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Trip Kit Index

Airport Information For EVRA

Terminal Charts For EVRA

Revision Letter For Cycle 15-2013

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: 0202 Z
Sunset: 1859 Z,

Runway Information

Runway: 18
Length x Width: 9514 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 30 ft
Lighting: Edge, Centerline

Runway: 36
Length x Width: 9514 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.
- Four-engine ACFT with wingspan from 171'/52m to 213'/65m shall taxi using all four engines at idle power to avoid jet blast caused damage.

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'

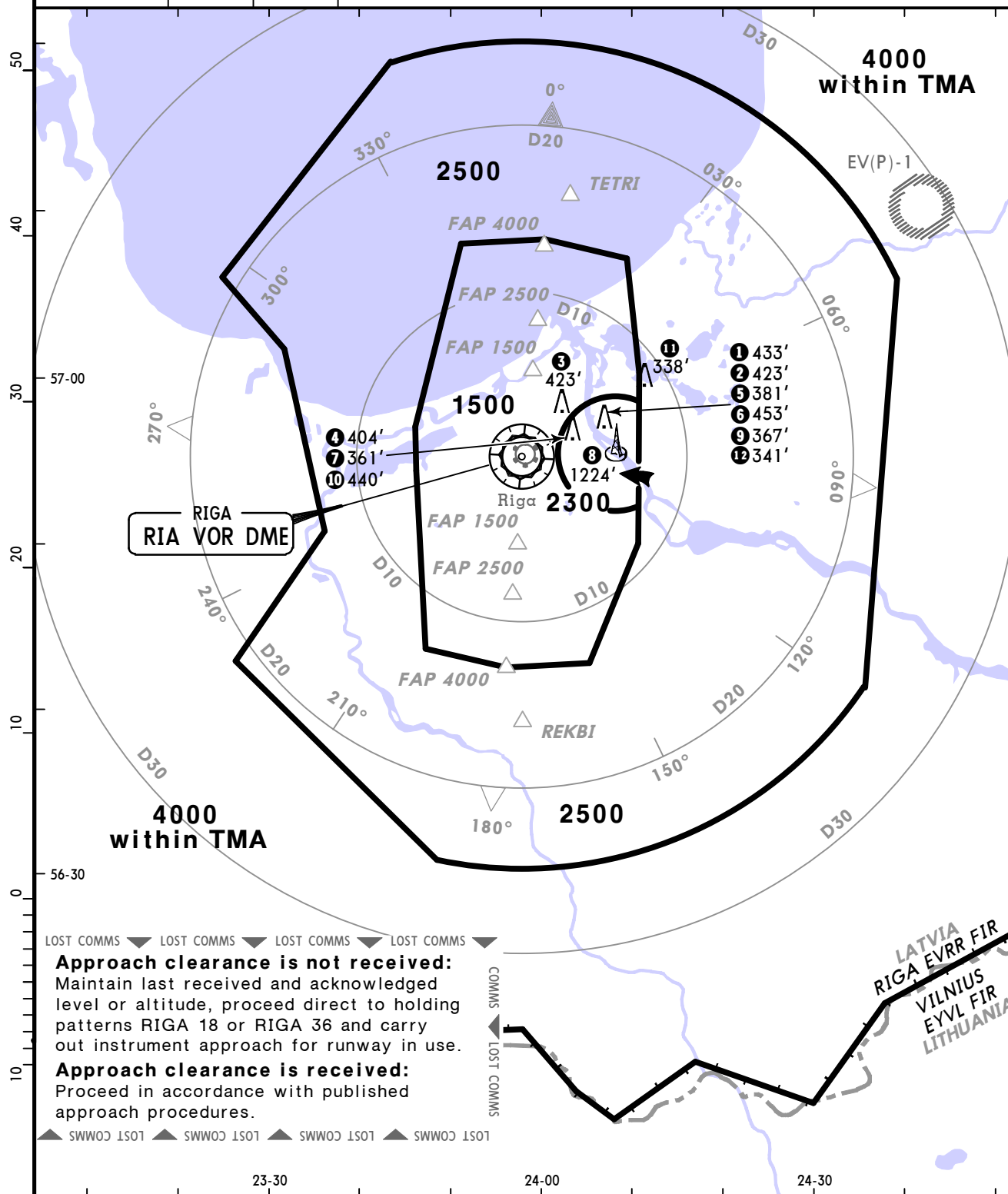
1. Levels assigned by ATC include correction for low temperature effect when necessary.
2. Chart only to be used for cross-checking of altitudes assigned while under RADAR control.

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'

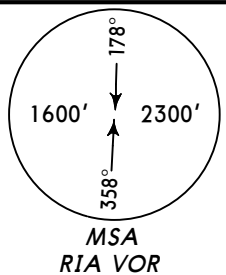
AD temp	11	12
+15°C		
0°C		
-10°C	1500'	1500'
-20°C	1600'	1600'
-30°C	1600'	1600'

A minimum of 990' of clearance will be provided over obstacles within 3.0 NM of the area boundary presented in table above.



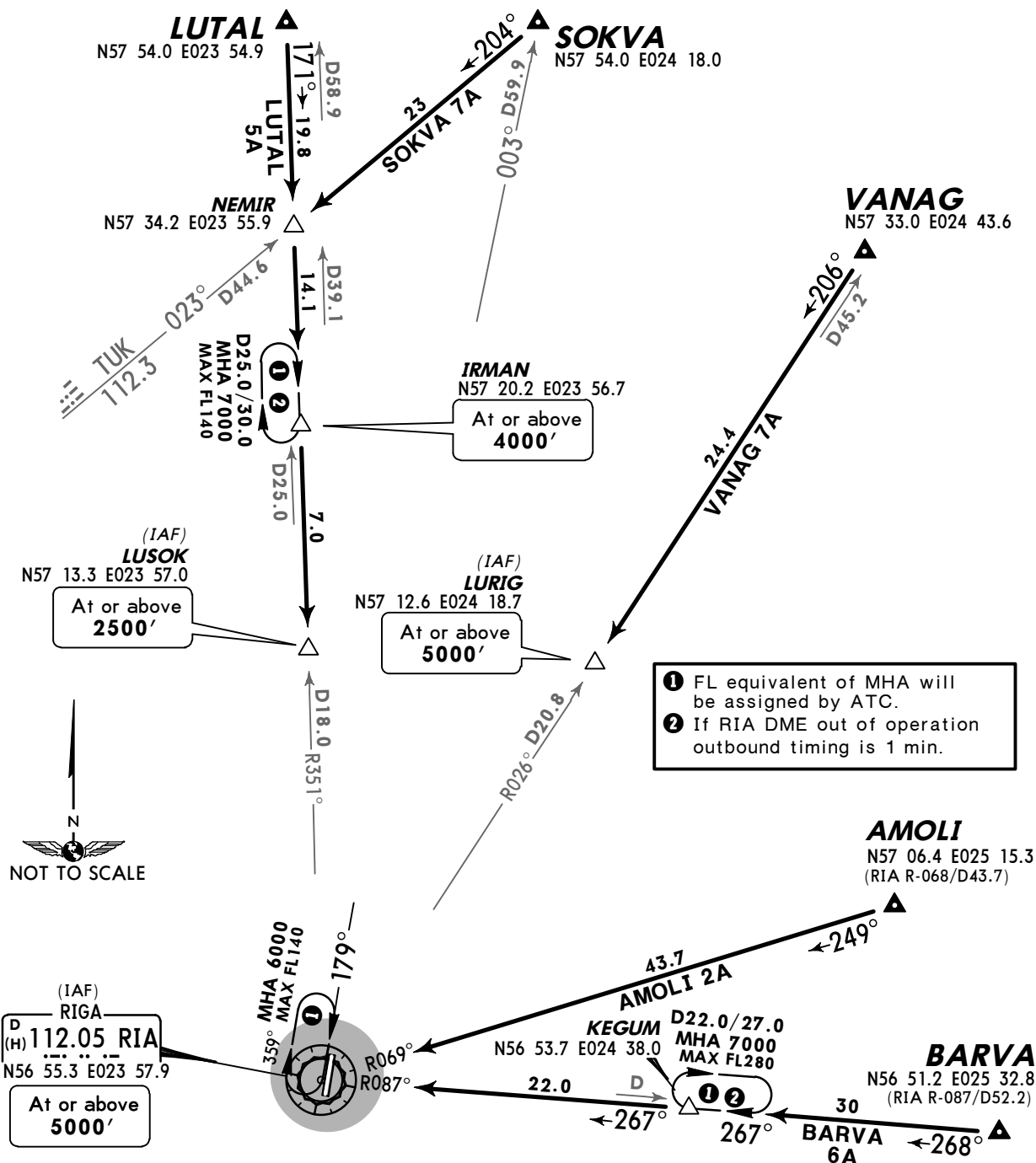
D-ATIS
121.2RIGA Approach
129.92 *134.85Apt Elev
36'

- 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 TWO ALFA (AMOLI 2A) [AMOL2A]
BARVA SIX ALFA (BARVA 6A) [BARV6A]
LUTAL FIVE ALFA (LUTAL 5A) [LUTA5A]
SOKVA SEVEN ALFA (SOKVA 7A) [SOKV7A]
VANAG SEVEN ALFA (VANAG 7A) [VANA7A]

RWY 18 ARRIVALS

~~SPEEDS~~ MAX 250 KT BELOW FL100

STAR

ROUTING

AMOLI 2A

Intercept RIA R-069 inbound to RIA.

BARVA 6A

On 268° track to KEGUM, intercept RIA R-087 inbound to RIA.

LUTAL 5A

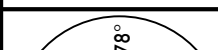
Intercept RIA R-351 inbound via NEMIR and IRMAN to LUSOK.

SOKVA 7A

On 204° track to NEMIR, intercept RIA R-351 inbound via IRMAN to LUSOK.

VANAG 7A

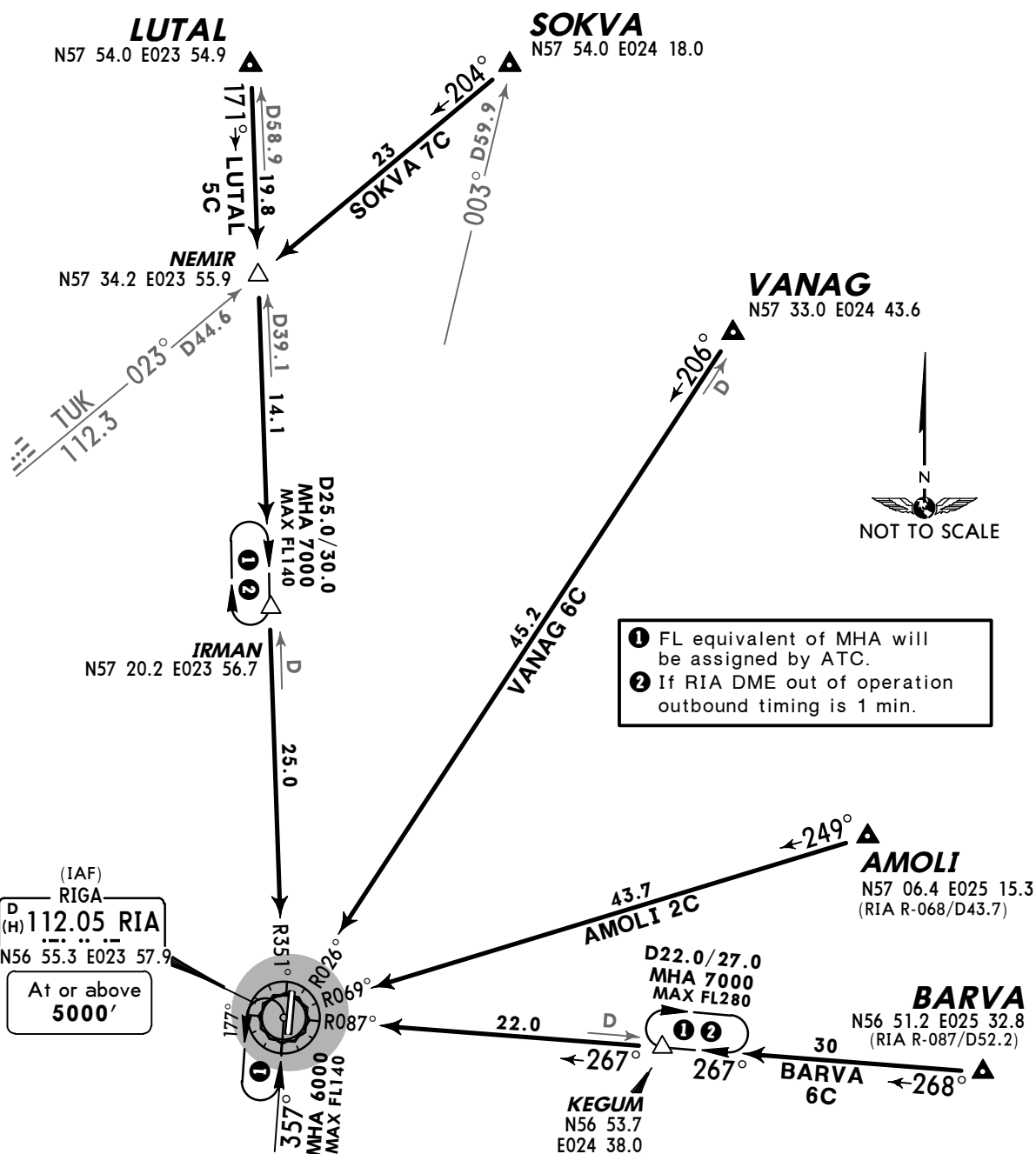
Intercept RIA R-026 inbound to LURIG.



AMOLI TWO CHARLIE (AMOLI 2C) [AMOL2C]
BARVA SIX CHARLIE (BARVA 6C) [BARV6C]
LUTAL FIVE CHARLIE (LUTAL 5C) [LUTA5C]
SOKVA SEVEN CHARLIE (SOKVA 7C) [SOKV7C]
VANAG SIX CHARLIE (VANAG 6C) [VANA6C]

RWY 36 ARRIVALS

SPEED MAX 250 KT BELOW FL 100

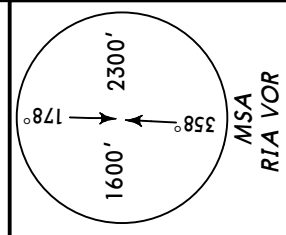
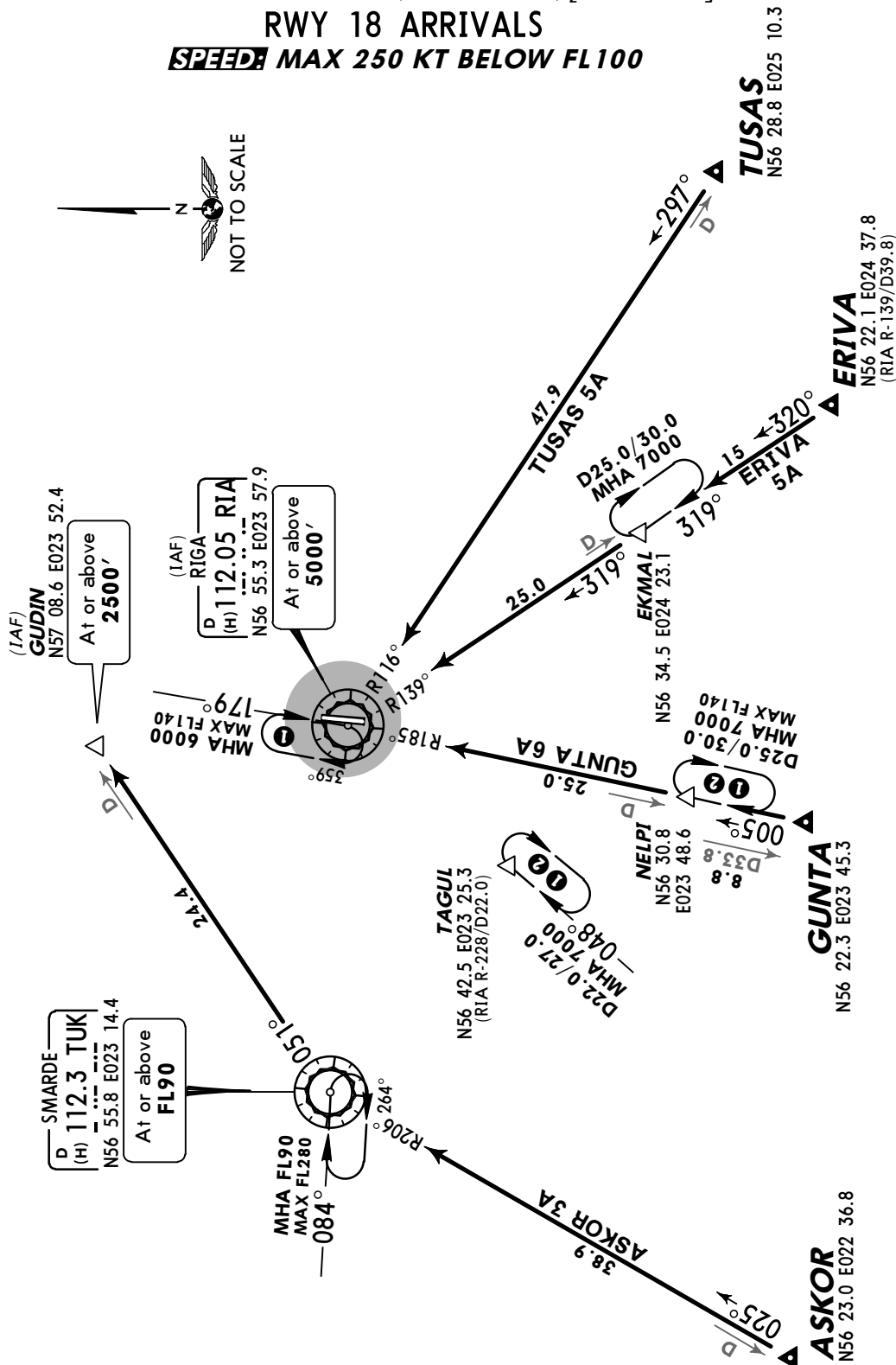


STAR	ROUTING
AMOLI 2C	Intercept RIA R-069 inbound to RIA.
BARVA 6C	On 268° track to KEGUM, intercept RIA R-087 inbound to RIA.
LUTAL 5C	Intercept RIA R-351 inbound via NEMIR and IRMAN to RIA.
SOKVA 7C	On 204° track to NEMIR, intercept RIA R-351 inbound via IRMAN to RIA.
VANAG 6C	Intercept RIA R-026 inbound 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 THREE ALFA (ASKOR 3A) [ASKO3A]
ERIVA FIVE ALFA (ERIVA 5A) [ERIV5A]
GUNTA SIX ALFA (GUNTA 6A) [GUNT6A]
TUSAS FIVE ALFA (TUSAS 5A) [TUSA5A]
RWY 18 ARRIVALS

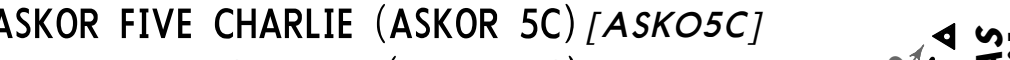
~~SPEEDS~~ MAX 250 KT BELOW FL100



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

STAR	ROUTING
ASKOR 3A	Intercept TUK R-206 inbound to TUK, TUK R-051 to GUDIN.
ERIVA 5A	On 320° track to EKMAL, intercept RIA R-139 inbound to RIA.
GUNTA 6A	Intercept RIA R-185 inbound via NELPI to RIA.
TUSAS 5A	Intercept RIA R-116 inbound to RIA.

ASKOR FIVE CHARLIE (ASKOR 5C) [ASKO5C]
 ERIVA THREE CHARLIE (ERIVA 3C) [ERIV3C]
 GUNTA SEVEN CHARLIE (GUNTA 7C) [GUNT7C]
 TUSAS SIX CHARLIE (TUSAS 6C) [TUSA6C]
 RWY 36 ARRIVALS
SPEED: MAX 250 KT BELOW FL100



Legend:

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

Aircraft Tracks and Data:

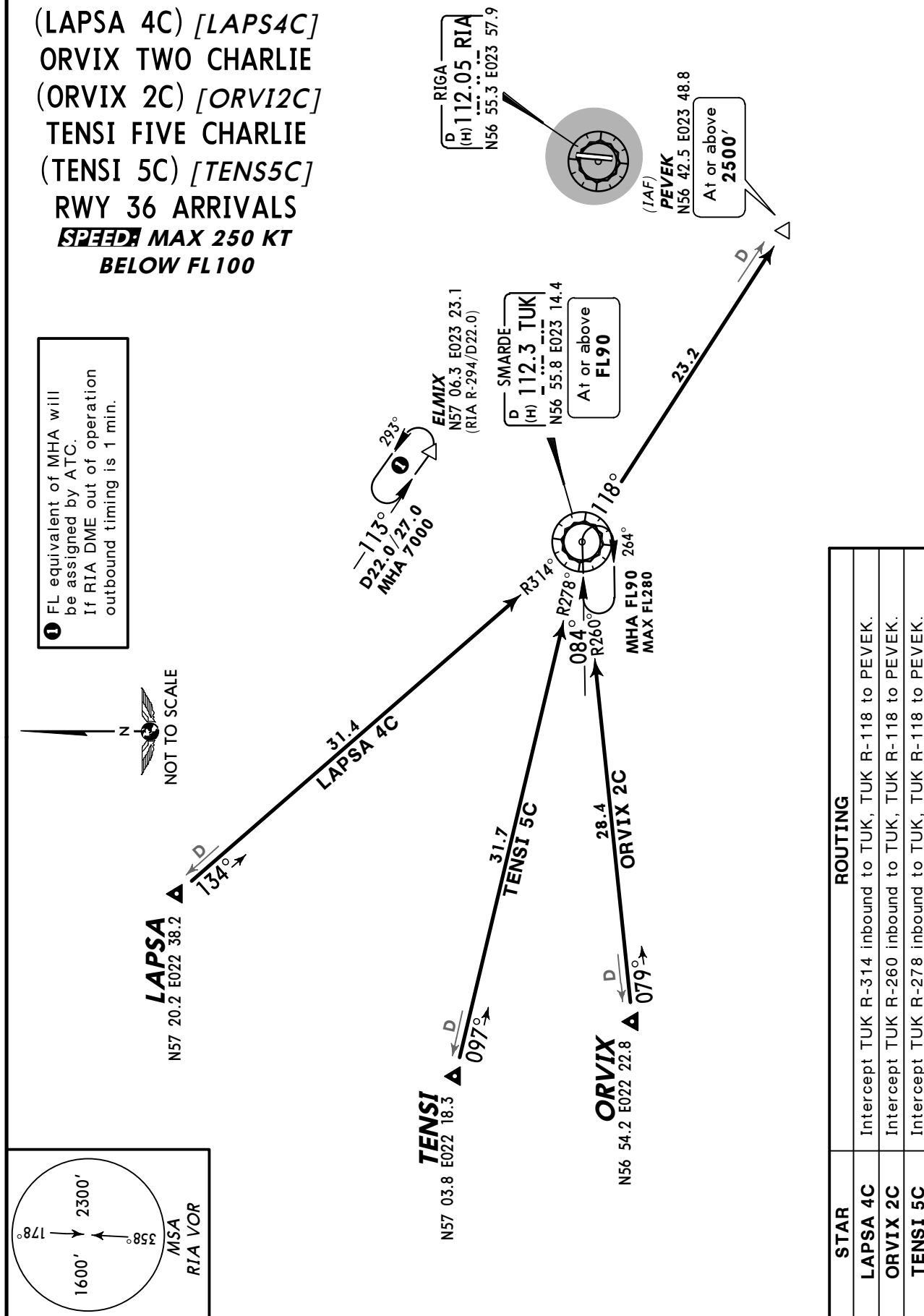
- ELMIX:** 113° D22.0/27.0 MHA 7000' (RIA R-294/D22.0) N57 06.3 E023 23.1
- TAGUL:** 118° D22.0/27.0 MHA 7000' (RIA R-228/D22.0) N56 42.5 E023 25.3
- ASKOR:** 047° D22.0/27.0 MHA 7000' (RIA R-228/D55.3) N56 23.0 E022 36.8
- NELPI:** 048° D22.0/27.0 MHA 7000' (RIA R-228/D55.3) N56 30.8 E023 48.6
- GUNTA:** 049° D22.0/27.0 MHA 7000' (RIA R-228/D55.3) N56 22.3 E023 45.3

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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		

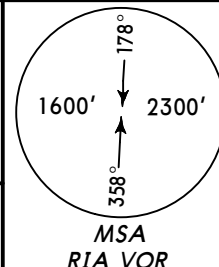
LAPSA FOUR CHARLIE
(LAPSA 4C) [LAPS4C]
ORVIX TWO CHARLIE
(ORVIX 2C) [ORVI2C]
TENSI FIVE CHARLIE
(TENSI 5C) [TENS5C]
RWY 36 ARRIVALS
~~SPEED~~ MAX 250 KT
BELOW FL100

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

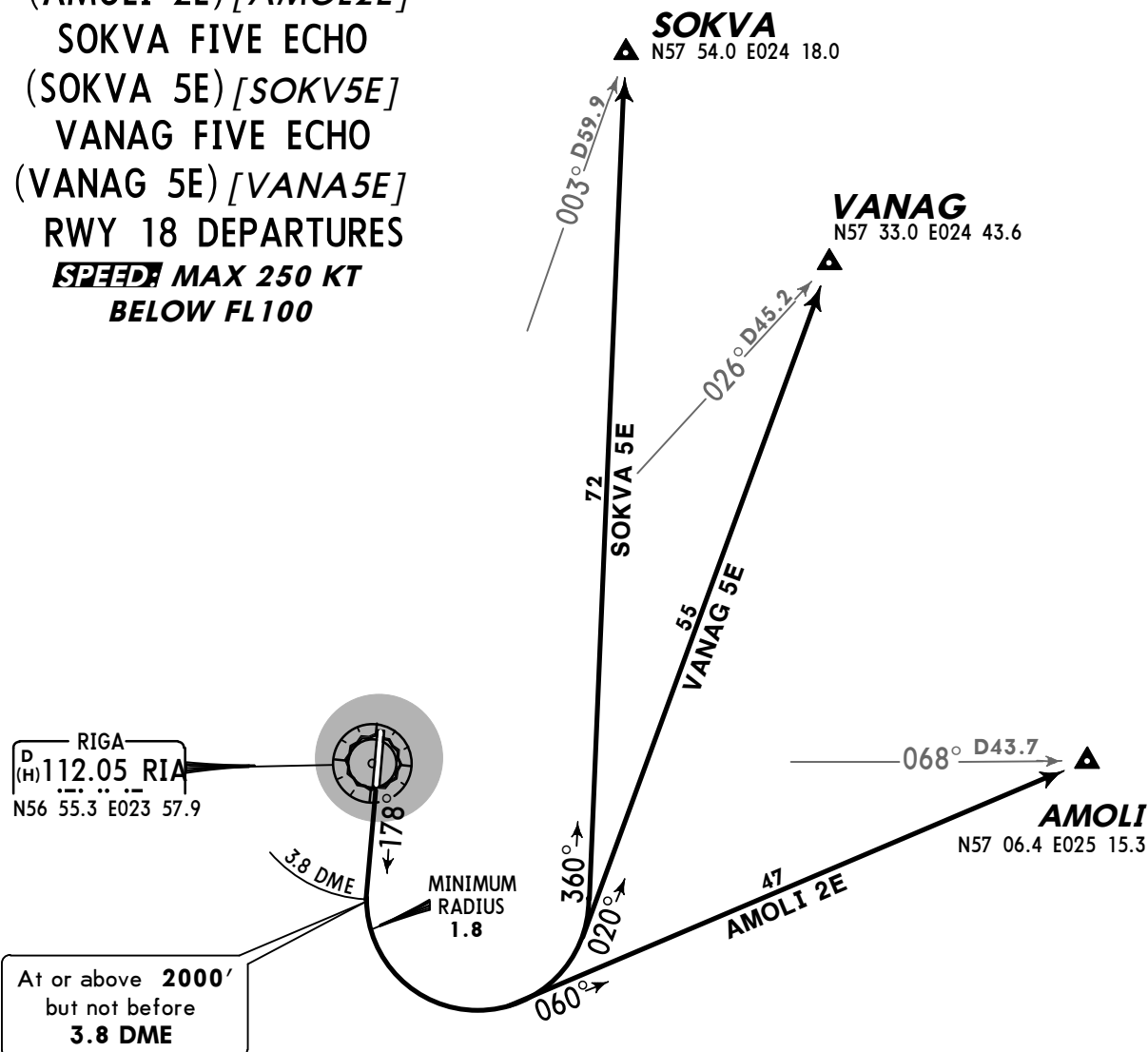


Apt Elev
36'

- 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 TWO ECHO
(AMOLI 2E) [AMOL2E]
SOKVA FIVE ECHO
(SOKVA 5E) [SOKV5E]
VANAG FIVE ECHO
(VANAG 5E) [VANA5E]
RWY 18 DEPARTURES
~~SPEED~~ MAX 250 KT
BELOW FL100



These SIDs require minimum climb gradients of

AMOLI 2E

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

SOKVA 5E, VANAG 5E

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'**

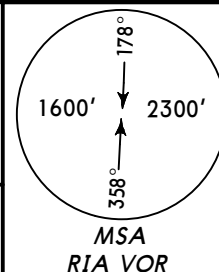
INITIAL CLIMB

Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn LEFT.

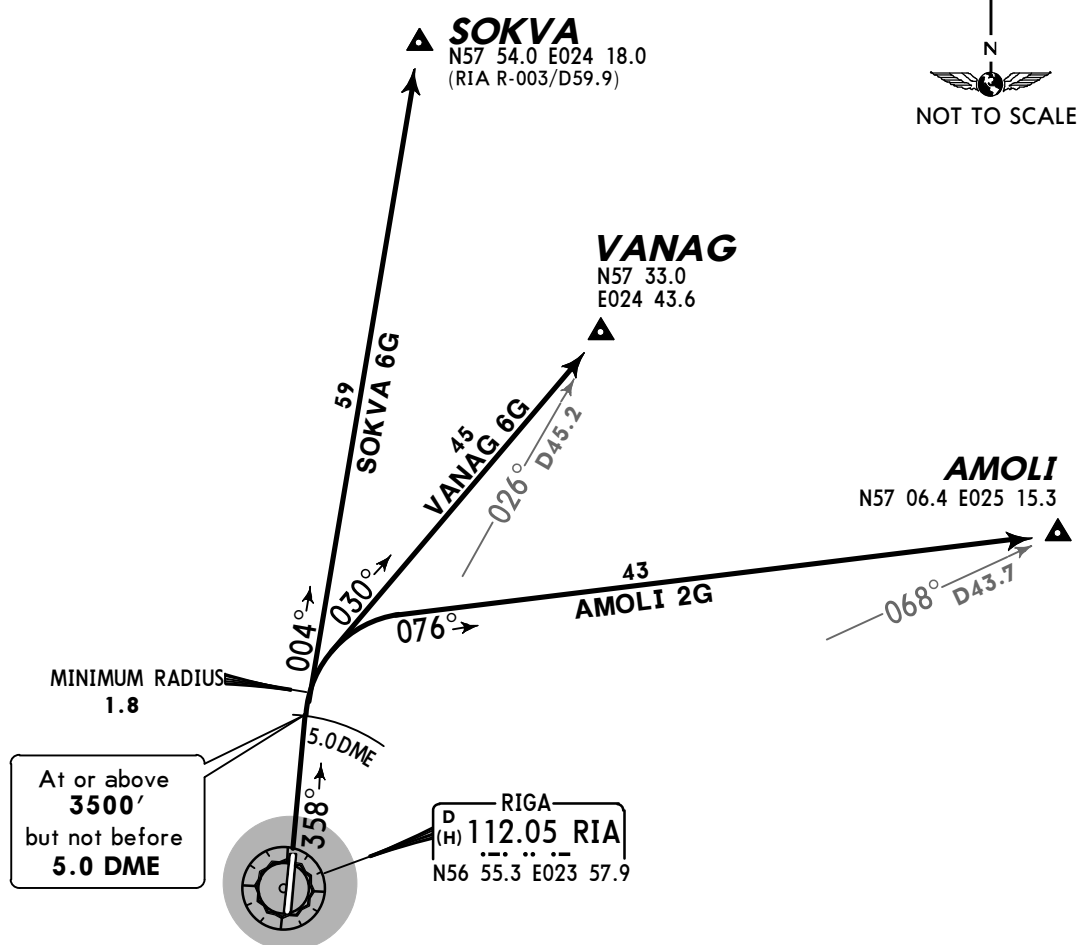
SID	ROUTING
AMOLI 2E	On 060° track to AMOLI.
SOKVA 5E	On 360° track to SOKVA.
VANAG 5E	On 020° track to VANAG.

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 TWO GOLF (AMOLI 2G) [AMOL2G]
SOKVA SIX GOLF (SOKVA 6G) [SOKV6G]
VANAG SIX GOLF (VANAG 6G) [VANA6G]
RWY 36 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100**



These SIDs require minimum climb gradients of

AMOLI 2G

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

SOKVA 6G, VANAG 6G

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'**

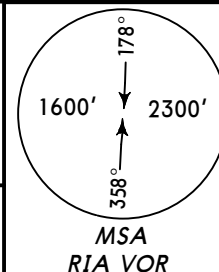
INITIAL CLIMB

Climb on 358° track, at or above 3500', but not before RIA 5.0 DME turn RIGHT.

SID	ROUTING
AMOLI 2G	On 076° track to AMOLI.
SOKVA 6G	On 004° track to SOKVA.
VANAG 6G	On 030° track to VANAG.

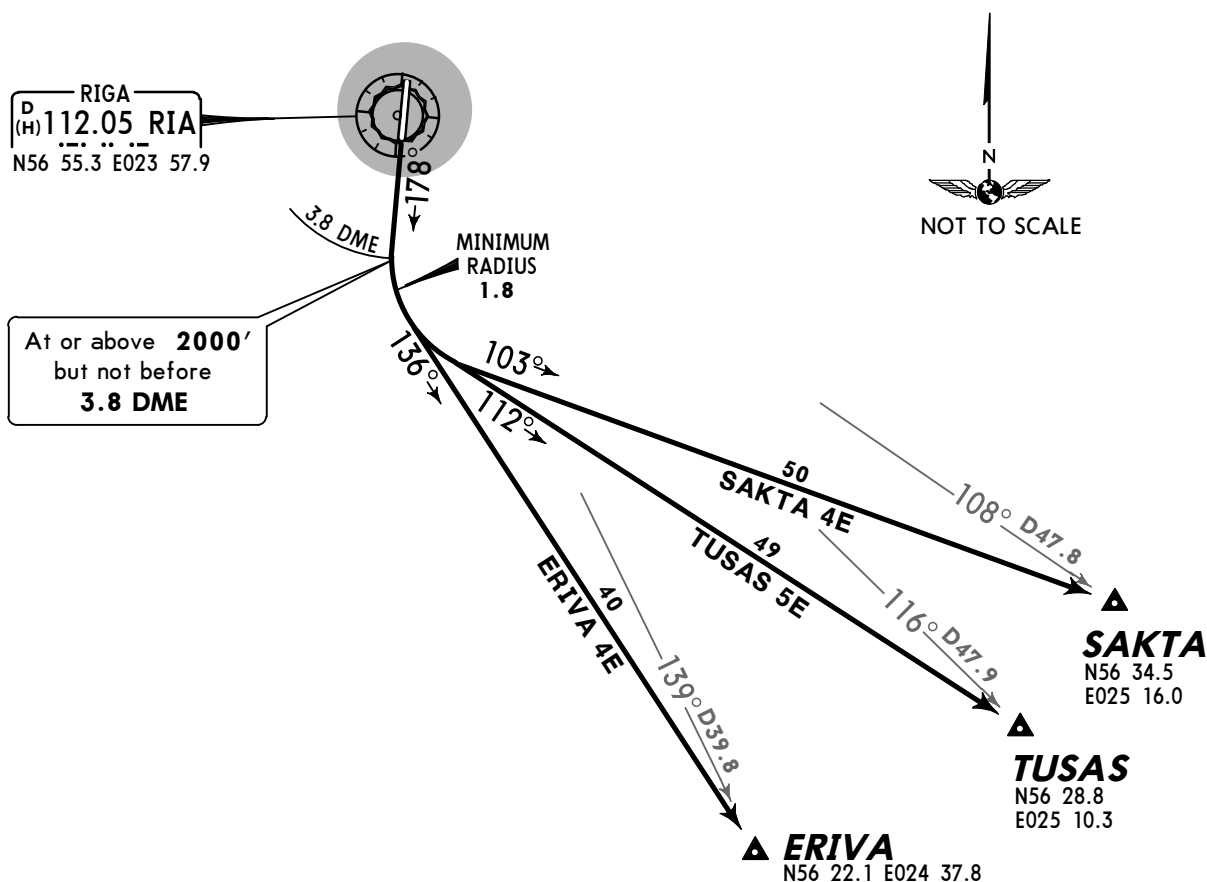
Apt Elev
36'

- 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 FOUR ECHO (ERIVA 4E) [ERIV4E]
SAKTA FOUR ECHO (SAKTA 4E) [SAKT4E]
TUSAS FIVE ECHO (TUSAS 5E) [TUSA5E]
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'**

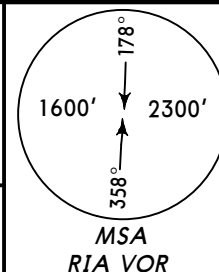
INITIAL CLIMB

Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn LEFT.

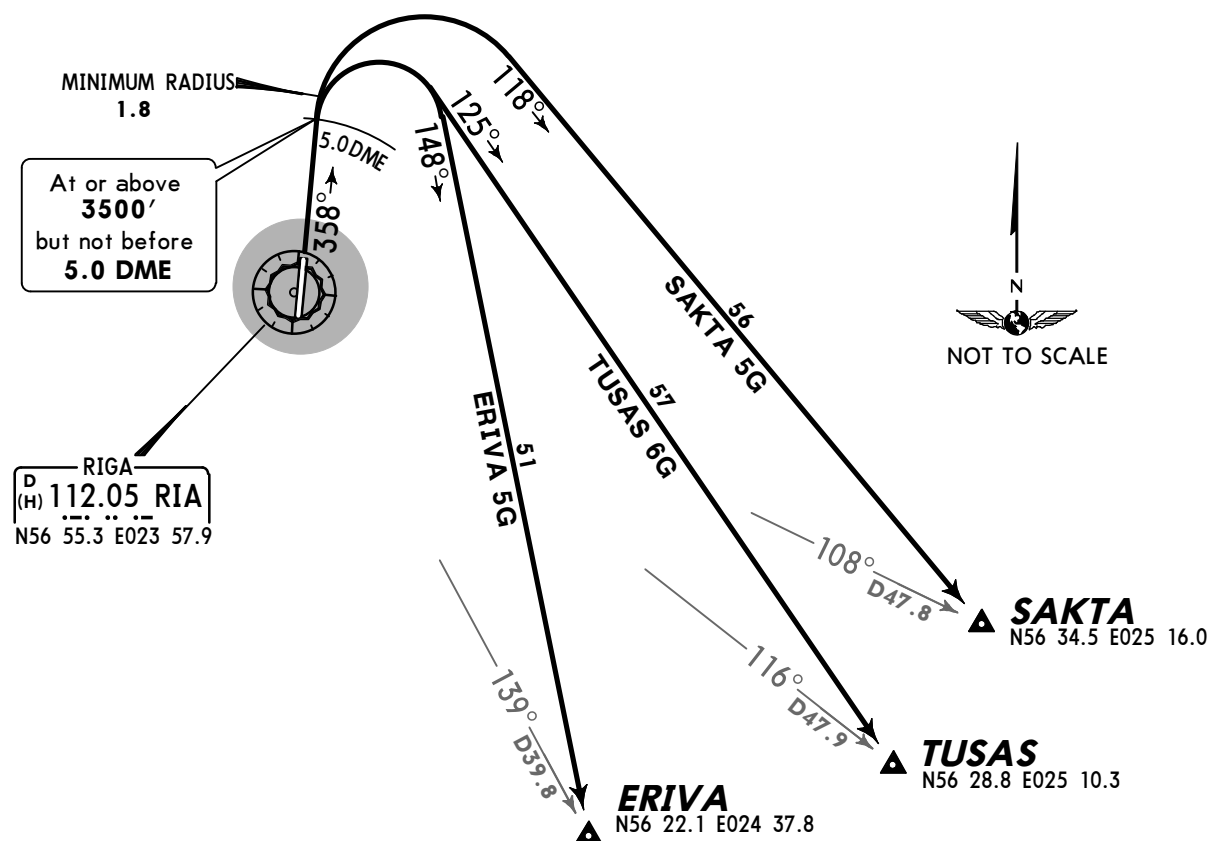
SID	ROUTING
ERIVA 4E	On 136° track to ERIVA.
SAKTA 4E	On 103° track to SAKTA.
TUSAS 5E	On 112° track to TUSAS.

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 FIVE GOLF (ERIVA 5G)[ERIV5G]
SAKTA FIVE GOLF (SAKTA 5G)[SAKT5G]
TUSAS SIX GOLF (TUSAS 6G)[TUSA6G]
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'

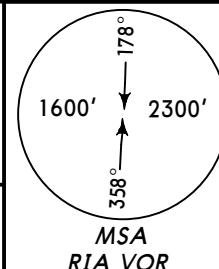
INITIAL CLIMB

Climb on 358° track, at or above 3500', but not before RIA 5.0 DME turn RIGHT.

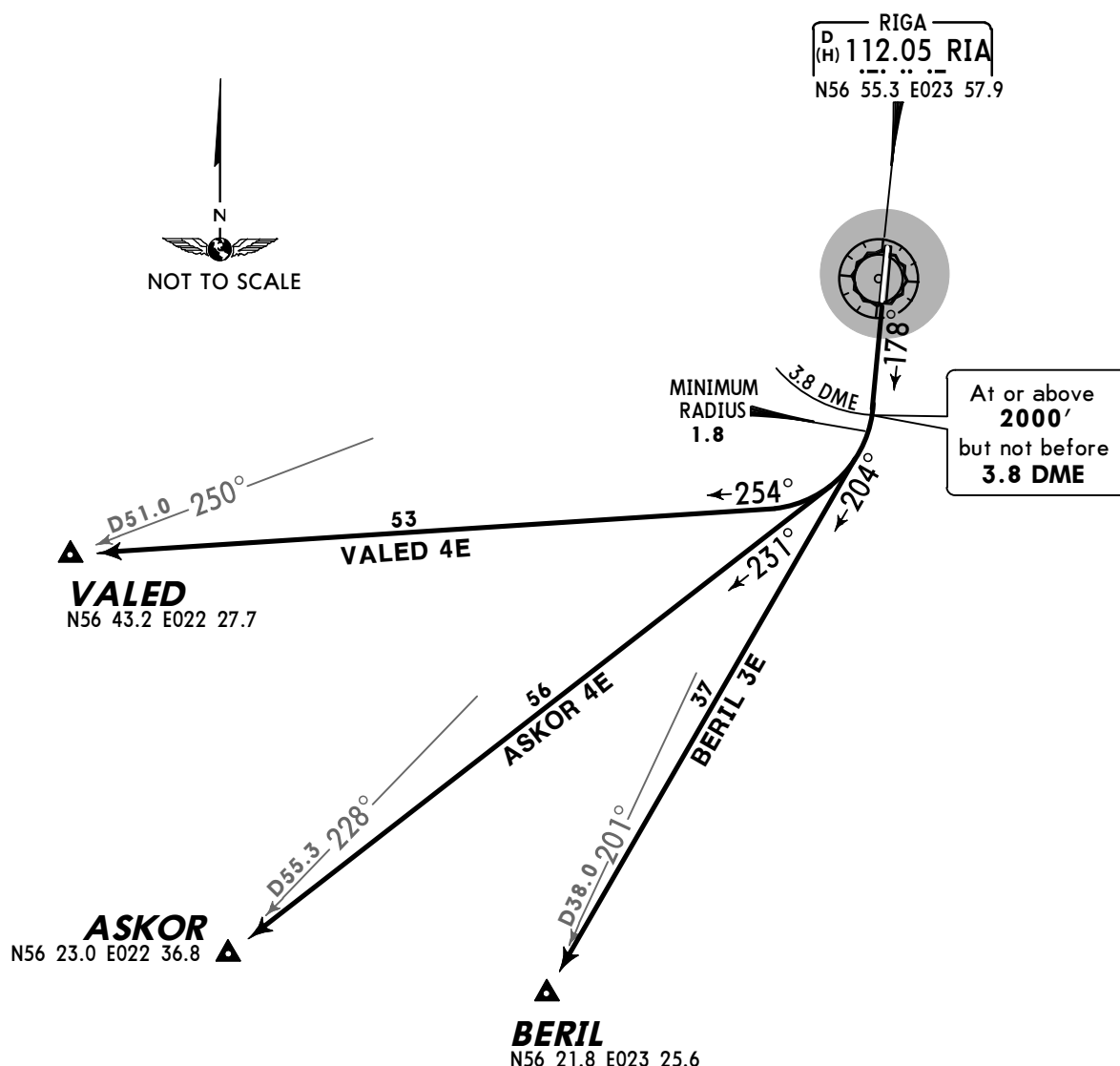
SID	ROUTING
ERIVA 5G	On 148° track to ERIVA.
SAKTA 5G	On 118° track to SAKTA.
TUSAS 6G	On 125° track to TUSAS.

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 FOUR ECHO (ASKOR 4E) [ASKO4E]
BERIL THREE ECHO (BERIL 3E) [BERI3E]
VALED FOUR ECHO (VALED 4E) [VALE4E]
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.

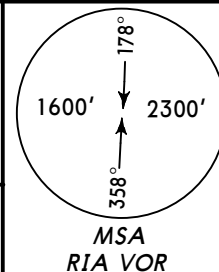
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000'**

SID	INITIAL CLIMB/ROUTING
ASKOR 4E	Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 231° track to ASKOR.
BERIL 3E	Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 204° track to BERIL.
VALED 4E	Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 254° track to VALED.

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.

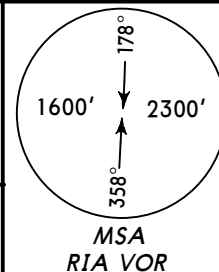


Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

SID	INITIAL CLIMB/ROUTING
ASKOR 4G	Climb on 358° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 220° track to ASKOR.
BERIL 3G	Climb on 358° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 194° track to BERIL.
VALED 4G	Climb on 358° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 241° track to VALED.

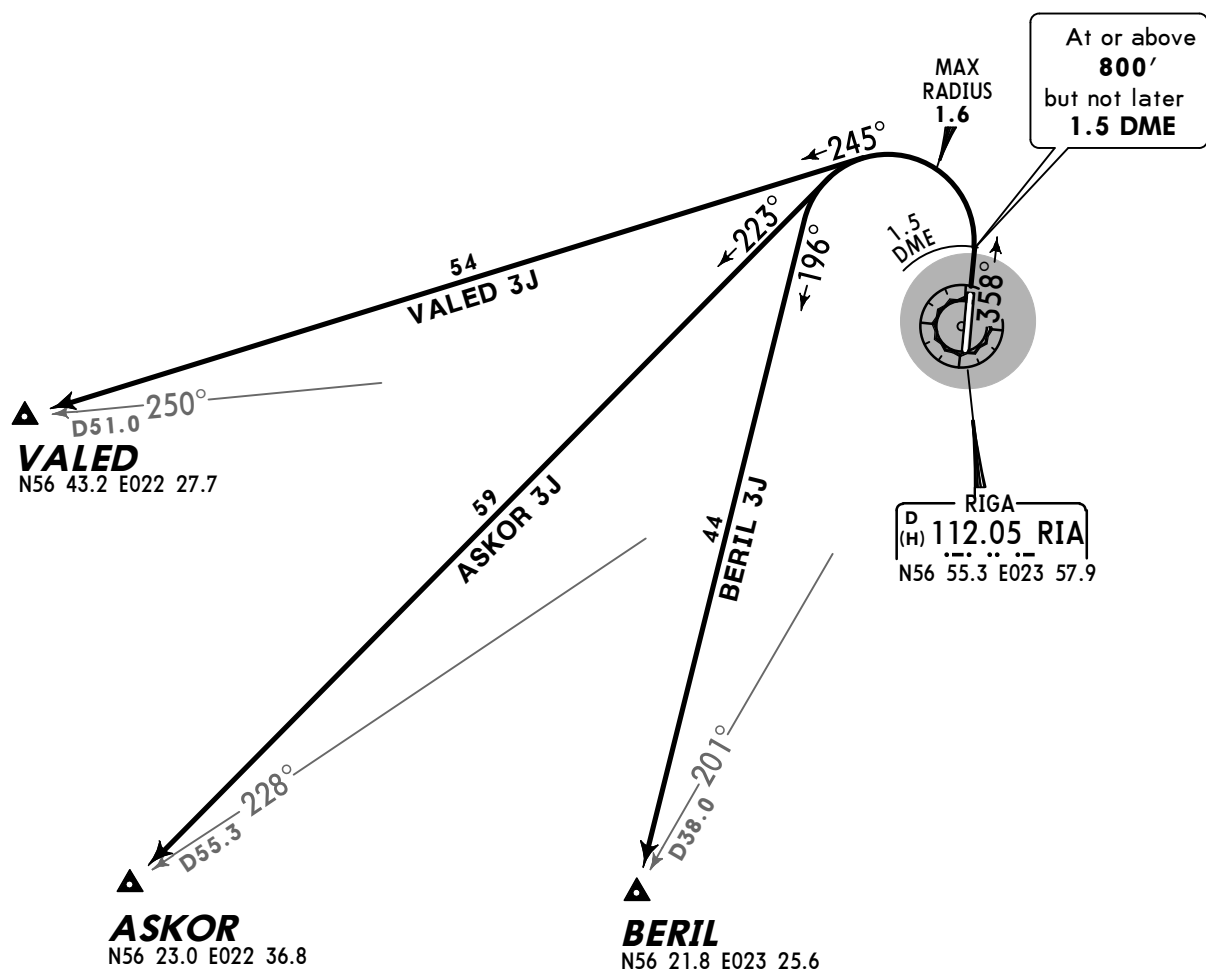
Apt Elev
36'

- 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.



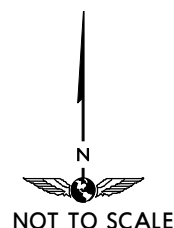
ASKOR THREE JULIETT (ASKOR 3J) [ASKO3J]
BERIL THREE JULIETT (BERIL 3J) [BERI3J]
VALED THREE JULIETT (VALED 3J) [VALE3J]
RWY 36 DEPARTURES

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.

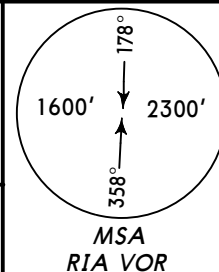
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127

Initial climb clearance **4000'**

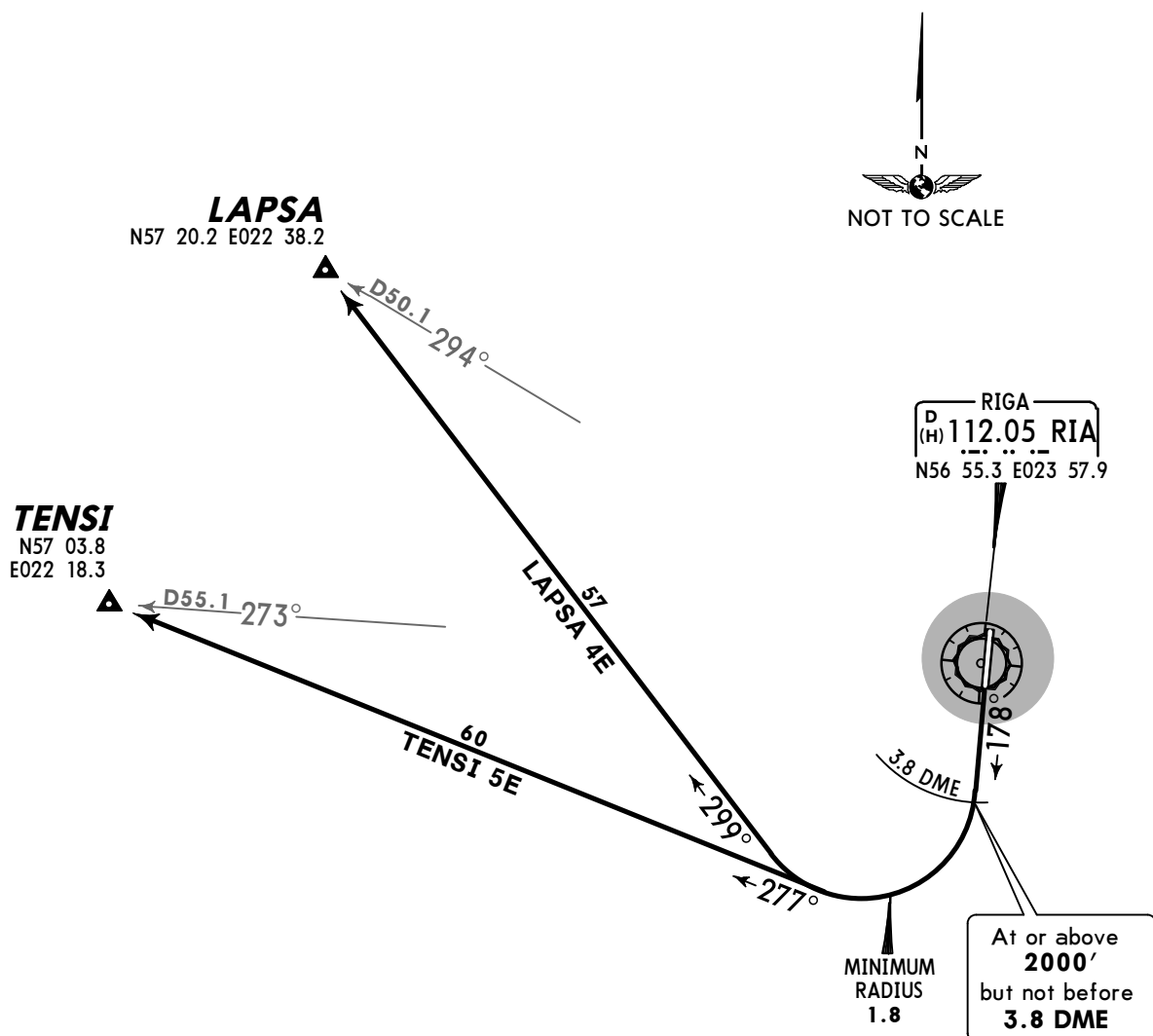
SID	INITIAL CLIMB/ROUTING
ASKOR 3J	Climb on 358° track, at or above 800', but not later than RIA 1.5 DME, turn LEFT, 223° track to ASKOR.
BERIL 3J	Climb on 358° track, at or above 800', but not later than RIA 1.5 DME, turn LEFT, 196° track to BERIL.
VALED 3J	Climb on 358° track, at or above 800', but not later than RIA 1.5 DME, turn LEFT, 245° 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 FOUR ECHO (LAPSA 4E) [LAPS4E]
TENSI FIVE ECHO (TENSI 5E) [TENS5E]
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.

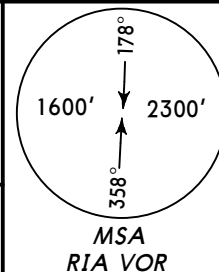
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000'**

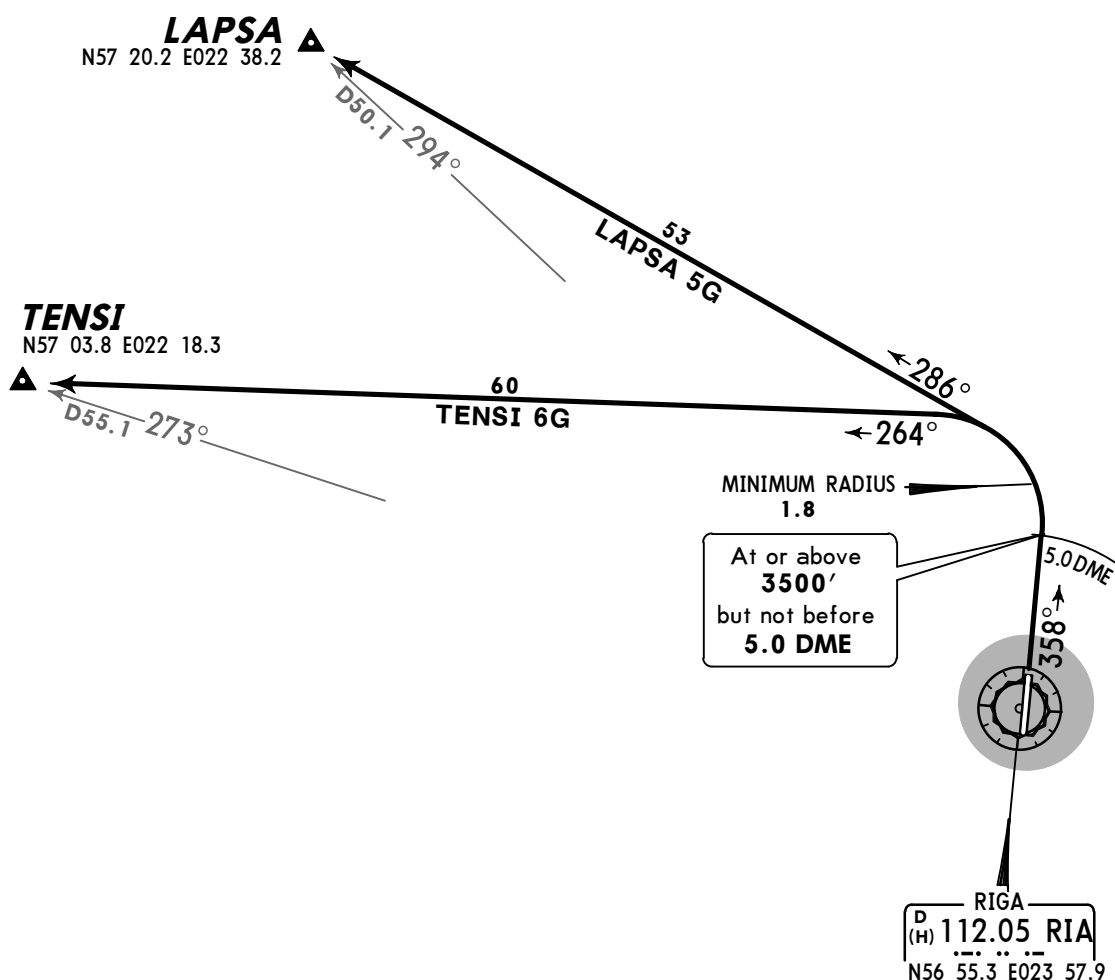
SID	INITIAL CLIMB/ROUTING
LAPSA 4E	Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 299° track to LAPSA.
TENSI 5E	Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 277° track to TENSI.

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 FIVE GOLF (LAPSA 5G) [LAPS5G]
TENSI SIX GOLF (TENSI 6G) [TENS6G]
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.

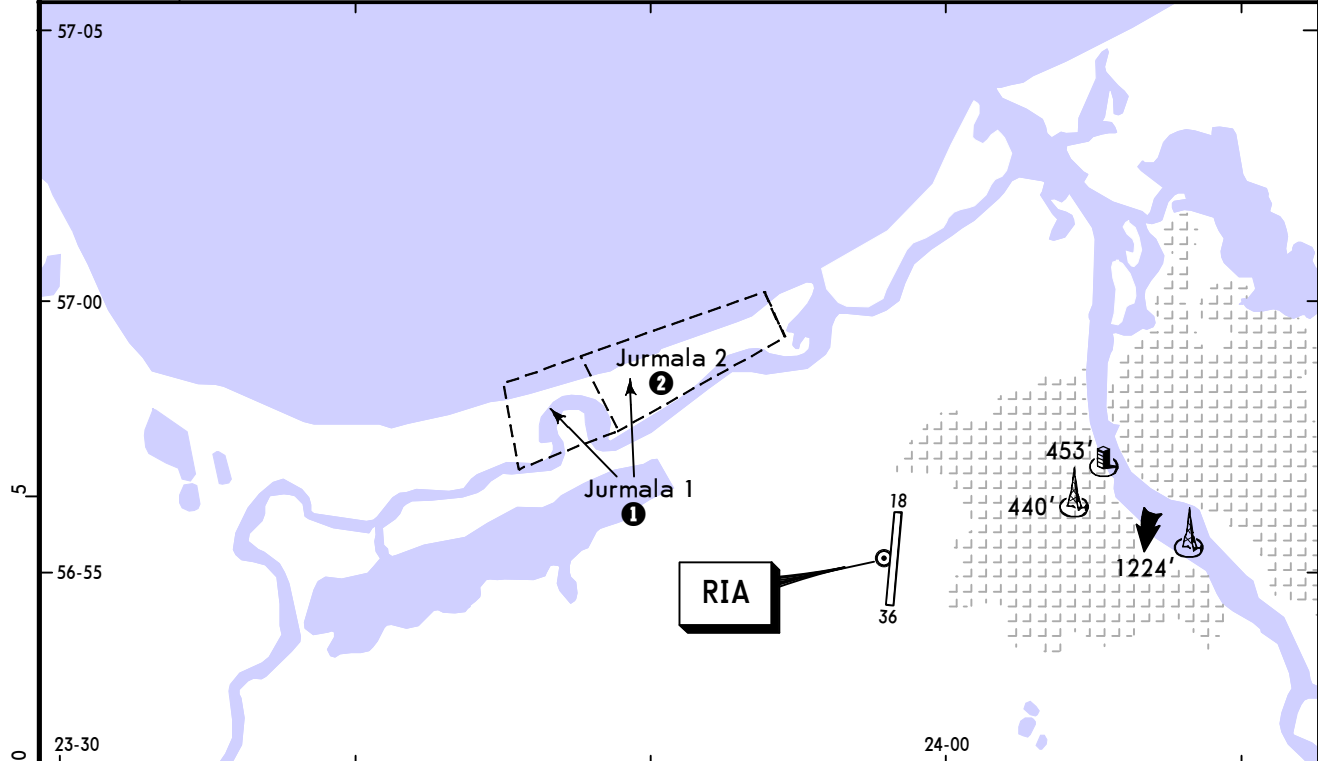
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000'**

SID	INITIAL CLIMB/ROUTING
LAPSA 5G	Climb on 358° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 286° track to LAPSA.
TENSI 6G	Climb on 358° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 264° track to TENSI.

Apt Elev
36'

NOISE ABATEMENT



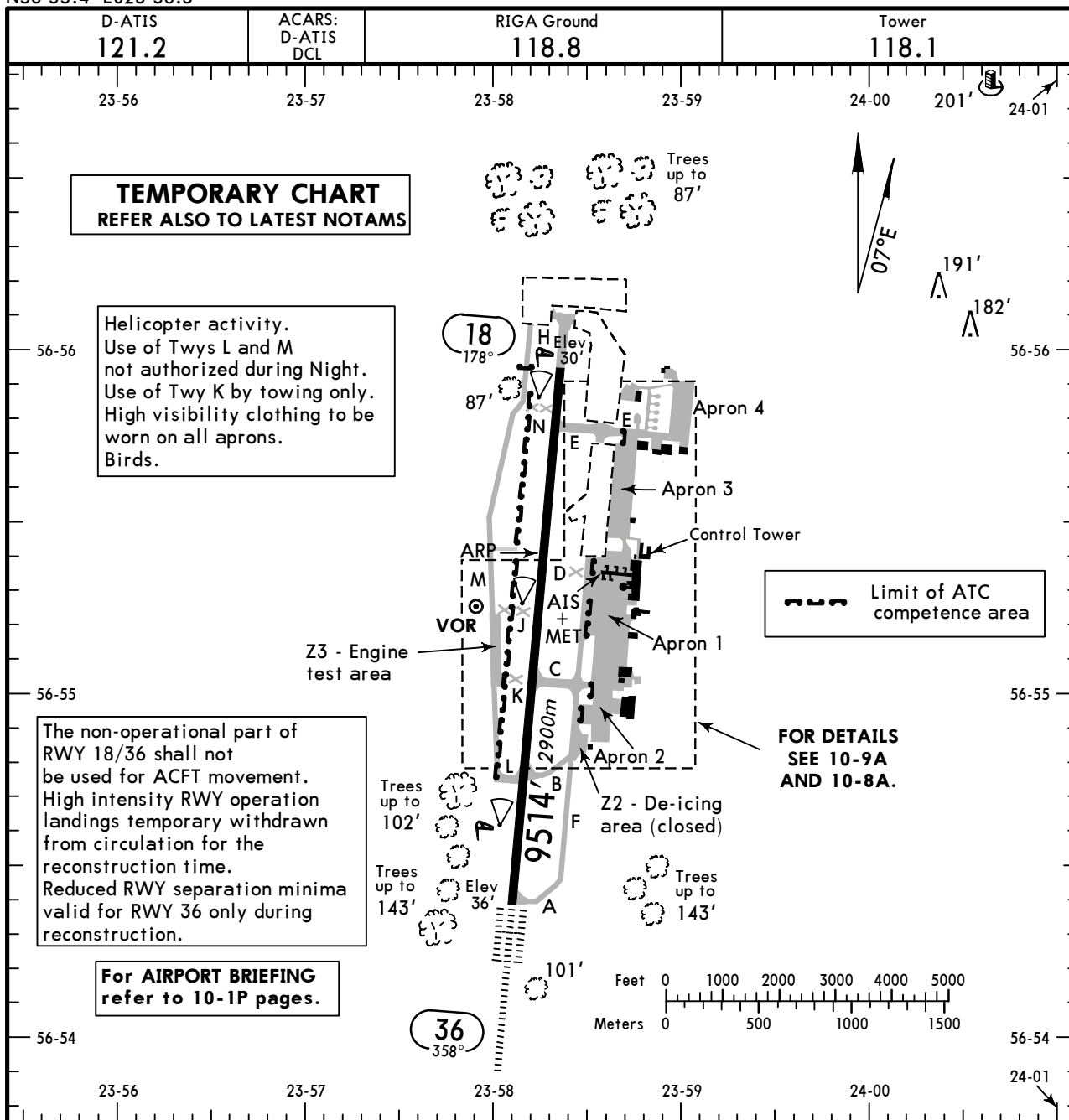
❶ GND - 1500'

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		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
18	HIRL (60m) CL (15m) PAPI-L (3.0°) RVR			②	148' 45m
36	HIRL (60m) CL ① HIALS-II TDZ PAPI-L (3.0°) RVR		8542' 2604m		

① (15m)

② TAKE-OFF RUN AVAILABLE
RWY 36:

From rwy head	9514' (2900m)
twy B int	7218' (2200m)
twy C int	5512' (1680m)

RWY 18:

From rwy head	9514' (2900m)
twy E int	8530' (2600m)

Standard

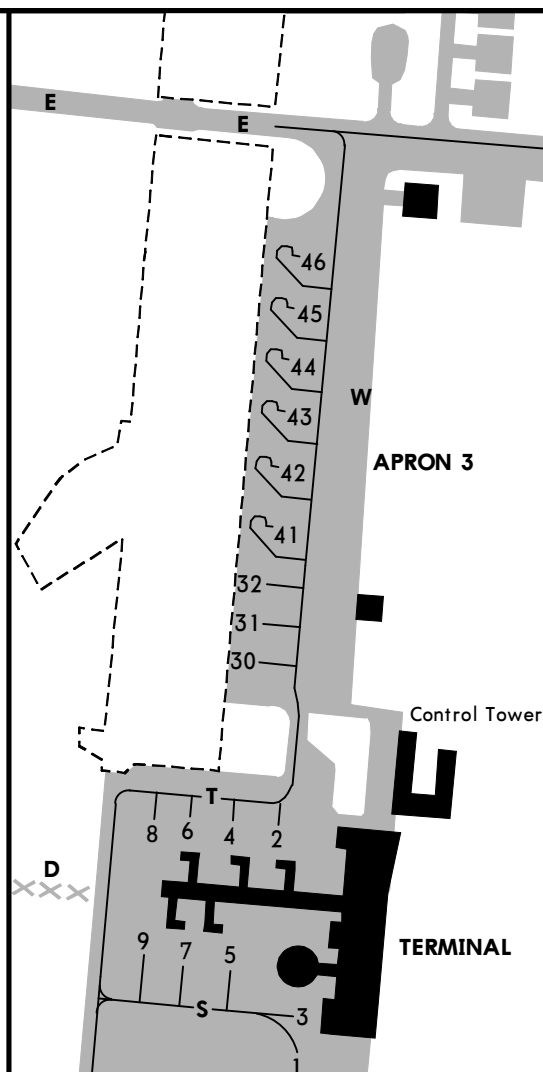
TAKE-OFF ①

	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	
					500m

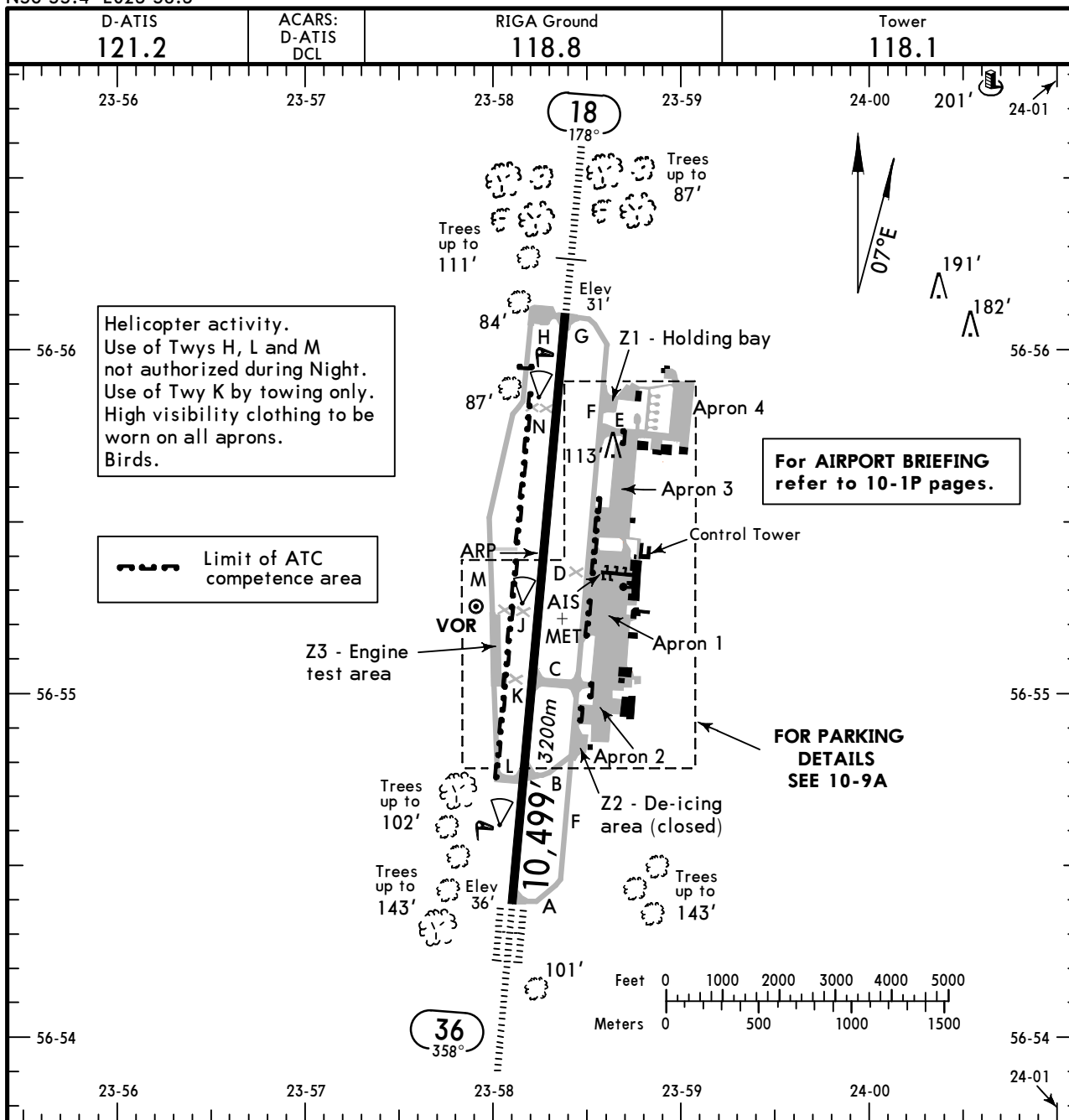
① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

TEMPORARY CONSTRUCTION WORK**REFER ALSO TO LATEST NOTAMS**

- Twy V and portion of F between E & T are closed.
- Twys W, T and E are now part of main twy system limited to acft with wingspan less than 118'/36m. Acft with larger wingspan may have to use backtrack procedure on the rwy.
- Stands 30 thru 32 are reconfigured in direction.
- Stands 41 thru 46 are self-maneuvering.
- Stands 47 & 48 are removed.
- Twy T moved closer to Terminal building by 56'/17m, as are acft stop lines for stands 2, 4 and 6.
- Visual Docking Guidance System on stands 2, 4 and 6 will not be used.
- Due to limited bypass options on twys T & W, acft departing from stands 2, 4, 6 and 30 thru 32 shall strictly comply with the rule that clearance for push back or power back may only be requested when an acft is ready to carry out the manoeuver immediately.
- Operations of acft with wingspan of 118'/36m or above on stands 7, 10, 10A, 26, 26A, 28 and 67C shall have special taxi procedures as per table below.

**SPECIAL TAXI PROCEDURES FOR STANDS 7, 10, 10A, 26, 26A, 28 and 67C**

Mode of operation	Acft with wingspan $\geq$ 118'/36m and $<$ 171'/52m	Acft with wingspan $\geq$ 171'/52m and $<$ 213'/65m
ARR rwy 18 to Apron 1/2	No special procedure.	
ARR rwy 18 to Apron 4	Vacate via twy A or B, taxi via twy F and C, back-track rwy 18, vacate via twy E.	
DEP rwy 18 from Apron 1/2	Acft shall back-track via rwy 18, turn 180° on intersection twy E/RWY and taxi for departure; if unable, use other procedure.	Acft shall taxi or be towed via rwy 18, back-track to intersection twy E/RWY, turned 180° by a tow truck and push-back to THR 18 for departure.
DEP rwy 18 from Apron 4	No special procedure unless full RWY length requested.	No special procedure or towing to RWY via twy E and push-back to THR 18 if full RWY length requested.
ARR rwy 36 to Apron 1/2	ACFT shall turn 180° on intersection twy E/RWY, then back-track RWY 36 and vacate via twy C; if unable use other procedure.	ACFT shall turn right to twy E and stop, push-back onto RWY by a tow truck, then taxi or tow back-track RWY 36 and vacate via twy C.
ARR rwy 36 to Apron 4	No special procedure.	
DEP rwy 36 from Apron 1/2	No special procedure.	
DEP rwy 36 from Apron 4	Taxi to RWY via twy E, back-track RWY 36, vacate via twy C, taxi via twy F and A for departure.	



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:

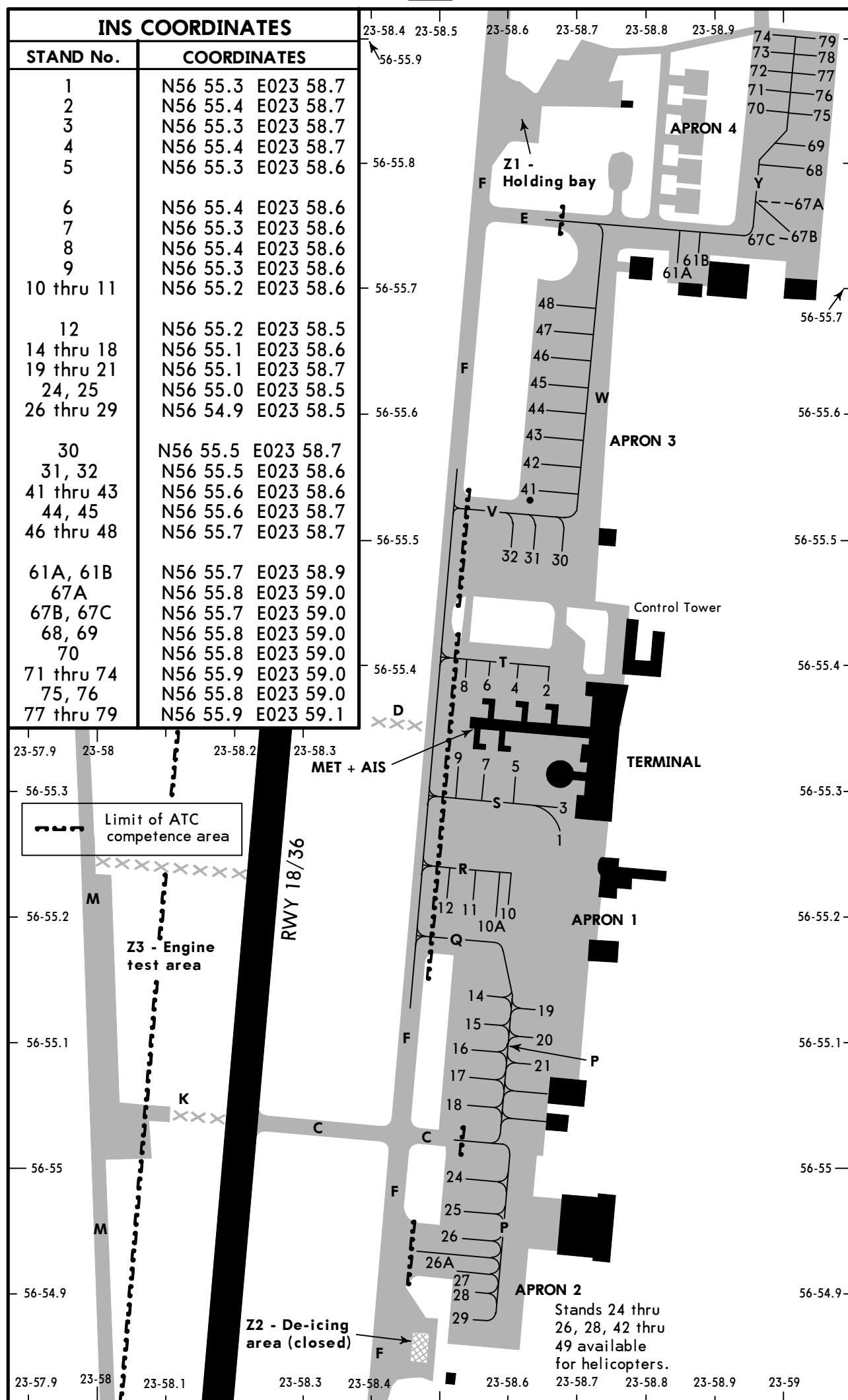
From rwy head 10,499' (3200m)
twy B int 8202' (2500m)
twy C int 6496' (1980m)

Standard

TAKE-OFF **1**

	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	500m

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.



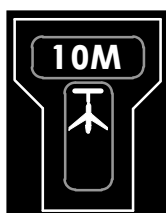
RIGHT

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)

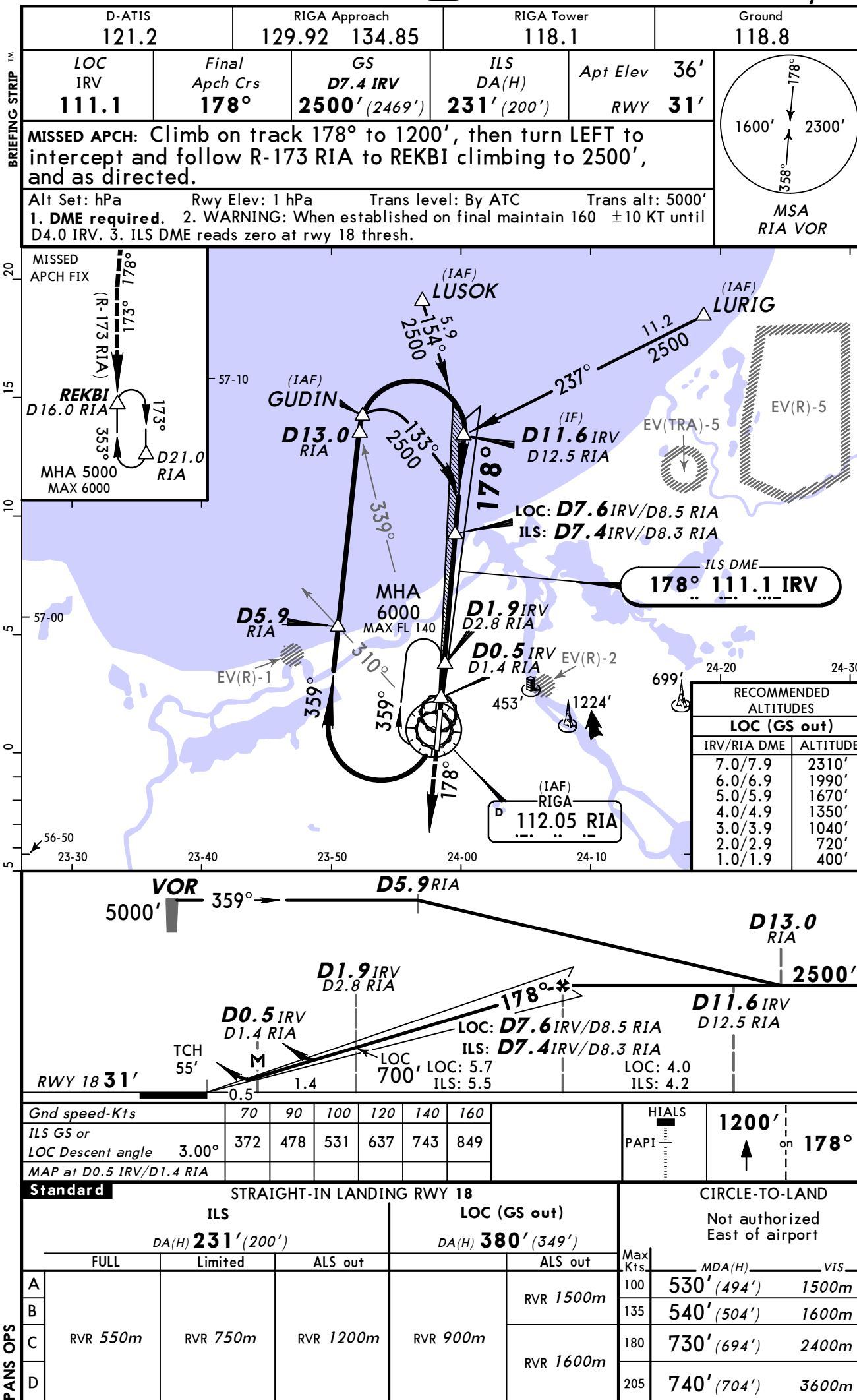
Stop acft immediately, wait for docking instructions from "Riga Transit" (131.6 MHz) to resume docking procedure.



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.

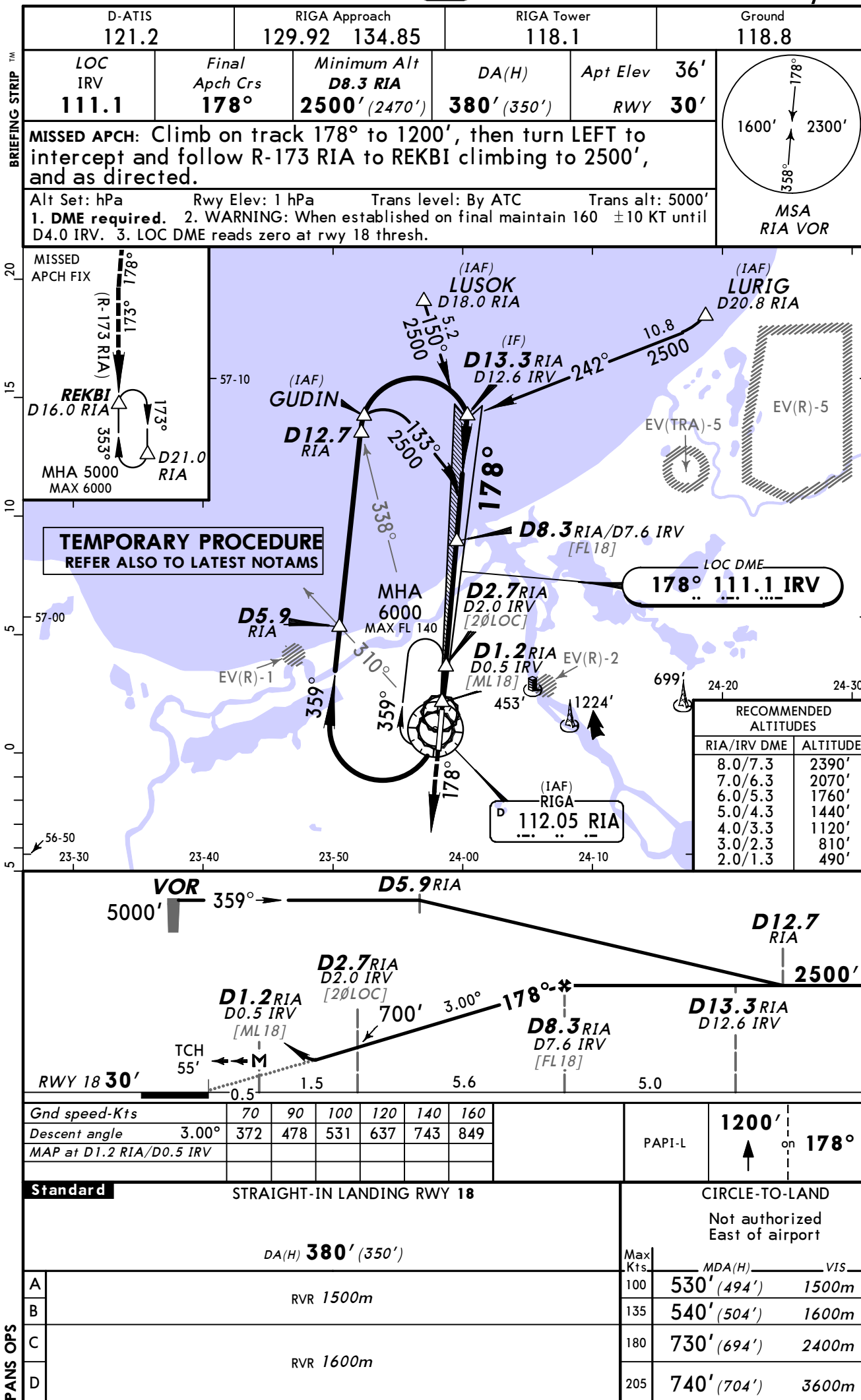
If the system does not detect the aircraft and the pilot does not get a steady aircraft type read out on the top of display until the aircraft nose reached the passengers boarding bridge, pilot should contact "Riga Transit" (131.6 MHz) and wait for marshaller guidance.



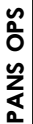
EVRA/RIX
RIGA

JEPPesen
17 MAY 13 **11-01** **Eff 30 May**

RIGA, LATVIA
LOC Rwy 18



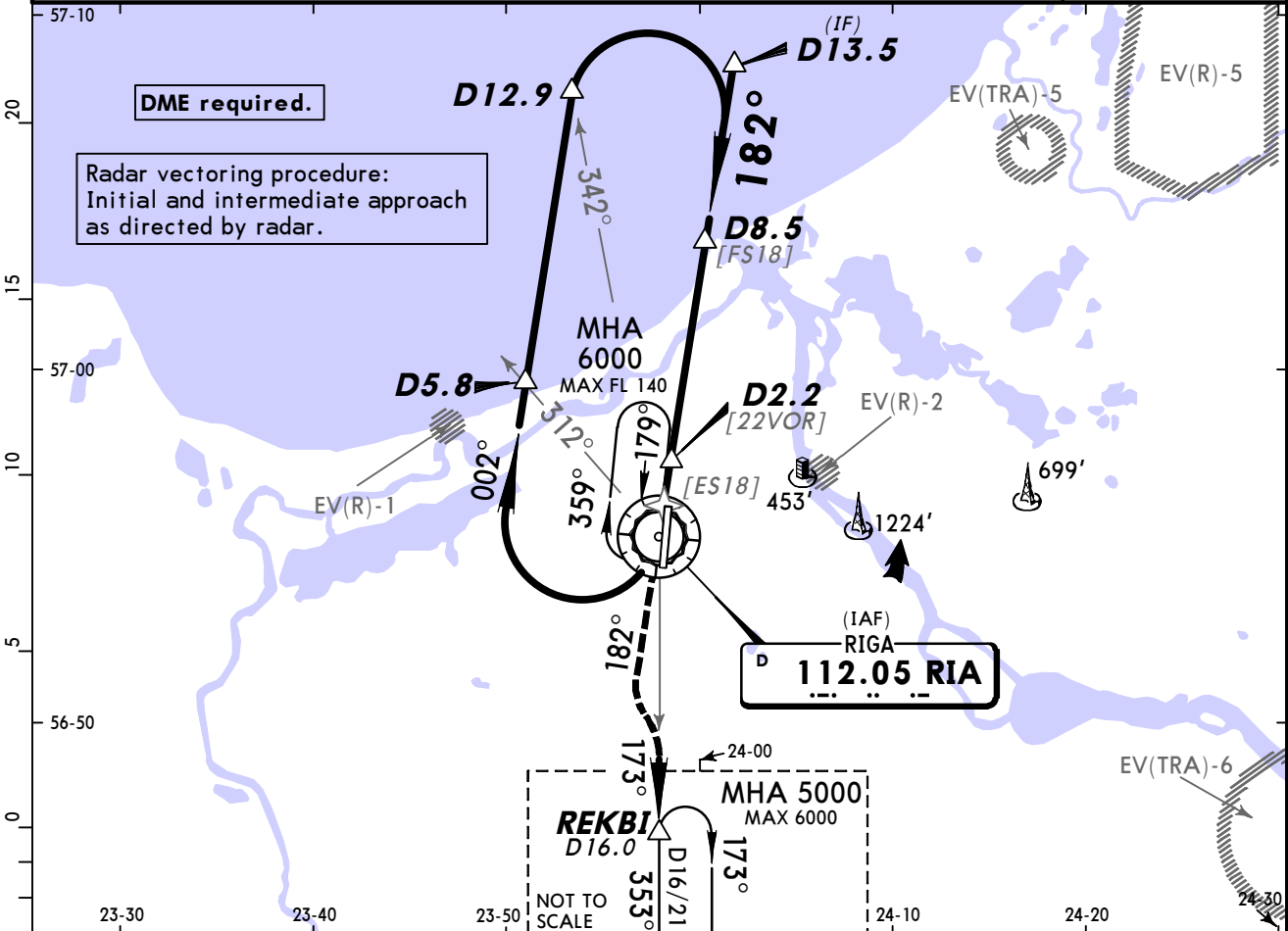
BRIEFING STRIP TM



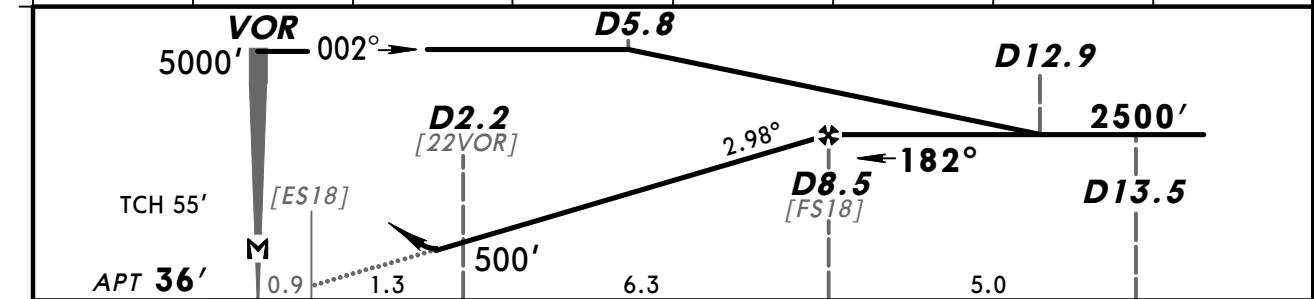
Standard		STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND	
		ILS		LOC (GS out)		Not authorized East of airport	
		DA(H) 236' (200')		DA(H) 370' (334')			
		FULL	Limited	ALS out		ALS out	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	Max Kts. 100	MDA(H) 530' (494') VIS 1500m
B						135	540' (504') 1600m
C						180	730' (694') 2400m
D						205	740' (704') 3600m

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 182°	Minimum Alt D8.5 2500' (2464')	DA(H) 410' (374')	Apt Elev 36'		1600' 2300' 178° 358° MSA RIA VOR	
MISSED APCH: Climb on R-182 to 1200', then turn LEFT to intercept and follow R-173 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 RIA ↑ 112.05 R-182
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			
ALS out				Max Kts	MDA(H)	VIS	
PANS OPS	A	RVR 1000m	RVR 1500m	100	530' (494')	1500m	
	B			135	540' (504')	1600m	
	C		RVR 1700m	180	730' (694')	2400m	
	D			205	740' (704')	3600m	

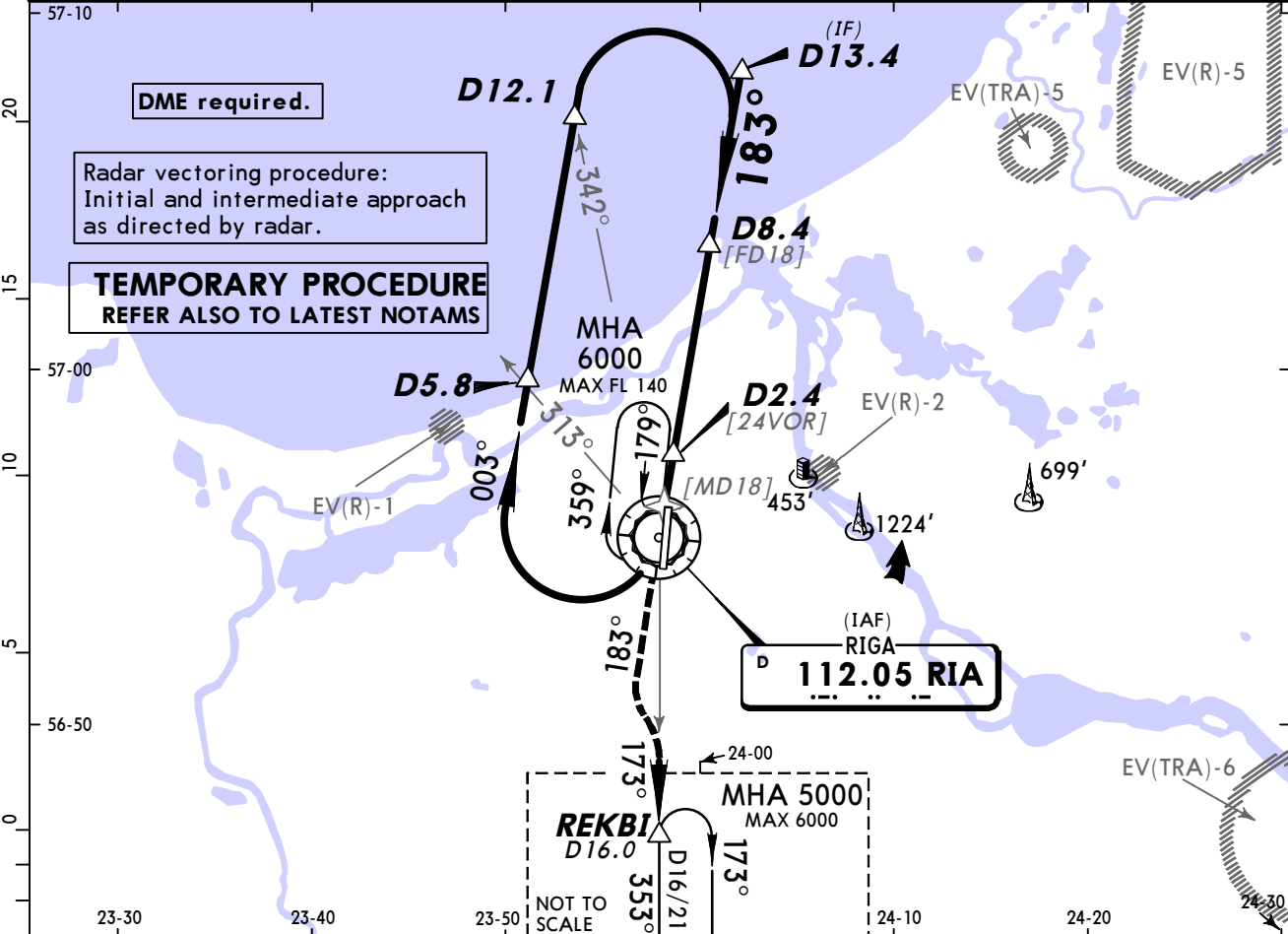
EVRA/RIX
RIGA

JEPPESEN
17 MAY 13 **(13-01)** **Eff 30 May**

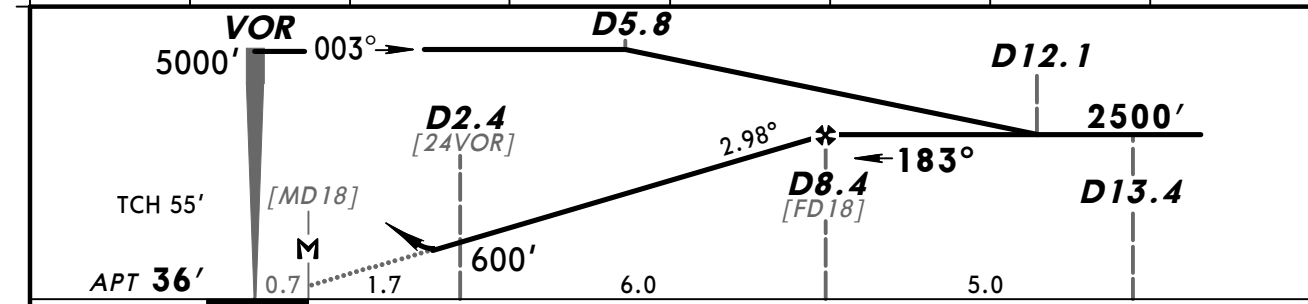
RIGA, LATVIA
VOR Rwy 18

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 183°	Minimum Alt D8.4 2500' (2464')	DA(H) 400' (364')	Apt Elev 36'		1600' 2300' 178° 358° MSA RIA VOR	
MISSED APCH: Climb on R-183 to 1200', then turn LEFT to intercept and follow R-173 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 D4.5							
2. Final approach track offset 5° from runway centerline.							



RIA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	490'	810'	1130'	1440'	1760'	2070'	2390'



Gnd speed-Kts	70	90	100	120	140	160		
Descent angle	2.98°	369	474	527	633	738	843	
MAP at THR								

Standard STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND			
DA(H) 400' (364')				Not authorized East of airport			
A	RVR 1500m			Max Kts	MDA(H)	VIS	
B				100	530' (494')	1500m	
C				135	530' (494')	1600m	
D	RVR 1700m			180	730' (694')	2400m	
				205	730' (694')	3600m	

CHANGES: New temporary procedure.

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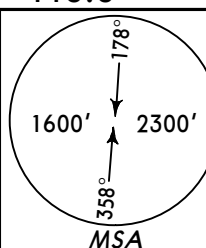
EVRA/RIX
RIGA

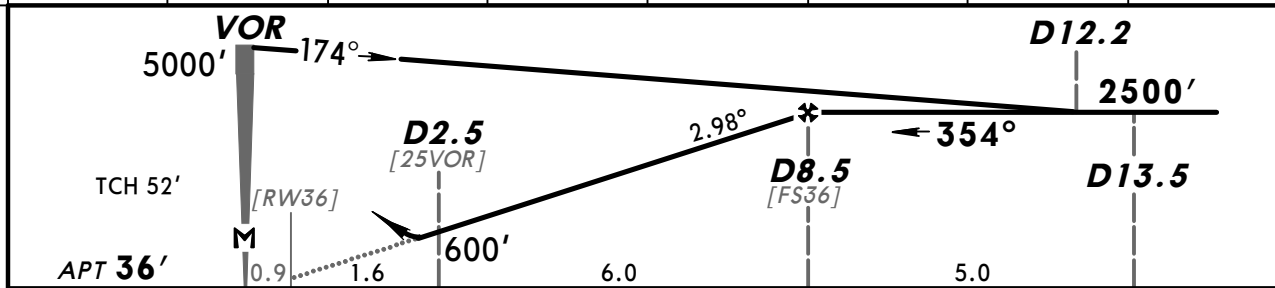
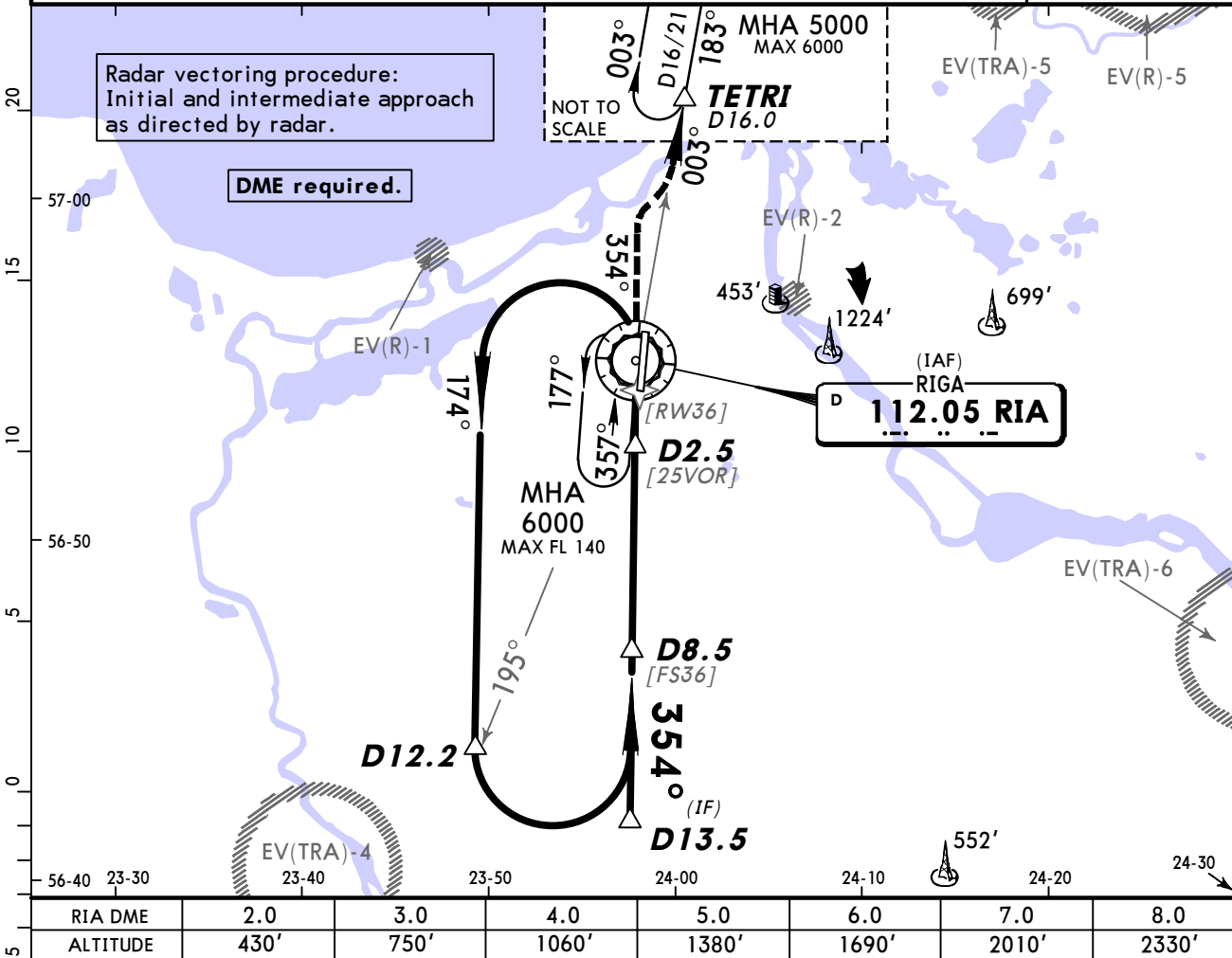
JEPPESEN
19 APR 13 **(13-2)** **Eff 2 May**

RIGA, LATVIA
VOR Rwy 36

BRIEFING STRIP

TMI

D-ATIS 121.2		RIGA Approach 129.92 134.85		RIGA Tower 118.1		Ground 118.8	
VOR RIA 112.05	Final Apch Crs 354°	Minimum Alt D8.5 2500' (2464')	DA(H) 400' (364')		Apt Elev 36'		 MSA RIA VOR
MISSED APCH: Climb on R-354 to 1200', then turn RIGHT to intercept and follow R-003 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 	1200' RIA on 112.05 R-354
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.	MDA(H)	VIS	
A	RVR 1000m			RVR 1500m				100	530' (494')	1500m	
B				RVR 1700m				135	540' (504')	1600m	
C								180	730' (694')	2400m	
D								205	740' (704')	3600m	

CHANGES: MSA. Bearings.

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Chart changes since cycle 14-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
RIGA, (RIGA - EVRA)				
REV	CONSTRUCTION WORKS (TEMP)	10-8	21 Jun 2013	27 Jun 2013
REV	CONSTRUCTION WORKS (CONTD...	10-8A	21 Jun 2013	27 Jun 2013

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EVRA

Type: Terminal

Effectivity: Temporary

Begin Date: 20130530

End Date: Until Further Notice

Construction works in progress. For further details refer to temp charts 10-8, 10-8A, 11-01, 13-01 and latest NOTAMs.