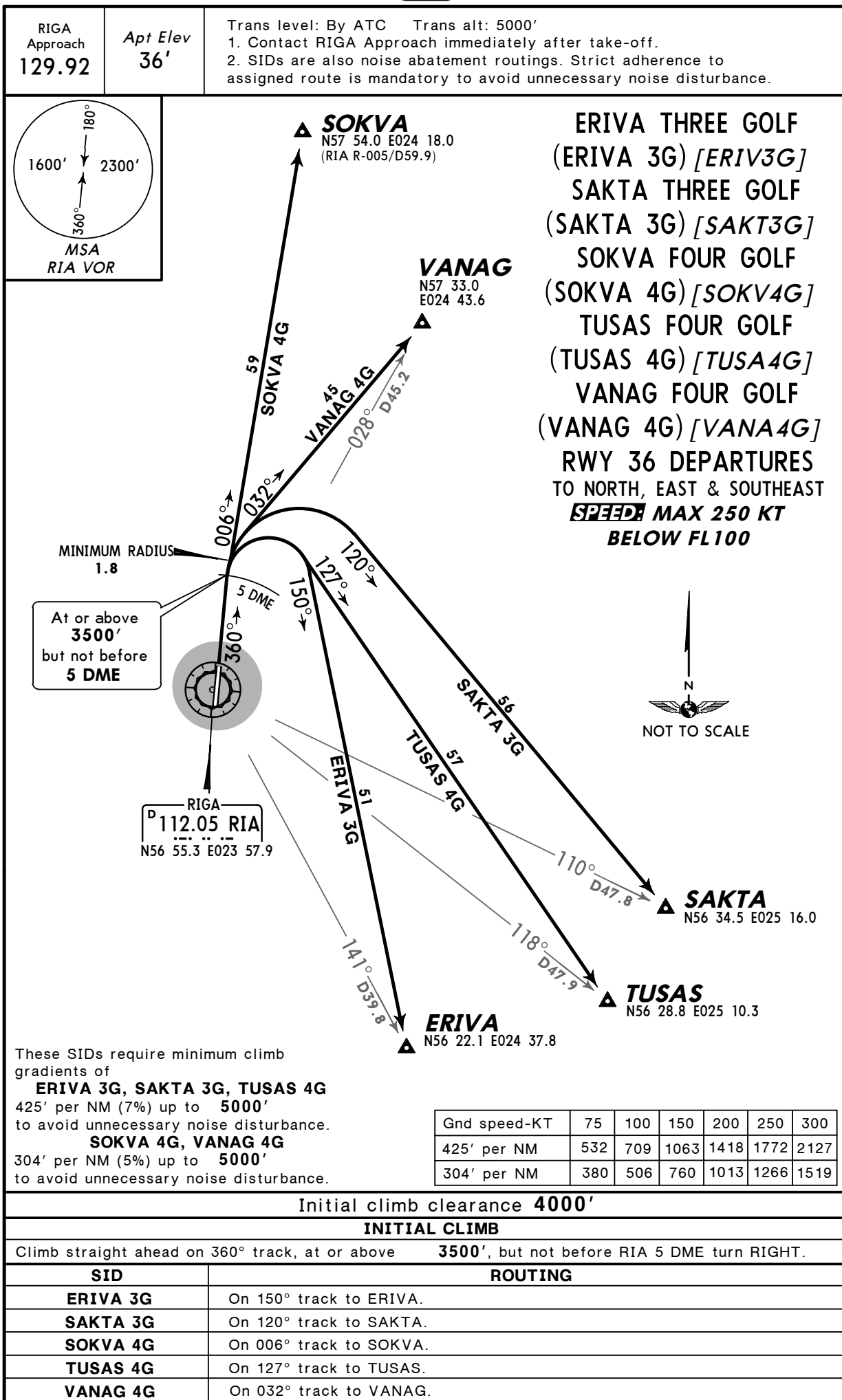
RIGA, LATVIA
SID



EVRA/RIX
RIGA INTL

JEPPESSEN
29 JAN 10 **(10-3A)** **Eff 11 Feb**

RIGA, LATVIA
SID



EVRA/RIX
RIGA INTL

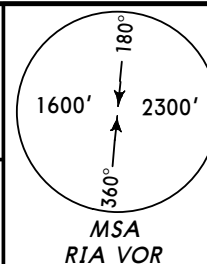
JEPPESSEN
29 JAN 10 **(10-3B)** **Eff 11 Feb**

RIGA, LATVIA
SID

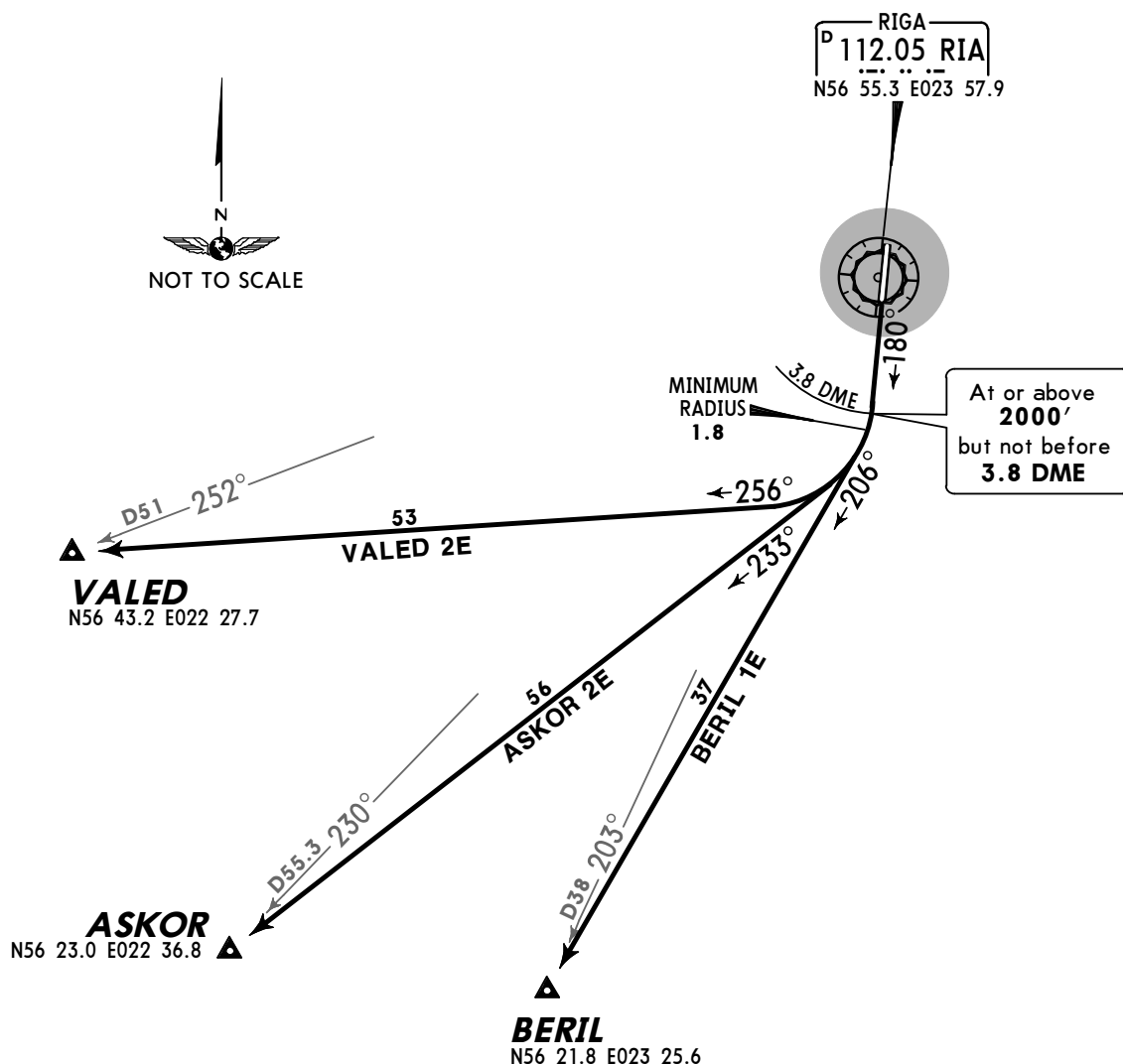
RIGA
Approach
129.92

Apt Elev
36'

Trans level: By ATC Trans alt: 5000'
1. Contact RIGA Approach immediately after take-off.
2. SIDs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.



ASKOR TWO ECHO (ASKOR 2E) [ASKO2E]
BERIL ONE ECHO (BERIL 1E) [BER11E]
VALED TWO ECHO (VALED 2E) [VALE2E]
RWY 18 DEPARTURES
TO SOUTH & SOUTHWEST
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 304' per NM (5%) up to **5000'** to avoid unnecessary noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

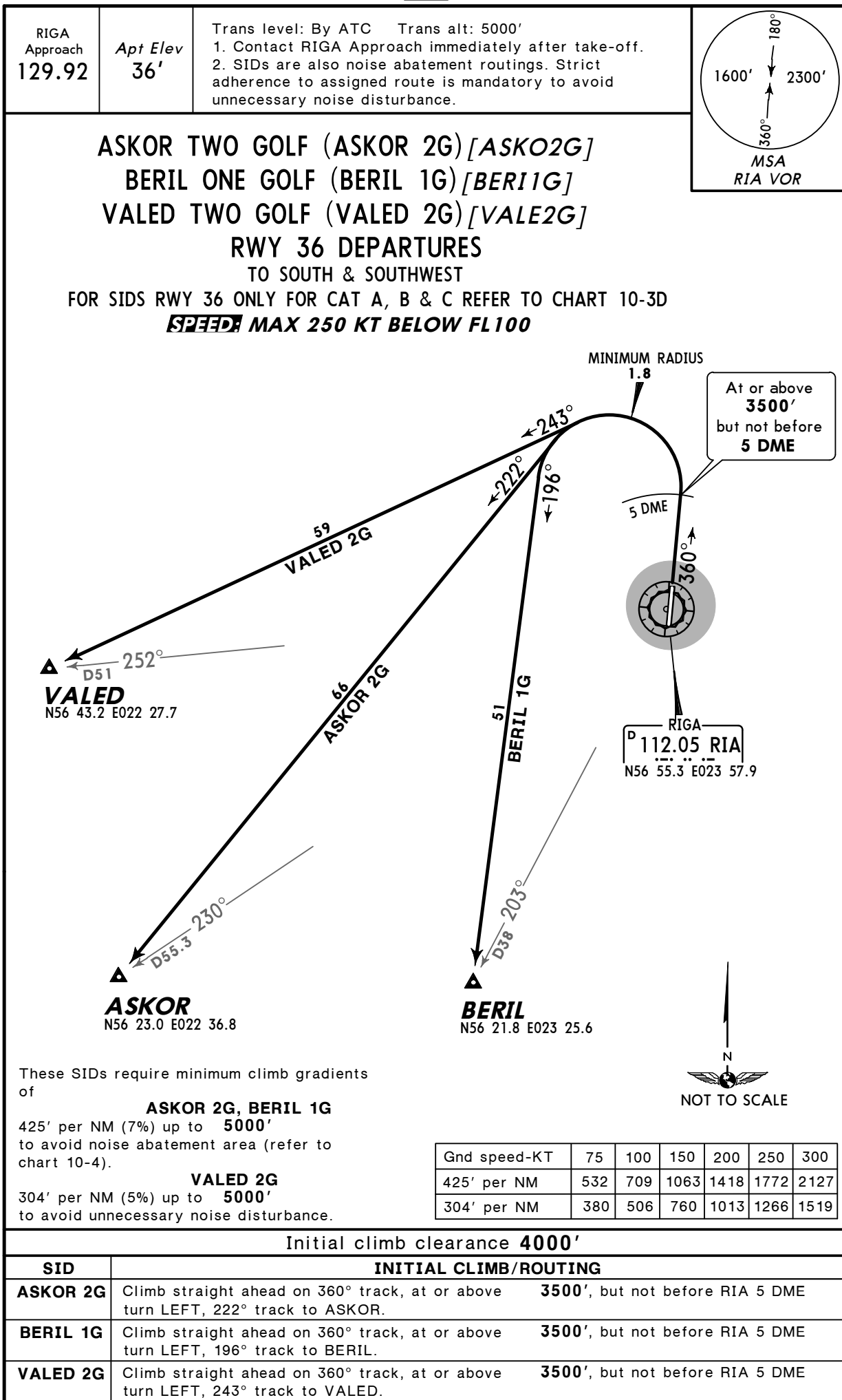
Initial climb clearance 4000'

SID	INITIAL CLIMB/ROUTING	
ASKOR 2E	Climb straight ahead on 180° track, at or above 2000' , but not before RIA 3.8 DME turn RIGHT, 233° track to ASKOR.	
BERIL 1E	Climb straight ahead on 180° track, at or above 2000' , but not before RIA 3.8 DME turn RIGHT, 206° track to BERIL.	
VALED 2E	Climb straight ahead on 180° track, at or above 2000' , but not before RIA 3.8 DME turn RIGHT, 256° track to VALED.	

EVRA/RIX
RIGA INTL

JEPPESEN
29 JAN 10 **(10-3C)** **Eff 11 Feb**

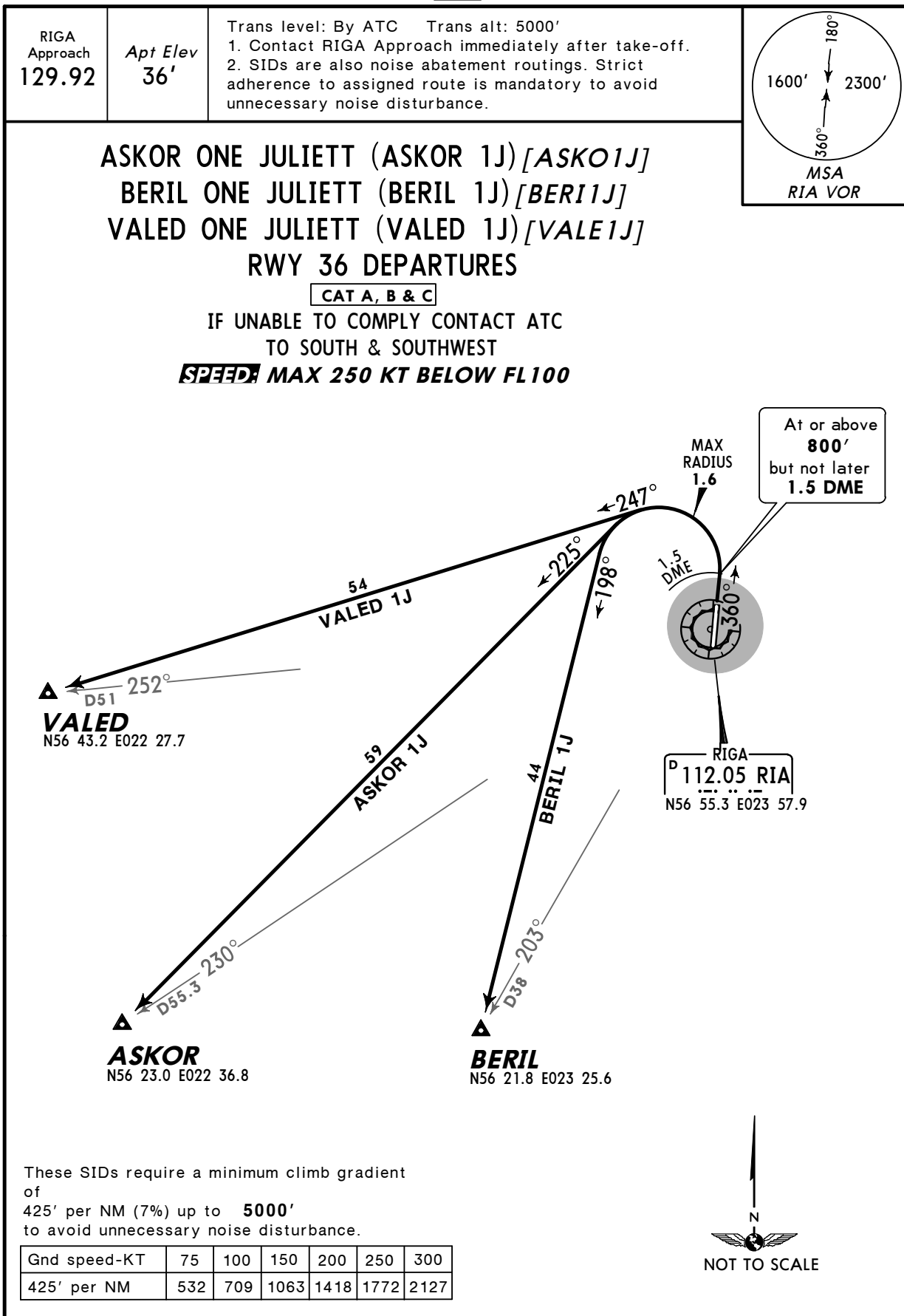
RIGA, LATVIA
SID



EVRA/RIX
RIGA INTL

JEPPESSEN
5 NOV 10 **(10-3D)** **Eff 18 Nov**

RIGA, LATVIA
SID



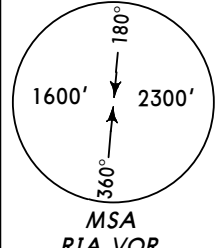
Initial climb clearance 4000'	
SID	INITIAL CLIMB/ROUTING
ASKOR 1J	Climb straight ahead on 360° track, at or above 800', but not later than RIA 1.5 DME, turn LEFT, 225° track to ASKOR.
BERIL 1J	Climb straight ahead on 360° track, at or above 800', but not later than RIA 1.5 DME, turn LEFT, 198° track to BERIL.
VALED 1J	Climb straight ahead on 360° track, at or above 800', but not later than RIA 1.5 DME, turn LEFT, 247° track to VALED.

CHANGES: None.

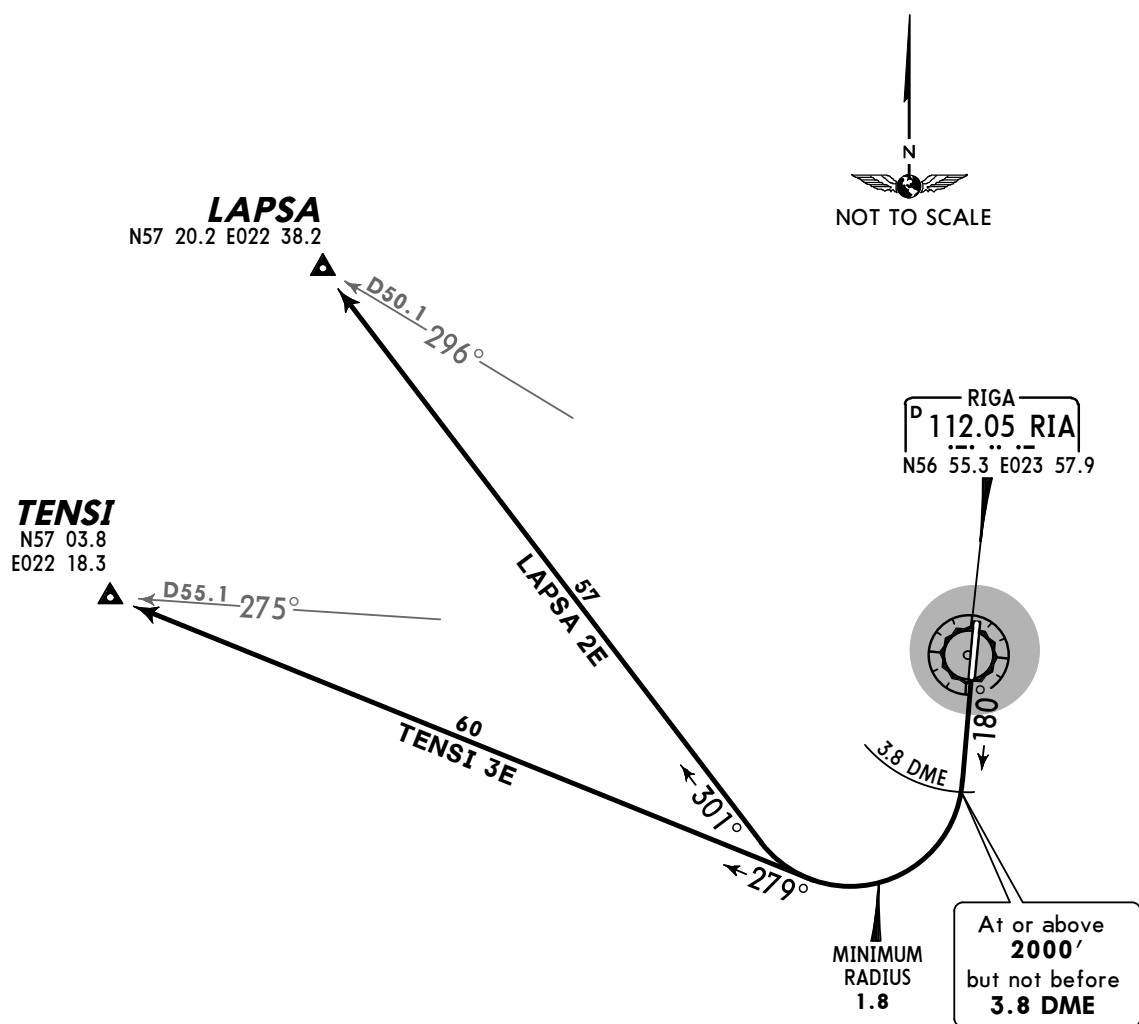
EVRA/RIX
RIGA INTL

JEPPESEN
 5 NOV 10 **(10-3E)** **Eff 18 Nov**

RIGA, LATVIA
SID

RIGA Approach 129.92	<i>Apt Elev</i> 36'	Trans level: By ATC Trans alt: 5000' 1. Contact RIGA Approach immediately after take-off. 2. SIDs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.	
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**LAPSA TWO ECHO (LAPSA 2E) [LAPS2E]
 TENSI THREE ECHO (TENSI 3E) [TENS3E]
 RWY 18 DEPARTURES
 TO WEST
SPEED: MAX 250 KT BELOW FL100**



These SIDs require a minimum climb gradient of 304' per NM (5%) up to **5000'** to avoid unnecessary noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

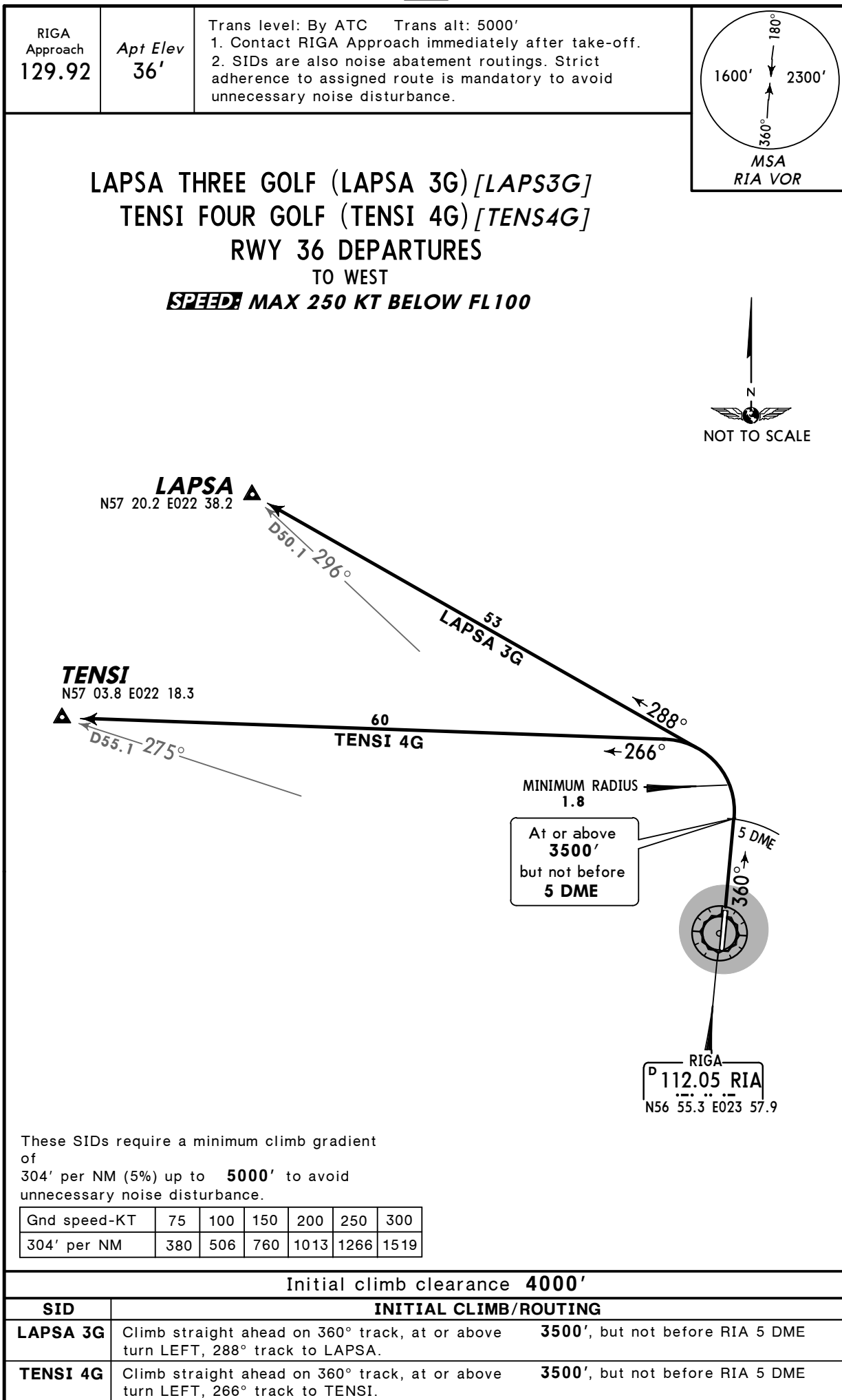
Initial climb clearance 4000'

SID	INITIAL CLIMB/ROUTING
LAPSA 2E	Climb straight ahead on 180° track, at or above 2000' , but not before RIA 3.8 DME turn RIGHT, 301° track to LAPSA.
TENSI 3E	Climb straight ahead on 180° track, at or above 2000' , but not before RIA 3.8 DME turn RIGHT, 279° track to TENSI.

EVRA/RIX
RIGA INTL

JEPPESEN
 5 NOV 10 **(10-3F)** **Eff 18 Nov**

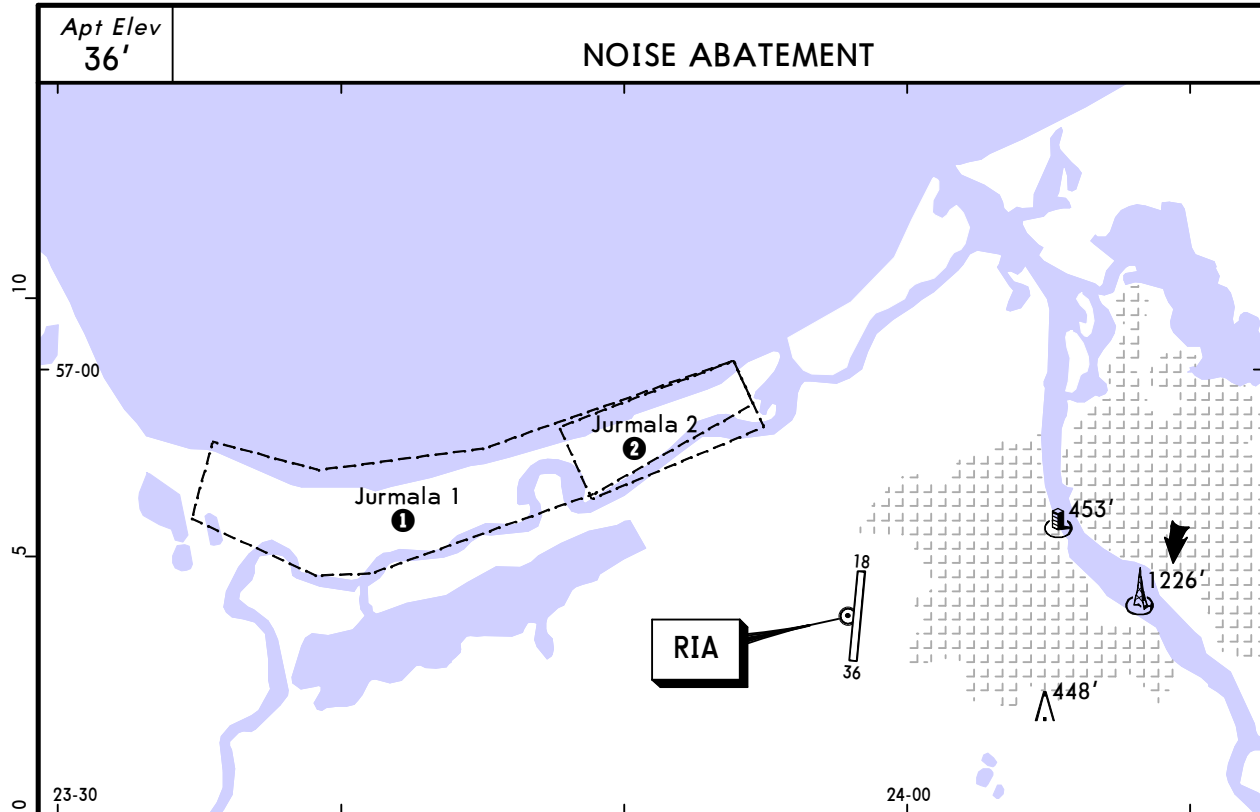
RIGA, LATVIA
SID



EVRA/RIX
RIGA INTL

JEPPesen
9 OCT 09 **10-4** **Eff 22 Oct**

RIGA, LATVIA
NOISE



① GND - 2000'

All flights should avoid flight operations within this area.

② GND - 5000'

All turboprop and jet aircraft should avoid operations within this area.

These procedures do not apply for aircraft engaged in police, medical aid or rescue operations.

EVRA/RIX

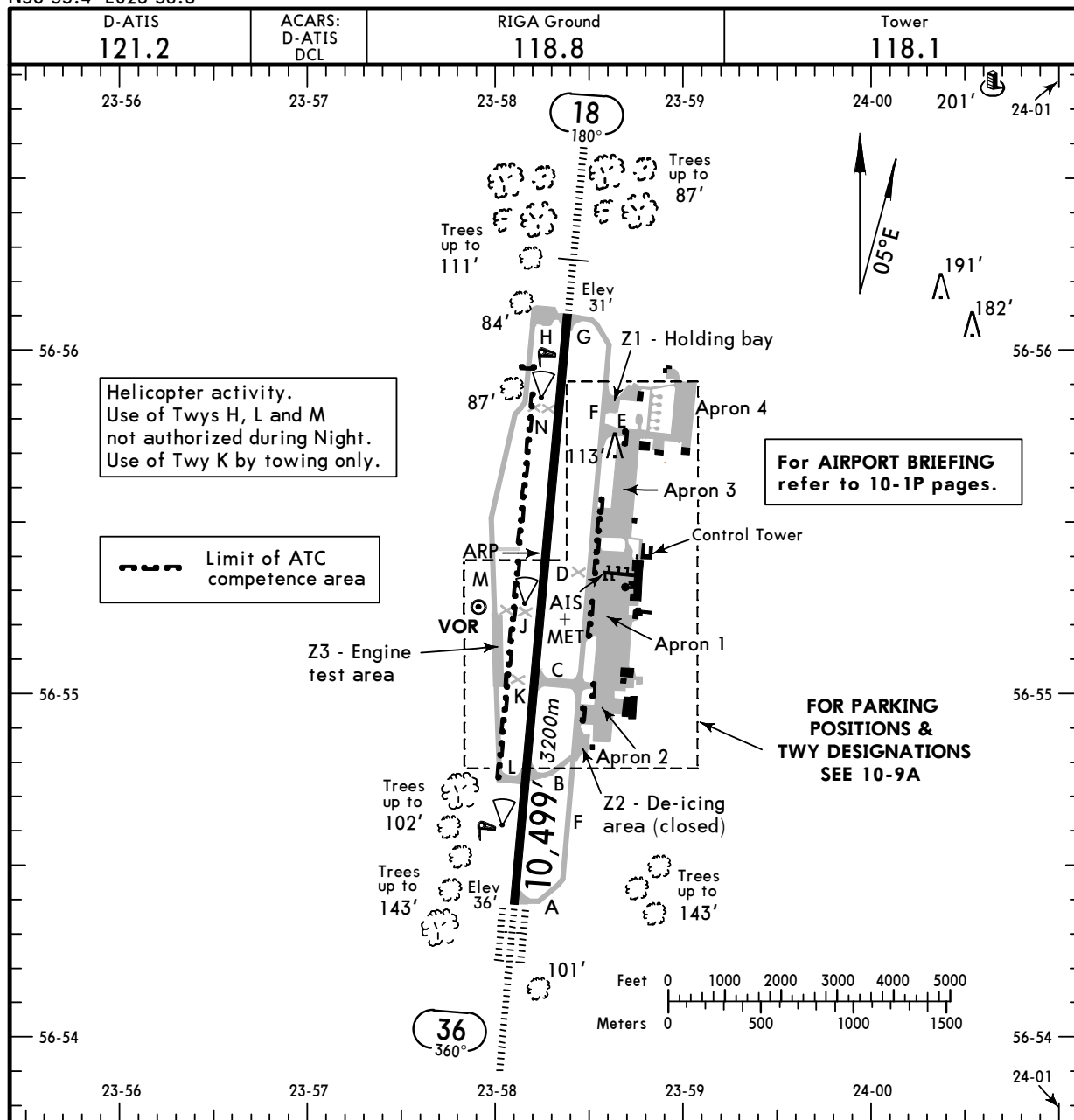
Apt Elev **36'**
 N56 55.4 E023 58.3

JEPPesen

20 NOV 09 **(10-9)**

RIGA, LATVIA

RIGA INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond	TAKE-OFF	
18	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR		9466' 2885m		148'
36	HIRL (60m) CL ① HIALS-II TDZ PAPI-L (3.0°) RVR		9527' 2904m	②	45m

① (15m)

② TAKE-OFF RUN AVAILABLE

RWY 36:

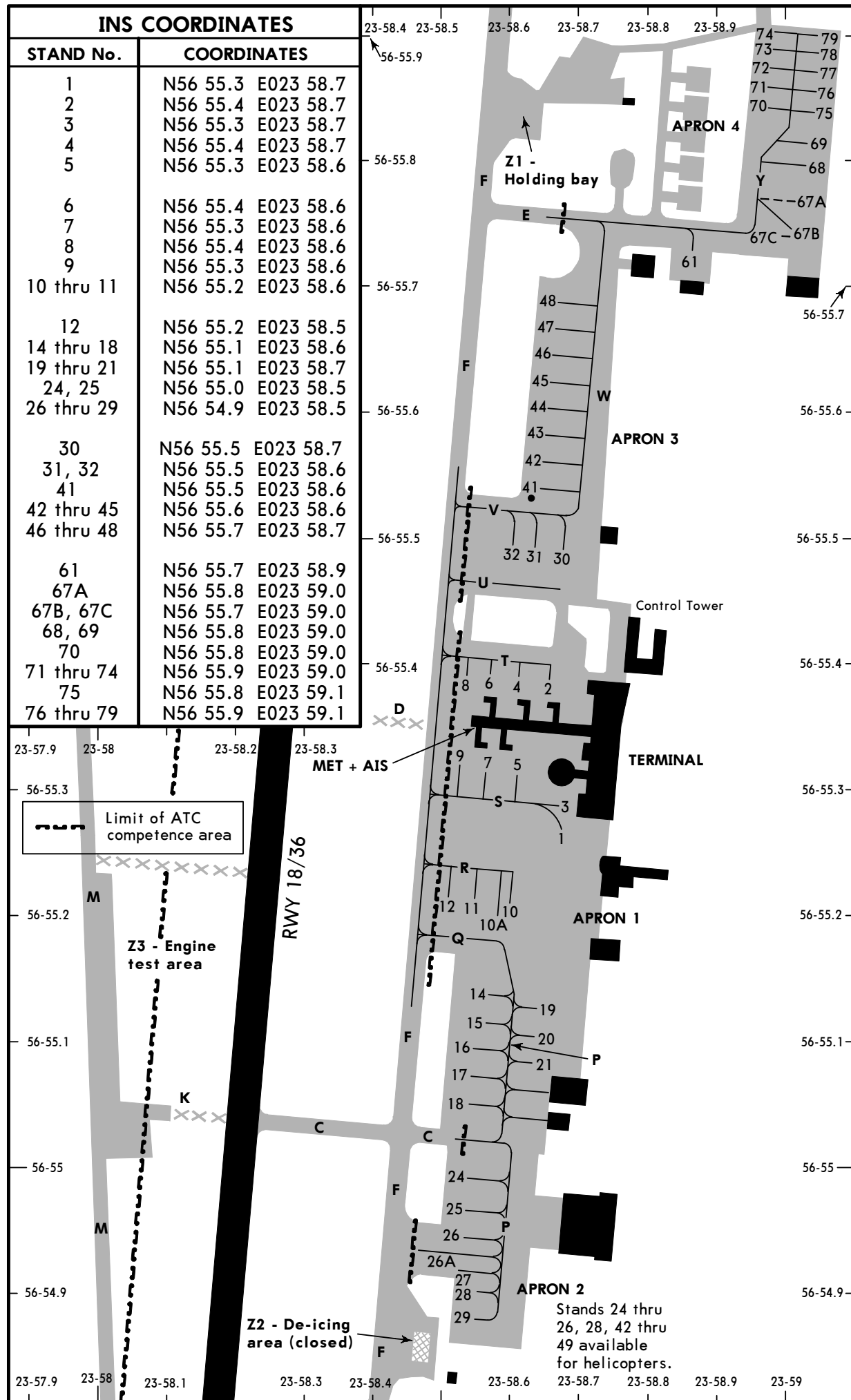
From rwy head 10,499' (3200m)
 twy B int 8202' (2500m)
 twy C int 6496' (1980m)

Standard

TAKE-OFF ①

All Rwys						
LVP must be in force						
Approved Operators						
HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

EVRA/RIX**JEPPESEN**
20 NOV 09 **(10-9A)****RIGA, LATVIA**
RIGA INTL

CHANGES: Taxiway Y established. Stands on aprons 3 and 4.

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EVRA/RIX**JEPPESEN**

27 APR 07

10-9B**Eff 10 May****RIGA, LATVIA****RIGA INTL****VISUAL DOCKING GUIDANCE SYSTEM**

The docking system is based on a video system. The following sequence of events identifies how a pilot would use this system to dock an acft at this gate.

1. GATE READY FOR DOCKING

Aircraft type and gate number are alternated in a flashing sequence across the top of display board.

**2. AIRCRAFT DETECTED**

When the aircraft is detected, only the aircraft type is displayed steady across the top of the display. At this point, the pilot will distance-to-go closure rates in these increments, as well as center line guidance:

30m to 20m	5m steps
20m to 10m	2m steps
10m to 1m	1m steps
1m to stop	0.2m steps

**3. AIRCRAFT IS LEFT/RIGHT OF CENTER LINE****LEFT**

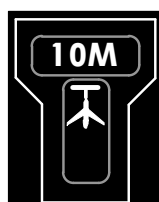
Correction right is required.

**RIGHT**

Correction left is required.

**4. AIRCRAFT IS ON CENTER LINE**

10m to final stop position.



0.4m to final stop position, prepare to stop the aircraft.



Important: Approach slowly with decreasing speed to the final stop position.

5. STOP

Stop now, front gear reached.

**6. OK**

Successful docking

**7. TOO FAR**

Aircraft has gone beyond stop point.

**8. ESTOP (EMERGENCY STOP)**

Stop acft immediately, wait for docking instructions from "Riga Transit" (131.6 MHz) to resume docking procedure.



If the following events occur, the pilot must stop the docking procedure, report problem to "Riga Transit" (131.6 MHz) and wait for further instructions.

- Displayed aircraft type is not the incoming aircraft.
- Displayed board become unreadable (loss of display).
- ESTOP message displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

If the system does not detect the aircraft and the pilot does not get a steady aircraft type read out on the top of display until the aircraft nose reached the passengers boarding bridge, pilot should contact "Riga Transit" (131.6 MHz) and wait for marshaller guidance.

EVRA/RIX **JEPPESEN**

29 JAN 10

10-9X**Eff 11 Feb****JAA MINIMUMS****RIGA, LATVIA**
RIGA INTL

STRAIGHT-IN RWY		A	B	C	D
18	ILS	231' (200')	231' (200')	231' (200')	231' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	380' (349')	380' (349')	380' (349')	380' (349')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	410' (374')	410' (374')	410' (374')	410' (374')
	with DME	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	470' (434')	470' (434')	470' (434')	470' (434')
36	ILS	236' (200')	236' (200')	236' (200')	236' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	380' (344')	380' (344')	380' (344')	380' (344')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	390' (354')	390' (354')	390' (354')	390' (354')
	with DME	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	420' (384')	420' (384')	420' (384')	420' (384')
	w/o DME	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized	530' (494')	540' (504')	730' (694')	740' (704')
East of airport	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 18, 36

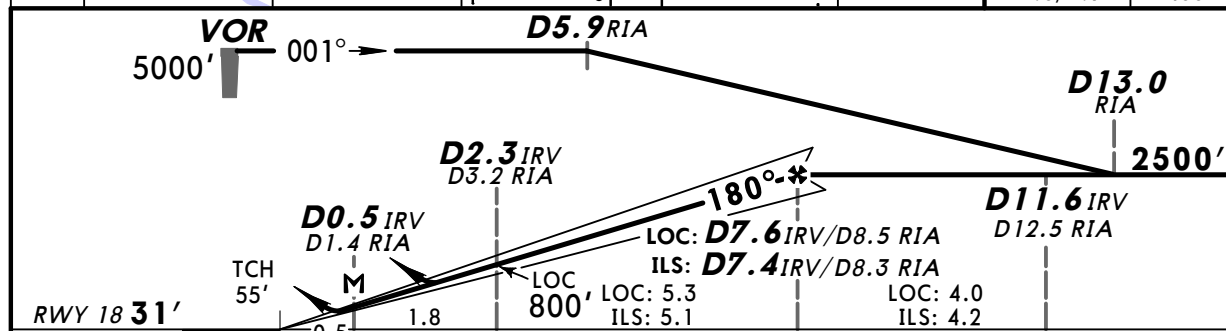
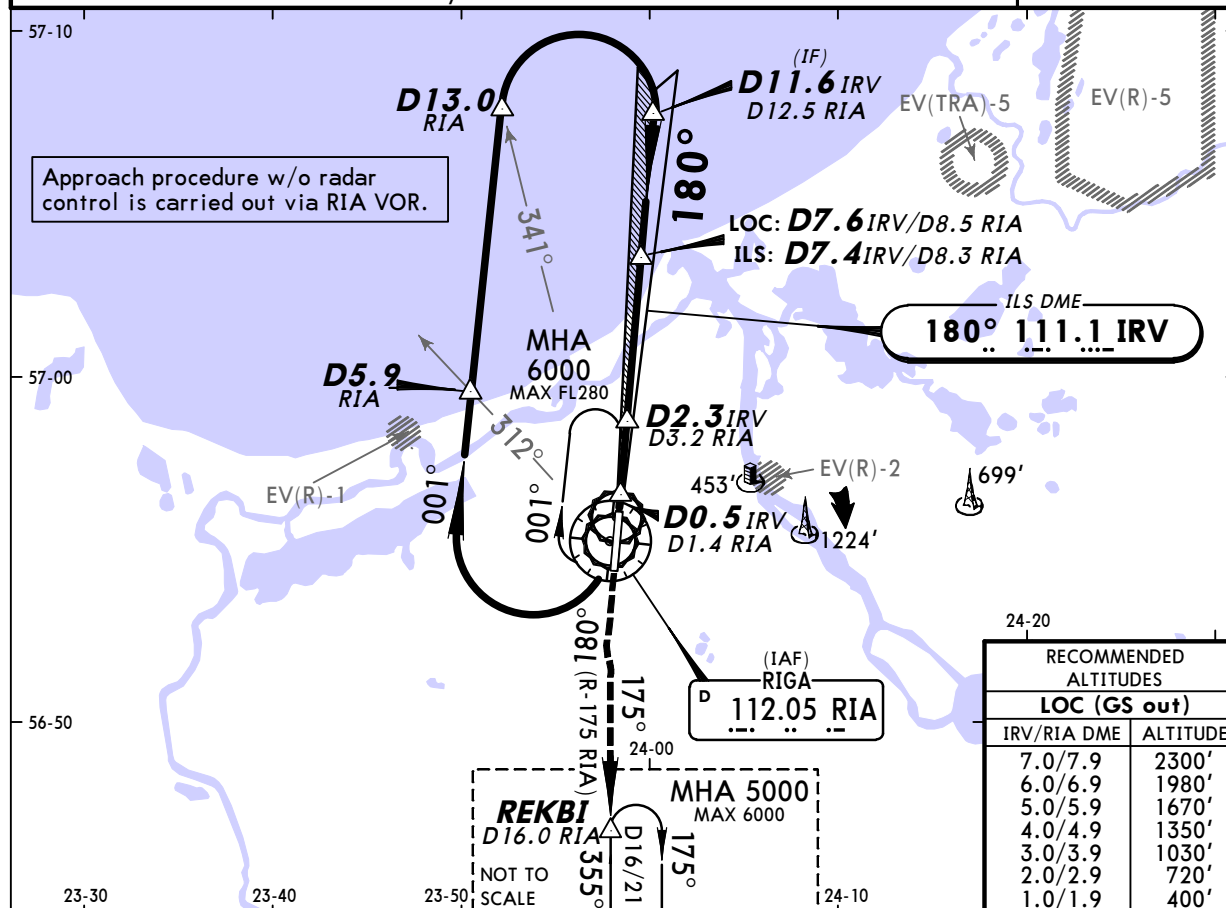
LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

EVRA/RIX
RIGA INTL

JEPPESEN
5 NOV 10 11-1 Eff

RIGA, LATVIA
ILS or LOC Rwy 18

D-ATIS 121.2		RIGA Approach 129.92		RIGA Tower 118.1		Ground 118.8	
LOC IRV 111.1	Final ApcH Crs 180°	GS D7.4 IRV 2500' (2469')	ILS DA(H) 231' (200')	Apt Elev 36'	RWY 31'		
MISSED APCB: Climb on track 180° to 1200', then turn LEFT to intercept and follow R-175 RIA to REKBI climbing to 2500', and as directed.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. WARNING: When established on final maintain 160 ±10 KT until D4.0 IRV. 3. ILS DME reads zero at rwy 18 thresh.							



Gnd speed-Kts	70	90	100	120	140	160		1200'	on 180°
ILS GS or	377	484	538	646	753	861			
LOC Descent angle 3.00°									
MAP at D0.5 IRV/D1.4 RIA									

Standard				STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND	
ILS DA(H) 231' (200')				LOC (GS out) DA(H) 380' (349')		Not authorized East of airport	
FULL		Limited	ALS out			Max Kts.	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m	100	530' (494') 1500m
B						135	540' (504') 1600m
C						180	730' (694') 2400m
D						205	740' (704') 3600m

CHANGES: Holdings.

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EVRA/RIX RIGA INTL

JEPPesen
5 NOV 10 **11-2** Eff 18 Nov

RIGA, LATVIA ILS or LOC Rwy 36

BRIEFING STRIP

D-ATIS

121.2

RIGA Approach

129.92

RIGA Tower

118.1

Ground

118.8

LOC
IRP
108.1

Final
Aptch Crs
360°

GS
D7.4 IRP
2500' (2464')

ILS
DA(H)
236' (200')

Apt Elev 36'
RWY 36'

MISSED APCH: Climb on track 360° to 1200', then turn RIGHT to intercept and follow R-005 RIA to TETRI climbing to 2500', and as directed.

Alt Set: hPa

Rwy Elev: 1 hPa

Trans level: By ATC

Trans alt: 5000'

1. DME required.

2. WARNING: When established on final maintain 160 ± 10 KT until D4.0 IRP.

3. ILS DME reads zero at rwy 36 thresh.

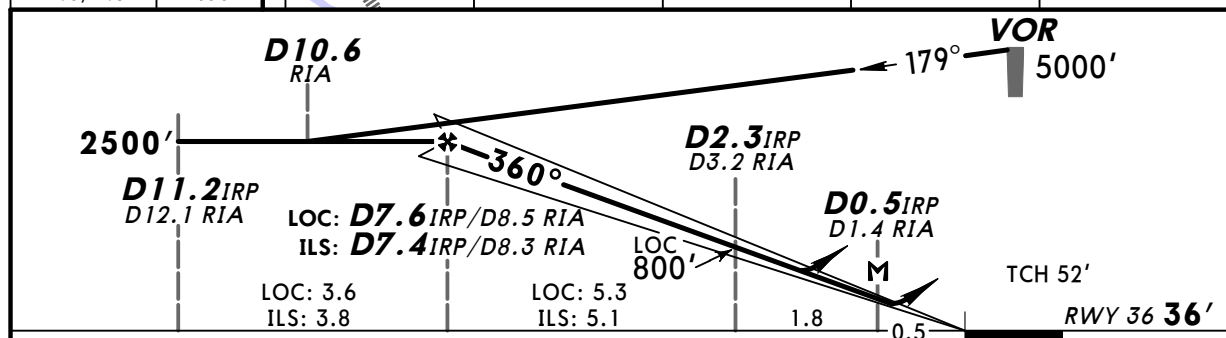
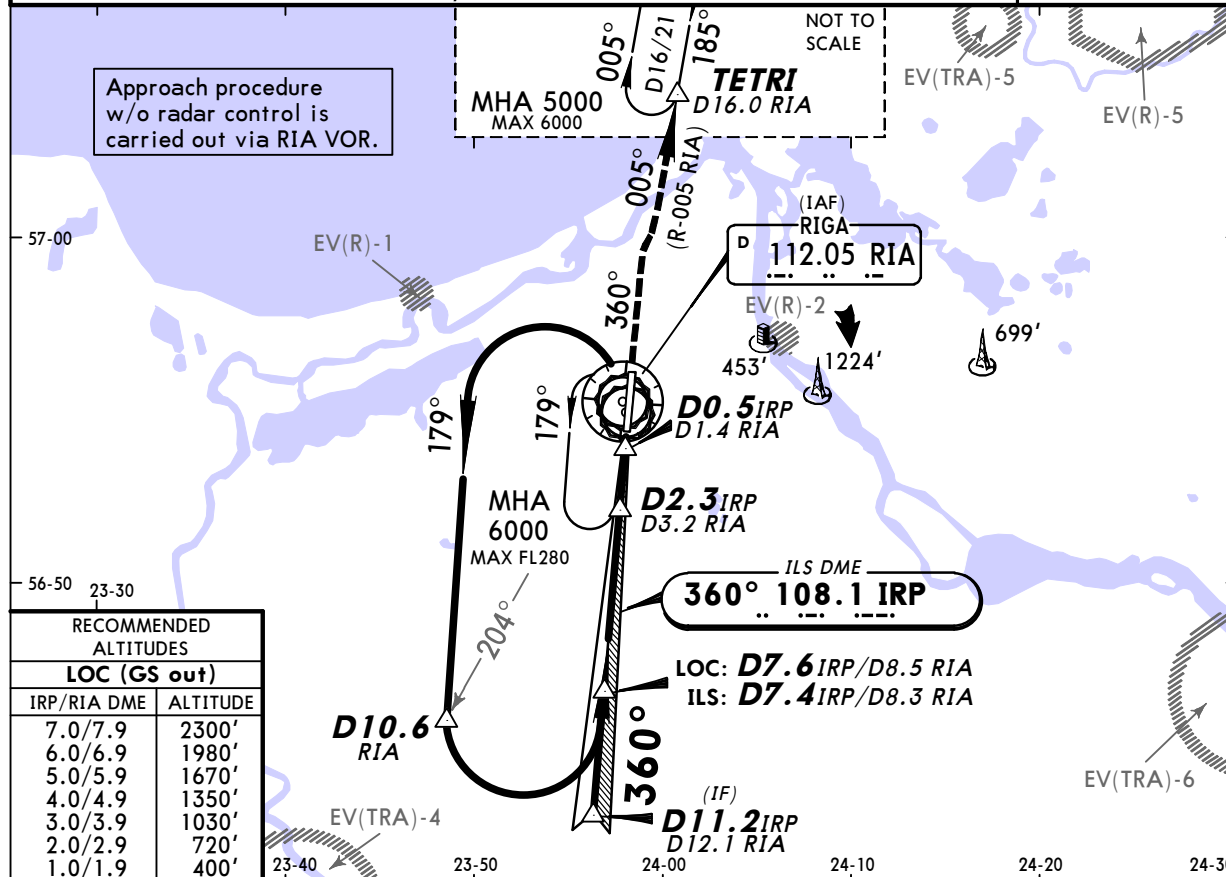
180°

1600'

2300'

360°

MSA
RIA VOR



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or	377	484	538	646	753	861	
LOC Descent angle 3.00°							
MAP at D0.5 IRP/D1.4 RIA							

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Not authorized East of airport		
DA(H) 236' (200')		DA(H) 380' (344')				
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS
A				100	530' (494')	1500m
B				135	540' (504')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	730' (694')	2400m
D				205	740' (704')	3600m

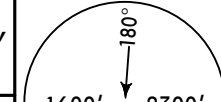
PANS OPS

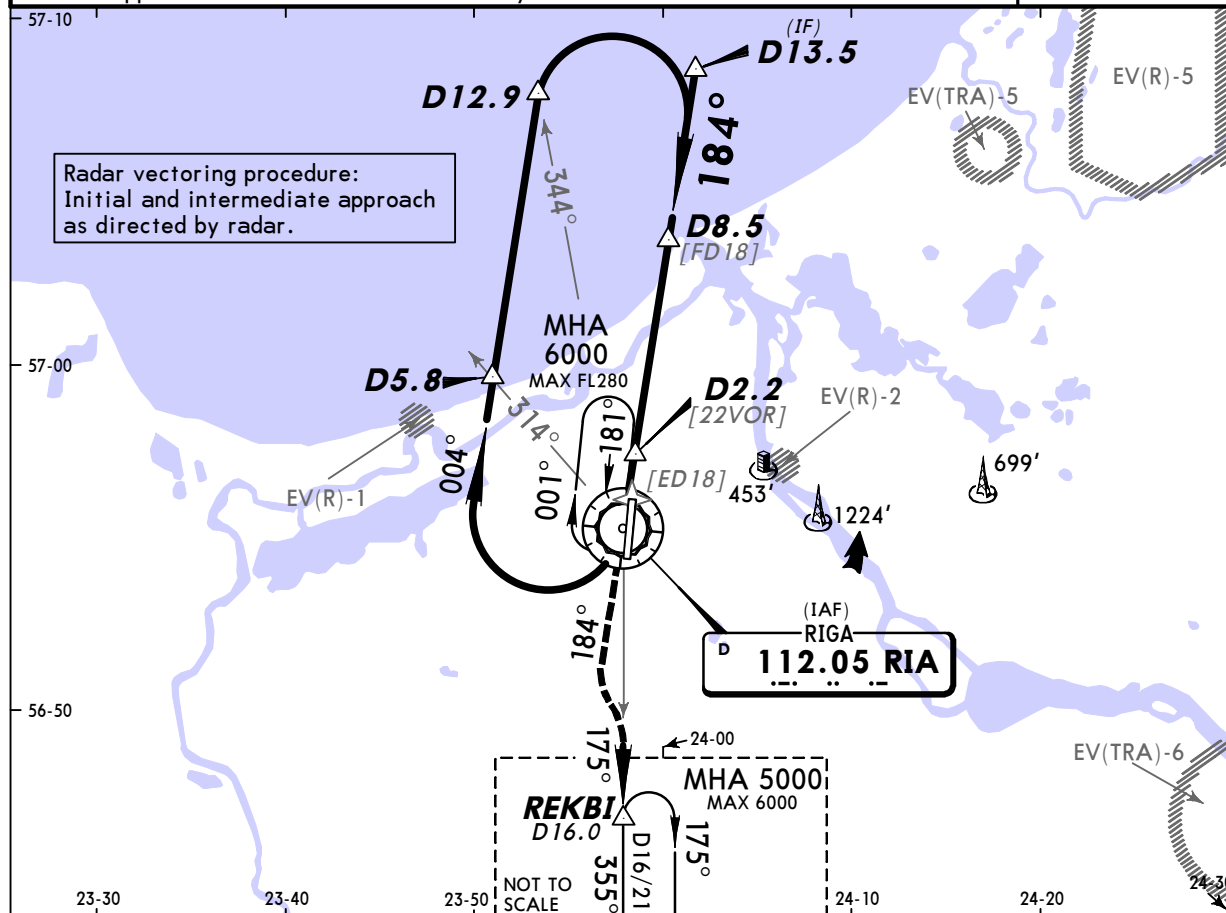
EVRA/RIX
RIGA INTL

JEPPesen
5 NOV 10 **(13-1)** Eff 18 Nov

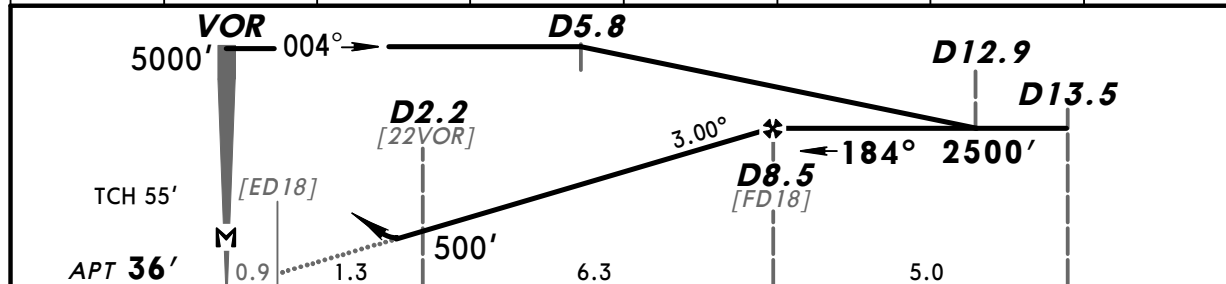
RIGA, LATVIA
VOR Rwy 18

BRIEFING STRIP

D-ATIS 121.2		RIGA Approach 129.92		RIGA Tower 118.1		Ground 118.8	
VOR RIA 112.05	Final Apch Crs 184°	Minimum Alt D8.5 2500' (2464')	DA(H) (CONDITIONAL) 410' (374')	Apt Elev	36'	 MSA RIA VOR	
MISSED APCH: Climb on R-184 to 1200', then turn LEFT to intercept and follow R-175 to REKBI climbing to 2500', and as directed.							
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 5000' 1. WARNING: When established on final maintain 160 ± 10 KT until D5.4. 2. Final approach track offset 4° from runway centerline.							



RIA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	430'	750'	1060'	1380'	1690'	2010'	2330'



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle	3.00°	372	478	531	637	743	849		
MAP at VOR									

Standard STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND			
With DME		W/o DME		Not authorized East of airport			
DA(H) 410' (374')		DA(H) 470' (434')					
ALS out		ALS out		Max Kts	MDA(H)	VIS	
RVR 1500m		RVR 1500m		100	530' (494')	1500m	
RVR 1000m		RVR 1300m		135	540' (504')	1600m	
RVR 1700m		RVR 2000m		180	730' (694')	2400m	
				205	740' (704')	3600m	

PANS OPS

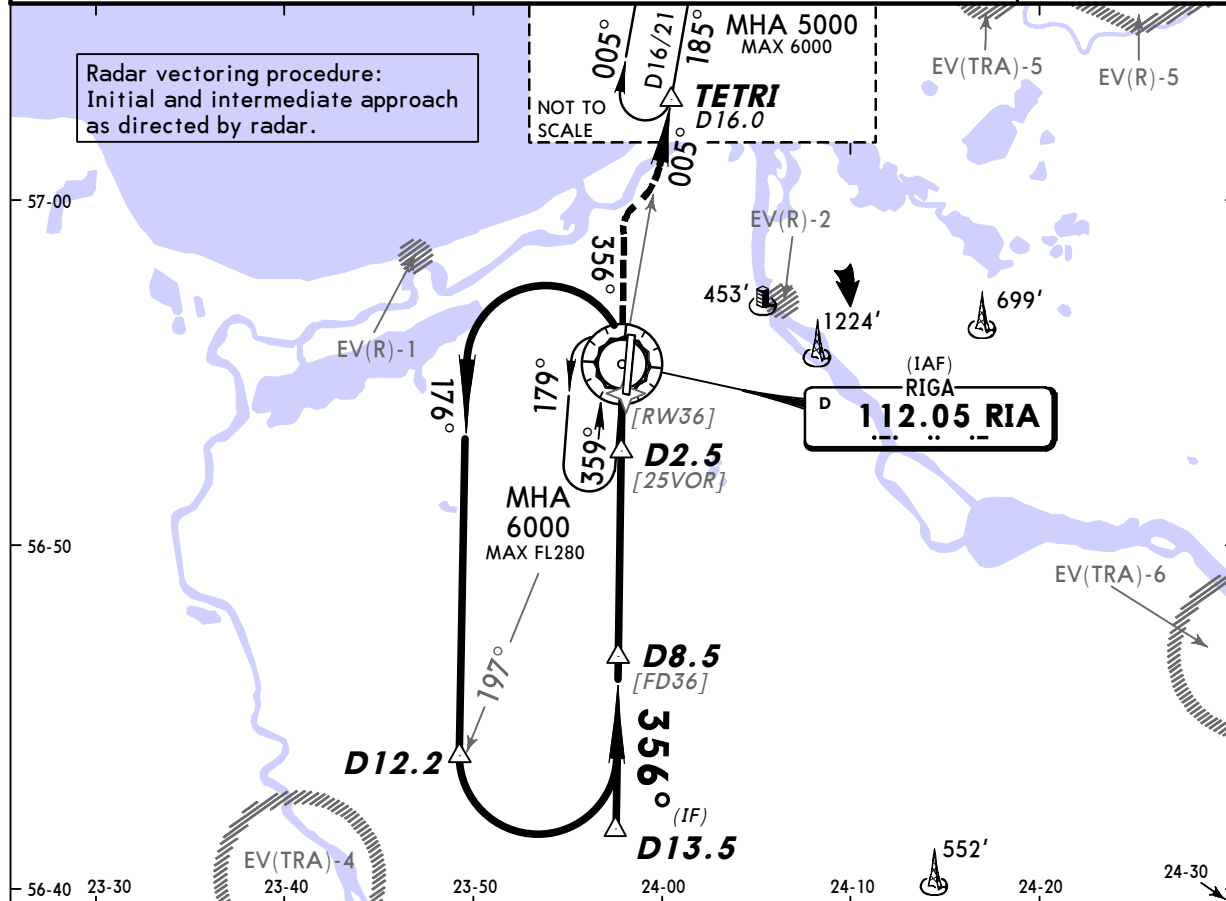
EVRA/RIX RIGA INTL

JEPPESEN
5 NOV 10 **(13-2)** Eff 18 Nov

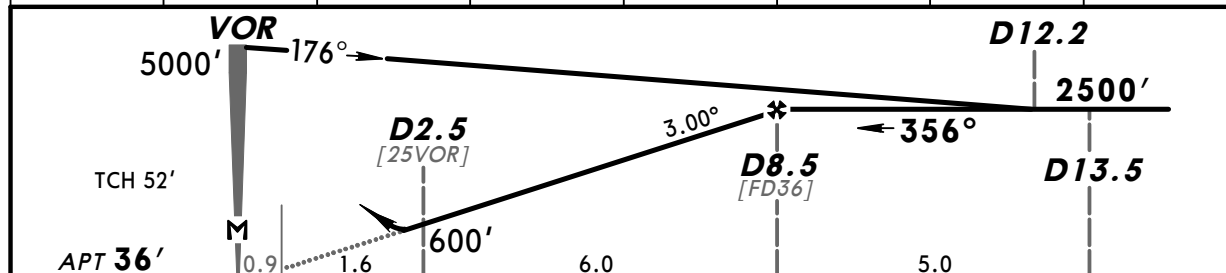
RIGA, LATVIA VOR Rwy 36

BRIEFING STRIP

D-ATIS 121.2		RIGA Approach 129.92		RIGA Tower 118.1		Ground 118.8
VOR RIA 112.05	Final Apch Crs 356°	Minimum Alt D8.5 2500' (2464')	DA(H) (CONDITIONAL) 390' (354')	Apt Elev 36'		
MISSED APCH: Climb on R-356 to 1200', then turn RIGHT to intercept and follow R-005 to TETRI climbing to 2500', and as directed.						
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 5000'						
1. WARNING: When established on final maintain 160 ± 10 KT until D5.4. 2. Final approach track offset 4° from runway centerline.						



RIA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	430'	750'	1060'	1380'	1690'	2010'	2330'



Gnd speed-Kts	70	90	100	120	140	160		1200' on 112.05 R-356
Descent angle	3.00°	372	478	531	637	743		
MAP at VOR								

Standard STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
With DME		W/o DME		Not authorized East of airport			
DA(H) 390' (354')		DA(H) 420' (384')					
ALS out		ALS out		Max Kts	MDA(H)	VIS	
RVR 1500m		RVR 1500m		100	530' (494')	1500m	
RVR 900m		RVR 1100m		135	540' (504')	1600m	
RVR 1600m		RVR 1800m		180	730' (694')	2400m	
				205	740' (704')	3600m	

PANS OPS