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Trip Kit Index

Airport Information For EVRA

Terminal Charts For EVRA

Revision Letter For Cycle 13-2014

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: 7.0°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: 0130 Z
Sunset: 1922 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 minutes before ETD when RVR 500m with decreasing tendency.
- During LVP for take-off following shall be executed:
 - Only 2 ACFT 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 APT

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 APT.

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.

1.6.3. 180 DEGREE TURNS ON RWY

During winter when the declared cleared width on the RWY will be below 148'/45m, ACFT longer than 98'/30m will not be allowed to perform 180 degree turns on the RWY to avoid potential RWY excursions.

2. ARRIVAL

2.1. RWY OPERATIONS

2.1.1. HIGH INTENSITY RWY OPERATIONS

In order to avoid go-arounds, ACFT 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)/ medium (PROP)	C	6496' (1980m)
	medium (PROP) / light	C	6496' (1980m)
36	heavy	E	8530' (2600m)
	medium (JET)/ medium (PROP)	E	8530' (2600m)
	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. REDUCED RWY SEPARATION MINIMUMS (RRSM)

RRSM shall be applied:

- Between succeeding and preceding landing 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 5km;
- 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;
- 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, frost 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.
- Push-back routes are prescribed by an internal push-back procedure and are followed by the push-back personnel. ATC will clear push-back and assign a specific route which the crew should relay to the push-back personnel.
- 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 minutes 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 minutes. 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 | - | 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. |

Apt Elev
36'

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

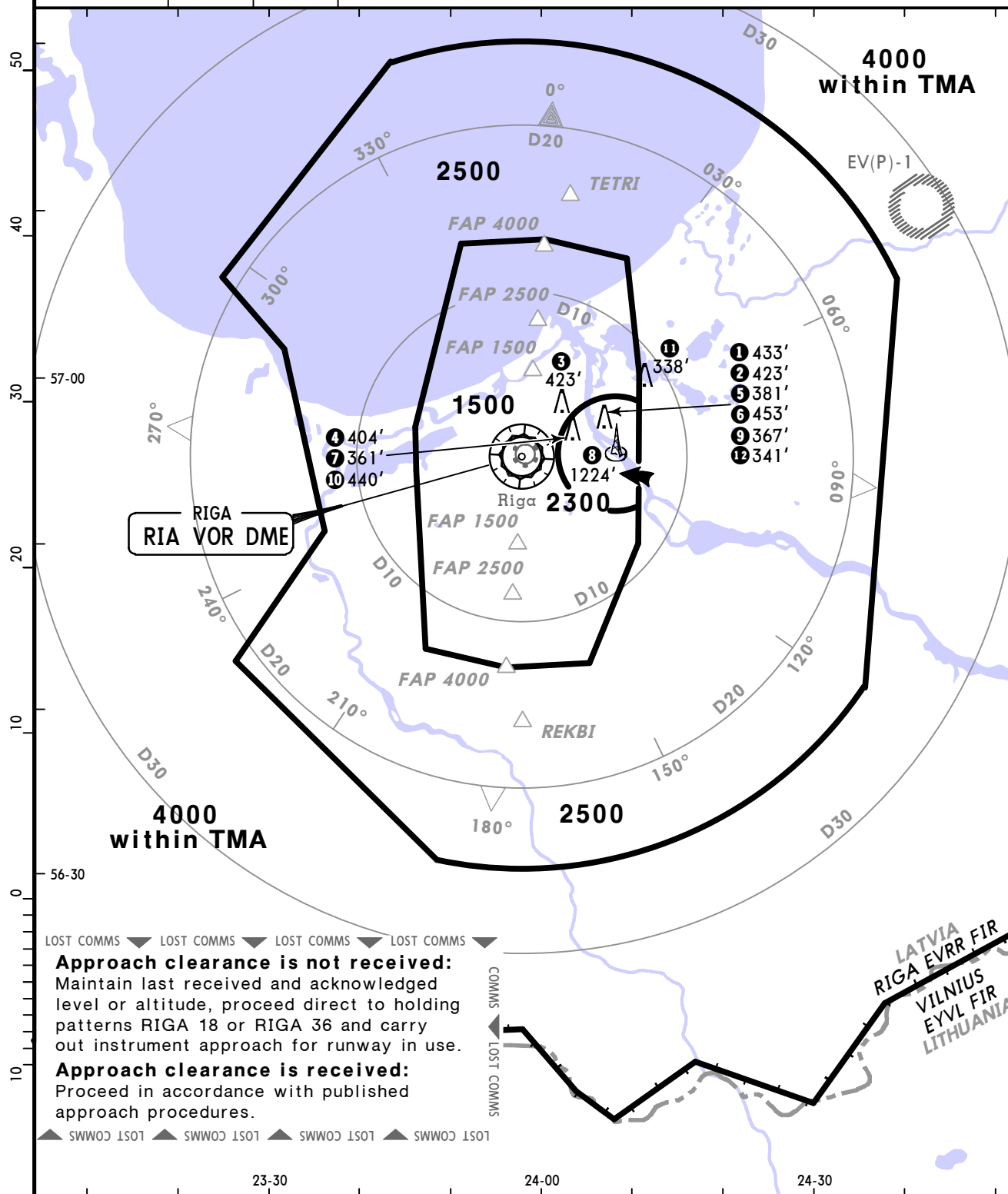
1. Levels assigned by ATC include correction for low temperature effect when necessary.
2. Chart only to be used for cross-checking of altitudes assigned while under RADAR control.

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'

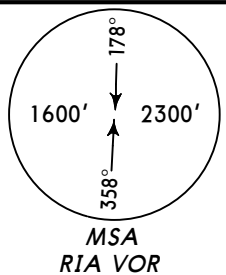
AD temp	11	12
+15°C		
0°C		
-10°C	1500'	1500'
-20°C	1600'	1600'
-30°C	1600'	1600'

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



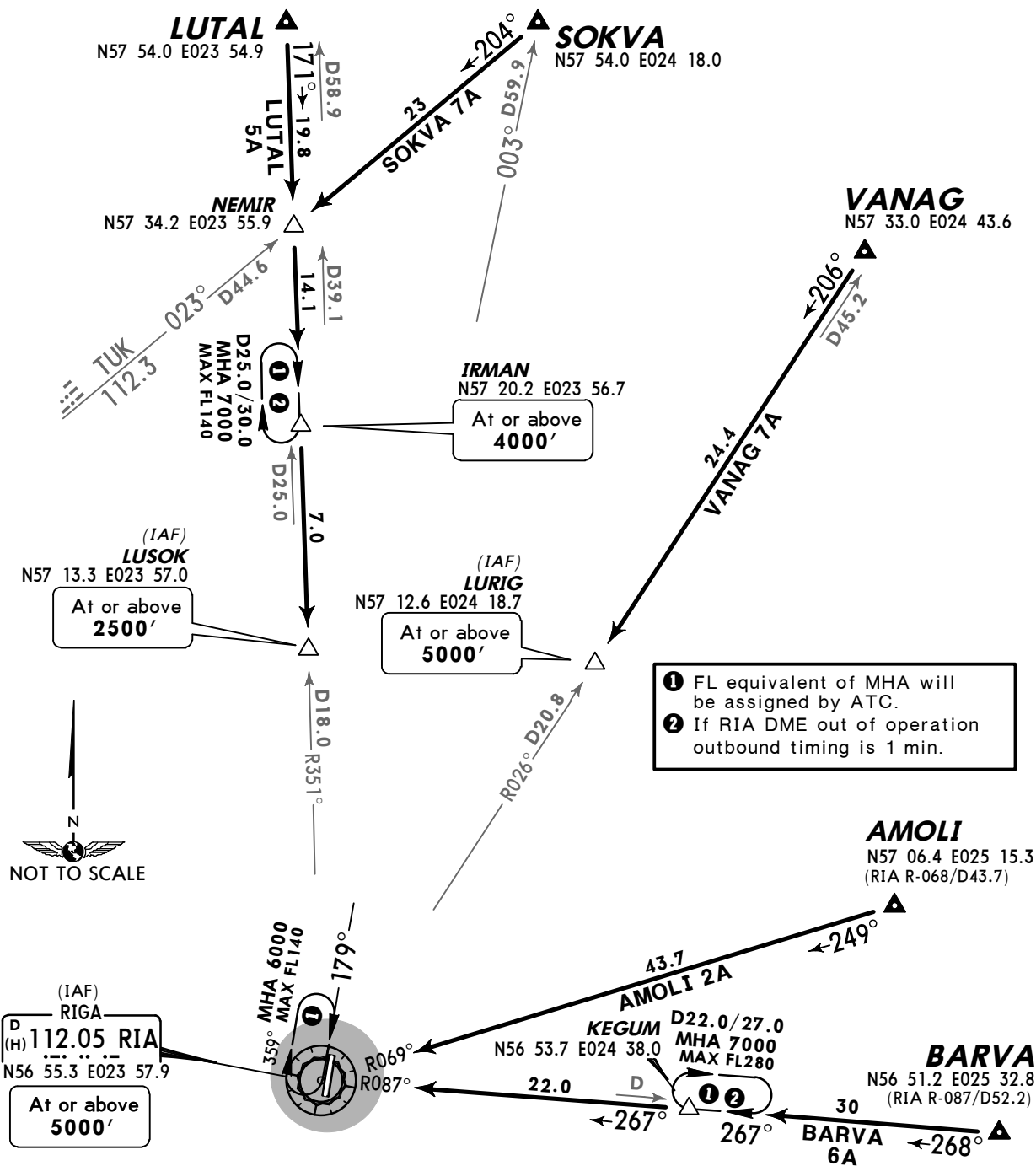
D-ATIS
121.2RIGA Approach
129.92 *134.85Apt Elev
36'

- 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

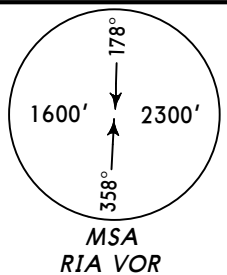
On 204° track to NEMIR, intercept RIA R-351 inbound via IRMAN to LUSOK.

VANAG 7A

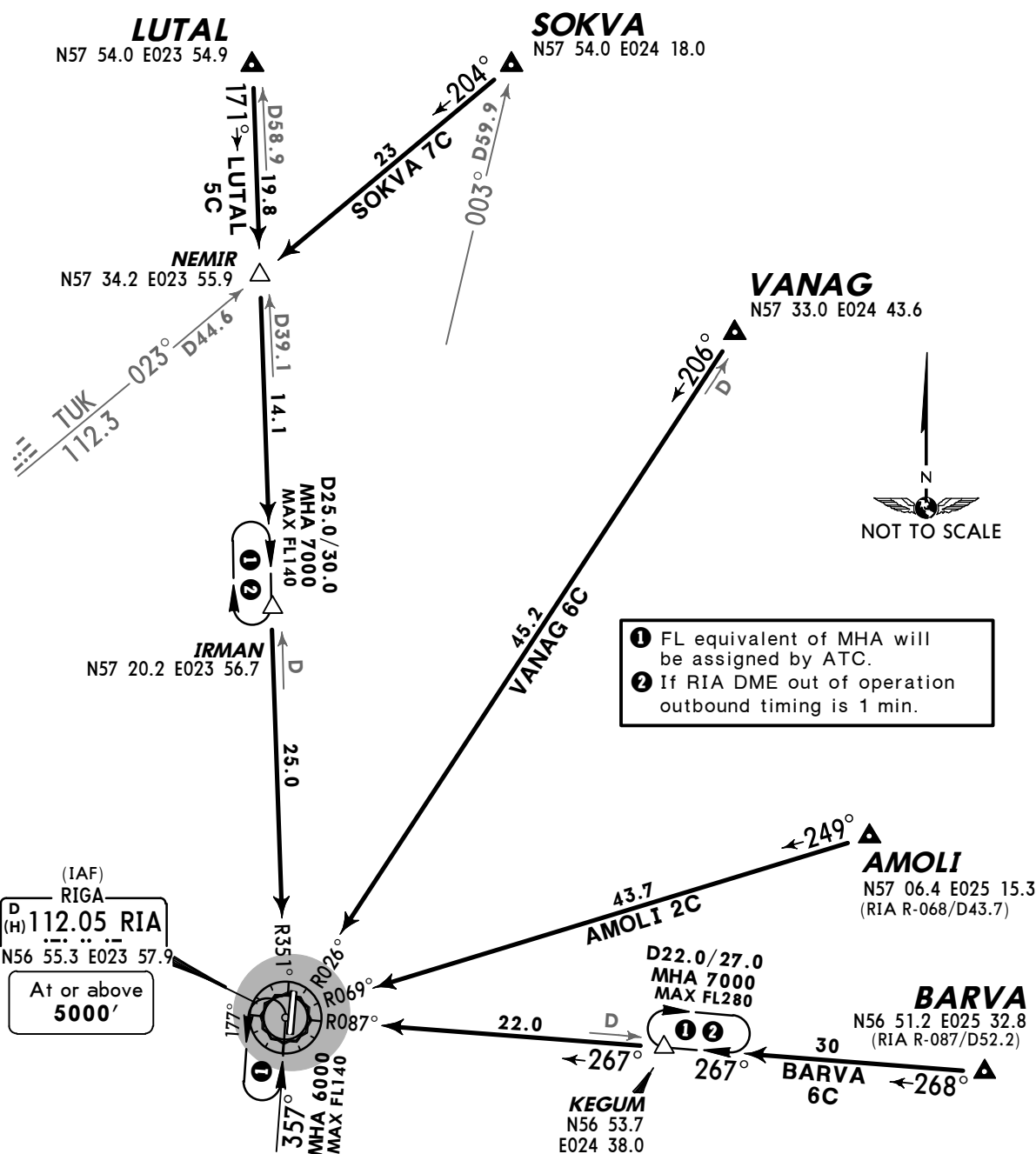
Intercept RIA R-026 inbound to LURIG.

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 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

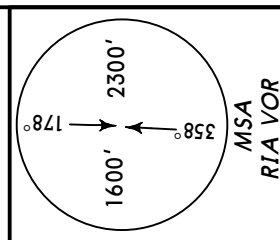
SPEED MAX 250 KT BELOW FL100

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.

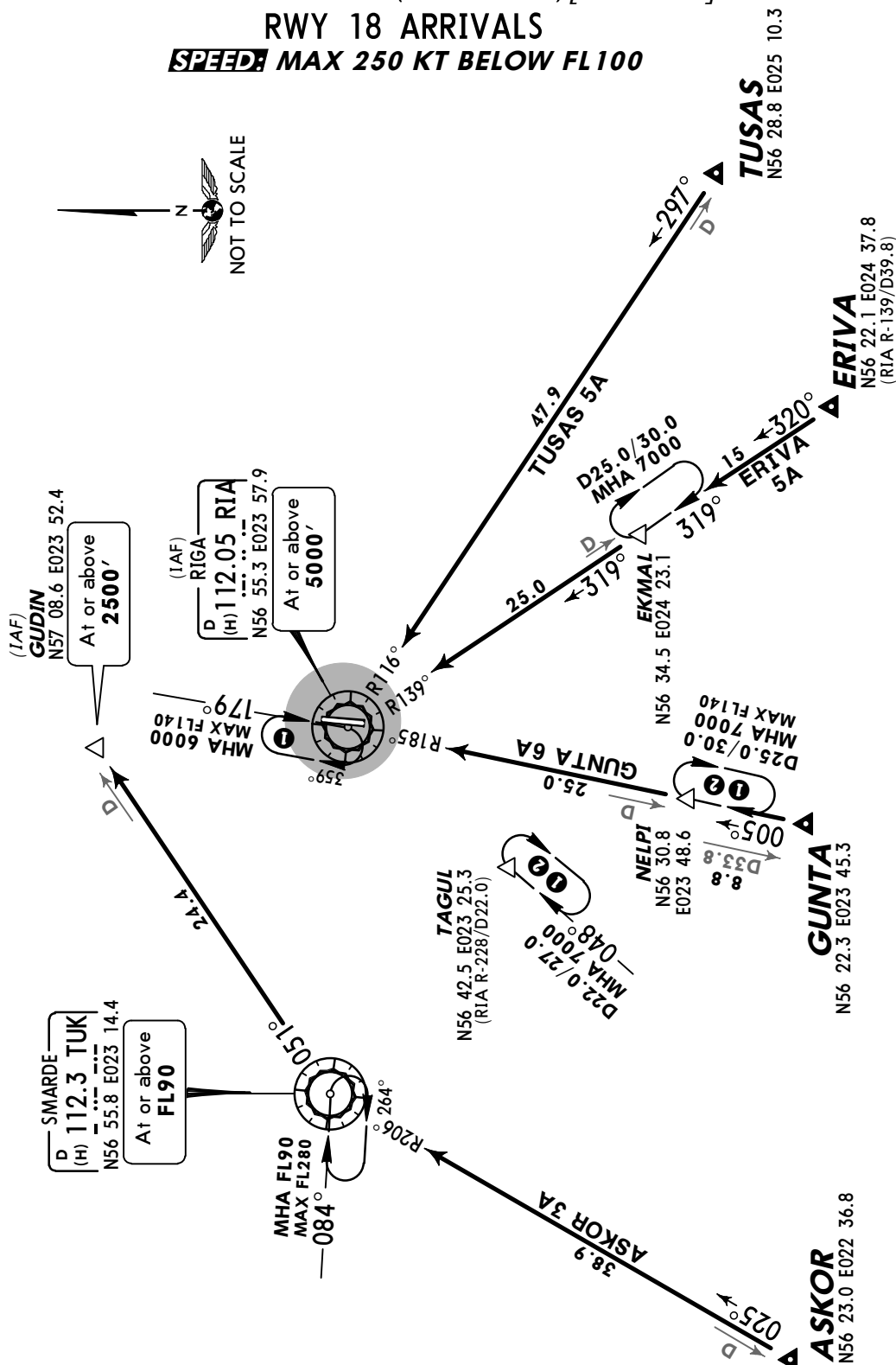
D-ATIS 121.2	Apt Elev 36'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. At first contact with RIGA Approach report call sign, designa- tor of the latest received ATIS, level and RADAR heading given by ATC. In order to avoid frequency congestion when changing frequency state only: RIGA Approach+[call 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



EL MIX
N57 06.3 E023 23.1
(RIA R-294/D22.0)

TAGUL
N56 42.5
E023 25.3
(RIA R-228/D22.0)

ASKOR SC
N56 42.5
E023 25.3
(RIA R-228/D22.0)

NELPI
N56 30.8
E023 48.6

SOVA
N56 38
E023 51

GUNTA
N56 22.3 E023 45.3

ASKOR
N56 23.0 E022 36.8
(RIA R-228/D55.3)

MHA 7000'

At or above 7000'

At or above 4000'

At or above 2500'

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

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

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

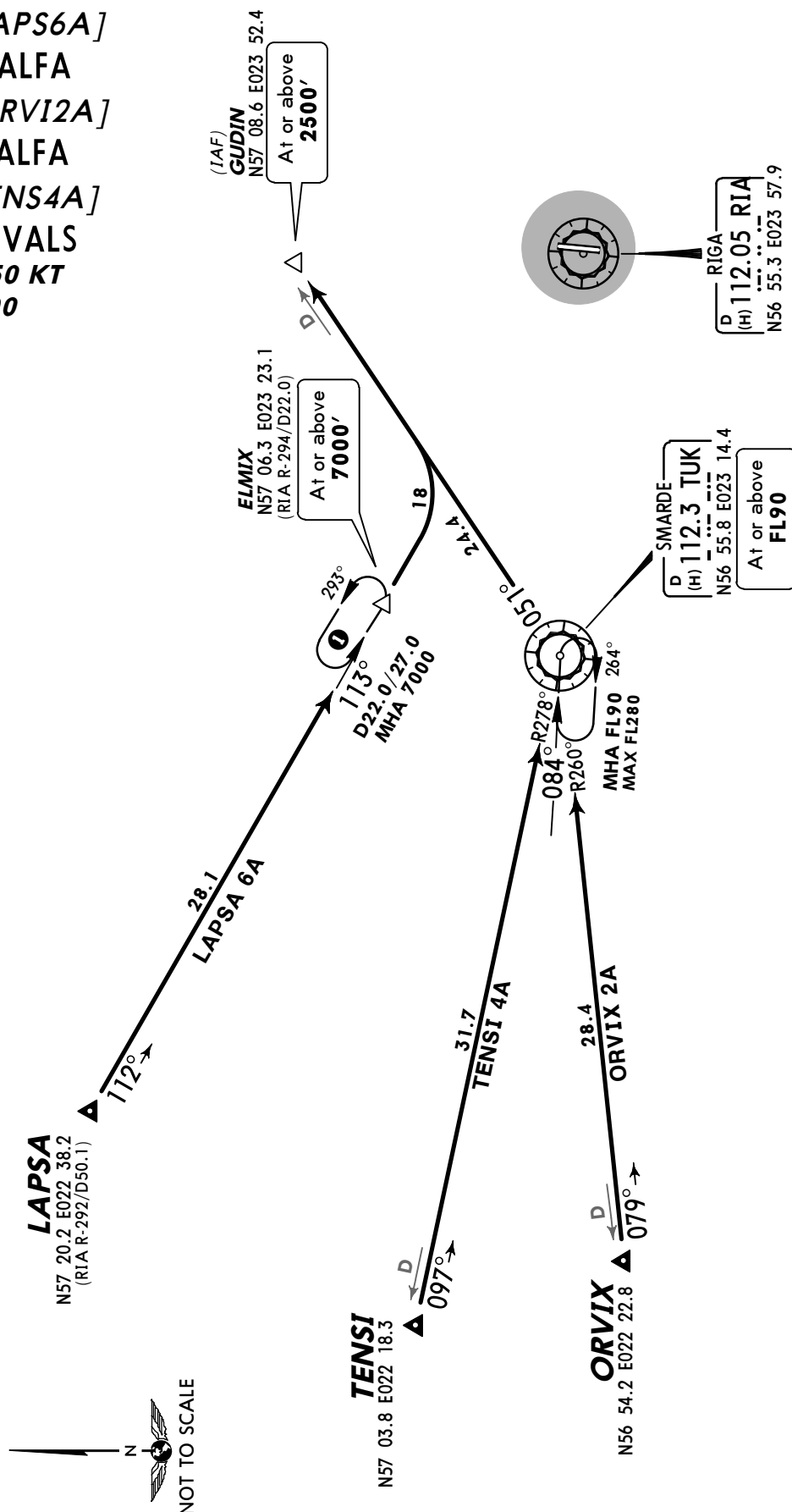
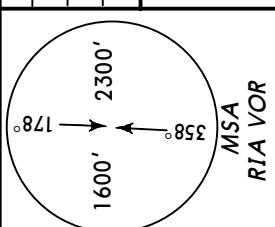
1. At first contact with RIGA Approach report call sign, designator of the latest received ATIS, level and RADAR heading given by ATC. In order to avoid frequency congestion when changing frequency state only: RIGA Approach+[call sign].
2. Approach without RADAR control is carried out via RIA or TUK.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

LAPSA SIX ALFA
(LAPSA 6A) [LAPS6A]
ORVIX TWO ALFA
(ORVIX 2A) [ORVI2A]
TENSI FOUR ALFA
(TENSI 4A) [TENS4A]
RWY 18 ARRIVALS
SPEED MAX 250 KT
BELOW FL100

ROUTING

STAR	ROUTING
LAPSA 6A	On 112° 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.

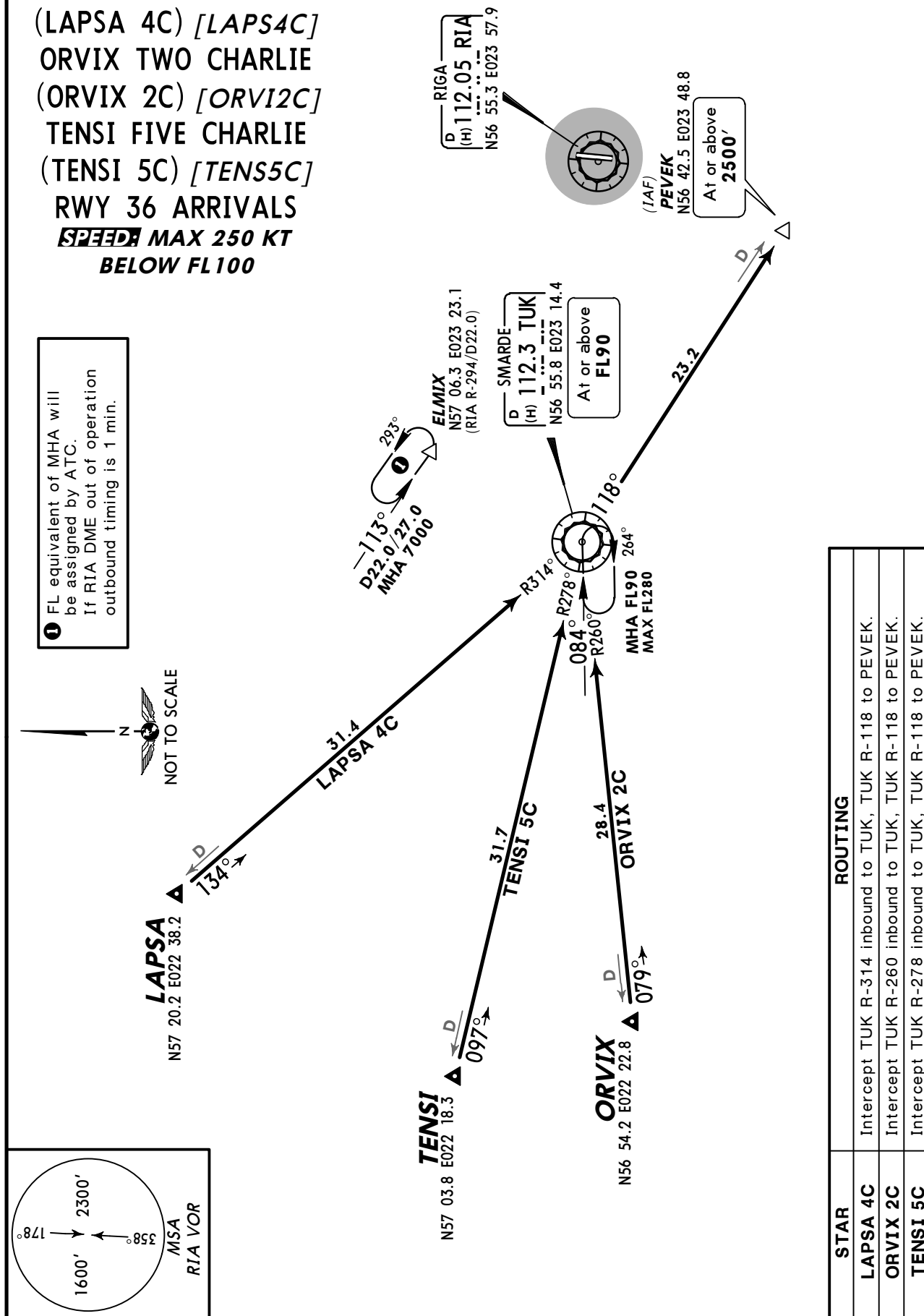
① FL equivalent of MHA will be assigned by ATC.
If RIA DME out of operation
outbound timing is 1 min.



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		

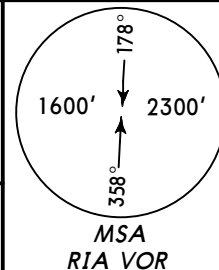
LAPSA FOUR CHARLIE
(LAPSA 4C) [LAPS4C]
ORVIX TWO CHARLIE
(ORVIX 2C) [ORVI2C]
TENSI FIVE CHARLIE
(TENSI 5C) [TENS5C]
RWY 36 ARRIVALS
~~SPEED~~ MAX 250 KT
BELOW FL100

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

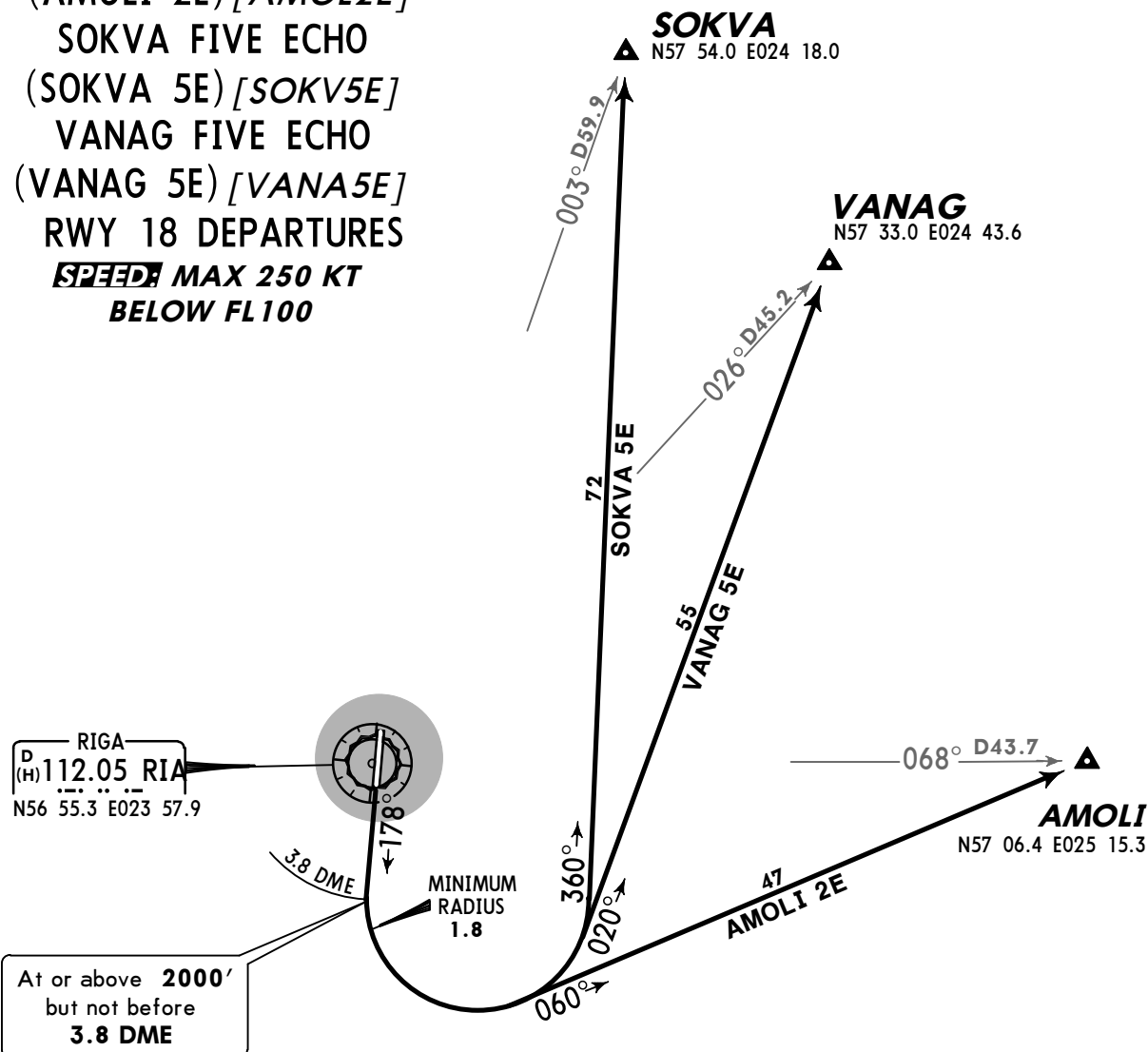


Apt Elev
36'

- 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 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

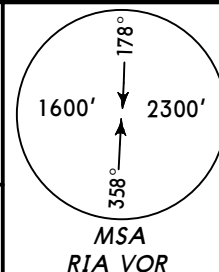
Initial climb clearance 4000'**INITIAL CLIMB**

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

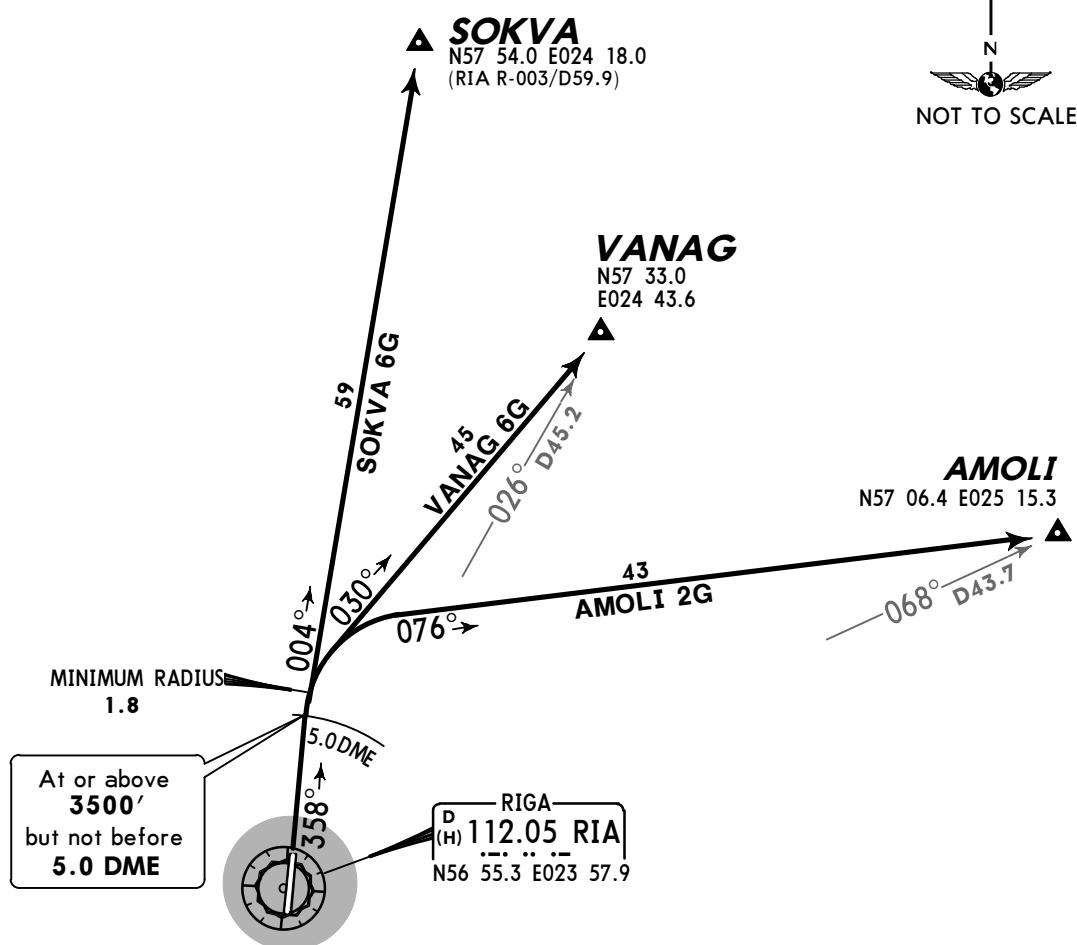
SID	ROUTING
AMOLI 2E	On 060° track to AMOLI.
SOKVA 5E	On 360° track to SOKVA.
VANAG 5E	On 020° track to VANAG.

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'**

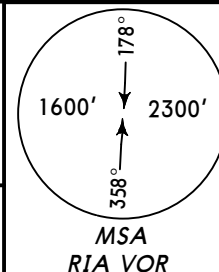
INITIAL CLIMB

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.

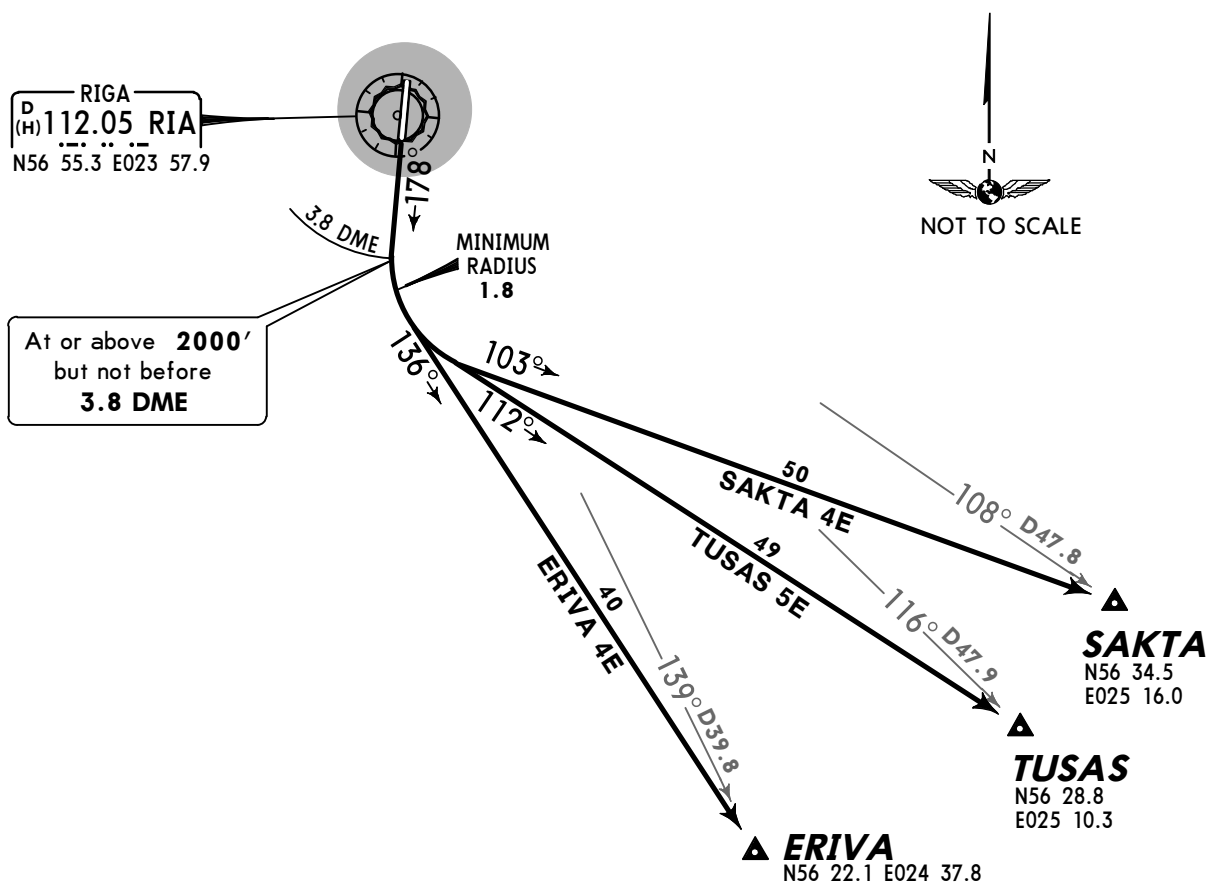
Apt Elev
36'

- 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'**

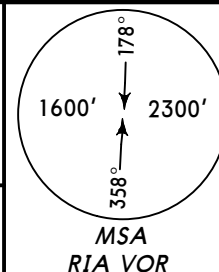
INITIAL CLIMB

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

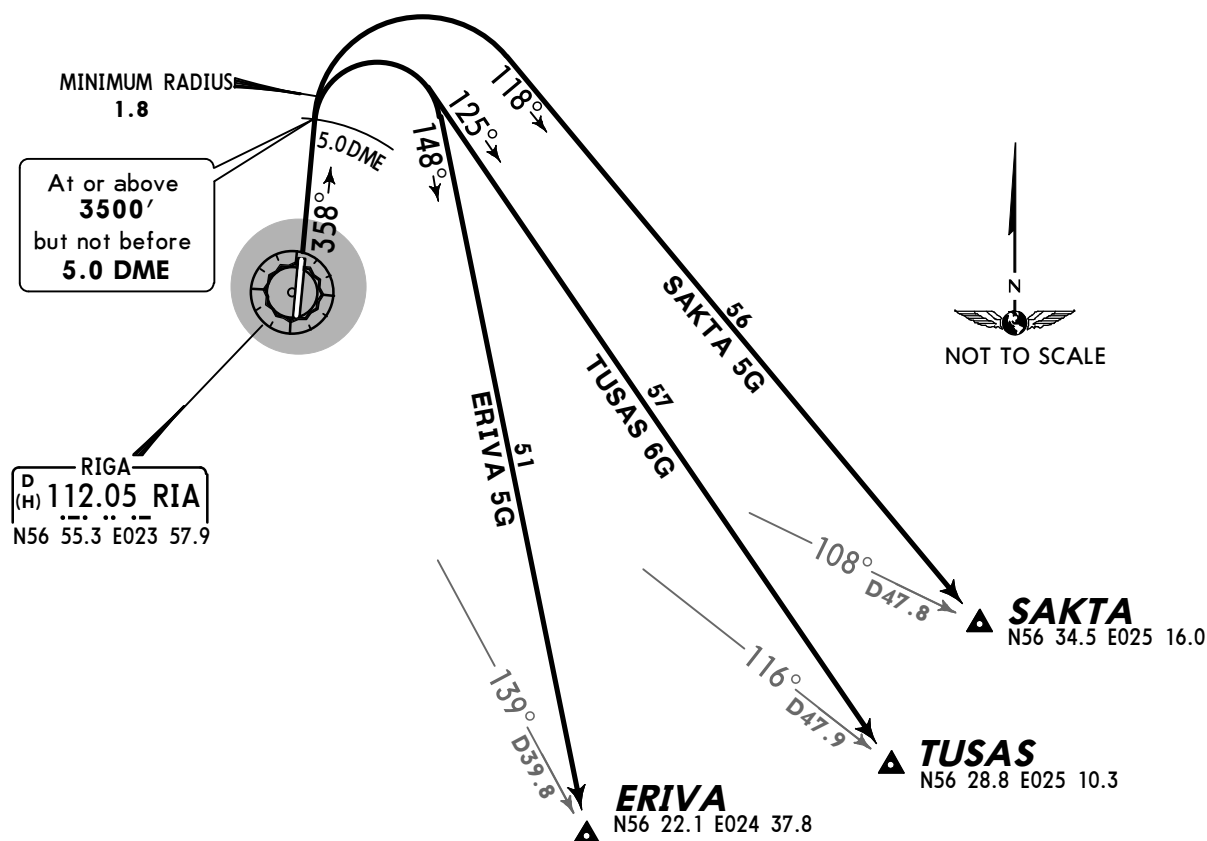
SID	ROUTING
ERIVA 4E	On 136° track to ERIVA.
SAKTA 4E	On 103° track to SAKTA.
TUSAS 5E	On 112° track to TUSAS.

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'

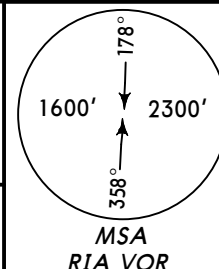
INITIAL CLIMB

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

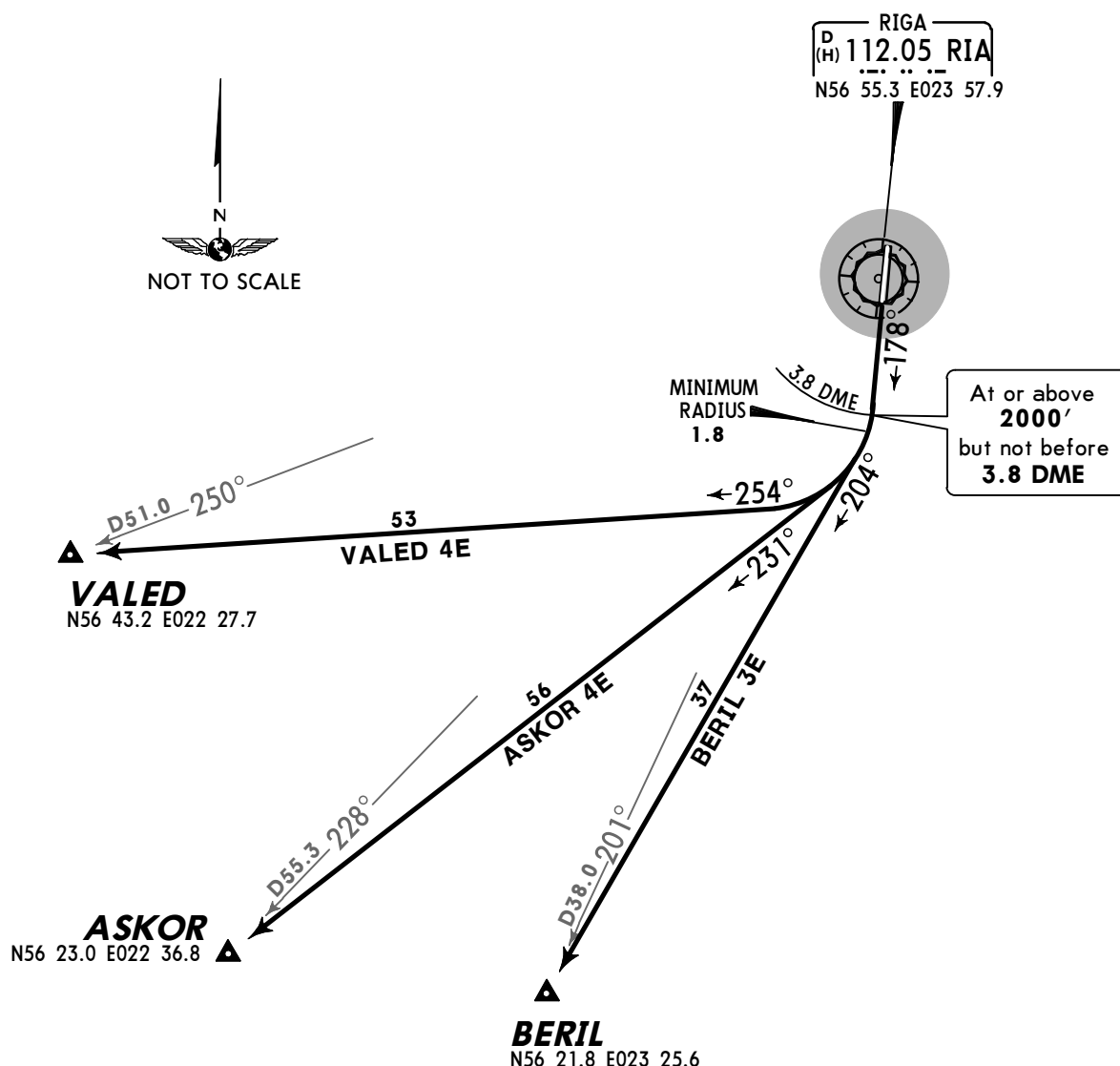
SID	ROUTING
ERIVA 5G	On 148° track to ERIVA.
SAKTA 5G	On 118° track to SAKTA.
TUSAS 6G	On 125° track to TUSAS.

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.

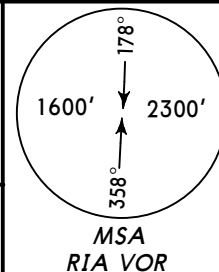
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance 4000'

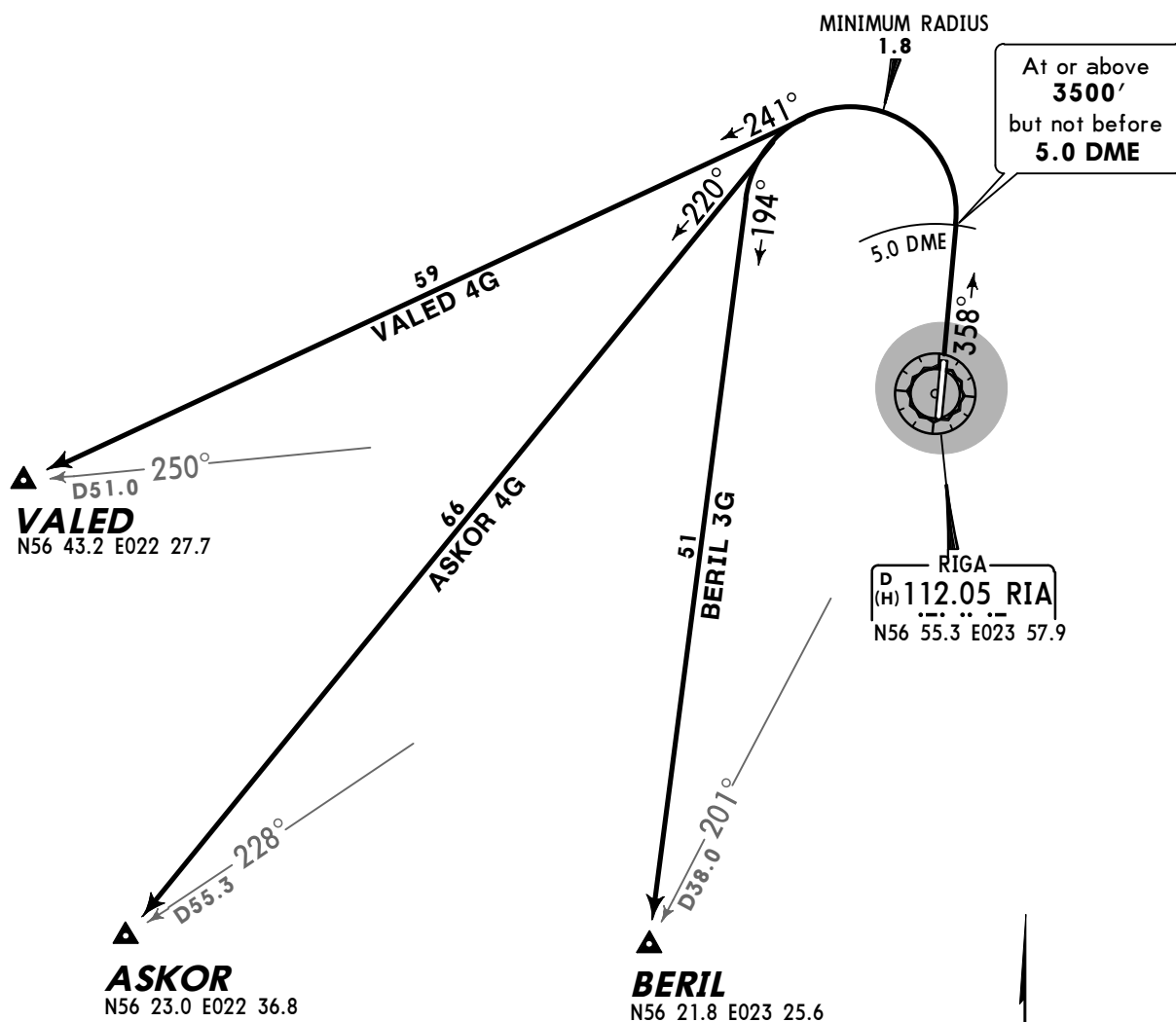
SID	INITIAL CLIMB/ROUTING
ASKOR 4E	Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 231° track to ASKOR.
BERIL 3E	Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 204° track to BERIL.
VALED 4E	Climb on 178° track, at or above 2000', but not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

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 GOLF (ASKOR 4G) [ASKO4G]
BERIL THREE GOLF (BERIL 3G) [BERI3G]
VALED FOUR GOLF (VALED 4G) [VALE4G]
RWY 36 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

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

VALED 4G: 5.0% up to 5000' to avoid unnecessary noise disturbance.

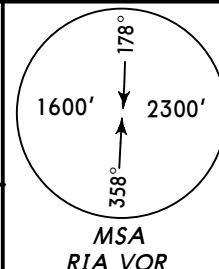
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000'**

SID	INITIAL CLIMB/ROUTING
ASKOR 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.

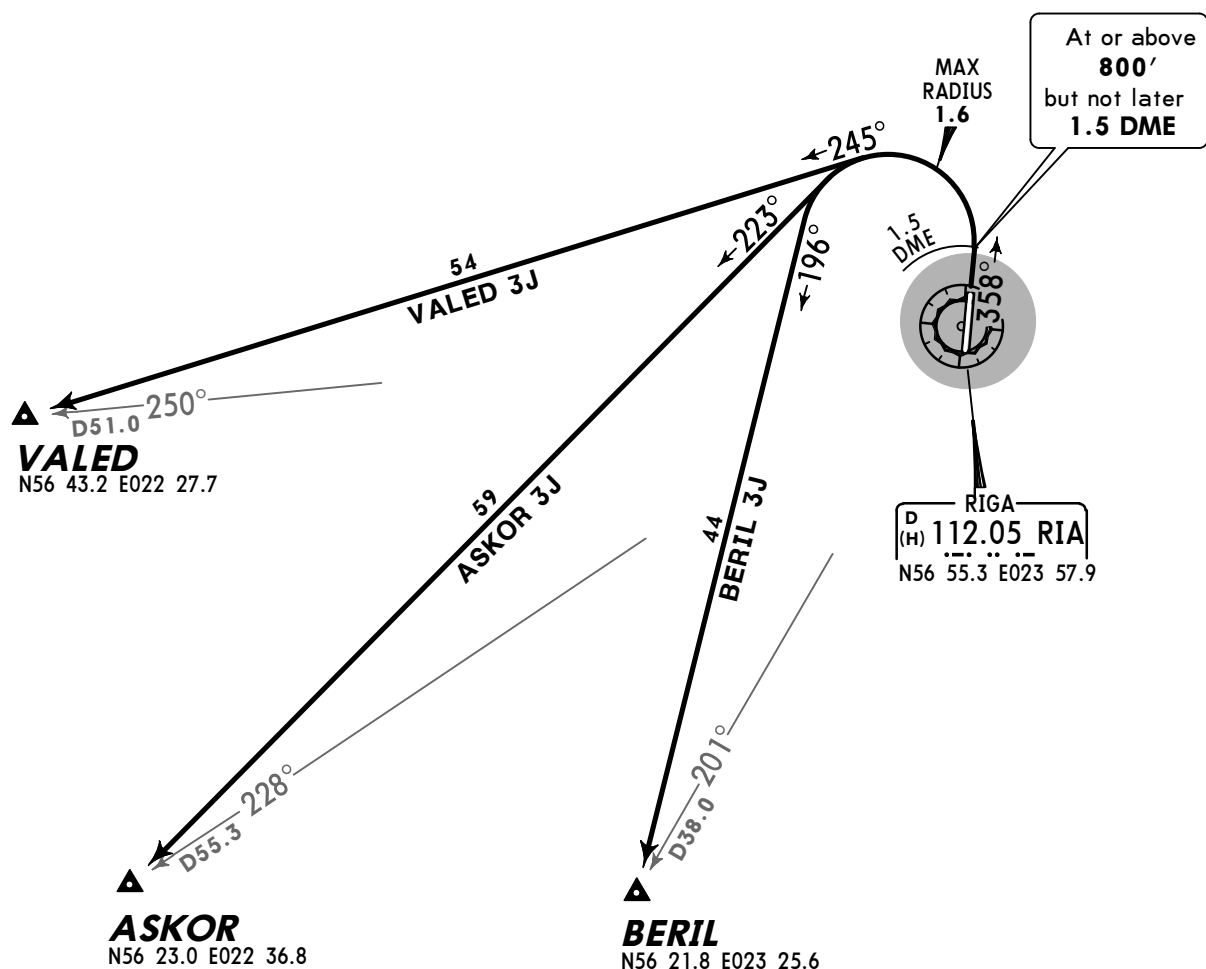
Apt Elev
36'

- 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.



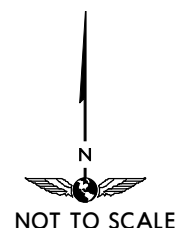
ASKOR THREE JULIETT (ASKOR 3J) [ASKO3J]
BERIL THREE JULIETT (BERIL 3J) [BERI3J]
VALED THREE JULIETT (VALED 3J) [VALE3J]
RWY 36 DEPARTURES

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

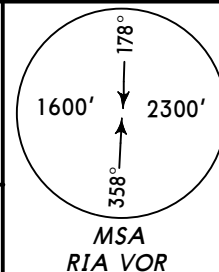


Initial climb clearance 4000'

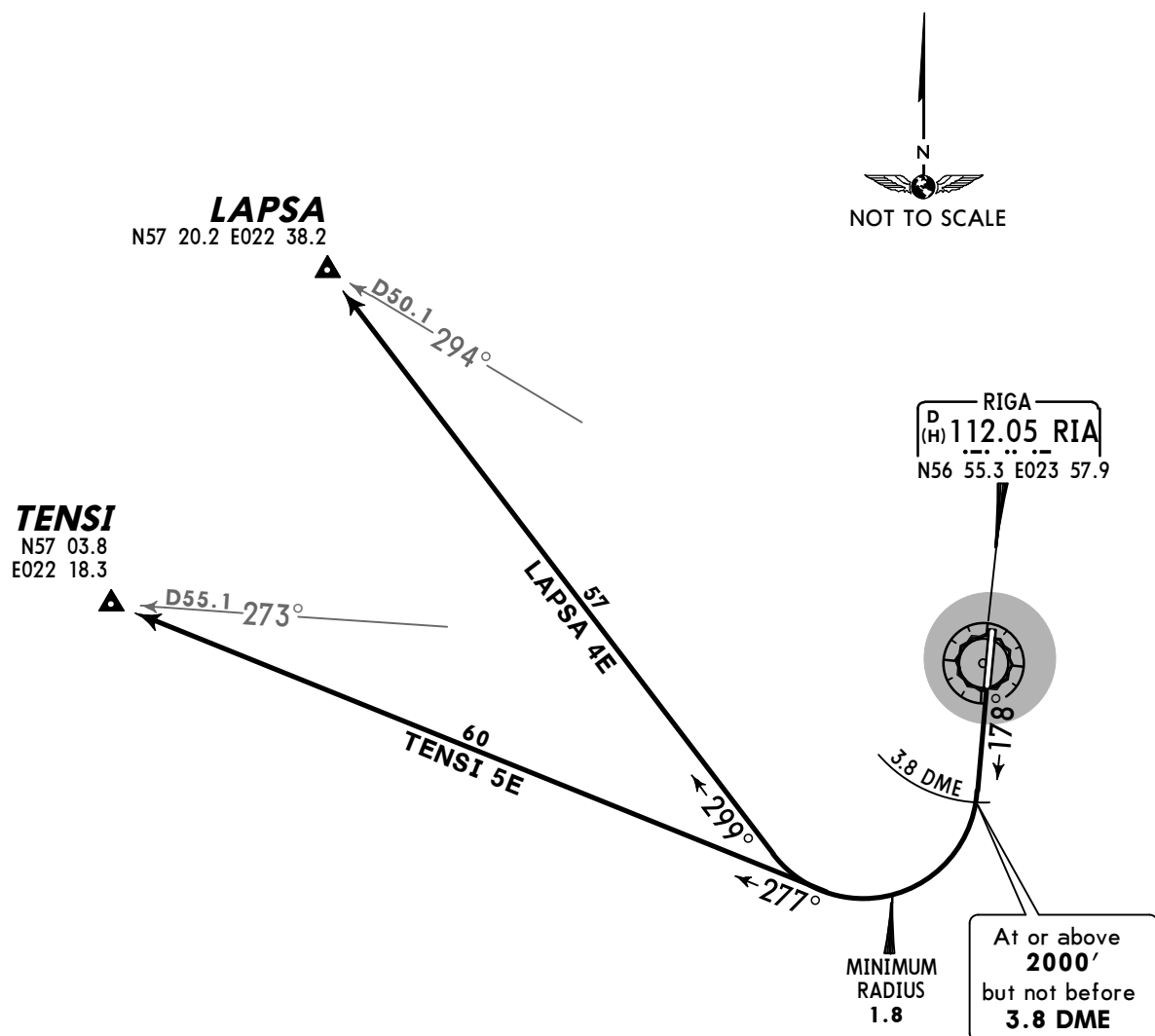
SID	INITIAL CLIMB/ROUTING
ASKOR 3J	Climb on 358° track, at or above 800', but not later than RIA 1.5 DME, turn LEFT, 223° track to ASKOR.
BERIL 3J	Climb on 358° track, at or above 800', but not later than RIA 1.5 DME, turn LEFT, 196° track to BERIL.
VALED 3J	Climb on 358° track, at or above 800', but 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.

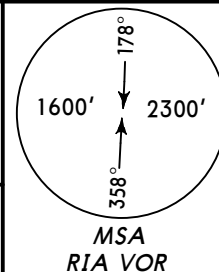
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000'**

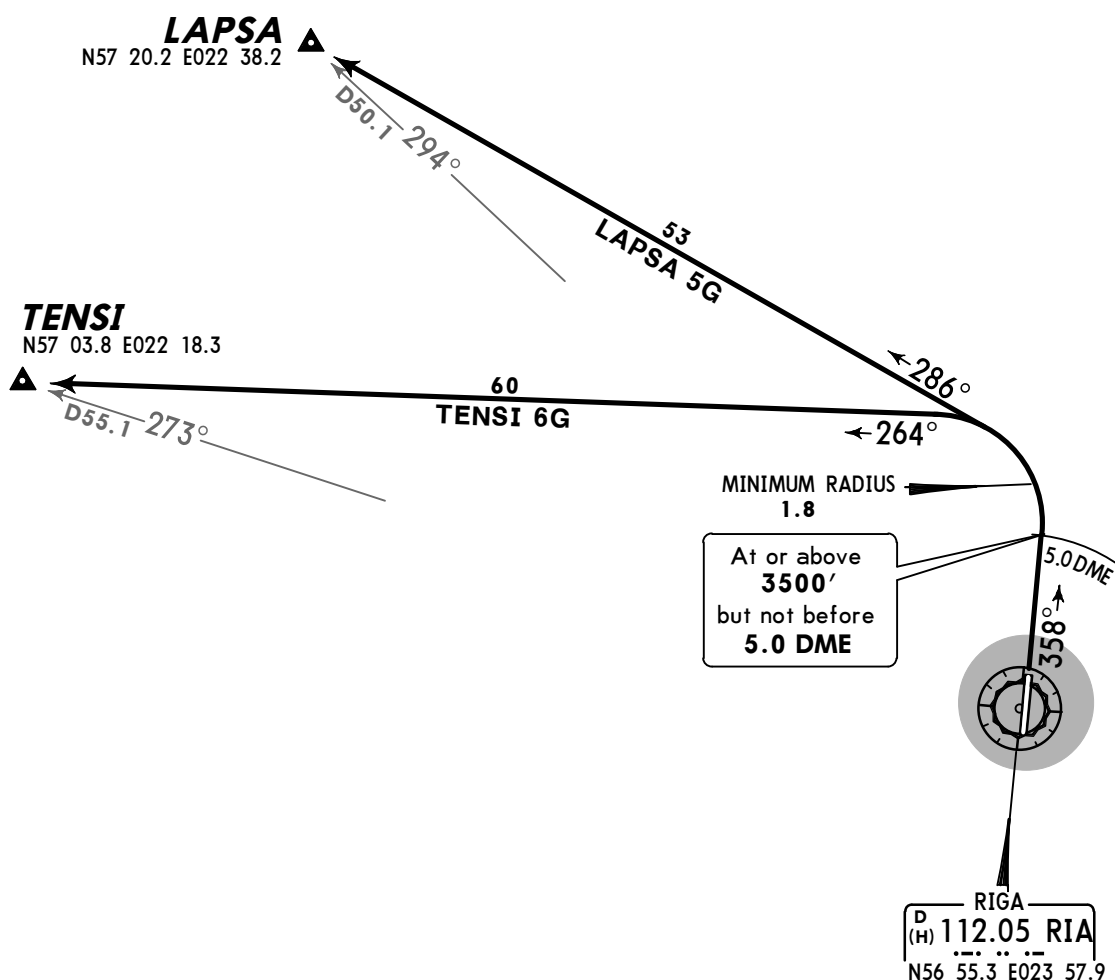
SID	INITIAL CLIMB/ROUTING
LAPSA 4E	Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 299° track to LAPSA.
TENSI 5E	Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 277° track to TENSI.

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.

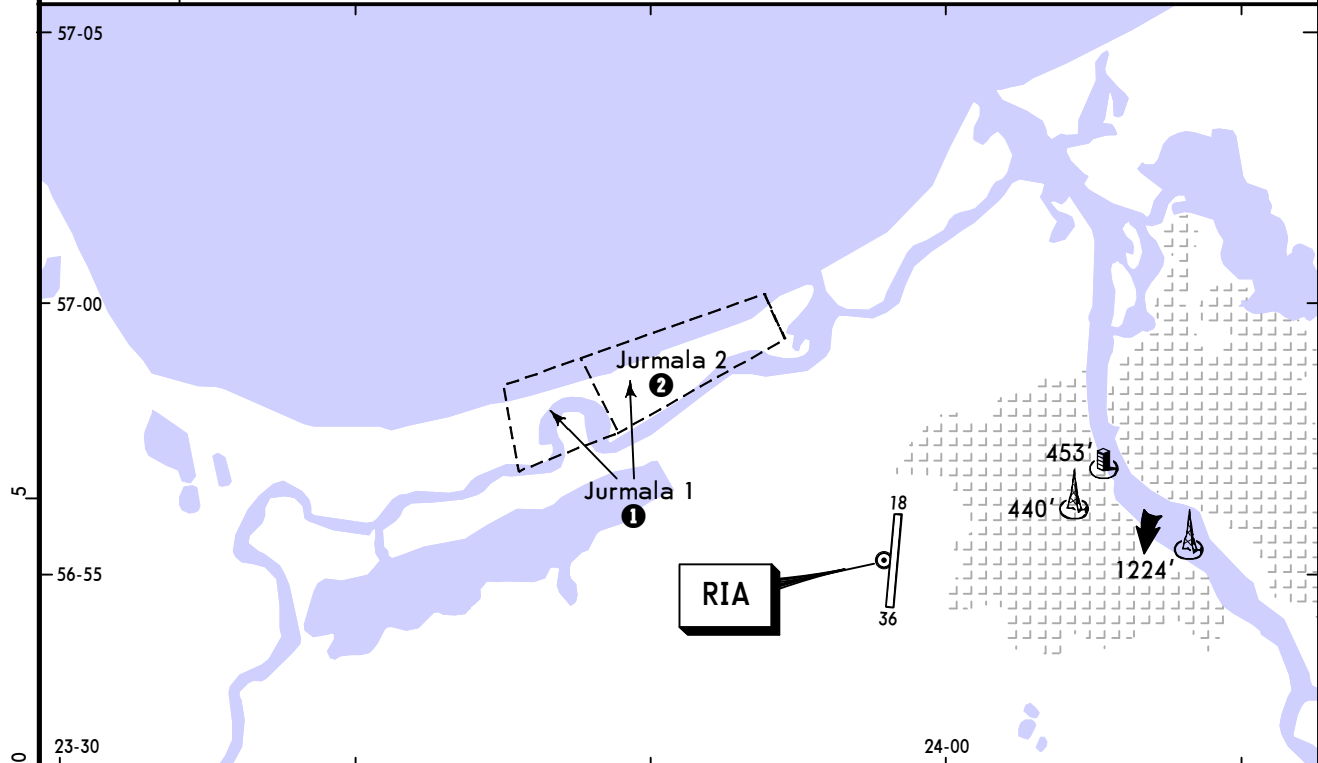
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

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.

TEMPORARY CONSTRUCTION WORK REFER ALSO TO LATEST NOTAMS

INS COORDINATES

STAND No.	COORDINATES
1, 3	N56 55.3 E023 58.7
5, 7, 9	N56 55.3 E023 58.6
102, 104	N56 55.4 E023 58.7
106, 108	N56 55.4 E023 58.6

Twy F between Twy Q and Z2 wingspan limited to 118'/36m.

CAT D acft may have to use the backtrack procedure on the rwy for their operations.

Twy W and part of new Twy V for acft with wingspan not exceeding 118'/36m.

Twy U1 for acft with wingspan up to 213'/65m.

Vacation of RWY 18 and line-up RWY 36 for ACFT of CAT C and smaller only via TWY B.

Limit of ATC competence area



Z3 - Engine test area

Z2 - De-icing area (closed)

RWY 18/36

MET + AIS

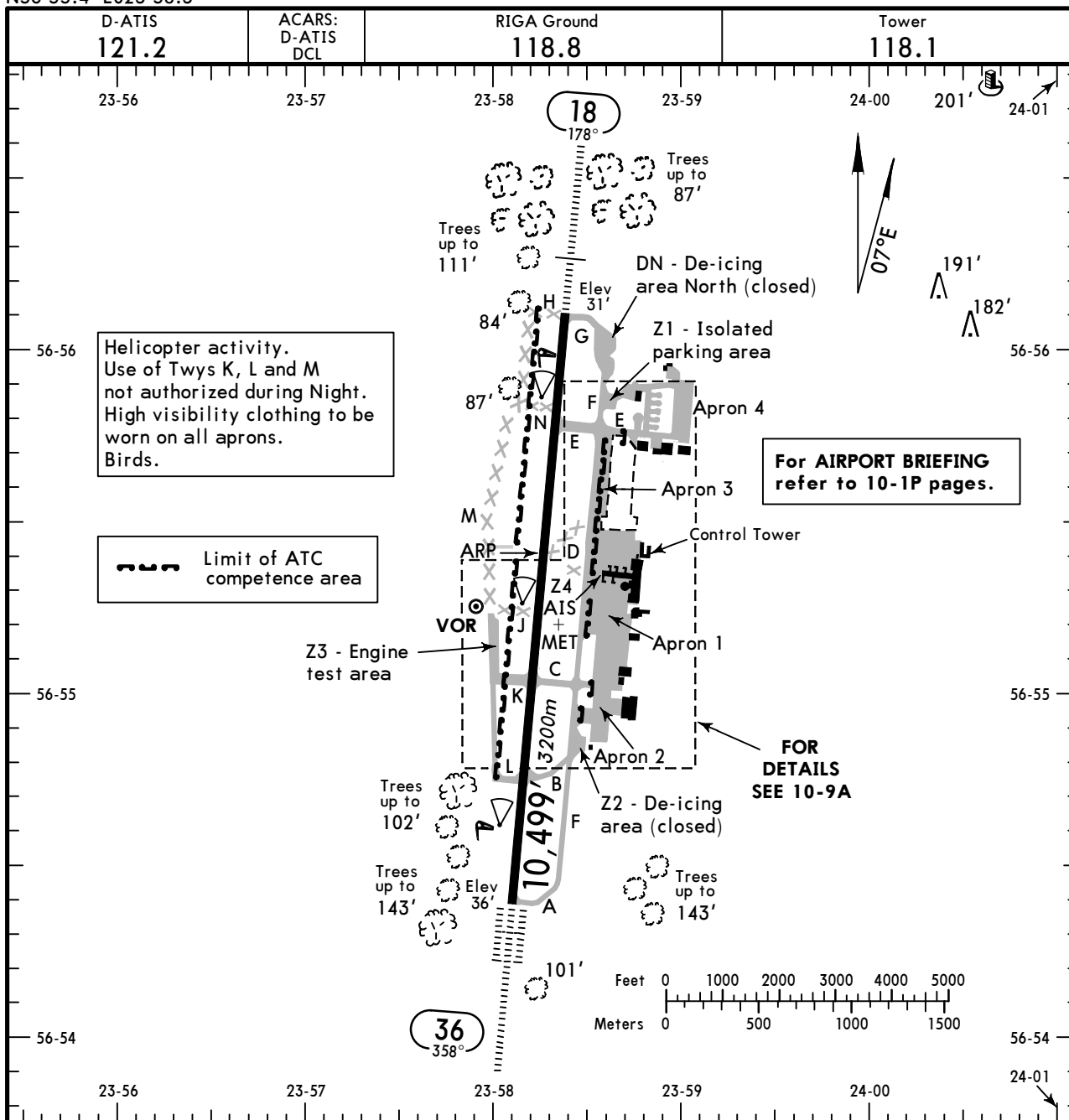
Control Tower

TERMINAL

APRON 1

APRON 2

APRON 3



ADDITIONAL RUNWAY INFORMATION

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

1 (15m)

2 TAKE-OFF RUN AVAILABLE

RWY 18:

From rwy head 10,499' (3200m)
twy E int 8530' (2600m)

RWY 36:

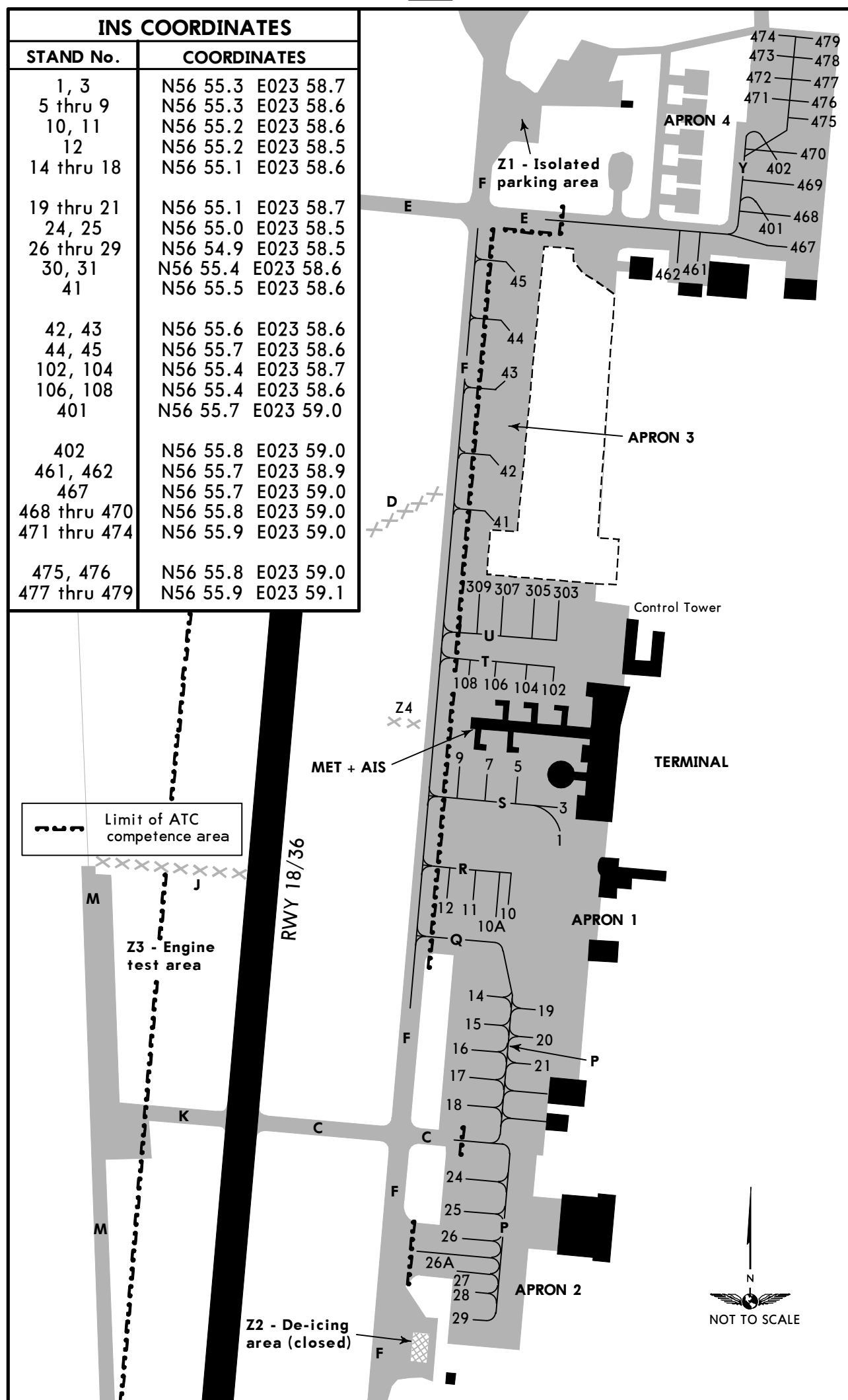
From rwy head 10,499' (3200m)
twy B int 8202' (2500m)
twy C int 6496' (1980m)

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.



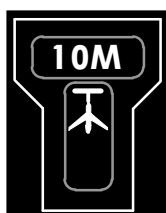
RIGHT

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.

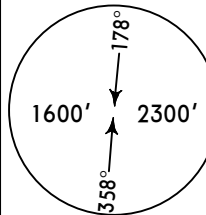


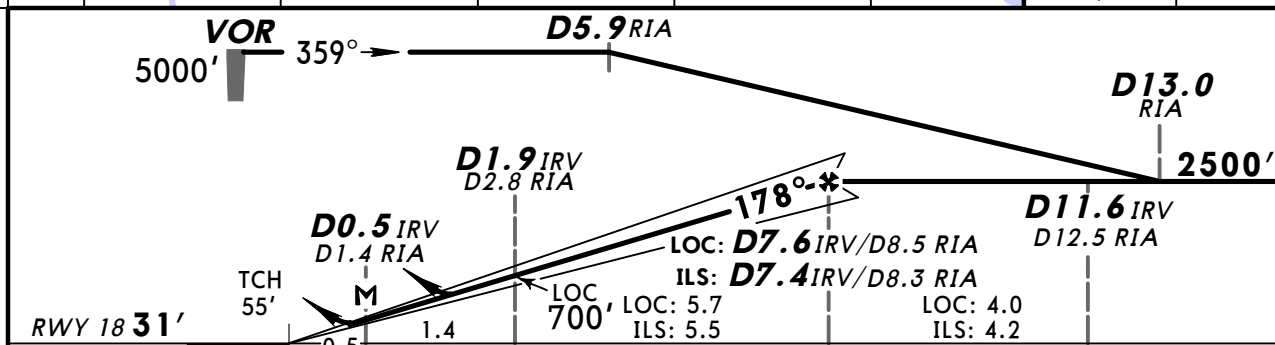
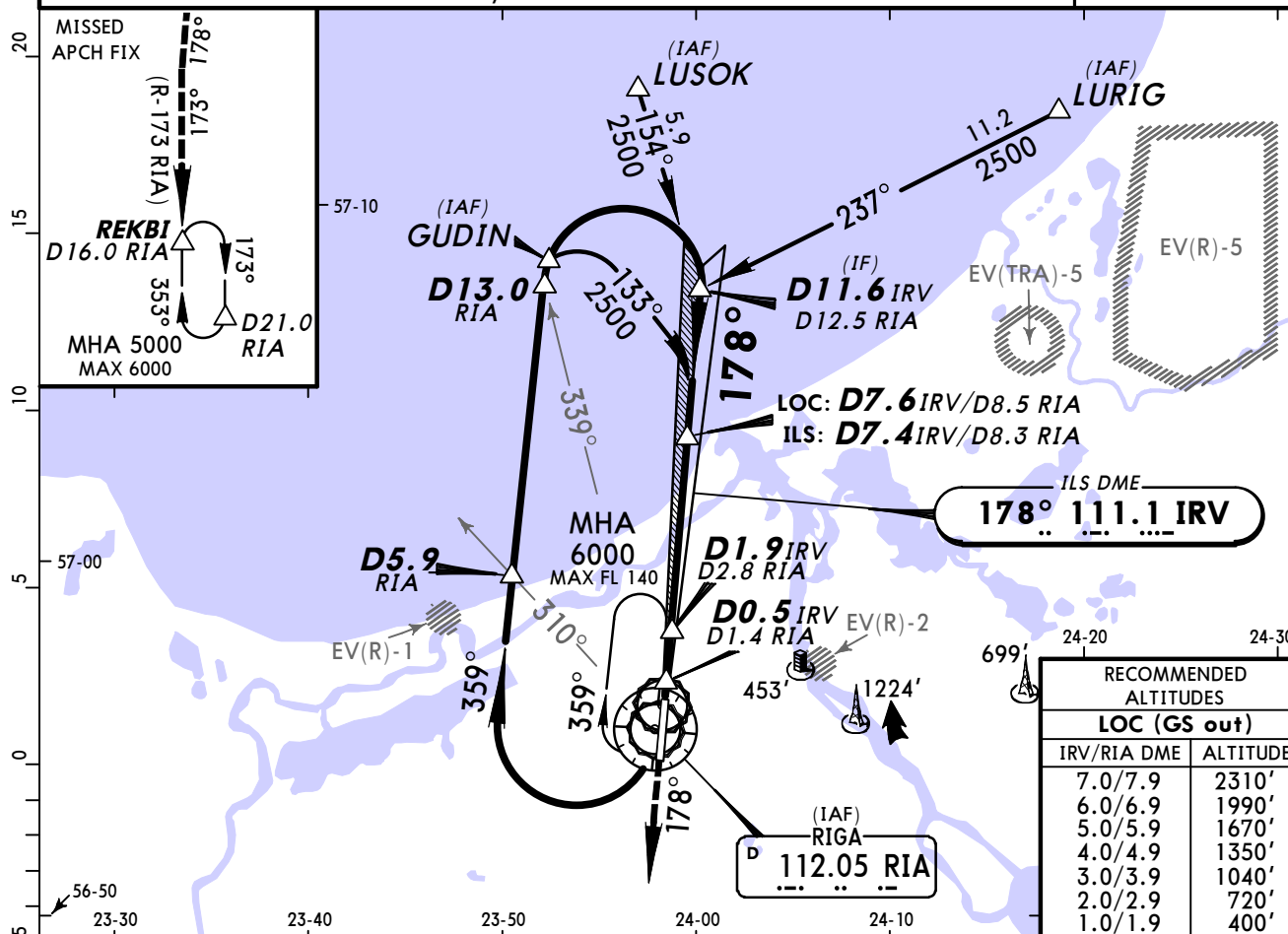
If the following events occur, the pilot must stop the docking procedure, report problem to "Riga Transit" (131.6 MHz) and wait for further instructions.

- 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.

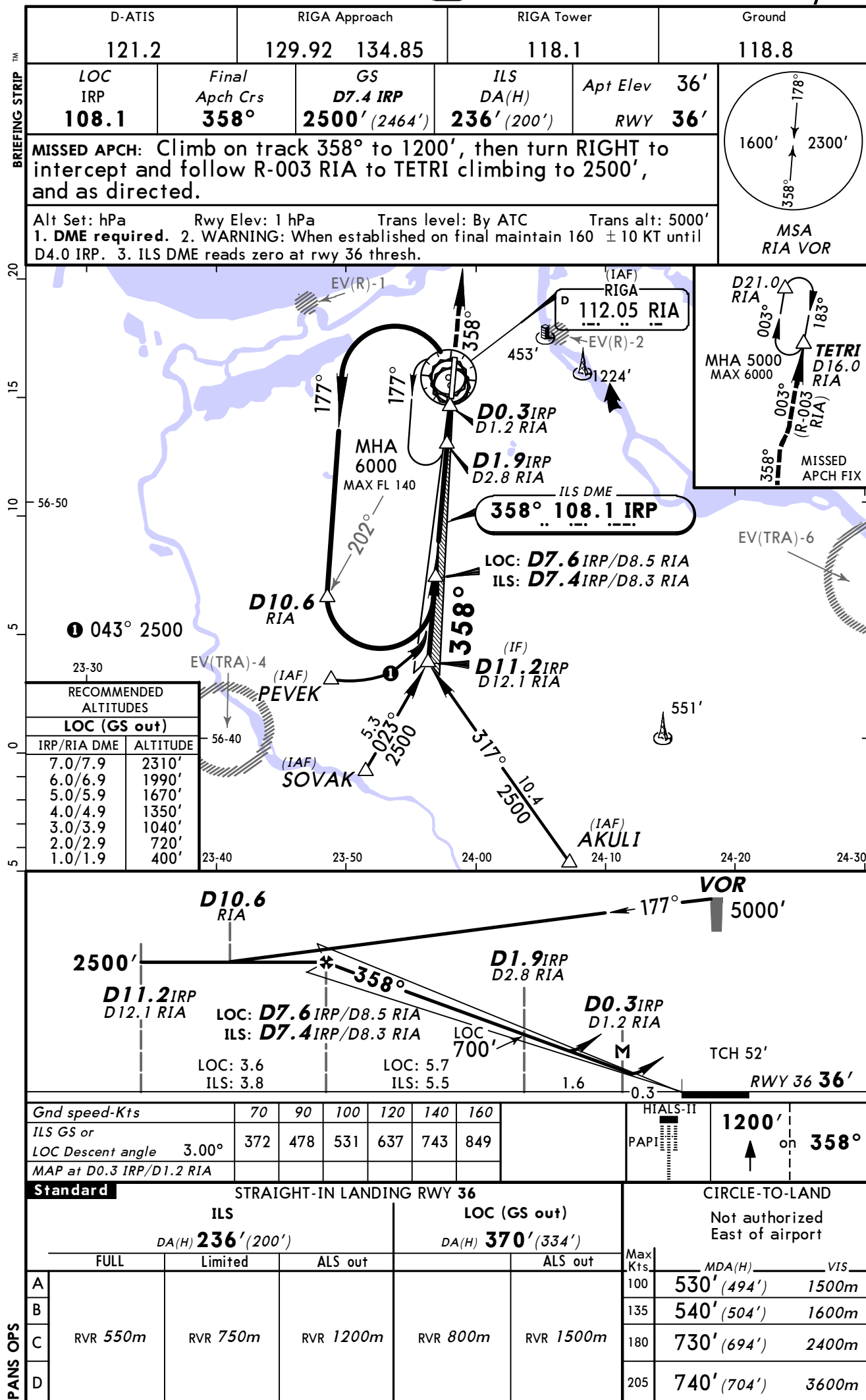
BRIEFING STRIP™

D-ATIS 121.2		RIGA Approach 129.92 134.85		RIGA Tower 118.1		Ground 118.8	
LOC IRV 111.1	Final Apch Crs 178°	GS D7.4 IRV 2500' (2469')	ILS DA(H) 231' (200')	Apt Elev 36'	RWY 31'	 MSA RIA VOR	
MISSED APCH: Climb on track 178° to 1200', then turn LEFT to intercept and follow R-173 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	HIALS PAPI 1200' on 178°
ILS GS or LOC Descent angle 3.00°	372	478	531	637	743	849	
MAP at D0.5 IRV/D1.4 RIA							

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



MISSED APCH: Climb on track 358° to 1200', then turn RIGHT to intercept and follow R-003 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.

MSA

RIA VOR

EV(R)-1

EV(R)-2

EV(TRA)-4

EV(TRA)-6

EV(R)-1

EV(R)-2

EV(TRA)-4

EV(TRA)-6

112.05 RIA

1224'

453'

1224'

D21.0 RIA

003°

183°

003°

358°

MISSED APCH FIX

TETRI

D16.0 RIA

MHA 5000

MAX 6000

D0.3 IRP

D1.2 RIA

D1.9 IRP

D2.8 RIA

358°

108.1 IRP

LOC: D7.6 IRP/D8.5 RIA

ILS: D7.4 IRP/D8.3 RIA

D10.6 RIA

D11.2 IRP

D12.1 RIA

5.3°

023°

2500

317°

10.4

2500

551'

AKULI

SOVAK

PEVEK

043°

2500

23-30

RECOMMENDED ALTITUDES

LOC (GS out)

IRP/RIA DME

ALTITUDE

7.0/7.9

2310'

6.0/6.9

1990'

5.0/5.9

1670'

4.0/4.9

1350'

3.0/3.9

1040'

2.0/2.9

720'

1.0/1.9

400'

23-40

23-50

24-00

24-10

24-20

24-30

D10.6 RIA

177°

5000'

VOR

2500'

D11.2 IRP

D12.1 RIA

LOC: D7.6 IRP/D8.5 RIA

ILS: D7.4 IRP/D8.3 RIA

LOC: 3.6

ILS: 3.8

LOC: 5.7

ILS: 5.5

LOC 700'

D0.3 IRP

D1.2 RIA

LOC 700'

1.6

0.3

TCH 52'

RWY 36 36'

Gnd speed-Kts

70

90

100

120

140

160

ILS GS or

LOC Descent angle 3.00°

372

478

531

637

743

849

MAP at D0.3 IRP/D1.2 RIA

HIALS-II

PAPI

1200'

on 358°

Standard

STRAIGHT-IN LANDING RWY 36

ILS

DA(H) 236' (200')

LOC (GS out)

DA(H) 370' (334')

FULL

Limited

ALS out

ALS out

Max Kts

100

135

180

205

MDA(H)

530' (494')

540' (504')

730' (694')

740' (704')

VIS

1500m

1600m

2400m

3600m

RVR 550m

RVR 750m

RVR 1200m

RVR 800m

RVR 1500m

CIRCLE-TO-LAND

Not authorized

East of airport

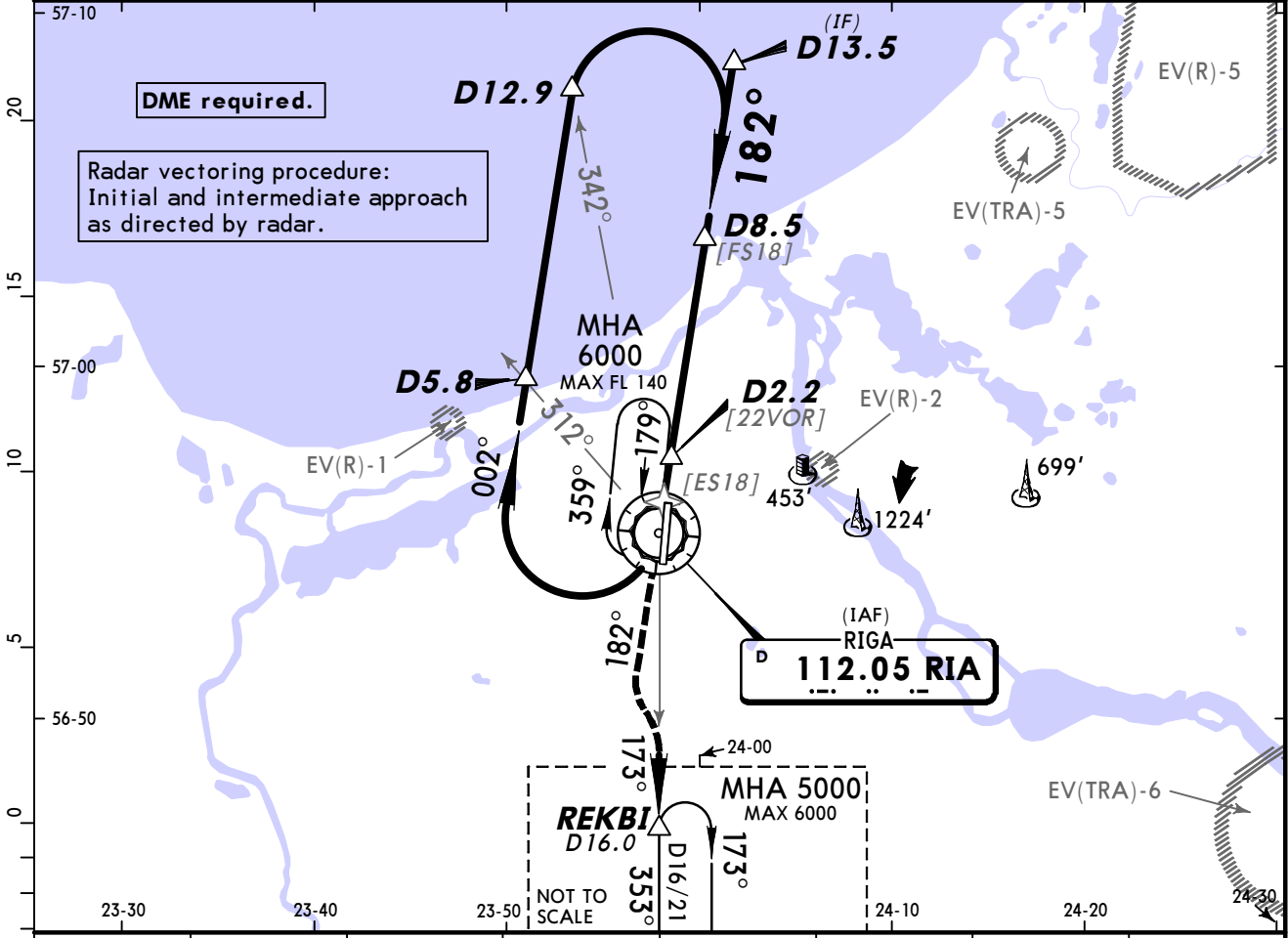
PANS OPS

CHANGES: MSA. Bearings.

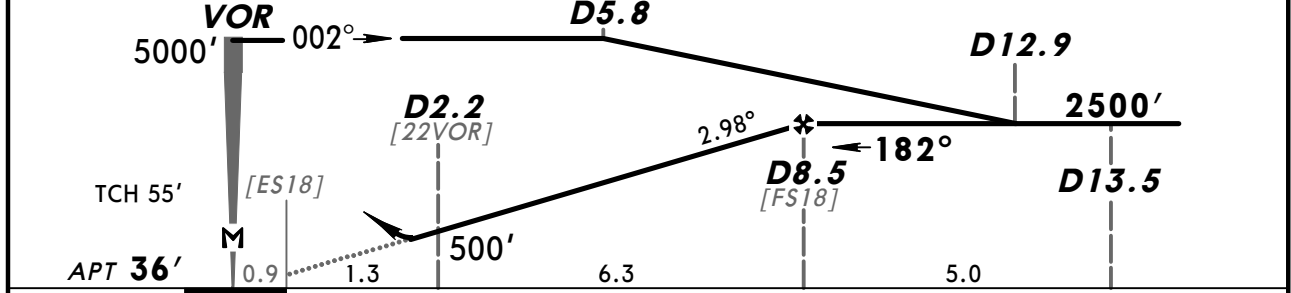
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BRIEFING STRIP™

D-ATIS 121.2		RIGA Approach 129.92 134.85		RIGA Tower 118.1		Ground 118.8	
VOR RIA 112.05	Final Apch Crs 182°	Minimum Alt D8.5 2500' (2464')	DA(H) 410' (374')	Apt Elev 36'		 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'

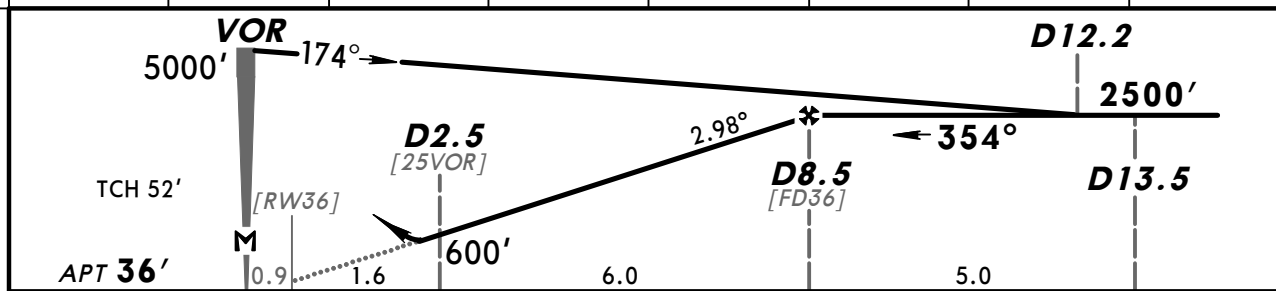
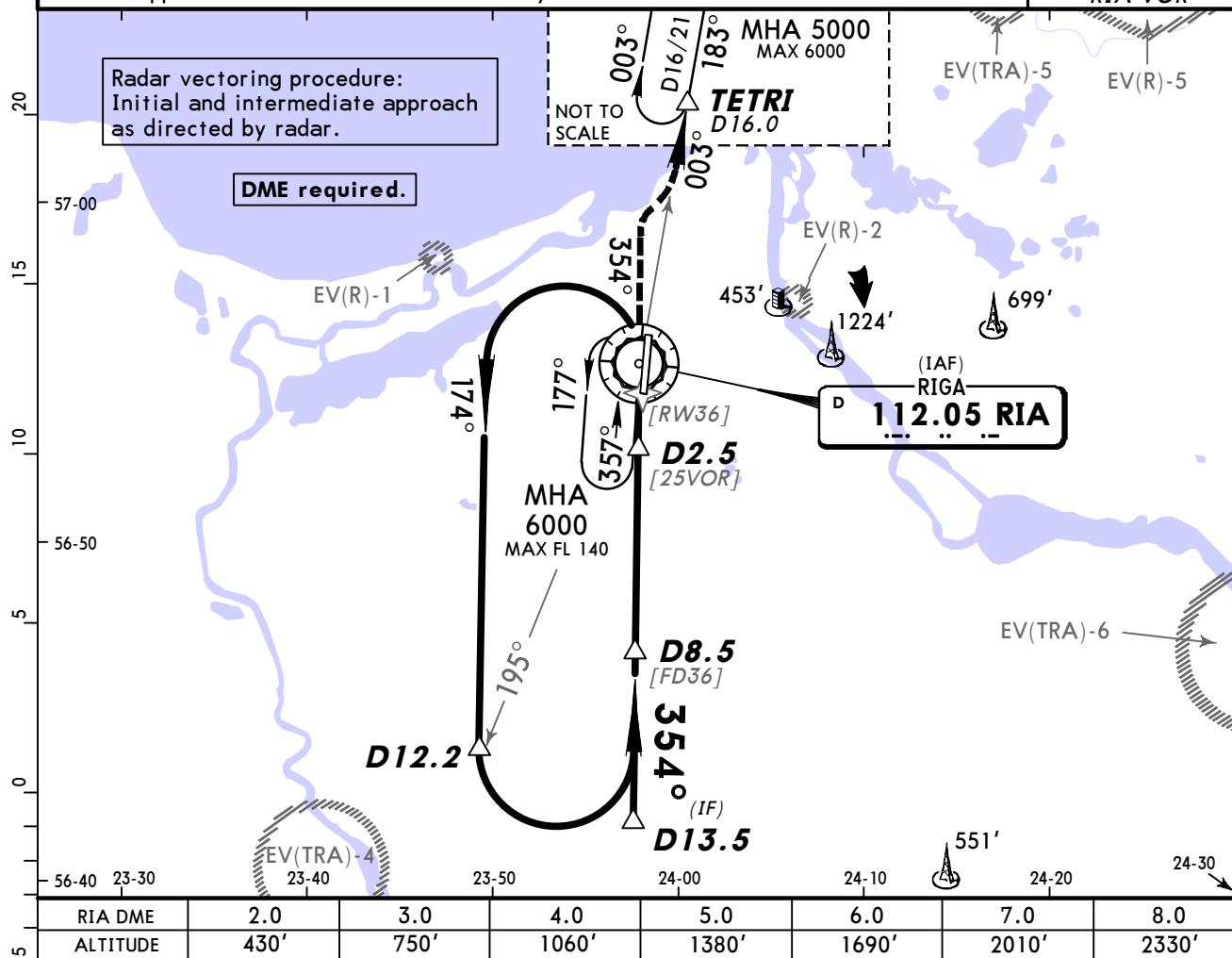
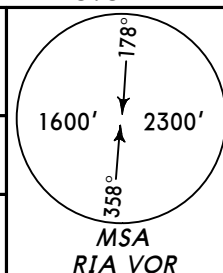


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1200' on RIA R-182
Descent angle	2.98°	369	474	527	633	738	
MAP at VOR							

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
RVR 1000m				100	530' (494') 1500m
				135	540' (504') 1600m
RVR 1700m				180	730' (694') 2400m
				205	740' (704') 3600m

RIGA, LATVIA
VOR Rwy 36

BRIEFING STRIP™



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		1200' RIA on 112.05 R-354
<i>Descent angle</i> 2.98°	369	474	527	633	738	843		
<i>MAP at VOR</i>								

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			135	540' (504') 1600m
C		RVR 1700m	180	730' (694') 2400m
D			205	740' (704') 3600m

CHANGES: FAF Ident.

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Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
RIGA, (RIGA - EVRA)				
DEL	ASKOR, BERIL & VALED 3J D...	10-3F	13 Jun 2014	26 Jun 2014
ADD	ASKOR, BERIL & VALED 4J D...	10-3F	13 Jun 2014	26 Jun 2014
REV	LAPSA 4E & TENSI 5E DEPS	10-3G	13 Jun 2014	26 Jun 2014

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EVRA