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Airport Information For EVRA

Terminal Charts For EVRA

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Riga Lva
IATA Code: RIX
Lat/Long: N56° 55.4' E023° 58.3'
Elevation: 36 ft

Airport Use: Public
Magnetic Variation: 6.9°E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0317 Z
Sunset: 1731 Z,

Runway Information

Runway: 18
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Lighting: Edge, ALS, Centerline

Runway: 36
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 36 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 121.2
Riga Tower 118.1
Riga Ground Control 118.8
Riga Apron Ramp/Taxi Control 131.6
Riga Approach Control 134.85
Riga Approach Control 129.925

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

- When taxiing on the apron, ACFT shall follow the yellow taxiing guide lines. No deviations or short cuts are permitted except under the guidance of a "Follow-me" car or after special instructions given by the appropriate ATC unit.
- When taxiing on the apron, crews should carefully observe the ground vehicle traffic to avoid any incidents.
- "Follow me" car always available on request.

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**1.6.1. GENERAL**

Birds in vicinity of airport.

1.6.2. SAFETY ON APRON

All crew members and technical personnel are requested to wear a high visibility vest or uniform when walking airside.

2. ARRIVAL

2.1. RWY OPERATIONS

2.1.1. HIGH INTENSITY RWY OPERATIONS

In order to avoid go-arounds, ACFTs should vacate the RWY quickly and entirely, without prejudice to safety.

The RWY vacating, as a rule, should be expected via the existing turn-offs listed below:

RWY	ACFT	Turn off intersections	Dist from THR ft (m)
18	heavy	B	8202' (2500m)
	medium (JET)	C	6496' (1980m)
	medium (PROP) / light	C	6496' (1980m)
36	heavy	G	10499' (3200m)
	medium (JET)	G	10499' (3200m)
	medium (PROP) / light	C	4003' (1220m)

If unable to vacate the RWY as prescribed, the pilot shall inform RIGA Tower immediately.

2.1.1.1. FREQUENCY CHANGE

The pilot shall contact RIGA Ground immediately after vacating the RWY for taxi clearance if no other instruction from RIGA Tower received.

2.1.2. HIGH INTENSITY RWY OPERATIONS - LANDING BEYOND TOUCHDOWN ZONE

For safe, orderly and expeditious conduct of a flight RIGA TOWER controller may suggest or approve a request to land beyond the touchdown zone of the runway-in-use, if RIGA TOWER controller or the ACFT gain an operational advantage and the pilot-in-command accepts it. The final decision rests with the pilot-in-command.

The pilot-in-command is responsible for touchdown point selection beyond the touchdown zone of the RWY which assures safe landing within the limits of the RWY.

Procedure "Land beyond the touchdown zone of the runway" shall be applied:

- for RWY 36 only,
- during the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset;
- for ACFT wake turbulence category "Medium" or "Light".

Procedure "Land beyond the touchdown zone of the runway" shall be subject to the following conditions:

- visibility of at least 5 km;
- ceiling not lower than 1000';
- no tailwind component;
- RWY condition shall not be worse than "wet" and braking action shall not be worse than "GOOD",
- braking action not adversely affected by RWY contaminants (i.e. ice, slush, snow and water).

Example of phraseology:

- "(Callsign...) are you ready for long landing RWY 36".
- "We are ready for long landing RWY 36, (Callsign...)".
- "(Callsign...), RWY 36 cleared to land beyond the touchdown zone".

2. ARRIVAL

2.1.3. REDUCED RWY SEPARATION MINIMUMS (RRSM)

RRSM shall be applied:

- between succeeding and preceding landing ACFT;
- between succeeding and preceding departing ACFT;
- between succeeding landing ACFT and departing ACFT;
- during the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset.

RRSM shall NOT apply between a departing ACFT and a preceding landing ACFT.

RRSM shall be subject to the following conditions:

- wake turbulence separation minima shall be applied;
- visibility of at least 5 km;
- ceiling not lower than 1000';
- tailwind component shall not exceed 5 KT;
- Tower controller has appropriate marks on A-SMGCS display for determination of preceding and succeeding ACFT position;
- minimum separation continues to exist between two departing ACFT immediately after take-off of the second ACFT;
- traffic information shall be provided to the flight crew of the succeeding ACFT concerned;

Example of phraseology:

(Callsign...) preceding B737 is vacating the RWY, surface wind ...degrees/...KT, RWY 18/36 cleared to land";

- RWY condition shall not be worse than "wet" and braking action shall not be worse than "GOOD";
- braking action shall not be adversely affected by RWY contaminants (i.e. ice, slush, snow and water).

3. DEPARTURE

3.1. RWY OPERATIONS

3.1.1. HIGH INTENSITY RWY OPERATIONS

3.1.1.1. FREQUENCY CHANGE

While being transferred from RIGA Ground to RIGA Tower, initial call shall be restricted to call sign only, in order to avoid frequency congestion.

3.2. RUN-UP PROCEDURES

- Permission for engine run-up shall be requested from RIGA Apron 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, POWER BACK AND TOWING PROCEDURES

- Request clearance from RIGA Ground (frequency might be coupled on RIGA Tower) for push-back, power back or towing.
- Clearance for push-back, power back or towing may only be requested if ACFT is ready to carry out the manoeuvre immediately.
- A Handling agent (Headset Operator) is fully responsible for the push back procedure. The crew must use the interphone for communication with the Handling agent to start or stop push back at any reason. Hand signals may be used as an alternative only when it is not possible to use the interphone.
- Engines can be started before, during or after push-back. The main engines must be operated only at idle power until the push back tractor has been disconnected and driven away to safe distance and the Handling agent has given "all clear" signal with thumbs up.

3.4. START-UP PROCEDURES

- Request clearance from RIGA Ground (frequency might be coupled 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.
- Start-up approval alone does not imply approval to push-back and taxi.
- After start-up approval from ATC the actual engine start-up shall be coordinated with the ground staff.

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 EOB T -15 until EOB T +15 minutes.
- DLC should not be issued if requested later than EOB T +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 with ICAO Annex 16, Volume 1, Chapter 3:

Take-off and climb to 1500' AGL

At 1500' AGL

- take-off flap, climb at $V_2 + 10$ to 20 KT
- accelerate smoothly to en-route climb speed with flap retraction on schedule.

Apt Elev
36'

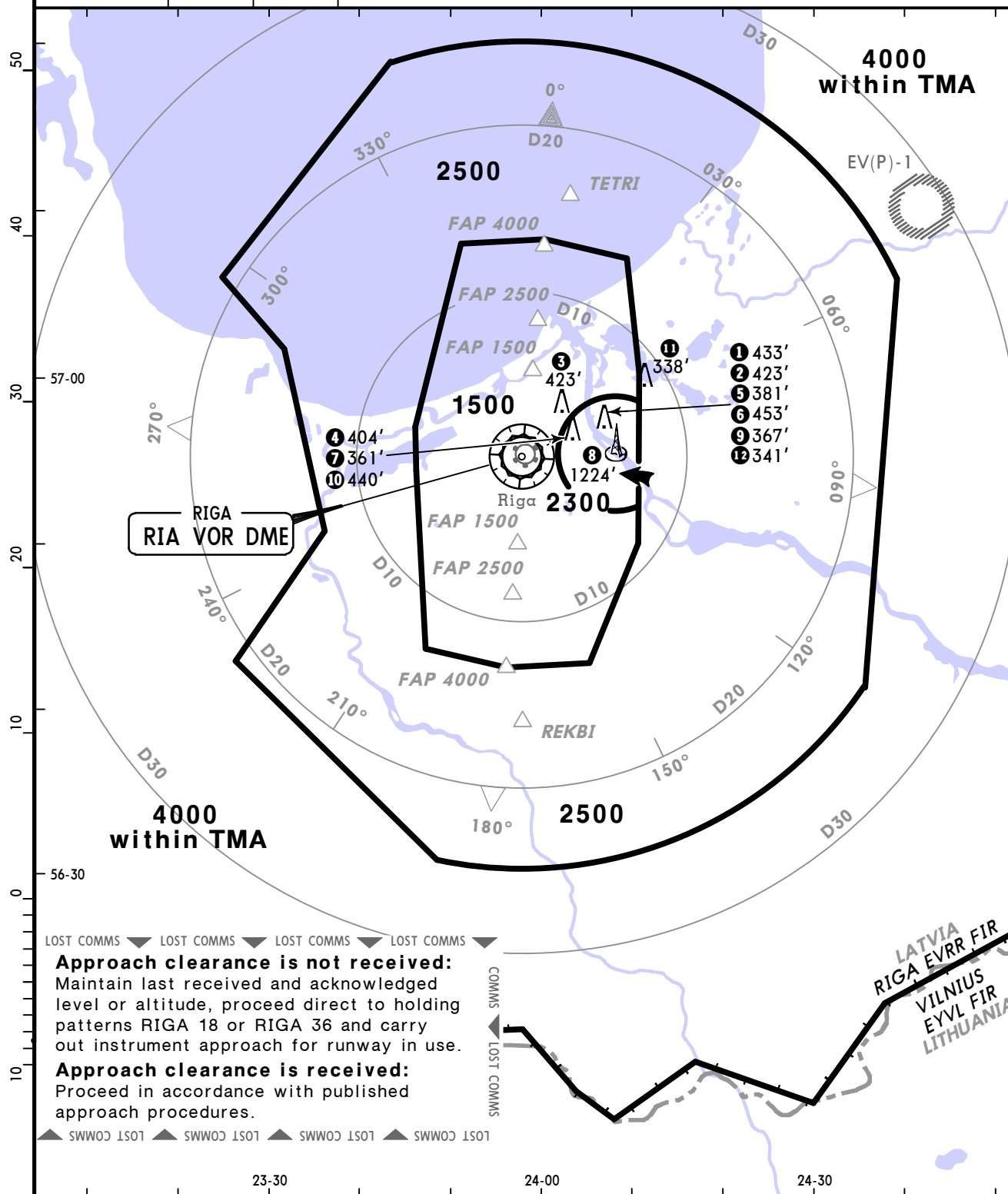
Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. Levels assigned by ATC include correction for low temperature effect when necessary.
2. Chart only to be used for cross-checking of altitudes assigned while under RADAR control.

Minimum vectoring altitudes adjusted for temperature correction

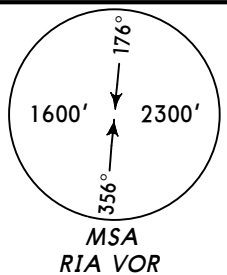
AD temp	1	2	3	4	5	6	7	8	9	10
+15°C	1500'	1500'	1500'	1500'	1500'	1500'	1500'	2300'	1500'	1500'
0°C	1500'	1500'	1500'	1500'	1500'	1600'	1500'	2400'	1500'	1600'
-10°C	1600'	1600'	1600'	1600'	1500'	1600'	1500'	2500'	1500'	1600'
-20°C	1700'	1600'	1600'	1600'	1600'	1700'	1600'	2600'	1600'	1700'
-30°C	1700'	1700'	1700'	1700'	1700'	1700'	1600'	2700'	1600'	1700'

AD temp	11	12	A minimum of 990' of clearance will be provided over obstacles within 3.0 NM of the area boundary presented in table above.							
+15°C										
0°C										
-10°C	1500'	1500'								
-20°C	1600'	1600'								
-30°C	1600'	1600'								



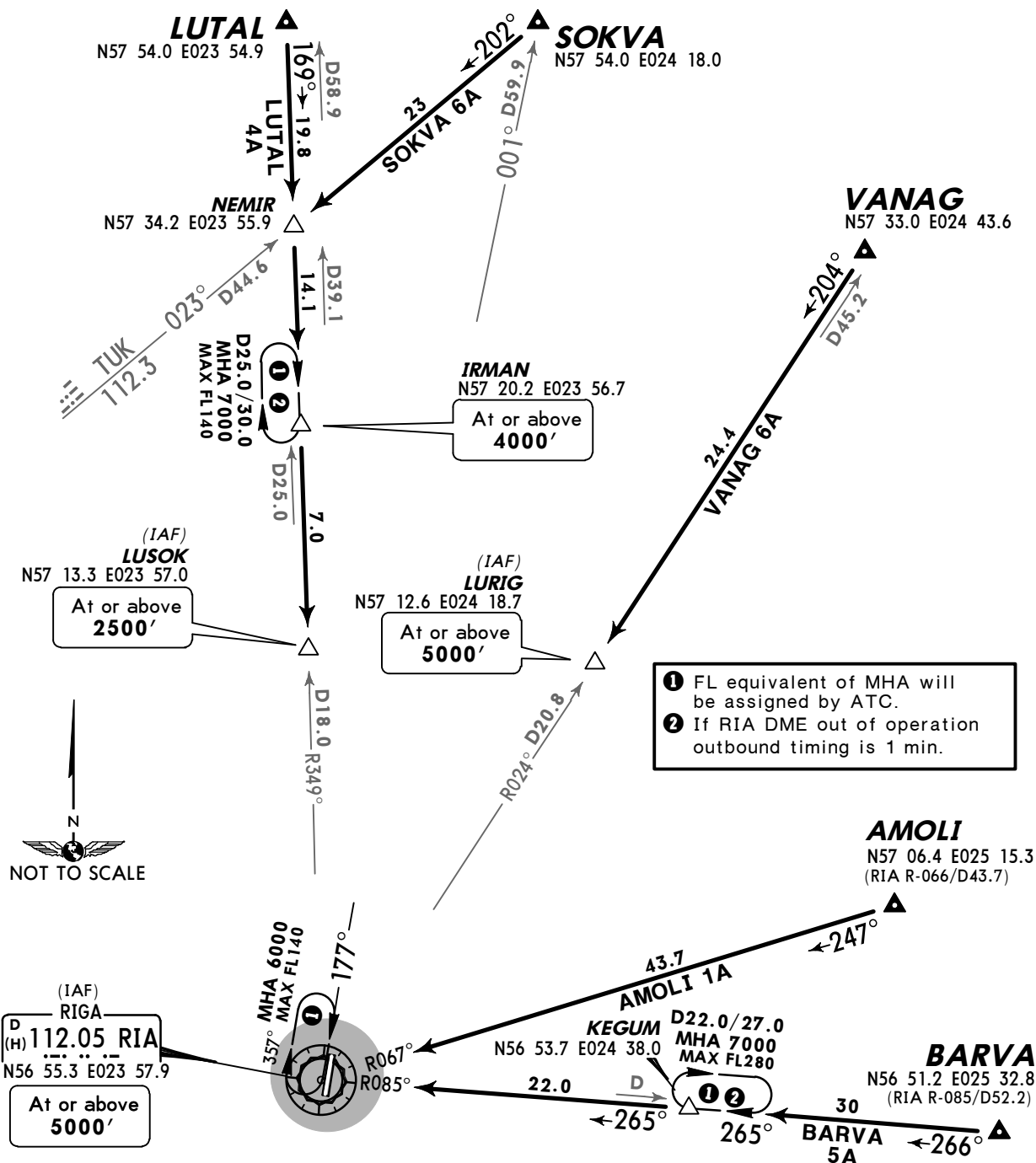
D-ATIS
121.2RIGA Approach
129.92 *134.85Apt Elev
36'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. At first contact with RIGA Approach report call sign, designator of the latest received ATIS, level and RADAR heading given by ATC. In order to avoid frequency congestion when changing frequency state only: RIGA Approach+[call sign].
 2. Approach without RADAR control is carried out via RIA or TUK.
 3. Pilots should mind the vertical constraints of the STARs.



AMOLI ONE ALFA (AMOLI 1A) [AMOL1A]
BARVA FIVE ALFA (BARVA 5A) [BARV5A]
LUTAL FOUR ALFA (LUTAL 4A) [LUTA4A]
SOKVA SIX ALFA (SOKVA 6A) [SOKV6A]
VANAG SIX ALFA (VANAG 6A) [VANA6A]

RWY 18 ARRIVALS

~~SPEEDS~~ MAX 250 KT BELOW FL100

STAR

ROUTING

AMOLI 1A

Intercept RIA R-067 inbound to RIA.

BARVA 5A

On 266° track to KEGUM, intercept RIA R-085 inbound to RIA.

LUTAL 4A

Intercept RIA R-349 inbound via NEMIR and IRMAN to LUSOK.

SOKVA 6A

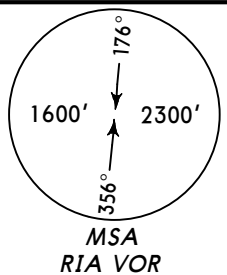
On 202° track to NEMIR, intercept RIA R-349 inbound via IRMAN to LUSOK.

VANAG 6A

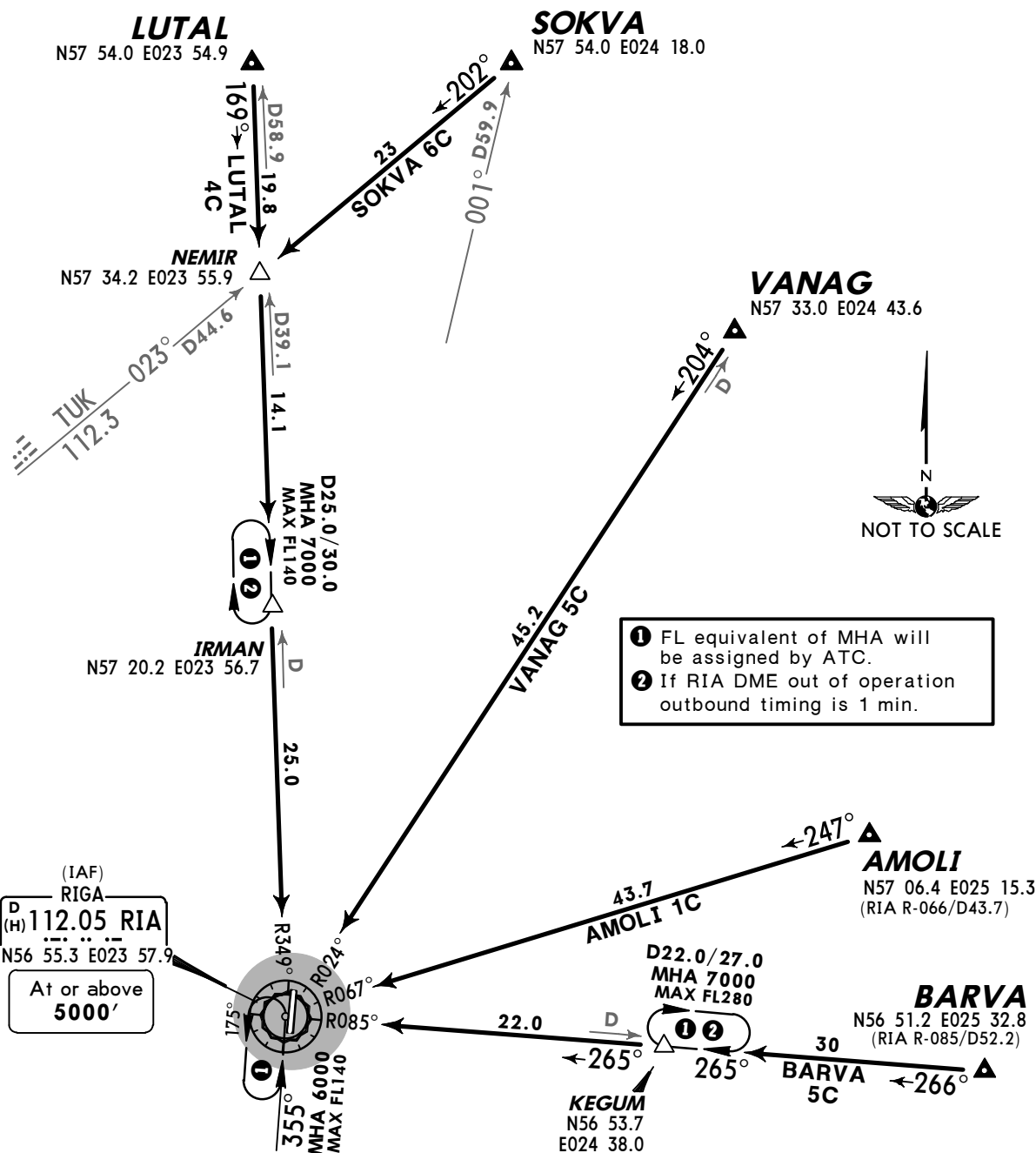
Intercept RIA R-024 inbound to LURIG.

D-ATIS
121.2RIGA Approach
129.92 *134.85Apt Elev
36'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. At first contact with RIGA Approach report call sign, designator of the latest received ATIS, level and RADAR heading given by ATC. In order to avoid frequency congestion when changing frequency state only: RIGA Approach+[call sign].
 2. Approach without RADAR control is carried out via RIA or TUK.
 3. Pilots should mind the vertical constraints of the STARs.



AMOLI ONE CHARLIE (AMOLI 1C) [AMOL1C]
BARVA FIVE CHARLIE (BARVA 5C) [BARV5C]
LUTAL FOUR CHARLIE (LUTAL 4C) [LUTA4C]
SOKVA SIX CHARLIE (SOKVA 6C) [SOKV6C]
VANAG FIVE CHARLIE (VANAG 5C) [VANA5C]
RWY 36 ARRIVALS

SPEED MAX 250 KT BELOW FL100

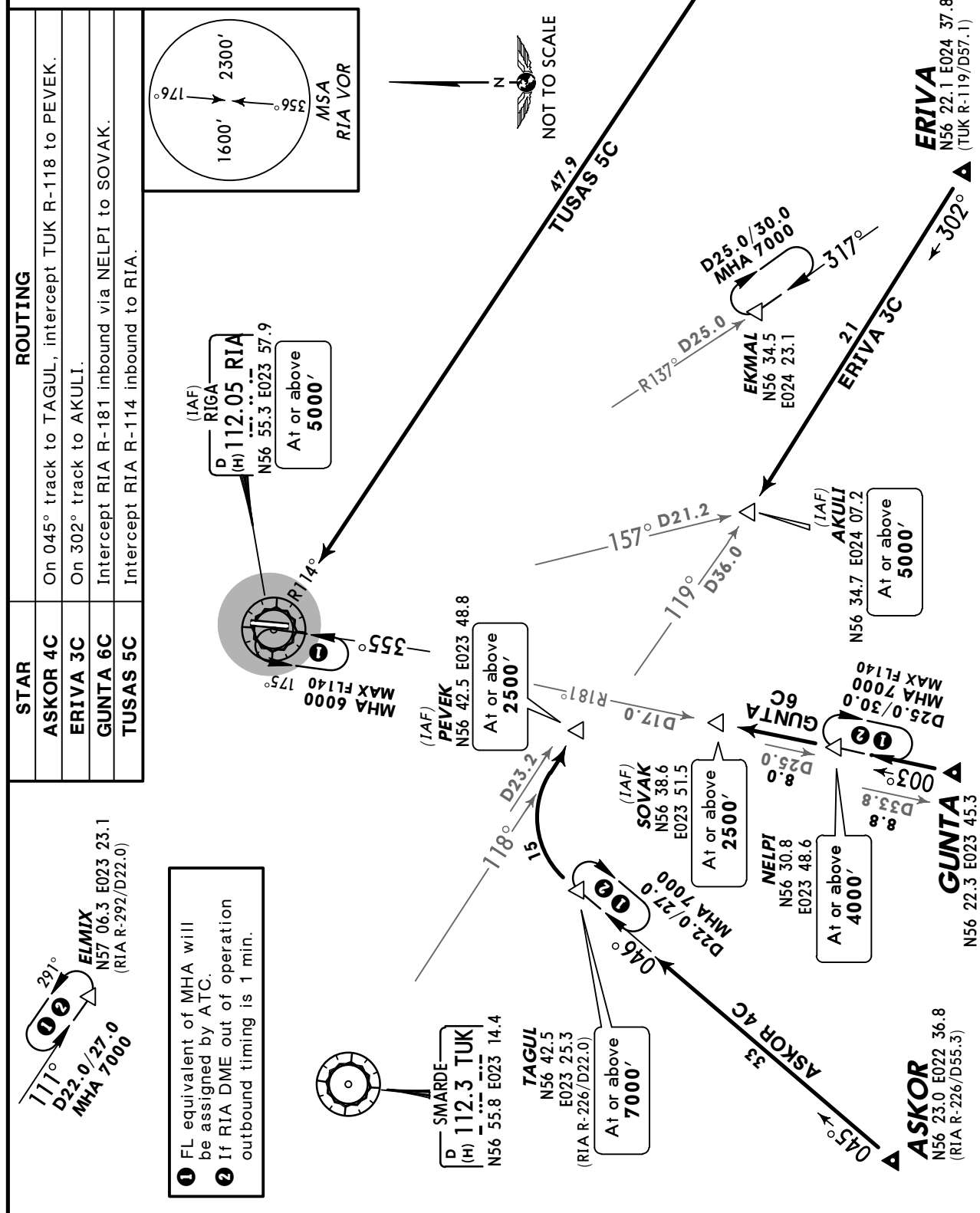
STAR	ROUTING
AMOLI 1C	Intercept RIA R-067 inbound to RIA.
BARVA 5C	On 266° track to KEGUM, intercept RIA R-085 inbound to RIA.
LUTAL 4C	Intercept RIA R-349 inbound via NEMIR and IRMAN to RIA.
SOKVA 6C	On 202° track to NEMIR, intercept RIA R-349 inbound via IRMAN to RIA.
VANAG 5C	Intercept RIA R-024 inbound to RIA.

D-ATIS 121.2	Apt Elev 36'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. At first contact with RIGA Approach report call sign, designa- tor of the latest received ATIS, level and RADAR heading given by ATC. In order to avoid frequency congestion when changing frequency state only: RIGA Approach+[call sign]. 2. Approach without RADAR control is carried out via RIA or TUK. 3. Pilots should mind the vertical constraints of the STARs.
RIGA Approach 129.92 *134.85		

ASKOR FOUR CHARLIE (ASKOR 4C) [ASKO4C]
ERIVA THREE CHARLIE (ERIVA 3C) [ERIV3C]
GUNTA SIX CHARLIE (GUNTA 6C) [GUNT6C]
TUSAS FIVE CHARLIE (TUSAS 5C) [TUSA5C]

RWY 36 ARRIVALS

DEEPS MAX 250 KT BELOW FL100

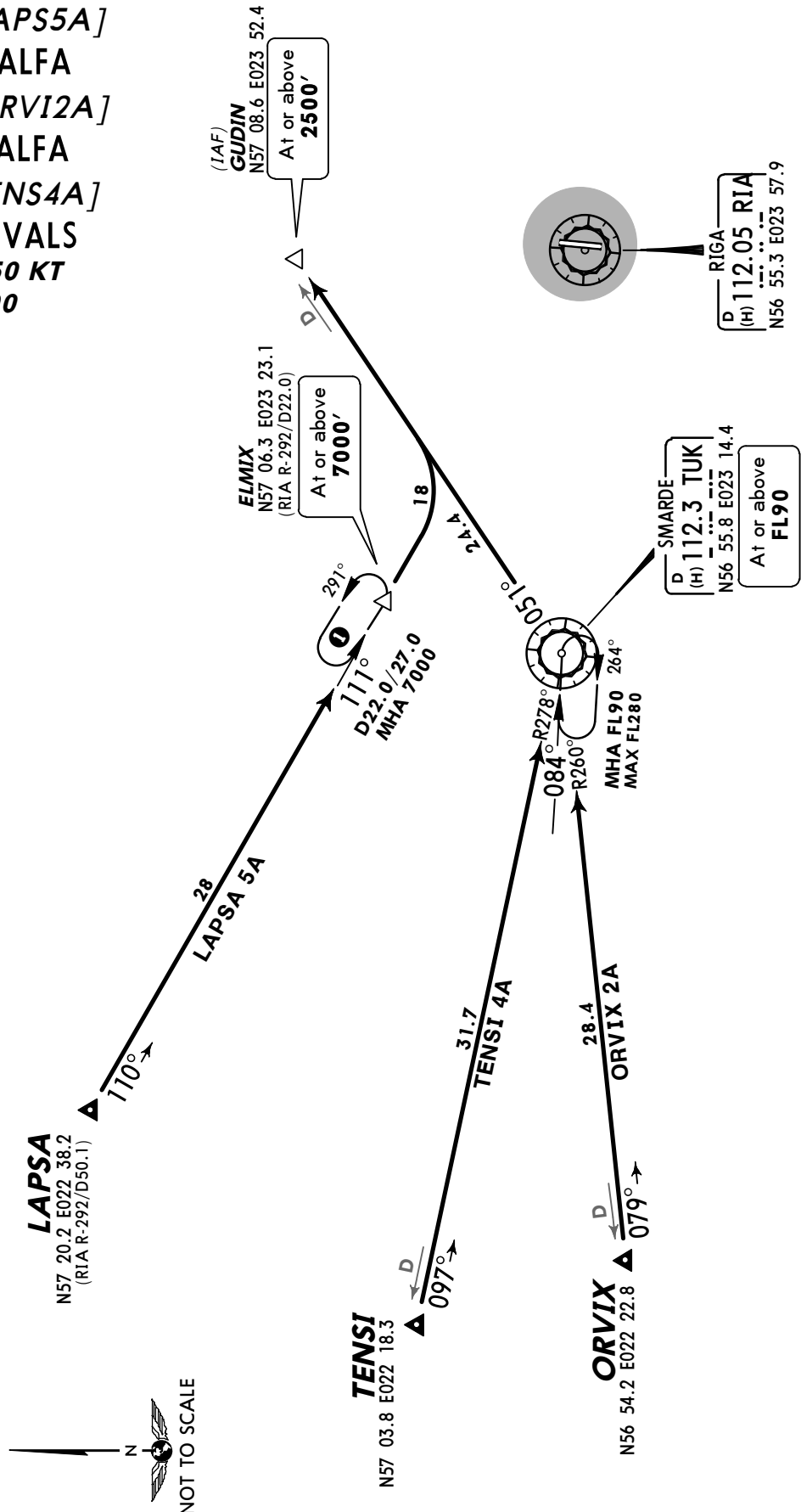
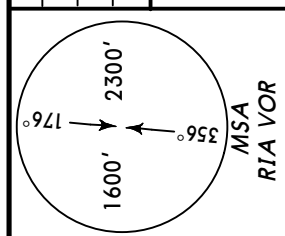


D-ATIS 121.2	Apt Elev 36'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. At first contact with RIGA Approach report call sign, designator of the latest received ATIS, level and RADAR heading given by ATC. In order to avoid frequency congestion when changing frequency state only: RIGA Approach+[call sign]. 2. Approach without RADAR control is carried out via RIA or TUK. 3. Pilots should mind the vertical constraints of the STARs.
RIGA Approach 129.92 *134.85		

LAPSA FIVE ALFA
(LAPSA 5A) [LAPS5A]
ORVIX TWO ALFA
(ORVIX 2A) [ORVI2A]
TENSI FOUR ALFA
(TENSI 4A) [TENS4A]
RWY 18 ARRIVALS
~~SPEED~~ MAX 250 KT
BELOW FL100

STAR	ROUTING
LAPSA 5A	On 110° track to ELMIX, intercept TUK R-051 to GUDIN.
ORVIX 2A	Intercept TUK R-260 inbound to TUK, TUK R-051 to GUDIN.
TENSI 4A	Intercept TUK R-278 inbound to TUK, TUK R-051 to GUDIN.

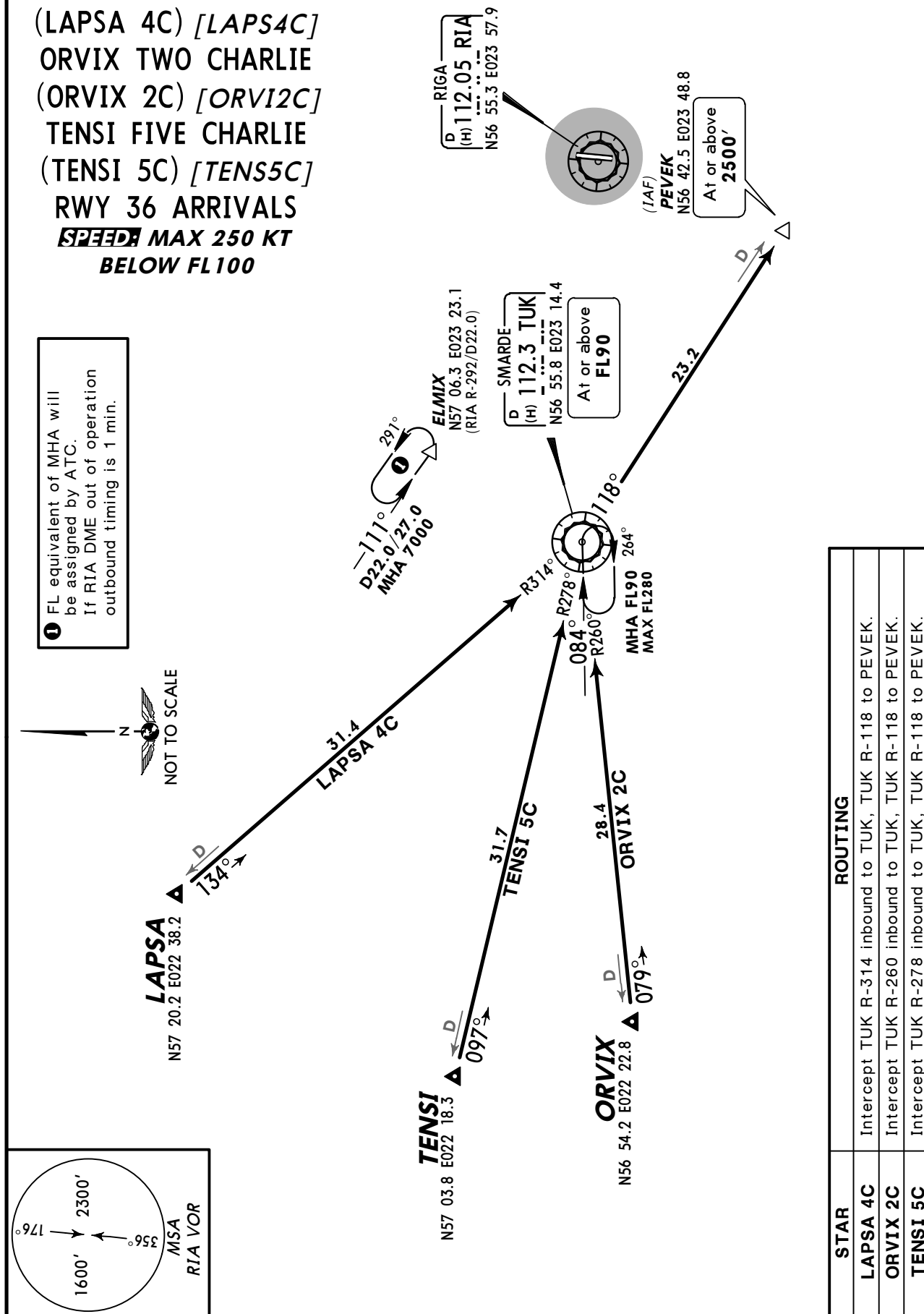
① FL equivalent of MHA will be assigned by ATC.
If RIA DME out of operation
outbound timing is 1 min.



D-ATIS 121.2	Apt Elev 36'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. At first contact with RIGA Approach report call sign, designator of the latest received ATIS, level and RADAR heading given by ATC. In order to avoid frequency congestion when changing frequency state only: RIGA Approach+[call sign]. 2. Approach without RADAR control is carried out via RIA or TUK. 3. Pilots should mind the vertical constraints of the STARs.
RIGA Approach 129.92 *134.85		

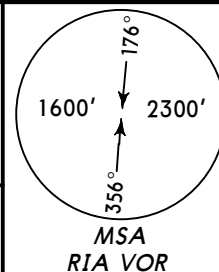
LAPSA FOUR CHARLIE
(LAPSA 4C) [LAPS4C]
ORVIX TWO CHARLIE
(ORVIX 2C) [ORVI2C]
TENSI FIVE CHARLIE
(TENSI 5C) [TENS5C]
RWY 36 ARRIVALS
~~SPEED~~ MAX 250 KT
BELOW FL100

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

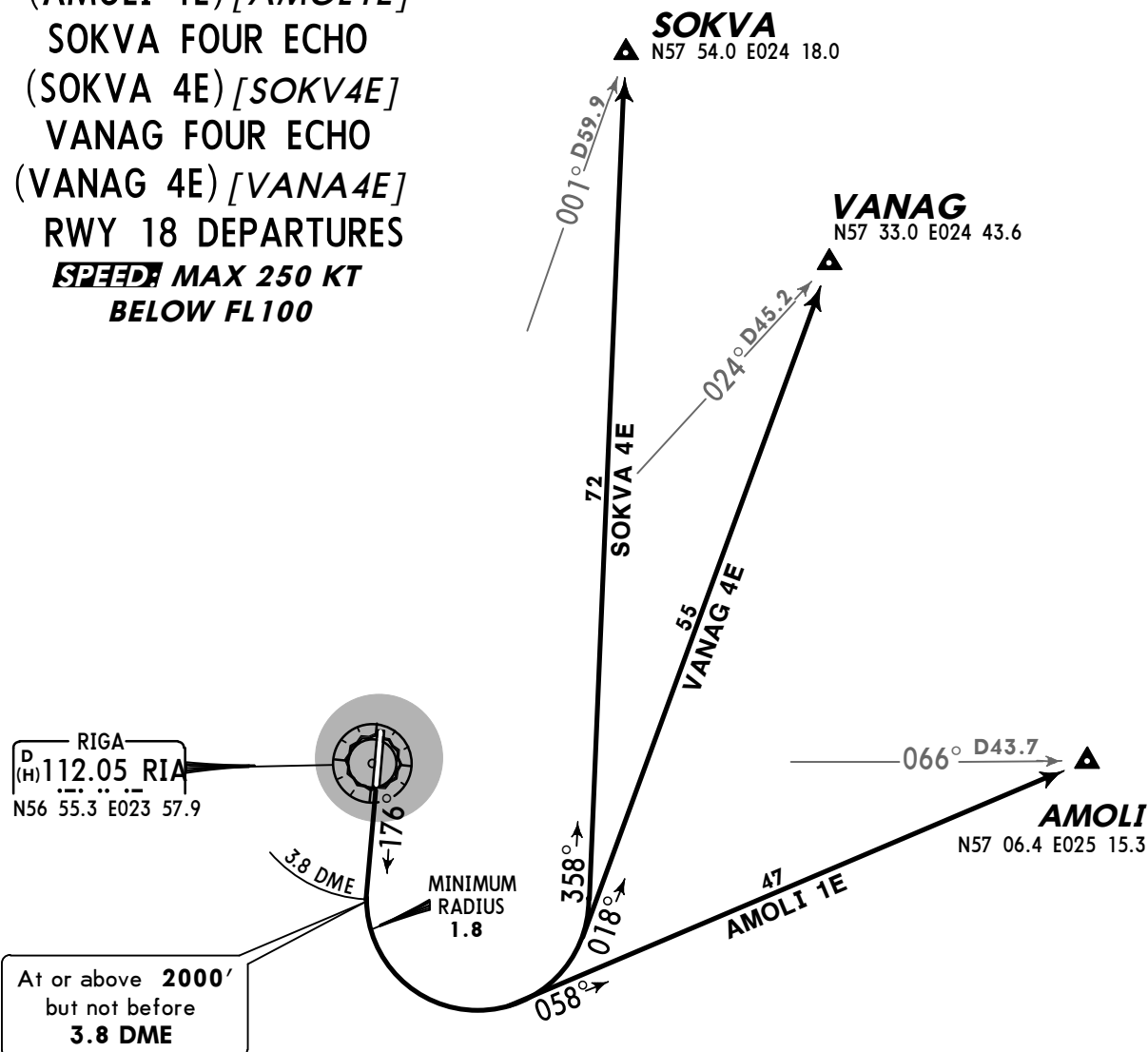


Apt Elev
36'

- Trans level: By ATC Trans alt: 5000'
1. Contact RIGA Approach immediately after take-off.
 2. At first contact with RIGA Approach (RIGA Control) report call sign, SID or RADAR heading given by ATC and level.
 3. SIDs are also noise abatement routings.
 4. If unable to comply SID contact ATC.



AMOLI ONE ECHO
(AMOLI 1E) [AMOL1E]
SOKVA FOUR ECHO
(SOKVA 4E) [SOKV4E]
VANAG FOUR ECHO
(VANAG 4E) [VANA4E]
RWY 18 DEPARTURES
~~SPEED~~ MAX 250 KT
BELOW FL100



These SIDs require minimum climb gradients of

AMOLI 1E

5.0% up to 5000' to avoid unnecessary noise disturbance.

SOKVA 4E, VANAG 4E

7.0% up to 5000' to avoid unnecessary noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

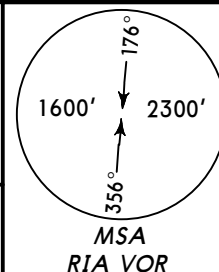
**Initial climb clearance 4000'****INITIAL CLIMB**

Climb on 176° track, at or above 2000', but not before RIA 3.8 DME turn LEFT.

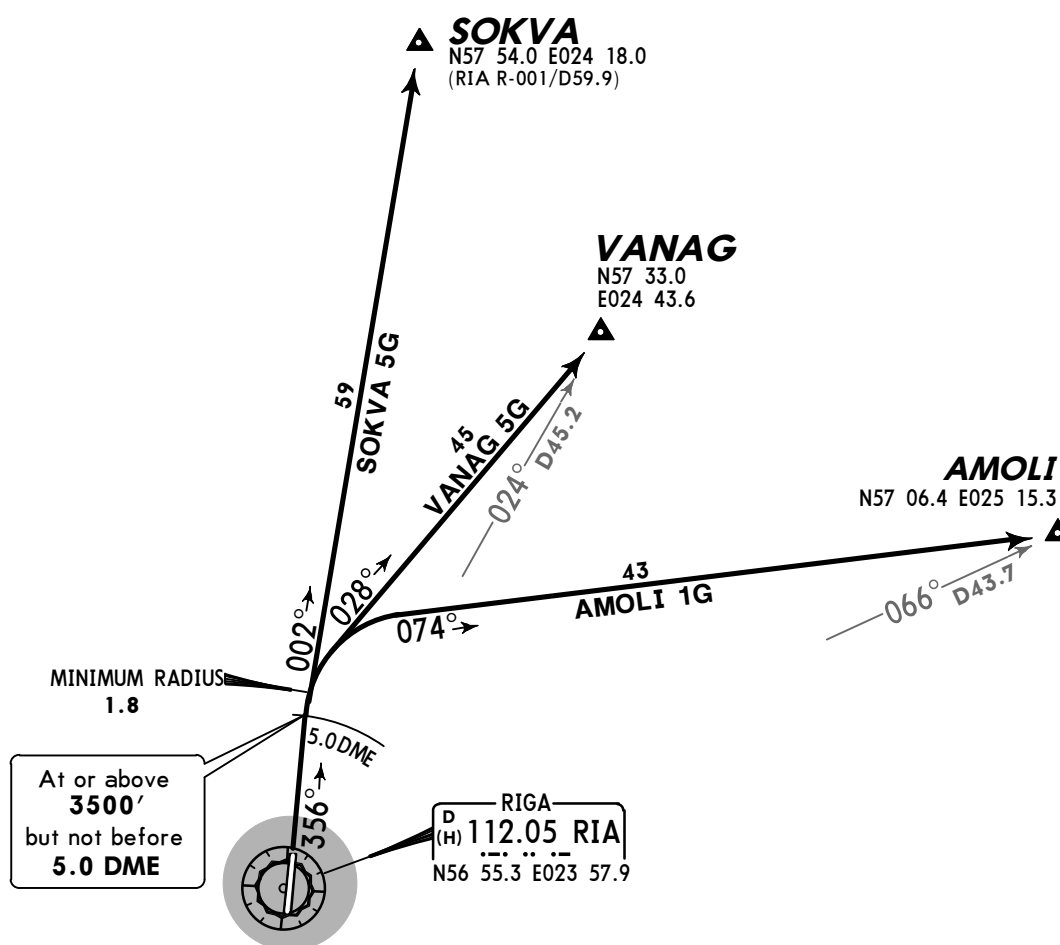
SID	ROUTING
AMOLI 1E	On 058° track to AMOLI.
SOKVA 4E	On 358° track to SOKVA.
VANAG 4E	On 018° track to VANAG.

Apt Elev
36'

- Trans level: By ATC Trans alt: 5000'
1. Contact RIGA Approach immediately after take-off.
 2. At first contact with RIGA Approach (RIGA Control) report call sign, SID or RADAR heading given by ATC and level.
 3. SIDs are also noise abatement routings.
 4. If unable to comply SID contact ATC.



**AMOLI ONE GOLF (AMOLI 1G) [AMOL1G]
SOKVA FIVE GOLF (SOKVA 5G) [SOKV5G]
VANAG FIVE GOLF (VANAG 5G) [VANA5G]
RWY 36 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100**



These SIDs require minimum climb gradients
of

AMOLI 1G

7.0% up to 5000' to avoid unnecessary noise disturbance.

SOKVA 5G, VANAG 5G

5.0% up to 5000' to avoid unnecessary noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000'**

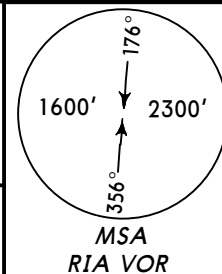
INITIAL CLIMB

Climb on 356° track, at or above 3500', but not before RIA 5.0 DME turn RIGHT.

SID	ROUTING
AMOLI 1G	On 074° track to AMOLI.
SOKVA 5G	On 002° track to SOKVA.
VANAG 5G	On 028° track to VANAG.

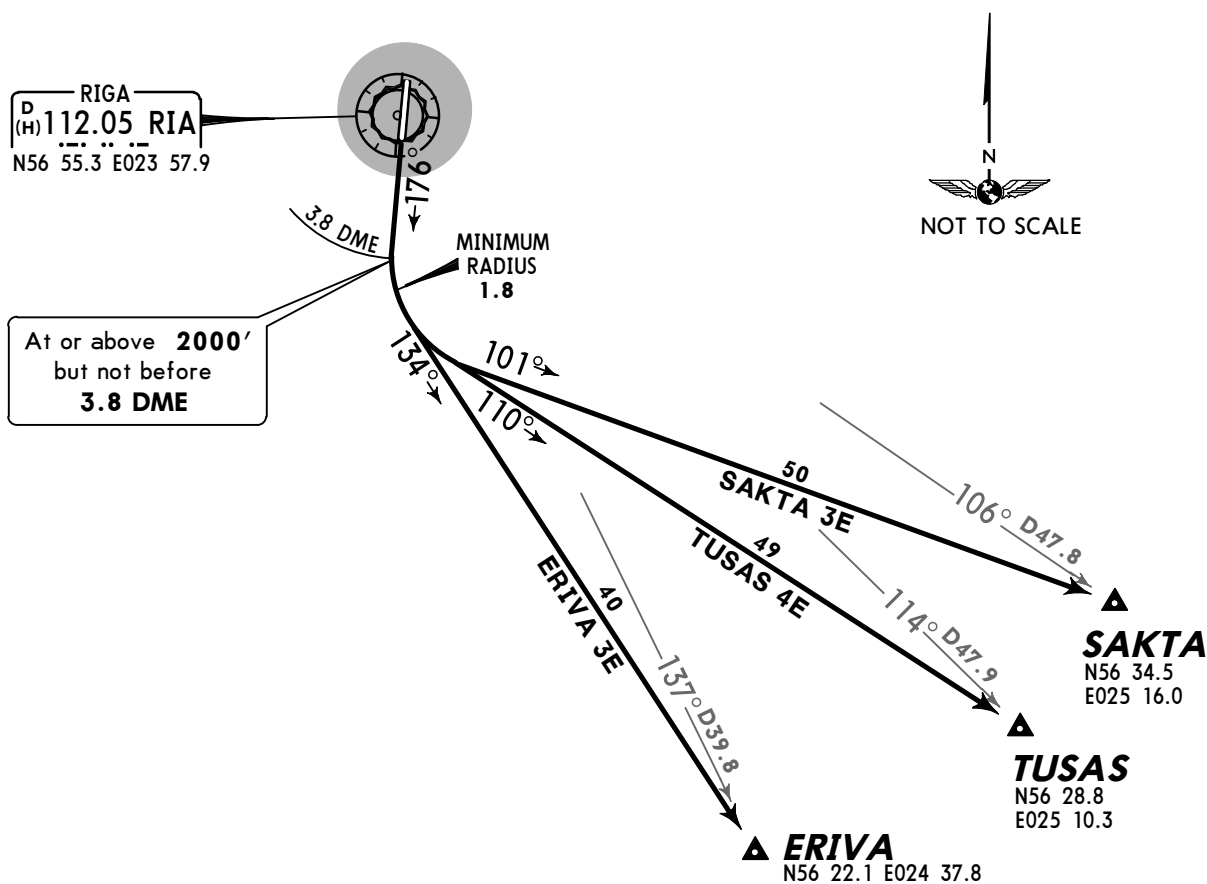
Apt Elev
36'

- Trans level: By ATC Trans alt: 5000'
1. Contact RIGA Approach immediately after take-off.
 2. At first contact with RIGA Approach (RIGA Control) report call sign, SID or RADAR heading given by ATC and level.
 3. SIDs are also noise abatement routings.
 4. If unable to comply SID contact ATC.



ERIVA THREE ECHO (ERIVA 3E) [ERIV3E]
SAKTA THREE ECHO (SAKTA 3E) [SAKT3E]
TUSAS FOUR ECHO (TUSAS 4E) [TUSA4E]
RWY 18 DEPARTURES

~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 5.0% up to 5000' to avoid unnecessary noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000'**

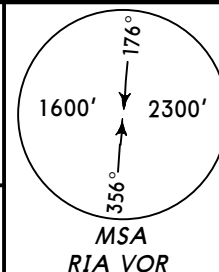
INITIAL CLIMB

Climb on 176° track, at or above 2000', but not before RIA 3.8 DME turn LEFT.

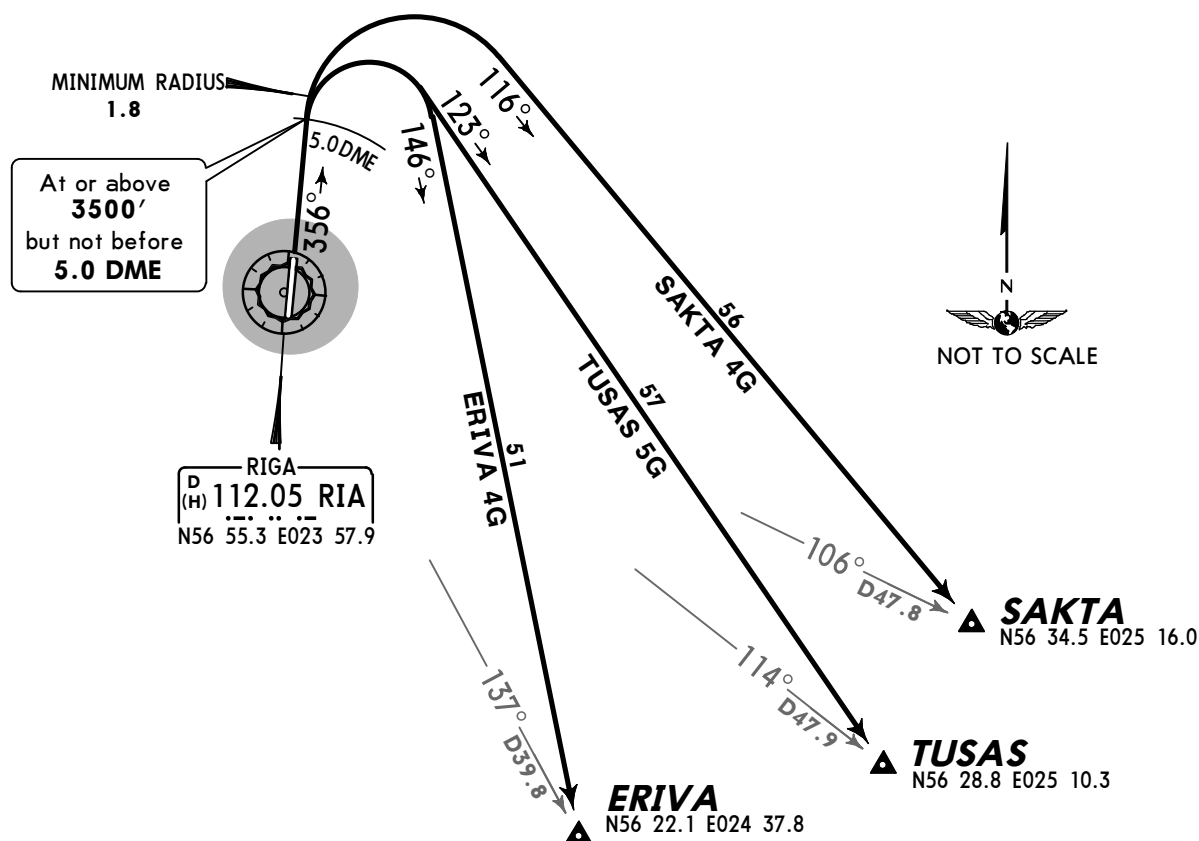
SID	ROUTING
ERIVA 3E	On 134° track to ERIVA.
SAKTA 3E	On 101° track to SAKTA.
TUSAS 4E	On 110° track to TUSAS.

Apt Elev
36'

- Trans level: By ATC Trans alt: 5000'
1. Contact RIGA Approach immediately after take-off.
 2. At first contact with RIGA Approach (RIGA Control) report call sign, SID or RADAR heading given by ATC and level.
 3. SIDs are also noise abatement routings.
 4. If unable to comply SID contact ATC.



ERIVA FOUR GOLF (ERIVA 4G)[ERIV4G]
SAKTA FOUR GOLF (SAKTA 4G)[SAKT4G]
TUSAS FIVE GOLF (TUSAS 5G)[TUSA5G]
RWY 36 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 7.0% up to 5000' to avoid unnecessary noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127

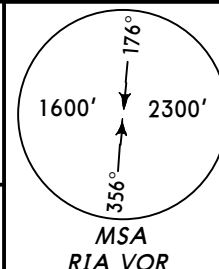
Initial climb clearance **4000'****INITIAL CLIMB**

Climb on 356° track, at or above 3500', but not before RIA 5.0 DME turn RIGHT.

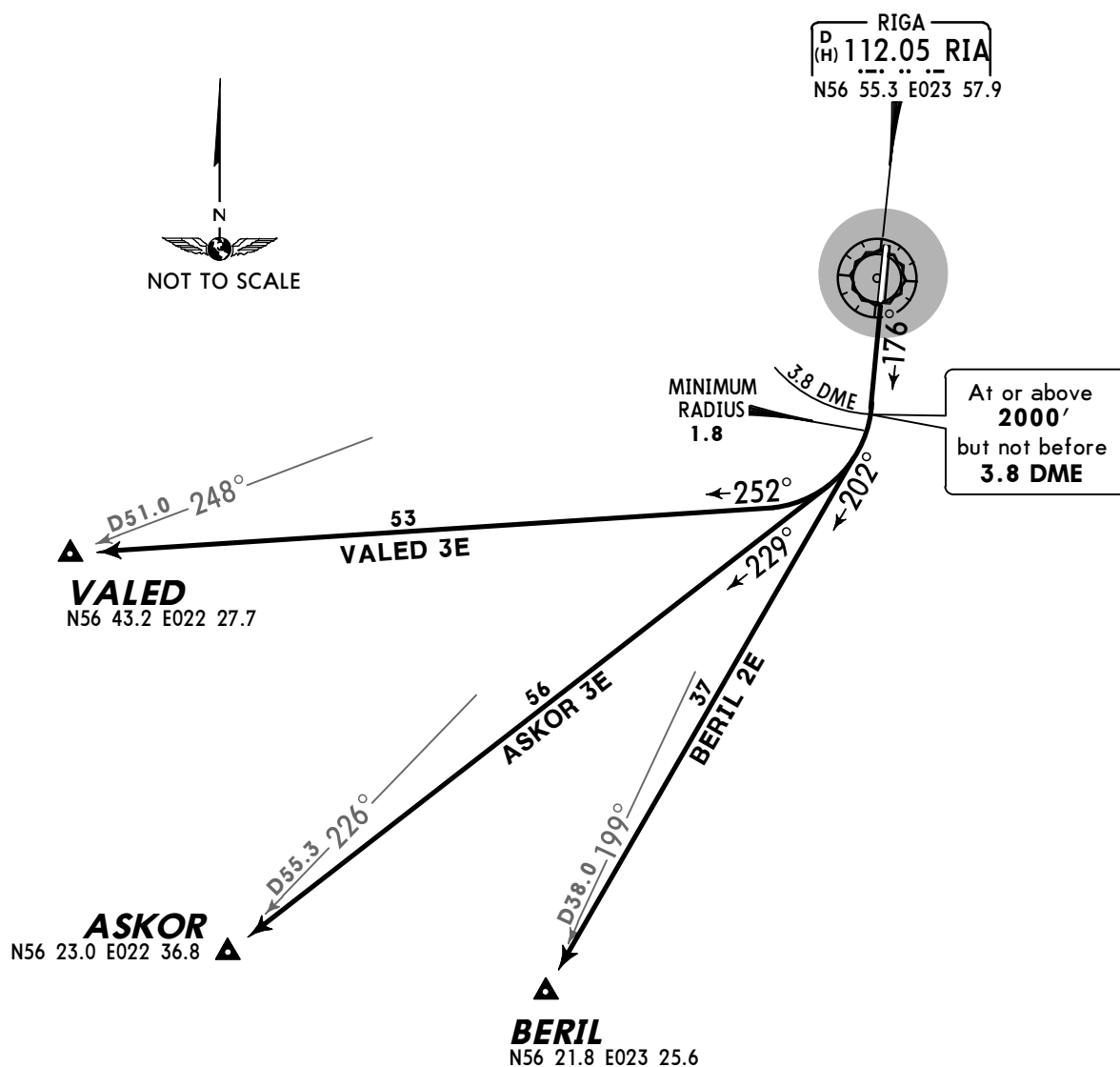
SID	ROUTING
ERIVA 4G	On 146° track to ERIVA.
SAKTA 4G	On 116° track to SAKTA.
TUSAS 5G	On 123° track to TUSAS.

Apt Elev
36'

- Trans level: By ATC Trans alt: 5000'
1. Contact RIGA Approach immediately after take-off.
 2. At first contact with RIGA Approach (RIGA Control) report call sign, SID or RADAR heading given by ATC and level.
 3. SIDs are also noise abatement routings.
 4. If unable to comply SID contact ATC.



ASKOR THREE ECHO (ASKOR 3E) [ASKO3E]
BERIL TWO ECHO (BERIL 2E) [BERI2E]
VALED THREE ECHO (VALED 3E) [VALE3E]
RWY 18 DEPARTURES
SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 5.0% up to 5000' to avoid unnecessary noise disturbance.

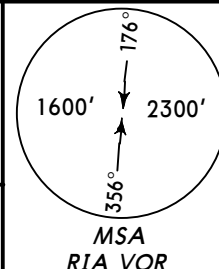
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance 4000'

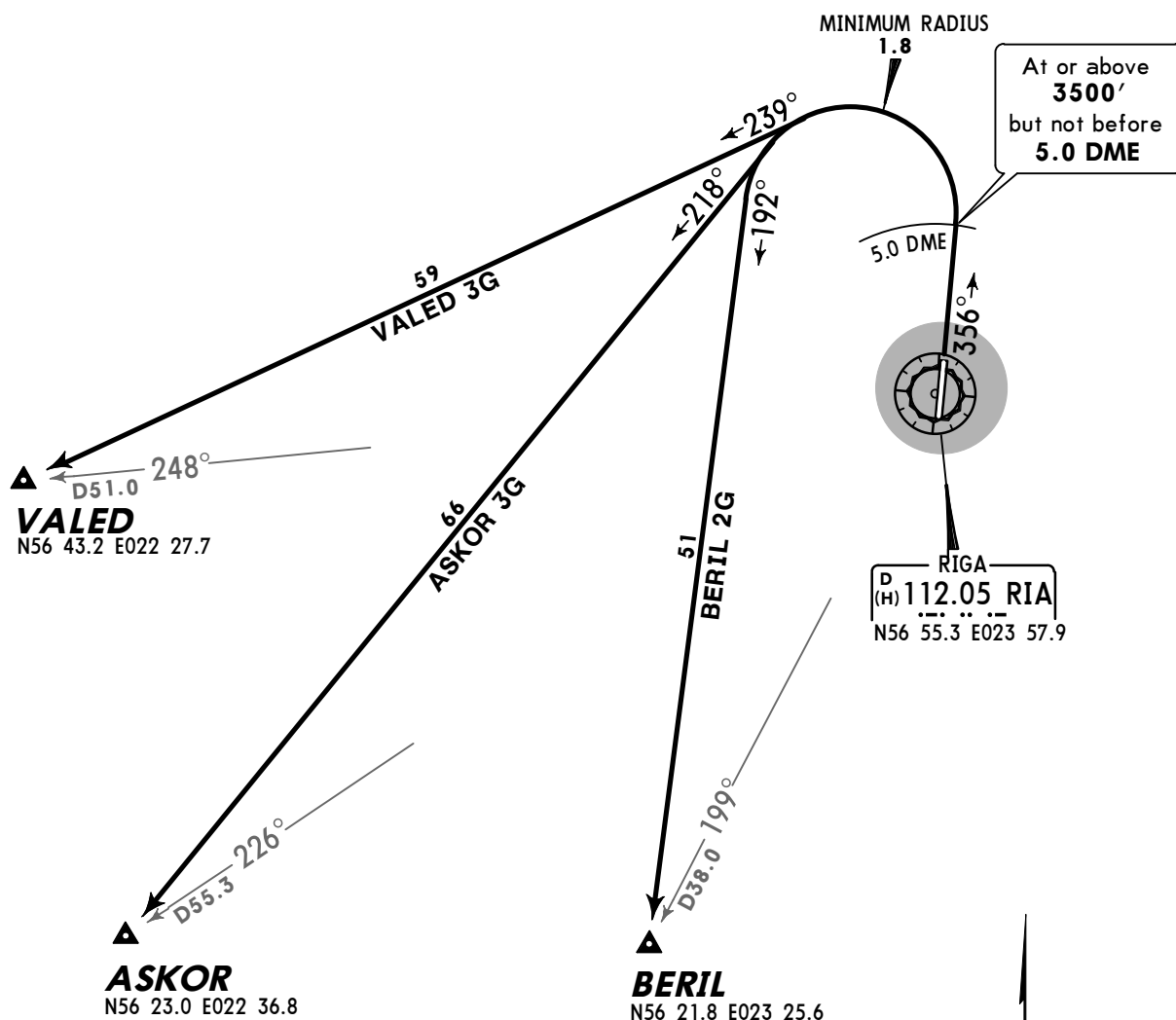
SID	INITIAL CLIMB/ROUTING
ASKOR 3E	Climb on 176° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 229° track to ASKOR.
BERIL 2E	Climb on 176° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 202° track to BERIL.
VALED 3E	Climb on 176° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 252° track to VALED.

Apt Elev
36'

- Trans level: By ATC Trans alt: 5000'
1. Contact RIGA Approach immediately after take-off.
 2. At first contact with RIGA Approach (RIGA Control) report call sign, SID or RADAR heading given by ATC and level.
 3. SIDs are also noise abatement routings.
 4. If unable to comply SID contact ATC.



**ASKOR THREE GOLF (ASKOR 3G) [ASKO3G]
BERIL TWO GOLF (BERIL 2G) [BERI2G]
VALED THREE GOLF (VALED 3G) [VALE3G]
RWY 36 DEPARTURES
SPEED: MAX 250 KT BELOW FL100**



These SIDs require minimum climb gradients of

ASKOR 3G, BERIL 2G: 7.0% up to 5000' to avoid noise abatement area (refer to chart 10-4).

VALED 3G: 5.0% up to 5000' to avoid unnecessary noise disturbance.

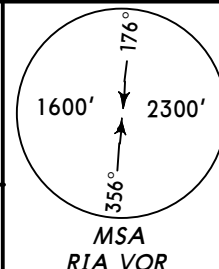
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000'**

SID	INITIAL CLIMB/ROUTING
ASKOR 3G	Climb on 356° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 218° track to ASKOR.
BERIL 2G	Climb on 356° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 192° track to BERIL.
VALED 3G	Climb on 356° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 239° track to VALED.

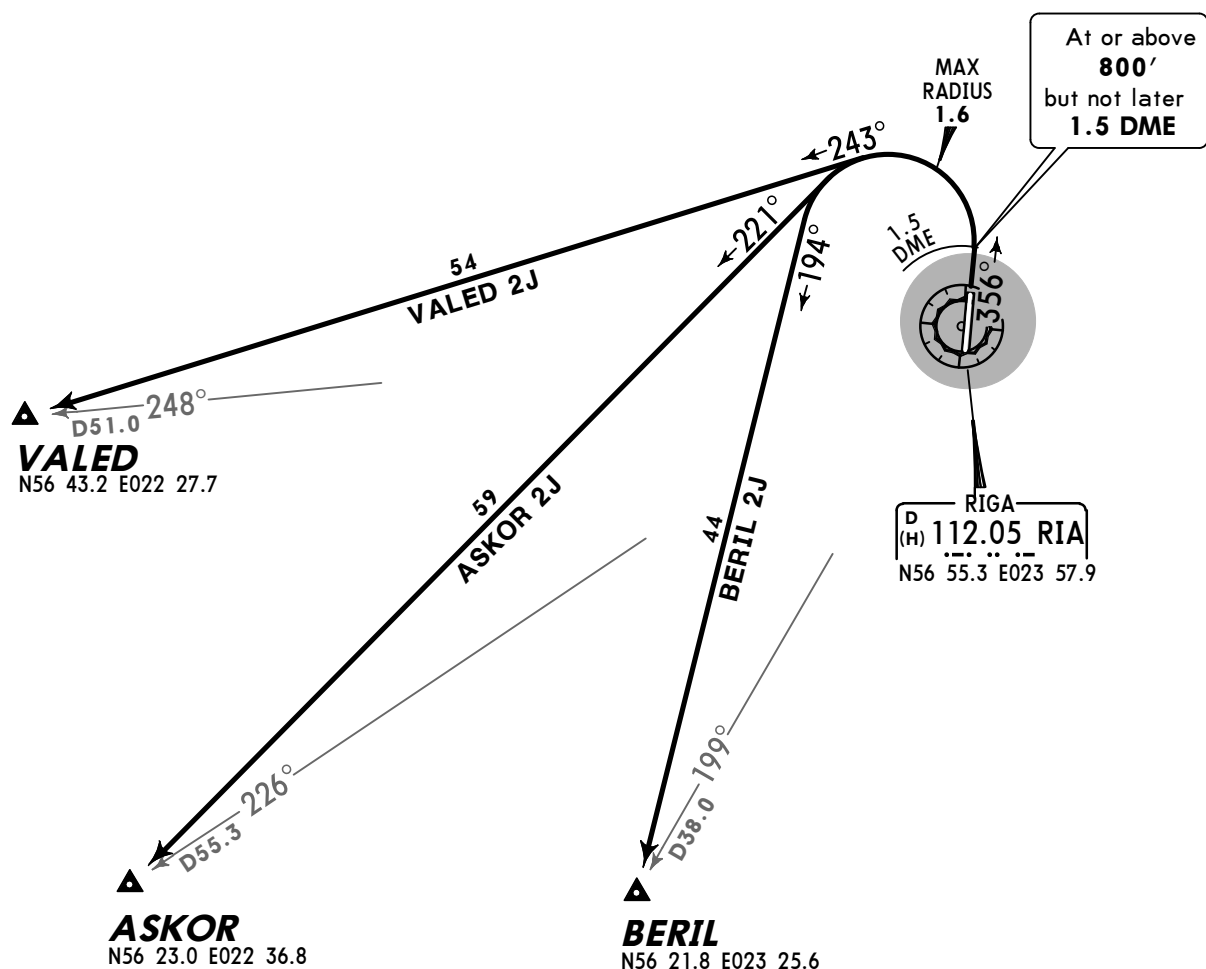
Apt Elev
36'

- Trans level: By ATC Trans alt: 5000'
1. Contact RIGA Approach immediately after take-off.
 2. At first contact with RIGA Approach (RIGA Control) report call sign, SID or RADAR heading given by ATC and level.
 3. SIDs are also noise abatement routings.
 4. If unable to comply SID contact ATC.



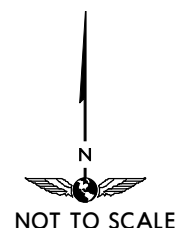
ASKOR TWO JULIETT (ASKOR 2J) [ASKO2J]
BERIL TWO JULIETT (BERIL 2J) [BERI2J]
VALED TWO JULIETT (VALED 2J) [VALE2J]
RWY 36 DEPARTURES

CAT A, B & C

~~SPEED~~ MAX 250 KT BELOW FL100

These SIDs require a minimum climb gradient of 7.0% up to 5000' to avoid unnecessary noise disturbance.

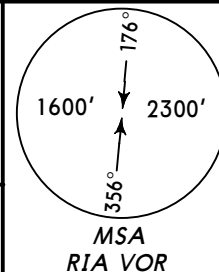
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127

Initial climb clearance **4000'**

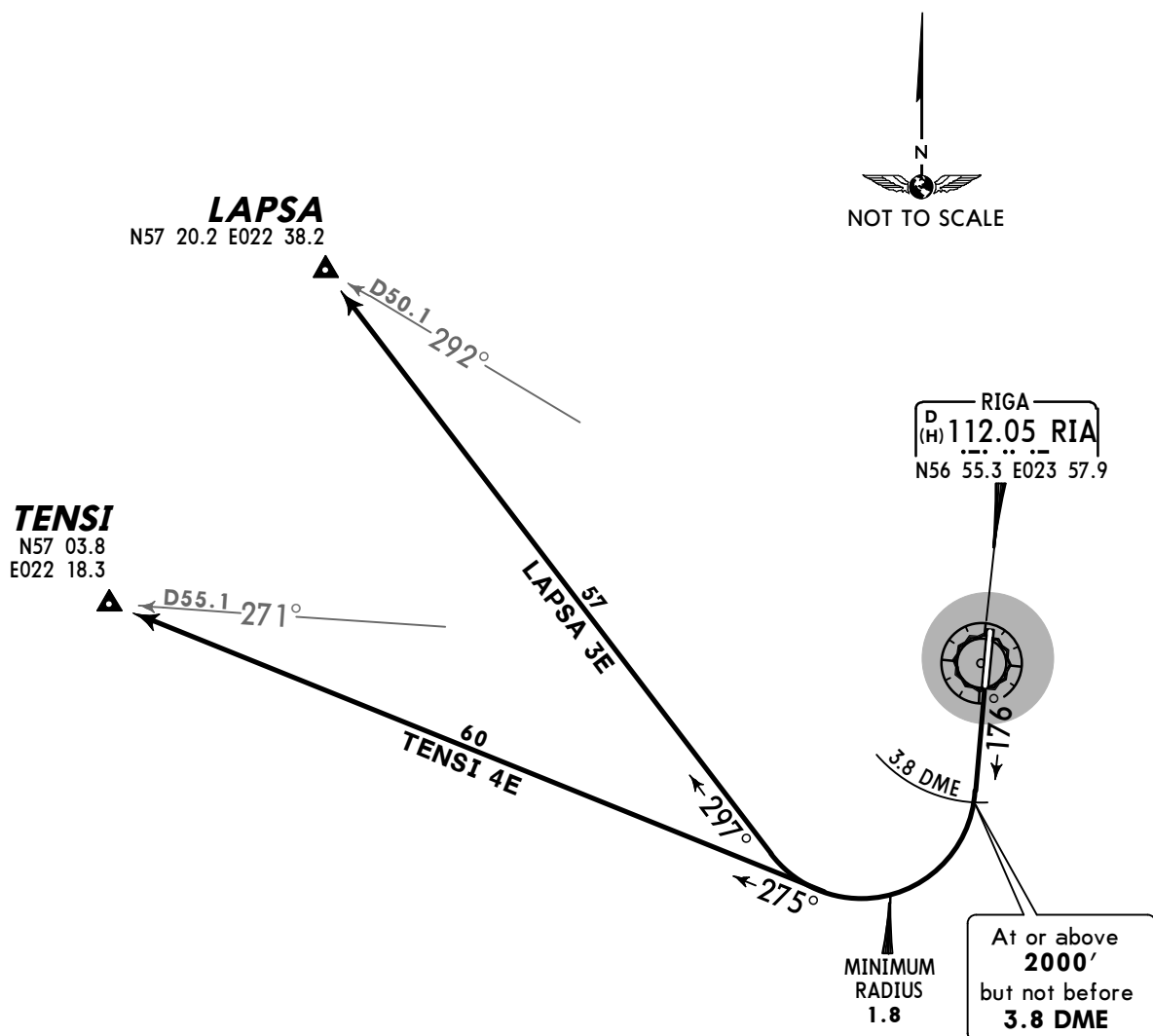
SID	INITIAL CLIMB/ROUTING
ASKOR 2J	Climb on 356° track, at or above 800', but not later than RIA 1.5 DME, turn LEFT, 221° track to ASKOR.
BERIL 2J	Climb on 356° track, at or above 800', but not later than RIA 1.5 DME, turn LEFT, 194° track to BERIL.
VALED 2J	Climb on 356° track, at or above 800', but not later than RIA 1.5 DME, turn LEFT, 243° track to VALED.

Apt Elev
36'

- Trans level: By ATC Trans alt: 5000'
1. Contact RIGA Approach immediately after take-off.
 2. At first contact with RIGA Approach (RIGA Control) report call sign, SID or RADAR heading given by ATC and level.
 3. SIDs are also noise abatement routings.
 4. If unable to comply SID contact ATC.



**LAPSA THREE ECHO (LAPSA 3E) [LAPS3E]
TENSI FOUR ECHO (TENSI 4E) [TENS4E]
RWY 18 DEPARTURES
SPEED: MAX 250 KT BELOW FL100**



These SIDs require a minimum climb gradient of 5.0% up to 5000' to avoid unnecessary noise disturbance.

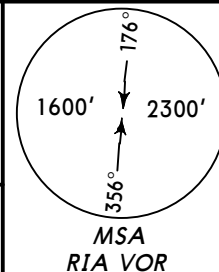
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000'**

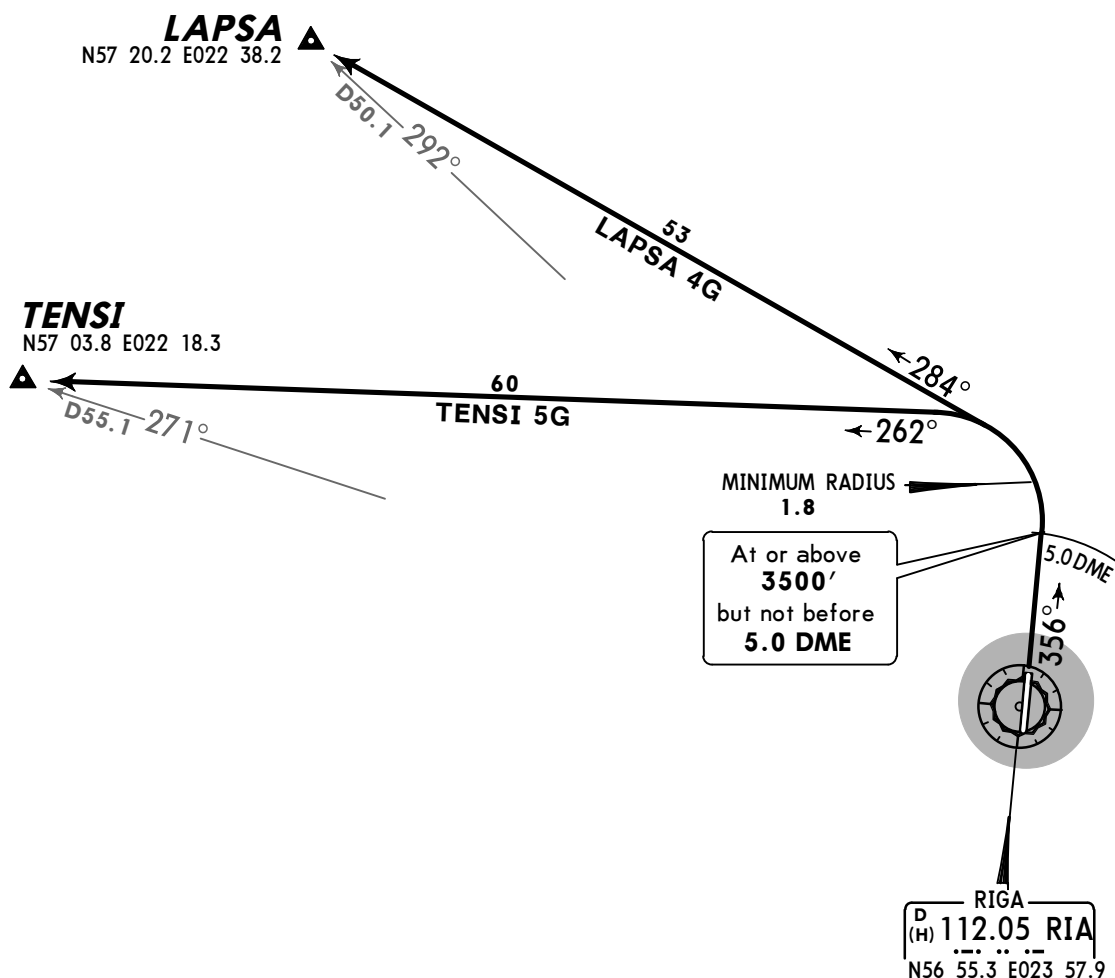
SID	INITIAL CLIMB/ROUTING
LAPSA 3E	Climb on 176° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 297° track to LAPSA.
TENSI 4E	Climb on 176° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 275° track to TENSI.

Apt Elev
36'

- Trans level: By ATC Trans alt: 5000'
1. Contact RIGA Approach immediately after take-off.
 2. At first contact with RIGA Approach (RIGA Control) report call sign, SID or RADAR heading given by ATC and level.
 3. SIDs are also noise abatement routings.
 4. If unable to comply SID contact ATC.



**LAPSA FOUR GOLF (LAPSA 4G) [LAPS4G]
TENSI FIVE GOLF (TENSI 5G) [TENS5G]
RWY 36 DEPARTURES**
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 5.0% up to 5000' to avoid unnecessary noise disturbance.

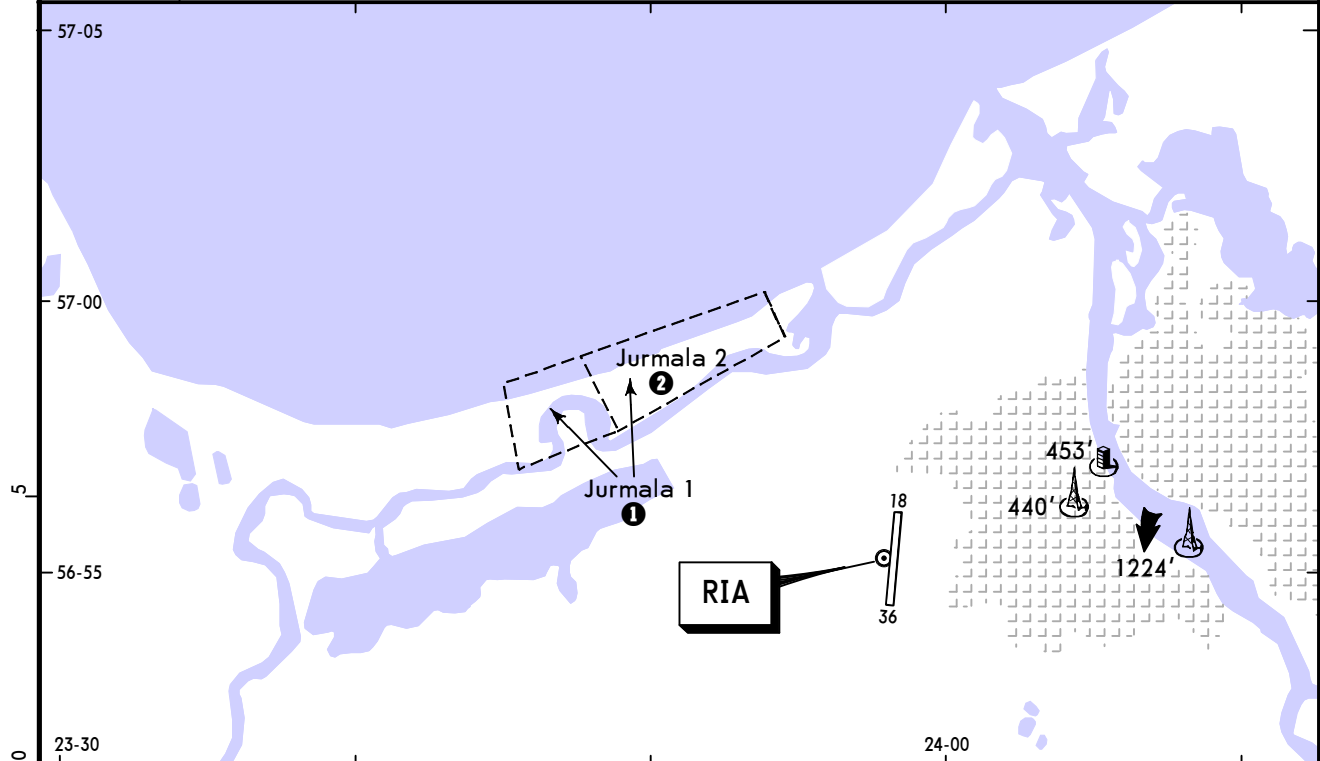
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000'**

SID	INITIAL CLIMB/ROUTING
LAPSA 4G	Climb on 356° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 284° track to LAPSA.
TENSI 5G	Climb on 356° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 262° track to TENSI.

Apt Elev
36'

NOISE ABATEMENT



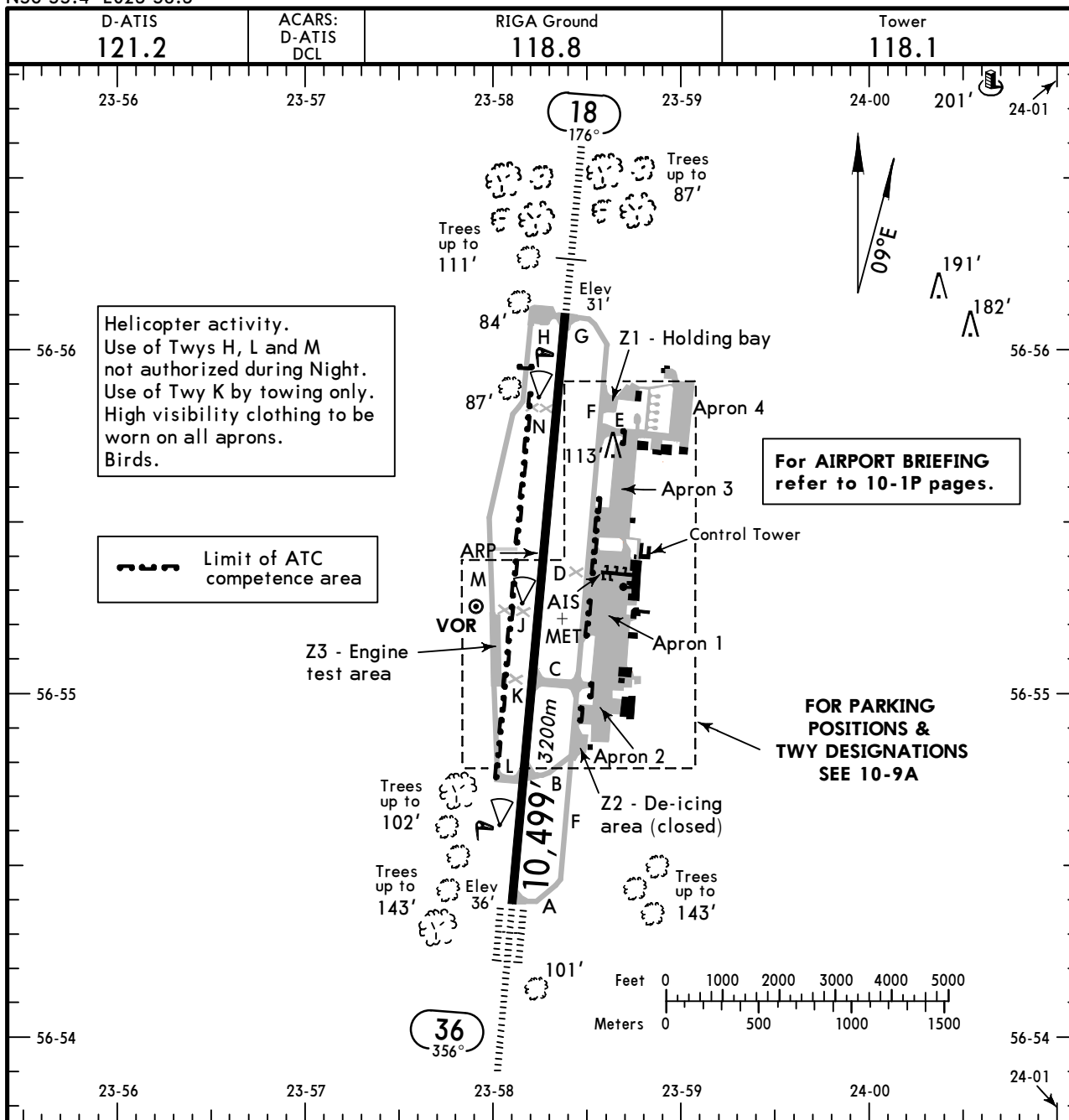
❶ GND - 1500'

All flights should avoid flight operations within this area.

❷ 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.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	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:

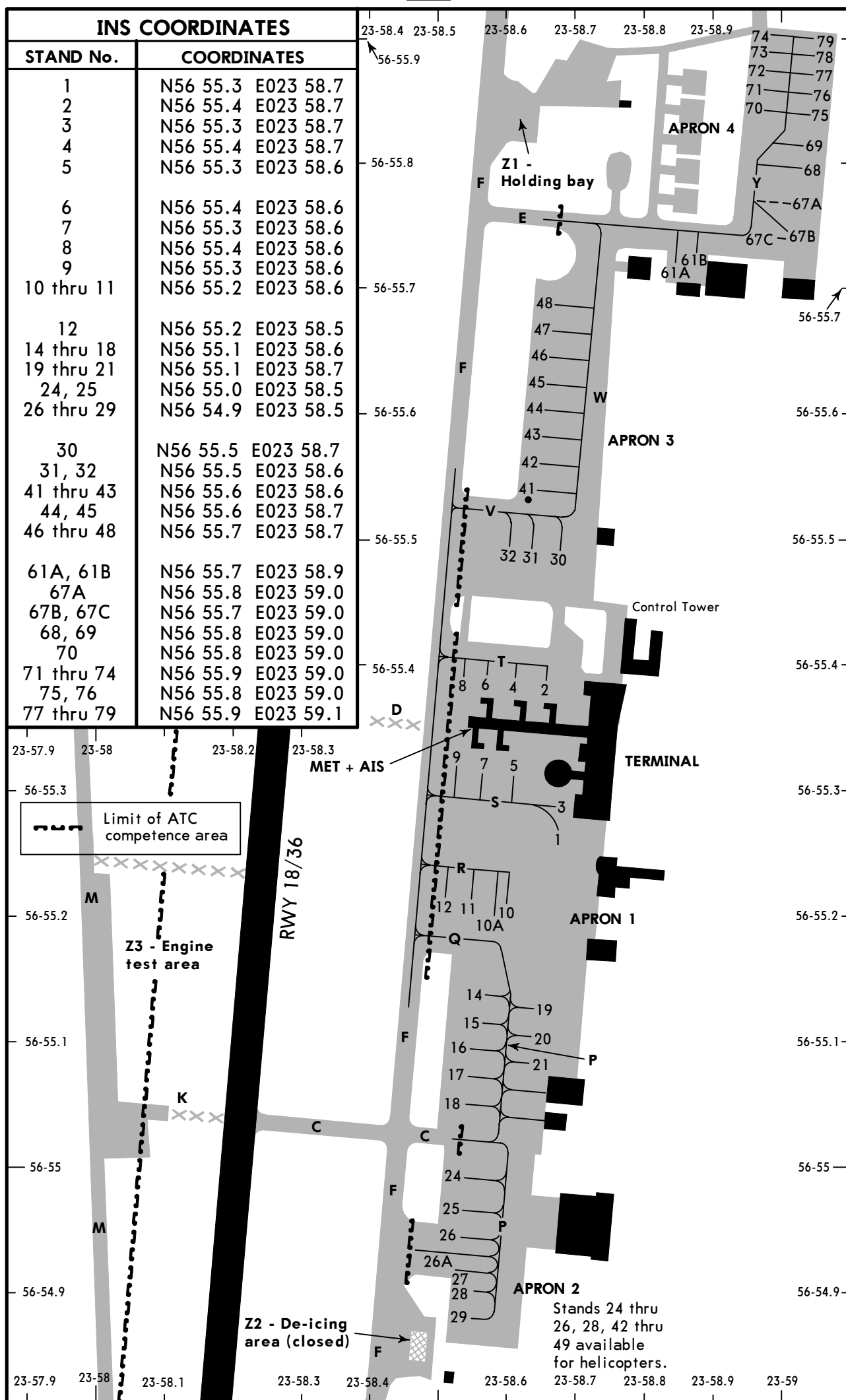
From rwy head 10,499' (3200m)
 twy B int 8202' (2500m)
 twy C int 6496' (1980m)

Standard

TAKE-OFF ①

	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
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	

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



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.



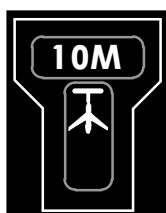
RIGHT

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)

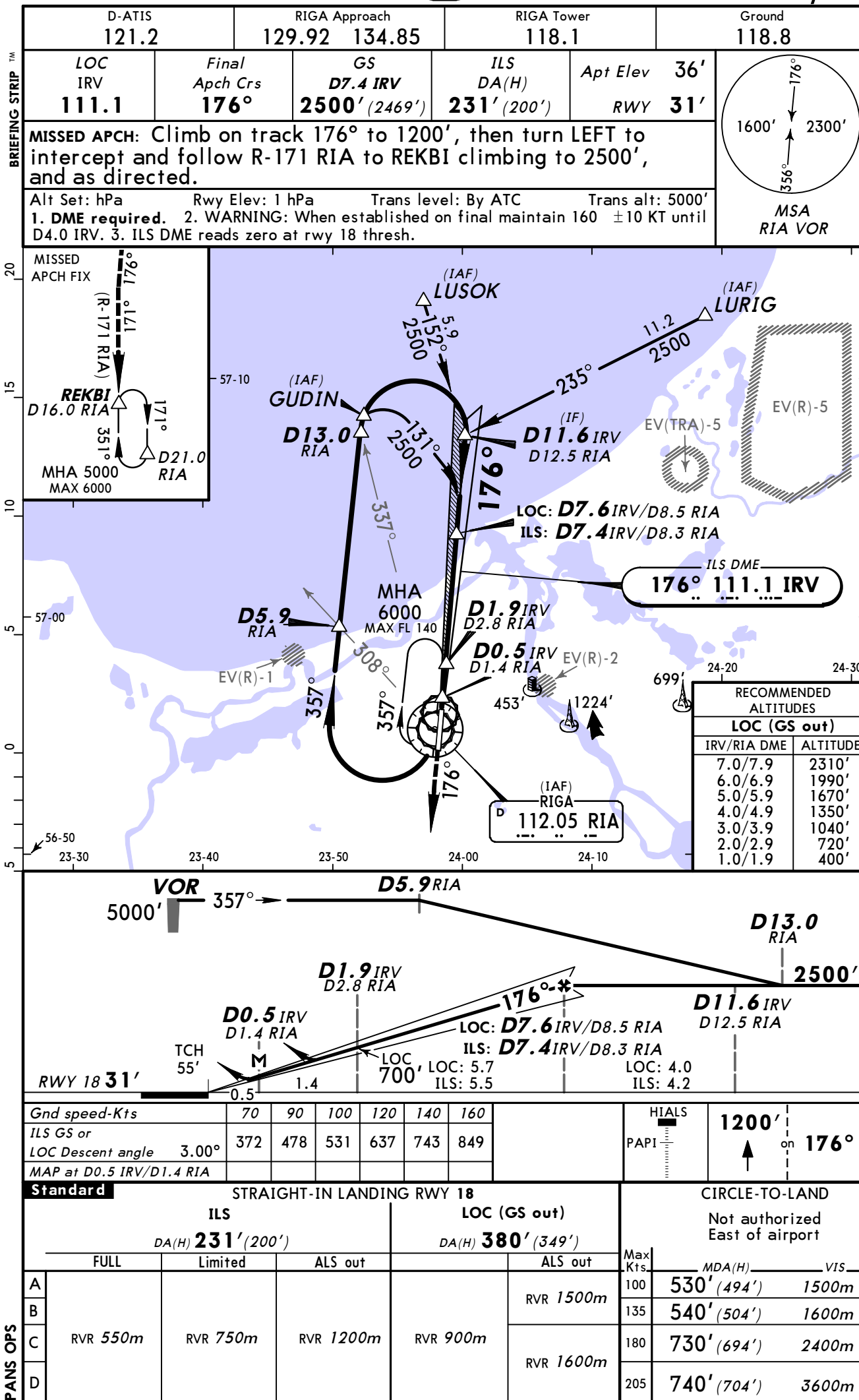
Stop acft immediately, wait for docking instructions from "Riga Transit" (131.6 MHz) to resume docking procedure.



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.



BRIEFING STRIP TM



PANS OPS

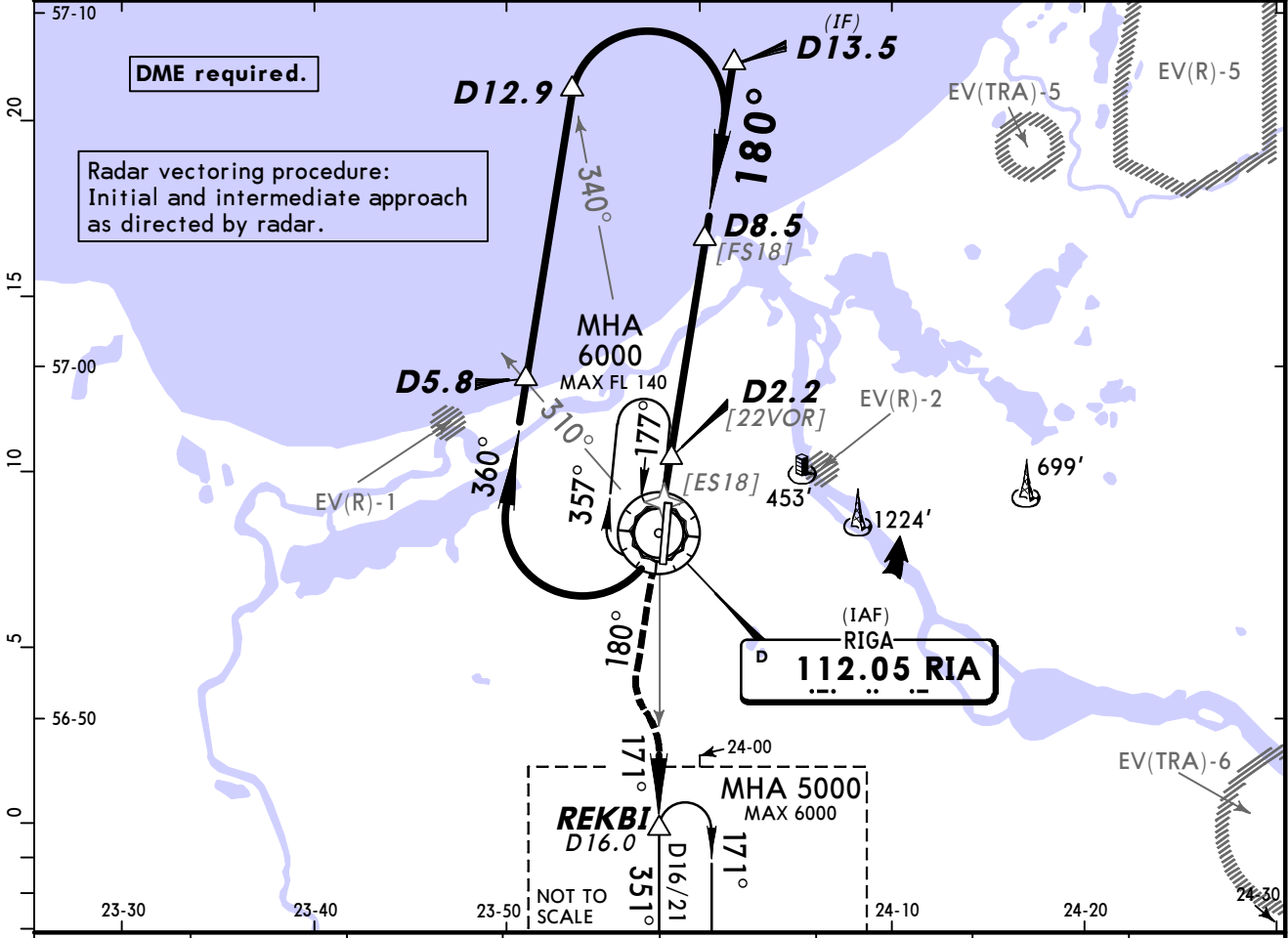
EVRA/RIX RIGA

JEPPESSEN
29 MAR 13 **13-1** Eff 4 Apr

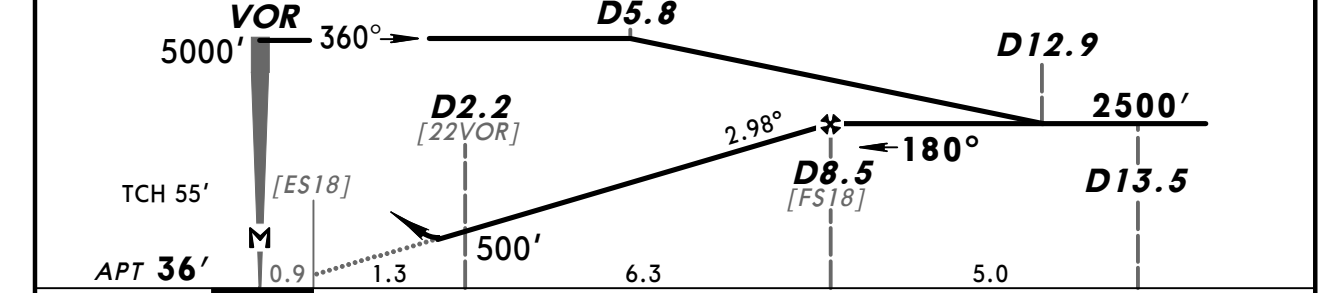
RIGA, LATVIA
VOR Rwy 18

BRIEFING STRIP™

D-ATIS 121.2		RIGA Approach 129.92 134.85		RIGA Tower 118.1		Ground 118.8	
VOR RIA 112.05	Final Apch Crs 180°	Minimum Alt D8.5 2500' (2464')	DA(H) 410' (374')	Apt Elev 36'		 MSA RIA VOR	
MISSED APCH: Climb on R-180 to 1200', then turn LEFT to intercept and follow R-171 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'



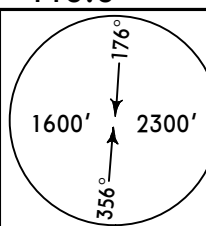
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1200' on R-180 RIA 112.05
Descent angle	2.98°	369	474	527	633	738	
MAP at VOR							

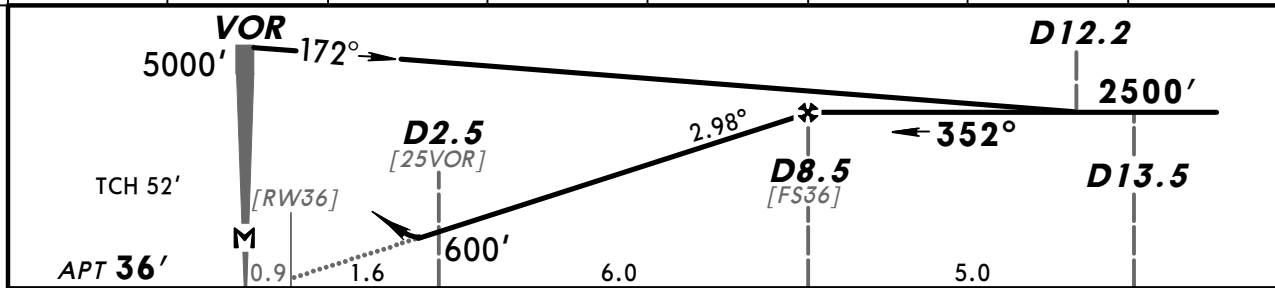
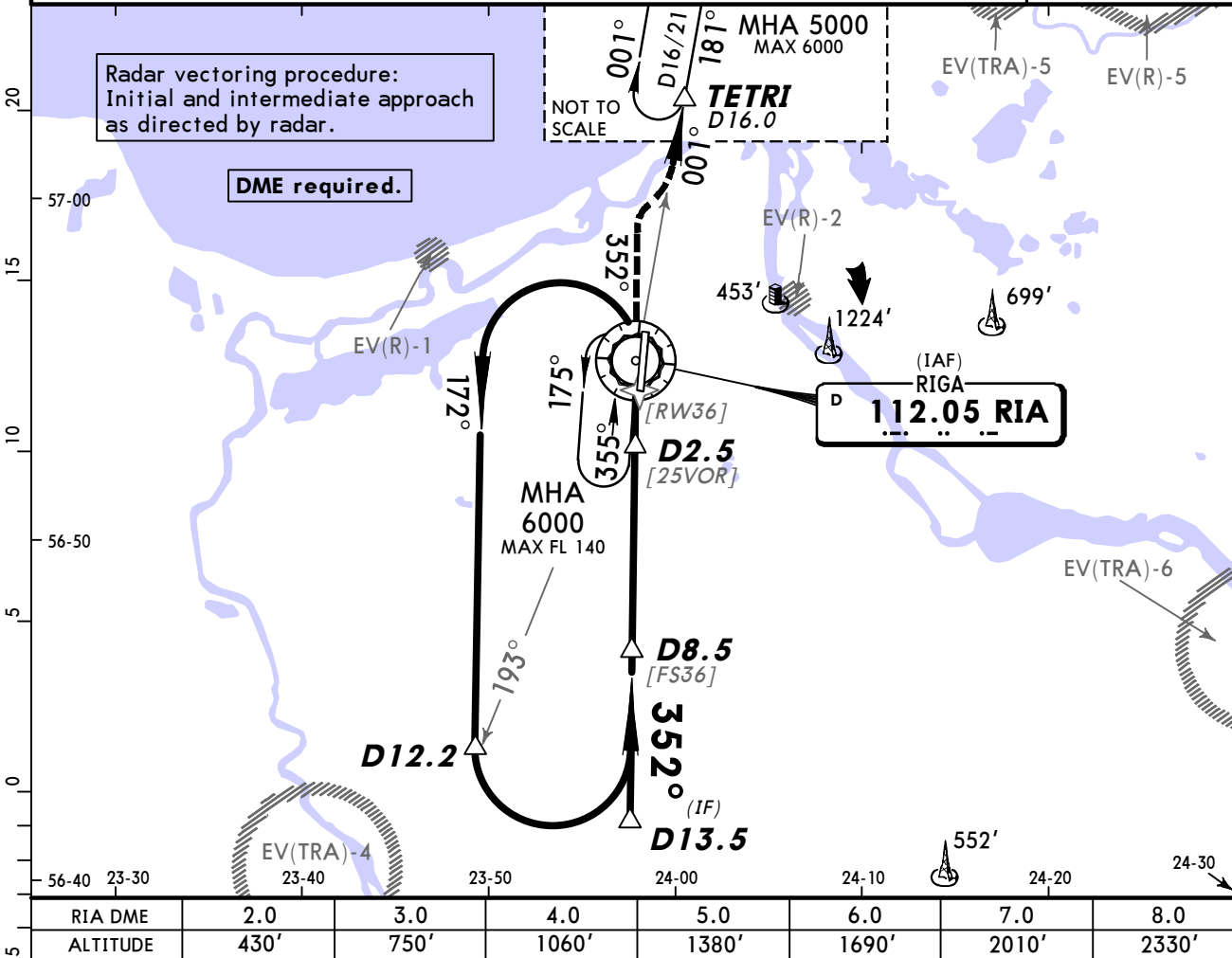
Standard STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND		
DA(H) 410' (374')			Not authorized East of airport		
PANS OPS	ALS out		Max Kts	MDA(H)	VIS
	RVR 1500m		100	530' (494')	1500m
	RVR 1000m		135	540' (504')	1600m
	RVR 1700m		180	730' (694')	2400m
			205	740' (704')	3600m

CHANGES: Apt name. App frequency. Note. Minimums.

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BRIEFING STRIP

D-ATIS 121.2		RIGA Approach 129.92 134.85		RIGA Tower 118.1		Ground 118.8	
VOR RIA 112.05	Final Apch Crs 352°	Minimum Alt D8.5 2500' (2464')	DA(H) 400' (364')	Apt Elev 36'	 MSA RIA VOR		
MISSED APCH: Climb on R-352 to 1200', then turn RIGHT to intercept and follow R-001 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.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1200' on 112.05 R-352
Descent angle	2.98°	369	474	527	633	738	
MAP at VOR							

Standard				STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
				DA(H) 400' (364')				Not authorized East of airport			
				ALS out				Max Kts.			
				RVR 1500m				MDA(H) VIS			
				RVR 1000m				100 530' (494') 1500m			
				RVR 1700m				135 540' (504') 1600m			
								180 730' (694') 2400m			
								205 740' (704') 3600m			

Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
RIGA, (RIGA - EVRA)				
REV	AIRPORT BRIEFING (ARR CON...	10-1P2	29 Mar 2013	
REV	AIRPORT BRIEFING (DEP)	10-1P3	29 Mar 2013	
REV	RADAR MNM ALTS	10-1R	29 Mar 2013	04 Apr 2013
REV	AMOLI 1A, BARVA 5A, LUTAL...	10-2	29 Mar 2013	04 Apr 2013
REV	AMOLI 1C, BARVA & VANAG 5...	10-2A	29 Mar 2013	04 Apr 2013
REV	ASKOR 3A, ERIVA & TUSAS 4...	10-2B	29 Mar 2013	04 Apr 2013
REV	ASKOR 4C, ERIVA 3C, GUNTA...	10-2C	29 Mar 2013	04 Apr 2013
REV	LAPSA 5A, ORVIX 2A & TENS...	10-2D	29 Mar 2013	04 Apr 2013
REV	LAPSA 4C, ORVIX 2C & TENS...	10-2E	29 Mar 2013	04 Apr 2013
REV	AMOLI 1E, SOKVA & VANAG 4...	10-3	29 Mar 2013	04 Apr 2013
REV	AMOLI 1G, SOKVA & VANAG 5...	10-3A	29 Mar 2013	04 Apr 2013
DEL	ERIVA & SAKTA 3E, TUSAS 4...	10-3A1	29 Mar 2013	04 Apr 2013
DEL	ERIVA & SAKTA 4G, TUSAS 5...	10-3A2	29 Mar 2013	04 Apr 2013
DEL	ASKOR & VALED 3E, BERIL 2...	10-3B	29 Mar 2013	04 Apr 2013
ADD	ERIVA & SAKTA 3E, TUSAS 4...	10-3B	29 Mar 2013	04 Apr 2013
DEL	ASKOR & VALED 3G, BERIL 2...	10-3C	29 Mar 2013	04 Apr 2013
ADD	ERIVA & SAKTA 4G, TUSAS 5...	10-3C	29 Mar 2013	04 Apr 2013
ADD	ASKOR & VALED 3E, BERIL 2...	10-3D	29 Mar 2013	04 Apr 2013
DEL	ASKOR, BERIL & VALED 2J D...	10-3D	29 Mar 2013	04 Apr 2013
ADD	ASKOR & VALED 3G, BERIL 2...	10-3E	29 Mar 2013	04 Apr 2013
DEL	LAPSA 3E & TENSI 4E DEPS	10-3E	29 Mar 2013	04 Apr 2013
ADD	ASKOR, BERIL & VALED 2J D...	10-3F	29 Mar 2013	04 Apr 2013
DEL	LAPSA 4G & TENSI 5G DEPS	10-3F	29 Mar 2013	04 Apr 2013
ADD	LAPSA 3E & TENSI 4E DEPS	10-3G	29 Mar 2013	04 Apr 2013
ADD	LAPSA 4G & TENSI 5G DEPS	10-3H	29 Mar 2013	04 Apr 2013
REV	NOISE ABATEMENT (DIAGRAM)	10-4	29 Mar 2013	04 Apr 2013
REV	ILS OR LOC RWY 18	11-1	29 Mar 2013	04 Apr 2013
REV	ILS OR LOC RWY 36	11-2	29 Mar 2013	04 Apr 2013
REV	VOR RWY 18	13-1	29 Mar 2013	04 Apr 2013
REV	VOR RWY 36	13-2	29 Mar 2013	04 Apr 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EVRA