

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EVRA

Terminal Charts For EVRA

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: RIGA LVA
ICAO/IATA: EVRA / RIX
Lat/Long: N56° 55.42', E023° 58.27'
Elevation: 36 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
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: 0657 Z
Sunset: 1406 Z

Runway Information

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

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

Communication Information

ATIS: 120.175
Riga Tower: 118.100
Riga Ground: 118.800
Riga Apron Ramp/Taxi: 131.600
Riga Approach: 134.850
Riga Approach: 129.925

EVRA/RIX
RIGA**JEPPesen**

25 DEC 15

10-1P

Eff 7 Jan

RIGA, LATVIA**AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

D-ATIS 120.175

1.2. LOW VISIBILITY TAKE-OFF PROCEDURES

Standby for LVP will be implemented when RVR is less than 700m and ceiling is less than 300'. LVP will be commenced when RVR is less than 550m or ceiling less than 200'. LVP will be terminated when RVR is greater than 700m, continuing improvement in RVR conditions is anticipated and ceiling is greater than 200'. Pilots will be informed about LVP implementation/termination by ATC or ATIS. TWY A, B, C, D, E and G are equipped with CL and may be used for RWY exit. After landing, back-track shall be used when it is the only option for vacating the RWY. CL on all exits are colour-coded green/yellow until RWY is vacated. Pilots are to delay the call "RWY vacated" until the ACFT has completely passed the end of the green/yellow colour-coded TWY CL.

When RVR less than 550m, RWY entries are limited to:

- a) CAT I/II holding point on TWY G (alternatively TWY E) for RWY 18;
- b) CAT I/II holding point on TWY A (alternatively TWY B) for RWY 36.

Taxiing is restricted to TWYs equipped with CL. On receiving taxi clearance, ACFT must only proceed when a green centre line path is illuminated. When TWY lights u/s, "follow me" vehicle mandatory.

Low visibility take-off with LOC guidance not provided.

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.

TWY D for ACFT with wingspan not exceeding 118'/36m.

Use of TWYs K, L, M and Apron Z3 not authorized during night.

1.4. PARKING PROCEDURES

On stands 101, 103, 110, 114, 290 thru 292, 401, 402, ACFT will be guided to nose-in parking.

On stands 467 - 479 ACFT will be guided to nose-in or nose-out parking.

On all other stands ACFT will normally be guided to nose-in parking.

On stands 25, 28, 29, 102, 104 thru 107, 110, 112, 214 thru 221, 300 thru 307 and 321 thru 479 push-back required.

On stands 26, 27, 114, 292 and 308 push-back is possible.

At the airport two different VDGS are available:

- Honeywell on stands 102 and 104 thru 107.
- Safegate on stands 321 thru 326.

1. GENERAL

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.
Helicopter activities.

1.6.2. SAFETY ON APRON

All crew members and technical personnel must 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	7972' (2430m)
	medium (JET)/ medium (PROP)	C	6332' (1930m)
	light	D	3773' (1150m)
36	heavy	E	8333' (2540m)
	medium (JET)/ medium (PROP)	D	5791' (1765m)
	light	C	3773' (1150m)

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

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10-1P2

Eff 7 Jan

RIGA, LATVIA

AIRPORT BRIEFING

2. ARRIVAL

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).

2.2. CAT II OPERATIONS

RWYs 18 and 36 are approved for CAT II operations, special aircrew and ACFT certification required.

If A-SMGCS u/s only CAT I approaches possible.

2.3. TAXI PROCEDURES

2.3.1. STANDARD TAXI ROUTES

STAND	From RWY 18	From RWY 36
25 thru 29	B-F-C-P	E-F-C-P
100	B-F	E-F
101	B-F-S	E-F-S
102	B-F-T	E-F-T
103	B-F-S	E-F-S
104	B-F-T	E-F-T
105	B-F-S	E-F-S
106	B-F-T	E-F-T
107	B-F-S	E-F-S
108	B-F-T	E-F-T
109	B-F-S	E-F-S
110	B-F-S-R	E-F-S-R
112	B-F-Q	E-F-Q
114	B-F	E-F

cont'd

2. ARRIVAL

STAND (cont'd)	From RWY 18	From RWY 36
204 thru 208	B-F	E-F
214, 215	B-F-Q-P	E-F-Q-P
216 thru 218	B-F-C-P	E-F-C-P
219 thru 221	B-F-Q-P	E-F-Q-P
290 thru 292	B-F-C-P	E-F-C-P
300, 301	B-F-U1	E-F-U1
302	B-F-V	E-F-V
303	B-F-U	E-F-U
304	B-F-V	E-F-V
305	B-F-U	E-F-U
306	B-F-V	E-F-V
307	B-F-U	E-F-U
308	B-F-V	E-F-V
309	B-F-U	E-F-U
311 thru 327	B-F-V-W	E-W
401, 402	B-F-E-Y	E-Y
461 thru 467	B-F-E	E
468 thru 479	B-F-E-Y	E-Y

3. DEPARTURE

3.1. DE-ICING

3.1.1. DE-ICING PROCEDURES

- ACFT de-icing shall be carried out in areas specifically designated by the APT.

Jet airplanes with engines mounted under wing will normally be de-iced on remote de-icing pads.

De-icing may be performed either on stand or after push-back.

Initial de-icing requests shall be submitted to "RIGA Apron", **FREQ** 131.600 MHz as early as possible but at least 15 MIN prior to off-block. The planned de-icing position will be assigned upon contact.
- #### 3.1.2. PROCEDURES FOR DE-ICING ON APRONS

Normally de-icing on apron will take place with ACFT engines off.

If de-icing is to be carried out after push-back from stand, such information should be added to push-back clearance request.

After de-icing is completed and de-icing team has reverted to a safe position, de-icing operator will report "de-icing completed" and anti-icing code and start time if any to the crew.

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Eff 7 Jan

RIGA, LATVIA**AIRPORT BRIEFING**

3. DEPARTURE

3.1.3. PROCEDURES FOR DE-ICING ON REMOTE DE-ICING PADS

Upon reaching the perimeter of the pad, RIGA Ground will hand over the ACFT to the de-icing operator and marshaller.

De-icing pad is regarded as an apron. Pilots are reminded to exercise particular caution to avoid danger to vehicles and persons involved in ACFT de-icing.

ACFT should enter the assigned de-icing position with marshaller guidance. Marshaller will require to set parking brake on. ACFT engines shall be set to idle. Outer engines of four engine ACFT shall be shut down.

Detailed de-icing order should normally be communicated directly to the de-icing operator via VHF radio (callsign shall be "ICE TRUCK [de-icing position id]" and FREQ shall be displayed on the de-icing vehicle). ACFT registration number will be used as a callsign for the ACFT. During de-icing treatment monitoring RIGA Ground frequency is recommended.

After de-icing is completed and de-icing team has reverted to a safe position, de-icing operator will report "de-icing completed", including anti-icing code and start time if any, and will hand over the ACFT to RIGA Ground.

After clearance from RIGA Ground taxiing shall be commenced only after receiving an "all clear" (thumbs-up) signal from the ground staff.

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.

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25 DEC 15
10-1P5
Eff 7 Jan

RIGA, LATVIA
AIRPORT BRIEFING

3. DEPARTURE

3.3.1. STANDARD TAXI ROUTES

STAND	From RWY 18	From RWY 36
25, 26	P-C-F-G	P-C-F-A
26A	F-G	F-A
27 thru 29	P-C-F-G	P-C-F-A
100	Q-F-G	Q-F-A
101	R-S-F-G	R-Q-F-A
102	T-F-G	T-F-A
103	S-F-G	S-F-A
104	T-F-G	T-F-A
105	S-F-G	S-F-A
106	T-F-G	T-F-A
107	S-F-G	S-F-A
108, 109	F-G	F-A
110	R-Q-F-G	R-Q-F-A
112	Q-F-G	Q-F-A
114 thru 208	F-G	F-A
214, 215	P-Q-F-G	P-Q-F-A
216 thru 218	P-C-F-G	P-C-F-A
219 thru 221	P-Q-F-G	P-Q-F-A
290 thru 292	P-C-F-G	P-C-F-A
300, 301	U1-F-G	U1-F-A
302	V-F-G	V-F-A
303	U-F-G	U-F-A
304	V-F-G	V-F-A
305	U-F-G	U-F-A
306	V-F-G	V-F-A
307	U-F-G	U-F-A
308	V-F-G	V-F-A
309	U-F-G	U-F-A
311 thru 317	F-G	F-A
321 thru 323	W-E-F-G	W-V-F-A
324 thru 327	W-E-F-G	W-E-F-A
401, 402	Y-E-F-G	Y-E-F-A
461, 462	E-F-G	E-F-A
467 thru 479	Y-E-F-G	Y-E-F-A

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25 DEC 15

10-1P6

Eff 7 Jan

RIGA, LATVIA**AIRPORT BRIEFING**

3. DEPARTURE

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.

After engine start-up taxiing shall be commenced only after receiving an "all clear" (thumbs-up) signal from 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 EOBT -15 until EOBT +15 minutes.
- DLC should not be issued if requested later than EOBT +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. |

3.6. RWY OPERATIONS

3.6.1. HIGH INTENSITY RWY OPERATIONS

3.6.1.1. FREQUENCY CHANGE

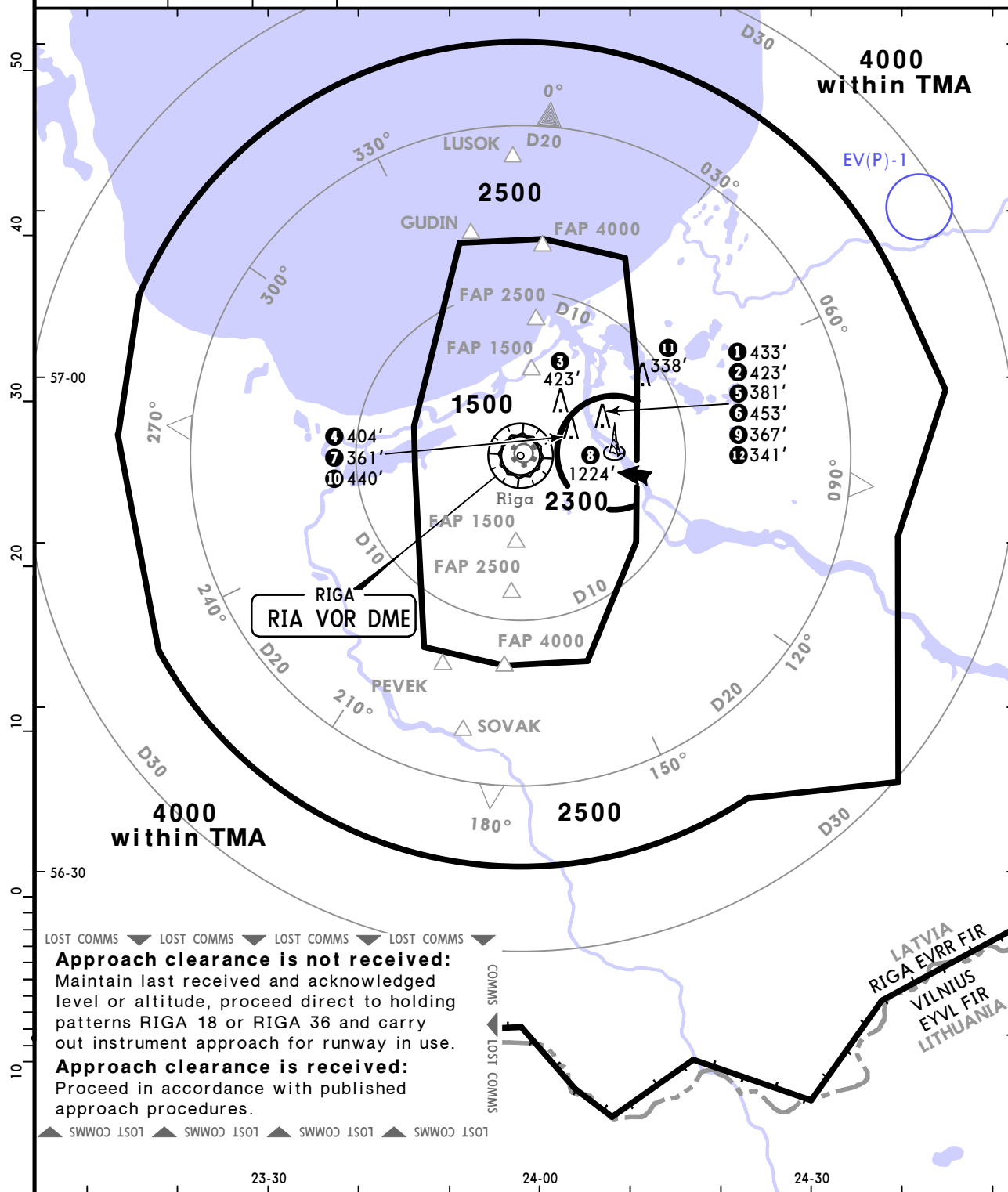
While being transferred from RIGA Ground to RIGA Tower, initial call shall be restricted to call sign only, in order to avoid frequency congestion.

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26 JUN 15 10-1R

RIGA, LATVIA
RADAR MINIMUM ALTITUDES

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'		2300'		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'								



CHANGES: Sectors revised.

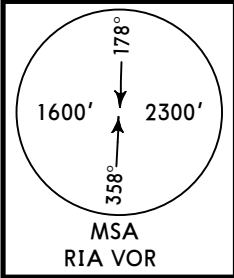
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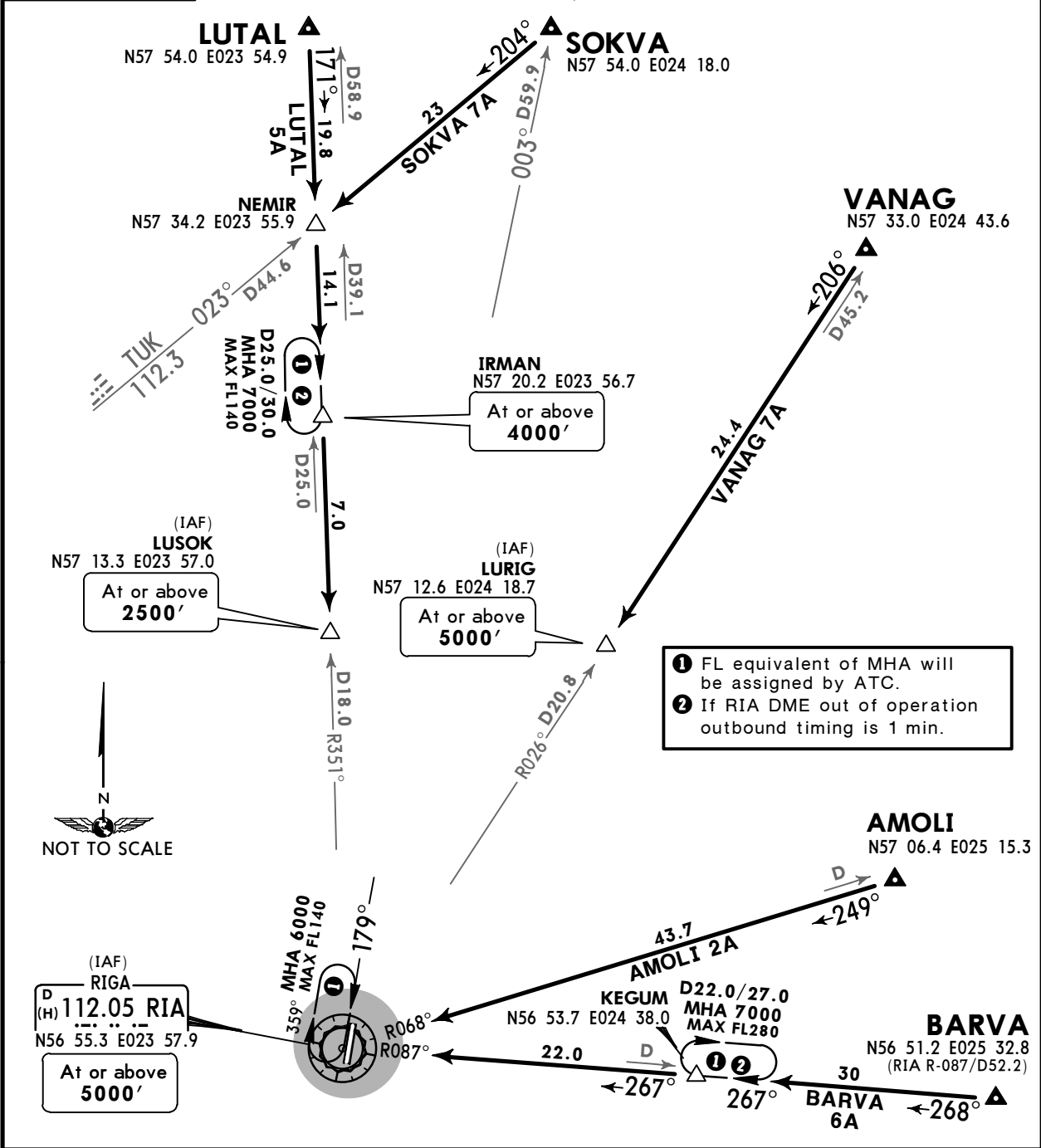
JEPPESSEN
17 APR 15 10-2 Eff 30 Apr

RIGA, LATVIA
STAR

D-ATIS 120.175	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 129.925 *134.850		



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
SPEED MAX 250 KT BELOW FL100, WHEN THERE ARE NO ATC RESTRICTIONS



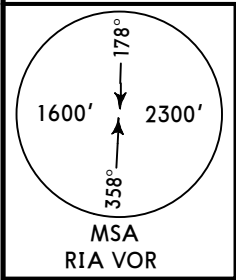
STAR	ROUTING
AMOLI 2A	Intercept RIA R-069 inbound to RIA.
BARVA 6A	On 268° track to KEGUM, intercept RIA R-087 inbound to RIA.
LUTAL 5A	Intercept RIA R-351 inbound via NEMIR and IRMAN to LUSOK.
SOKVA 7A	On 204° track to NEMIR, intercept RIA R-351 inbound via IRMAN to LUSOK.
VANAG 7A	Intercept RIA R-026 inbound to LURIG.

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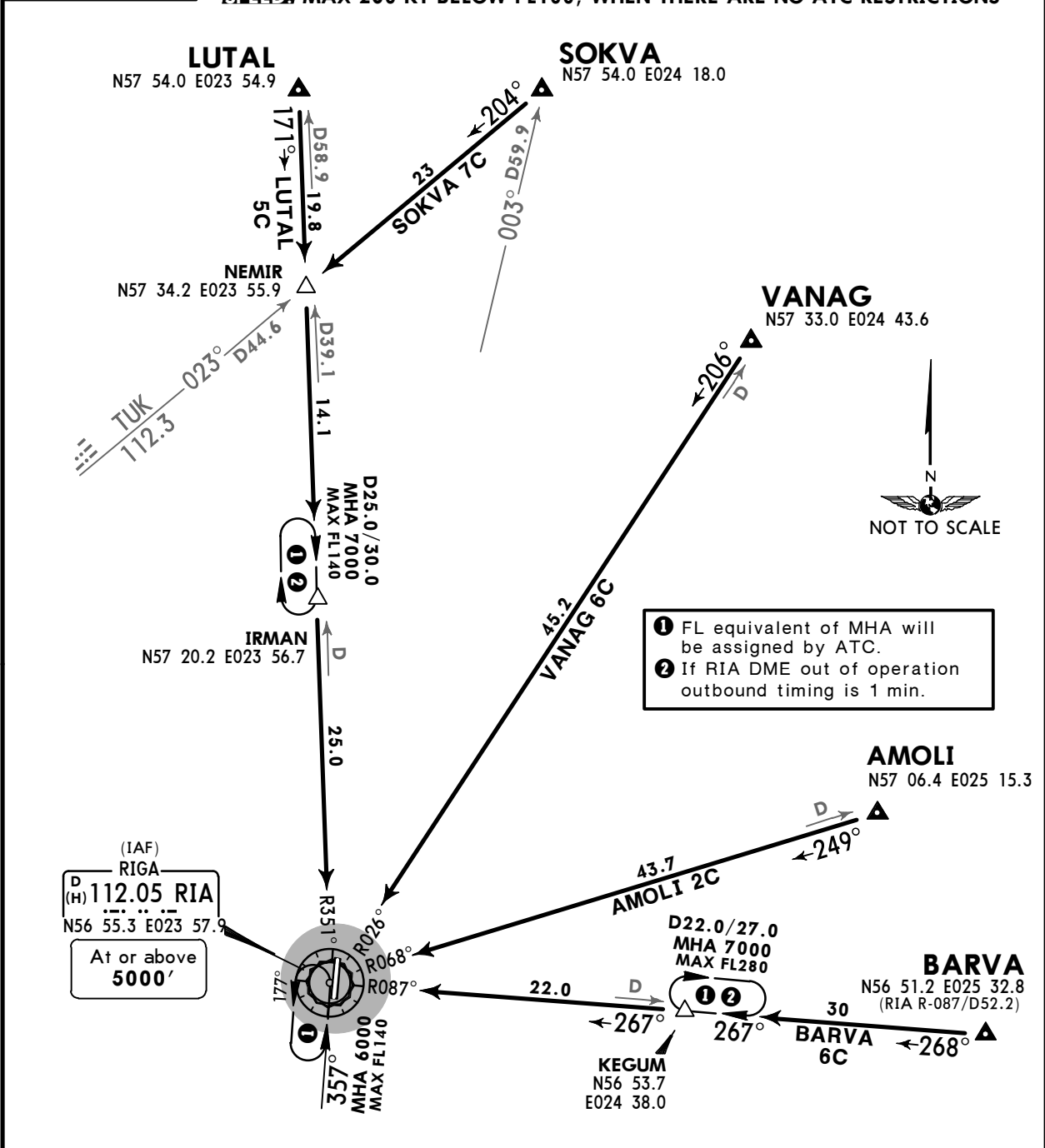
JEPPESSEN
17 APR 15 10-2A Eff 30 Apr

RIGA, LATVIA
STAR

D-ATIS 120.175	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 129.925 *134.850		



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
SPEEDS MAX 250 KT BELOW FL100, WHEN THERE ARE NO ATC RESTRICTIONS



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.

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17 APR 15 10-2D Eff 30 Apr

RIGA, LATVIA

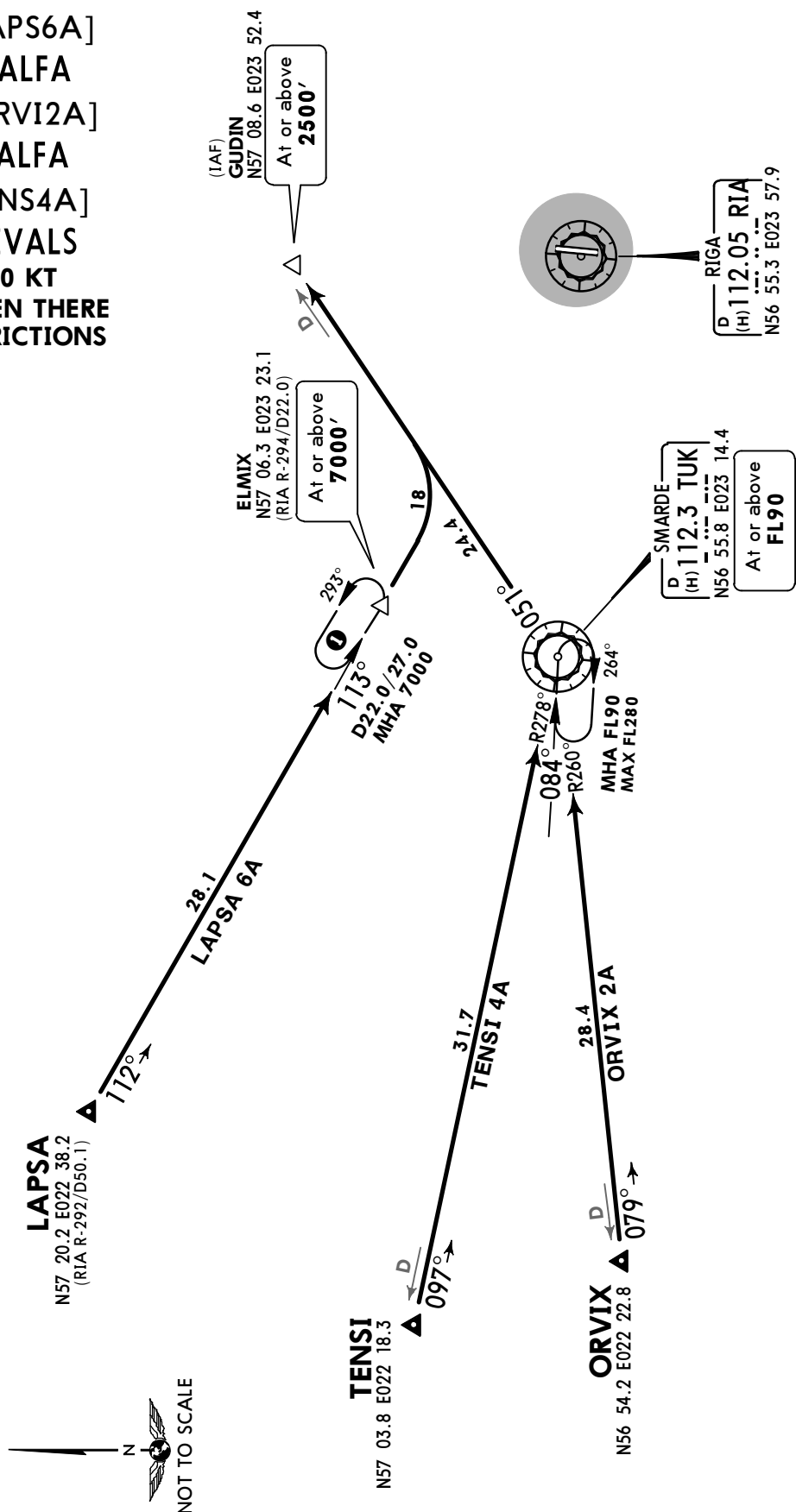
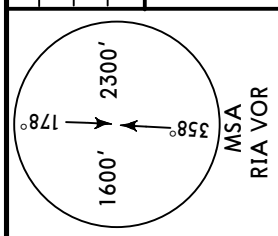
STAR

D-ATIS 120.175	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 129.925 *134.850		

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, WHEN THERE
ARE NO ATC RESTRICTIONS

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.



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JEPPESSEN
17 APR 15 10-3 Eff 30 Apr

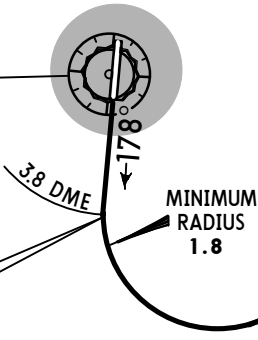
RIGA, LATVIA
SID

RIGA Approach 129.925 *134.850	Apt Elev 36'	Trans level: By ATC Trans alt: 5000' 1. Contact RIGA Approach at 129.925 (unless otherwise instructed by TWR) not later than passing 1500' after take-off. 2. At first contact aircraft shall report call sign, SID or RADAR heading given by ATC and cleared altitude/level if differs from SID initial climb clearance. 3. SIDs are also noise abatement routings. 4. If unable to comply SID contact ATC. 5. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.8		
RIGA Tower 118.1		

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

RIGA
D(H) 112.05 RIA
N56 55.3 E023 57.9

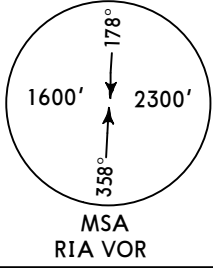
At or above 2000'
but not before
3.8 DME



SOKVA
N57 54.0 E024 18.0

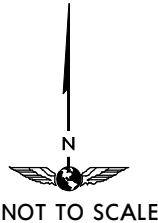
VANAG
N57 33.0 E024 43.6

AMOLI
N57 06.4 E025 15.3



These SIDs require minimum climb gradients of
AMOLI 2E: 5.0% up to 4000' to avoid unnecessary noise disturbance.
SOKVA 5E, VANAG 5E: 7.0% up to 4000' 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



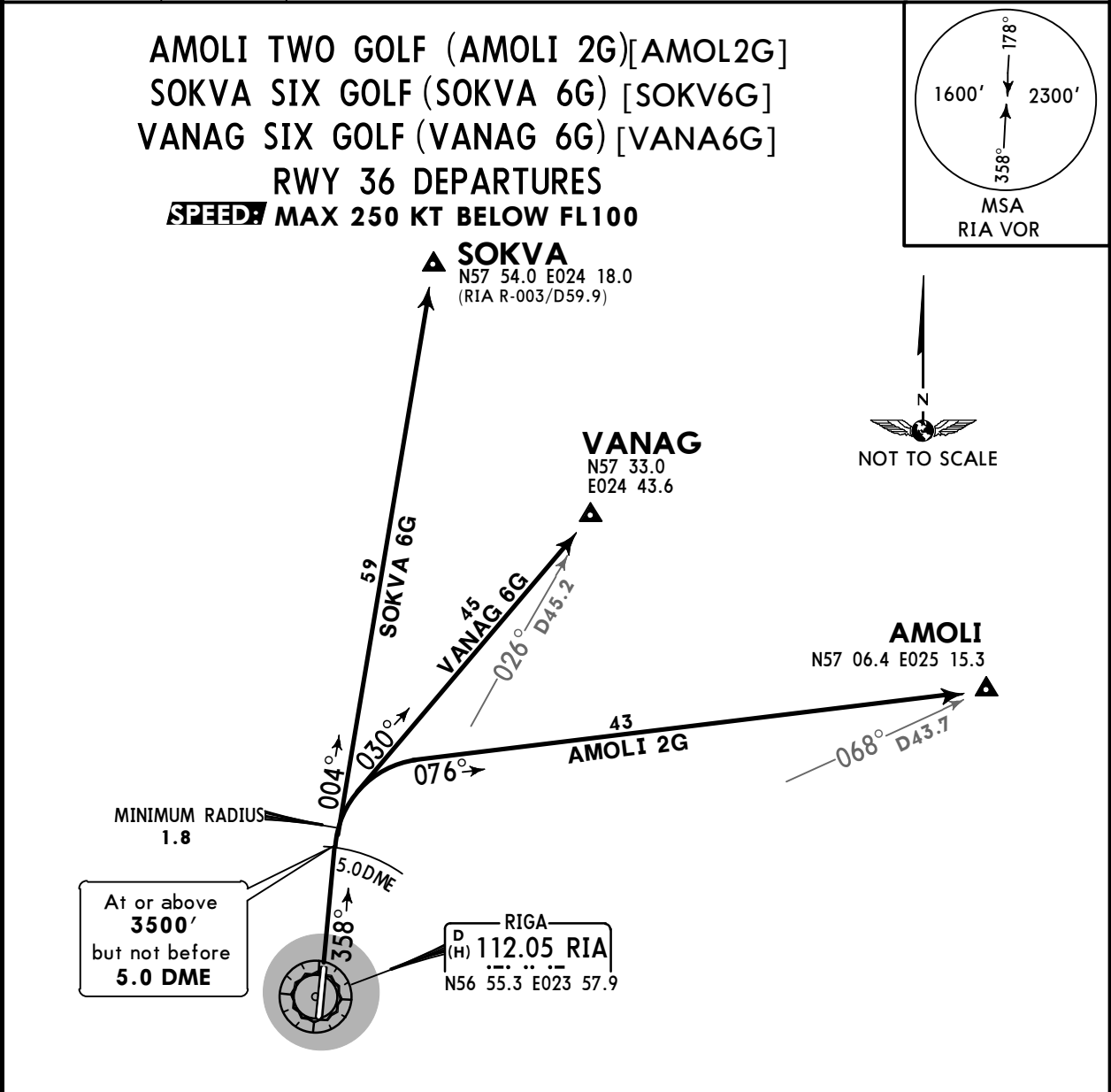
Initial climb clearance 4000'	
INITIAL CLIMB	
Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn LEFT.	
SID	ROUTING
AMOLI 2E	On 060° track to AMOLI.
SOKVA 5E	On 360° track to SOKVA.
VANAG 5E	On 020° track to VANAG.

EVRA/RIX
RIGA

JEPPESSEN
17 APR 15 (10-3A) Eff 30 Apr

RIGA, LATVIA
SID

RIGA Approach 129.925 *134.850	Apt Elev 36'	Trans level: By ATC Trans alt: 5000' 1. Contact RIGA Approach at 129.925 (unless otherwise instructed by TWR) not later than passing 1500' after take-off. 2. At first contact aircraft shall report call sign, SID or RADAR heading given by ATC and cleared altitude/level if differs from SID initial climb clearance. 3. SIDs are also noise abatement routings. 4. If unable to comply SID contact ATC. 5. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.8		
RIGA Tower 118.1		



These SIDs require minimum climb gradients of

AMOLI 2G: 7.0% up to 4000' to avoid unnecessary noise disturbance.

SOKVA 6G, VANAG 6G: 5.0% up to 4000' 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.

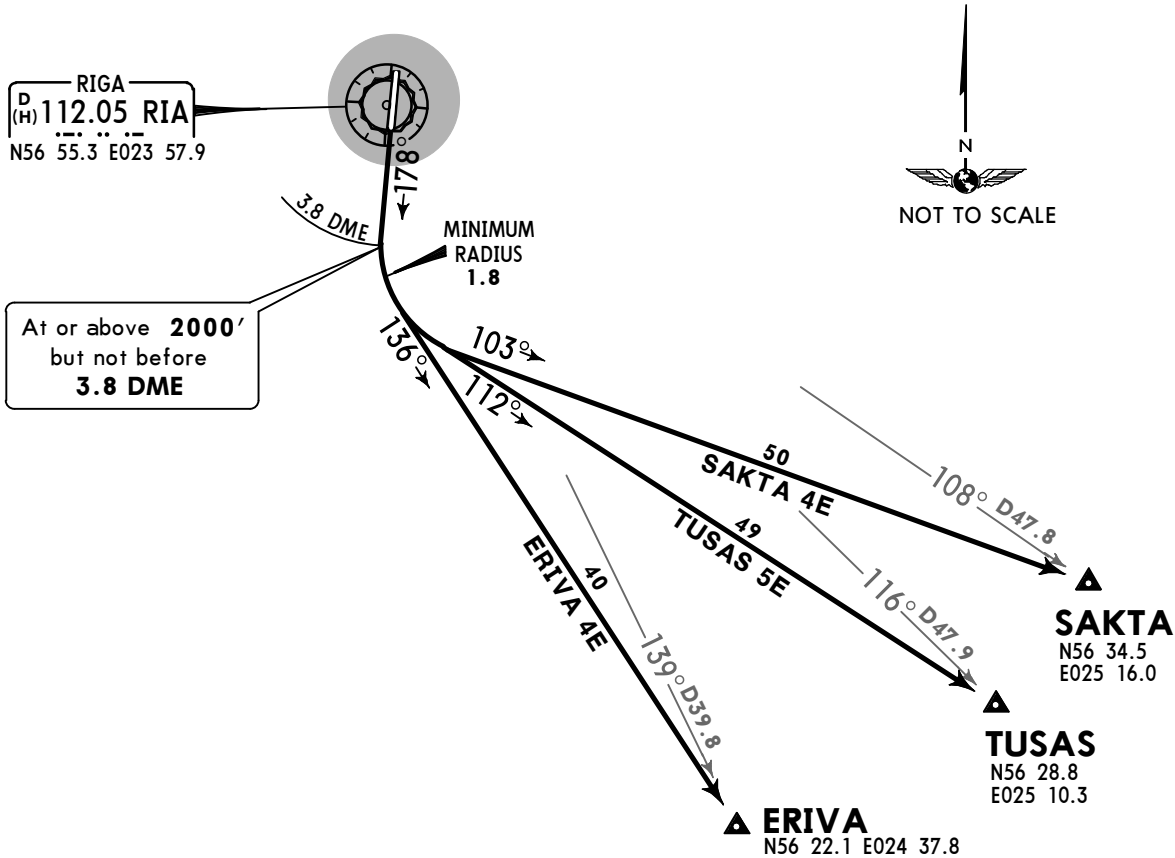
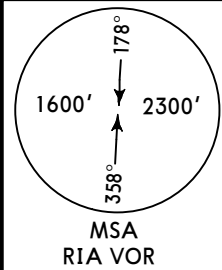
EVRA/RIX
RIGA

JEPPESSEN
17 APR 15 10-3B Eff 30 Apr

RIGA, LATVIA
SID

RIGA Approach 129.925 *134.850	Apt Elev 36'	Trans level: By ATC Trans alt: 5000' 1. Contact RIGA Approach at 129.925 (unless otherwise instructed by TWR) not later than passing 1500' after take-off. 2. At first contact aircraft shall report call sign, SID or RADAR heading given by ATC and cleared altitude/level if differs from SID initial climb clearance. 3. SIDs are also noise abatement routings. 4. If unable to comply SID contact ATC. 5. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.8		
RIGA Tower 118.1		

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 4000' 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.

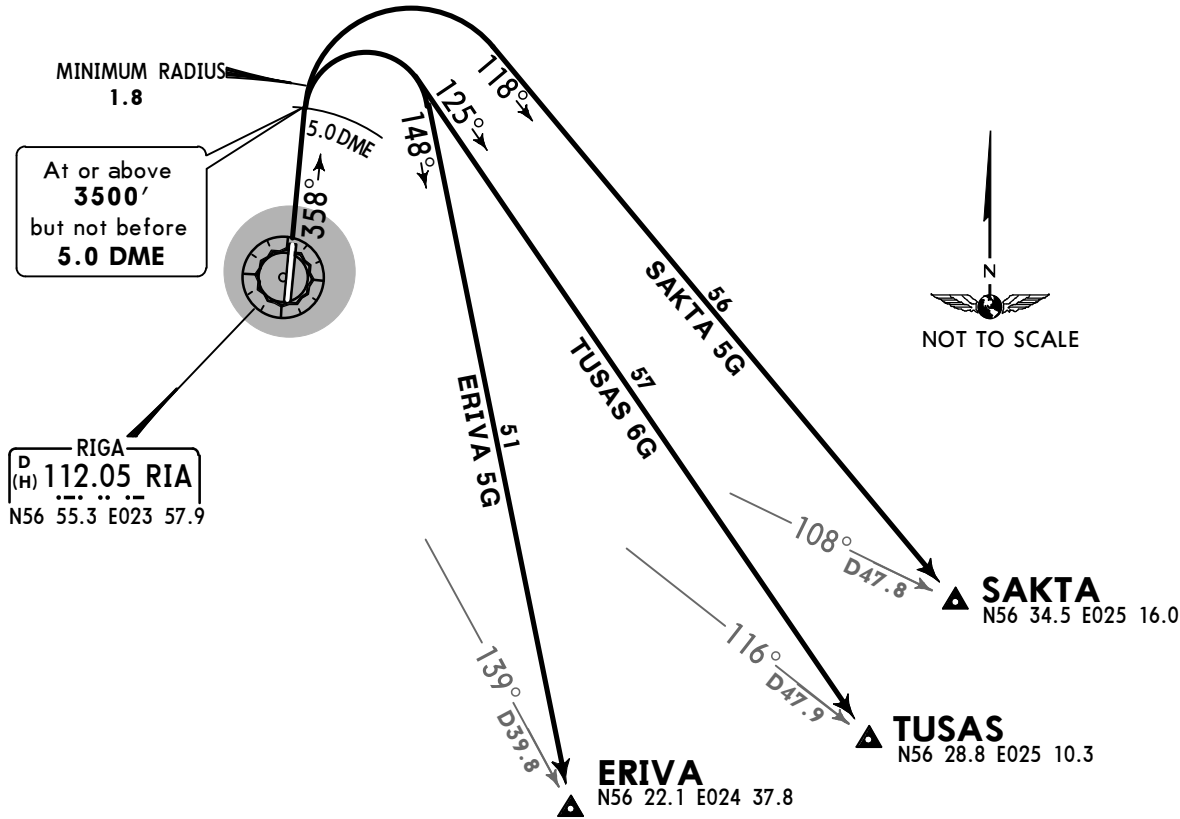
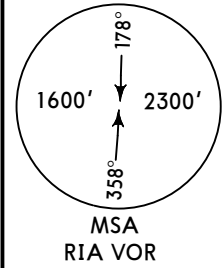
EVRA/RIX
RIGA

JEPPesen
17 APR 15 10-3C Eff 30 Apr

RIGA, LATVIA
SID

RIGA Approach 129.925 *134.850	Apt Elev 36'	Trans level: By ATC Trans alt: 5000' 1. Contact RIGA Approach at 129.925 (unless otherwise instructed by TWR) not later than passing 1500' after take-off. 2. At first contact aircraft shall report call sign, SID or RADAR heading given by ATC and cleared altitude/level if differs from SID initial climb clearance. 3. SIDs are also noise abatement routings. 4. If unable to comply SID contact ATC. 5. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.8		
RIGA Tower 118.1		

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 4000' 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.

EVRA/RIX
RIGA

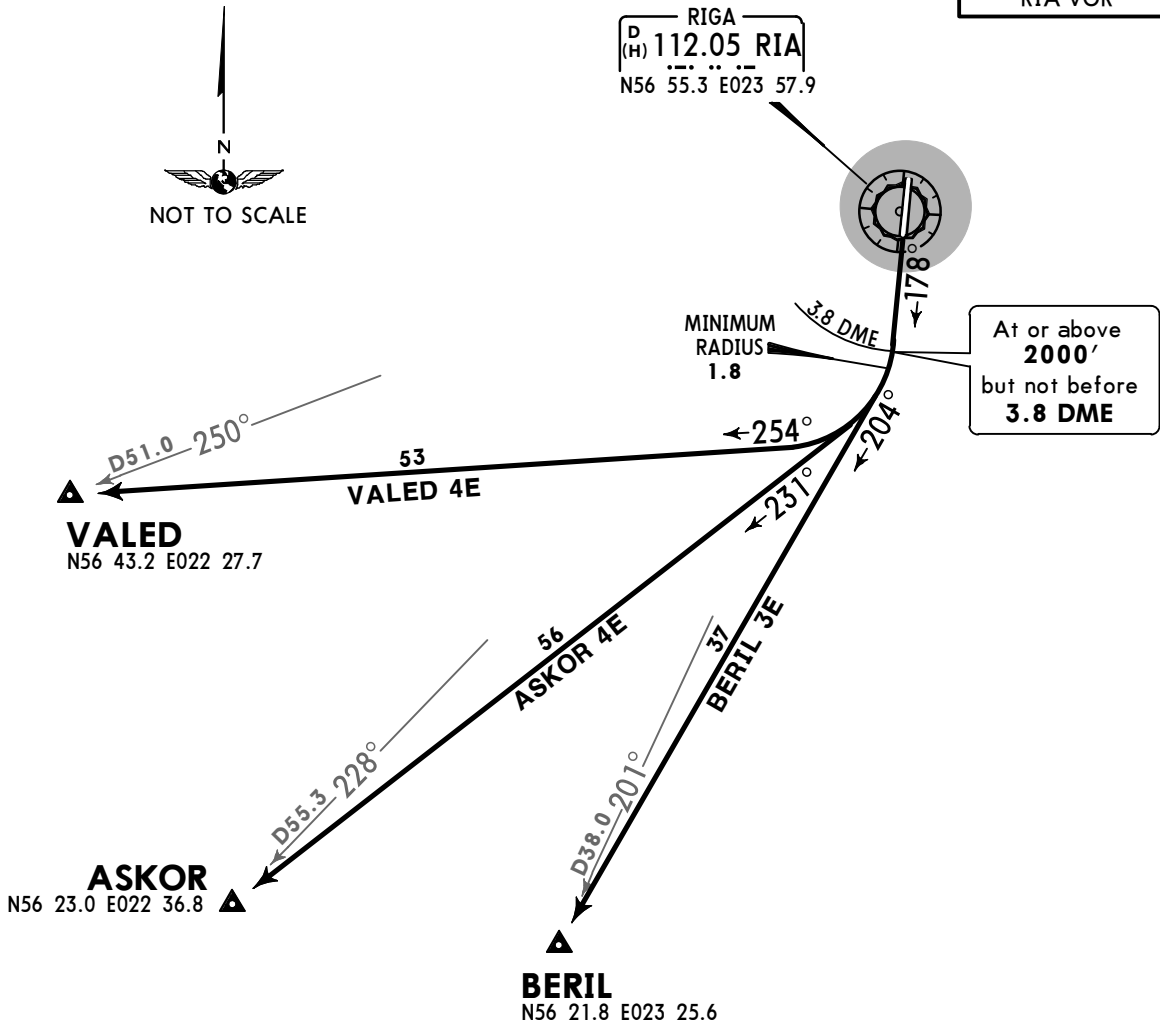
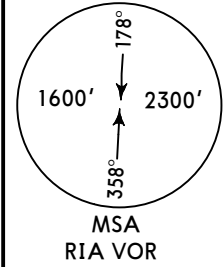
JEPPESSEN
17 APR 15 (10-3D) Eff 30 Apr

RIGA, LATVIA
SID

RIGA Approach 129.925 *134.850	Apt Elev 36'	Trans level: By ATC Trans alt: 5000' 1. Contact RIGA Approach at 129.925 (unless otherwise instructed by TWR) not later than passing 1500' after take-off. 2. At first contact aircraft shall report call sign, SID or RADAR heading given by ATC and cleared altitude/level if differs from SID initial climb clearance. 3. SIDs are also noise abatement routings. 4. If unable to comply SID contact ATC. 5. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.8		
RIGA Tower 118.1		

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 4000' 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.

EVRA/RIX
RIGA

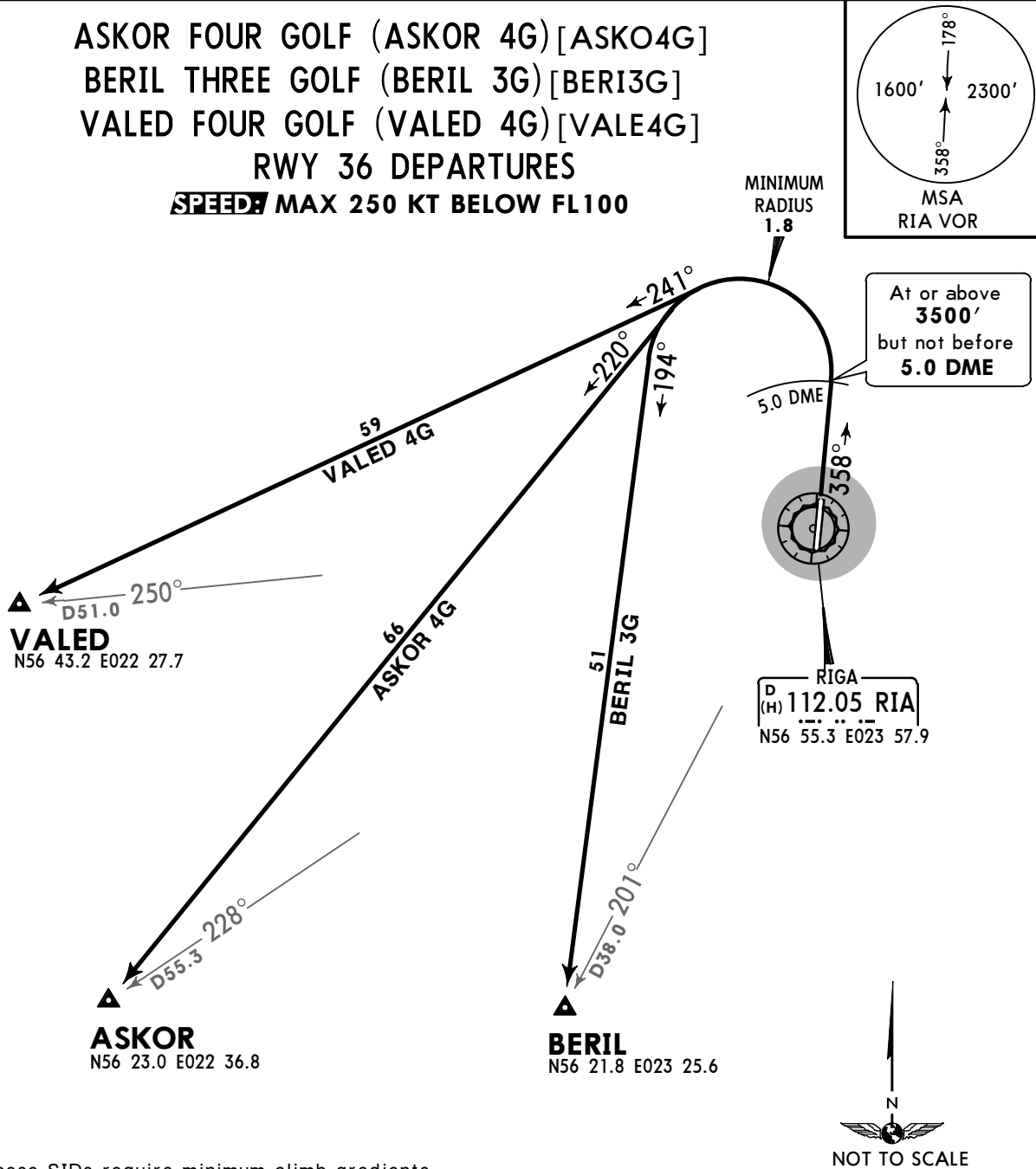
JEPPESEN
17 APR 15 10-3E Eff 30 Apr

RIGA, LATVIA
SID

RIGA Approach 129.925 *134.850	Apt Elev 36'	Trans level: By ATC Trans alt: 5000' 1. Contact RIGA Approach at 129.925 (unless otherwise instructed by TWR) not later than passing 1500' after take-off. 2. At first contact aircraft shall report call sign, SID or RADAR heading given by ATC and cleared altitude/level if differs from SID initial climb clearance. 3. SIDs are also noise abatement routings. 4. If unable to comply SID contact ATC. 5. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.8		
RIGA Tower 118.1		

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
of
ASKOR 4G, BERIL 3G: 7.0% up to 4000'
to avoid noise abatement area (refer to chart 10-4).
VALED 4G: 5.0% up to 4000'
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.

EVRA/RIX
RIGA

JEPPesen
17 APR 15 **10-3F** **Eff 30 Apr**

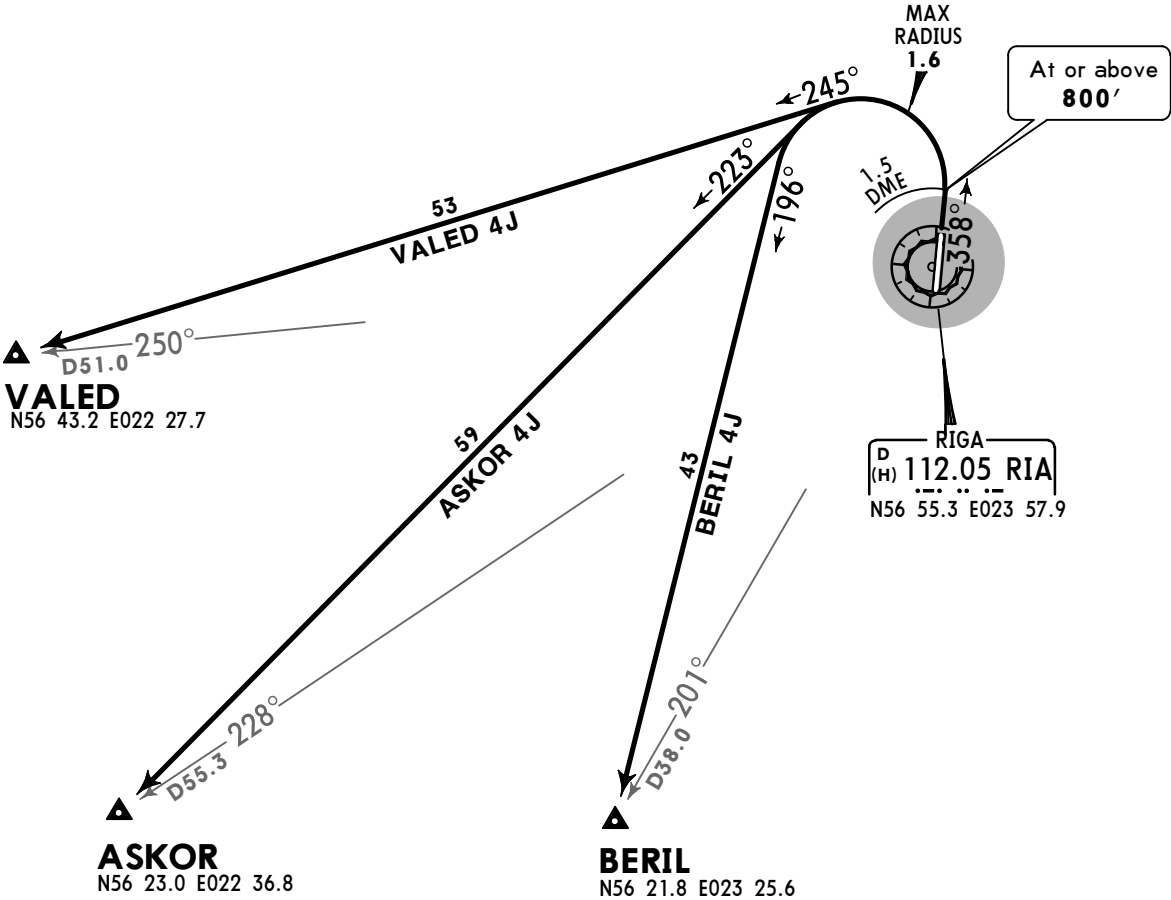
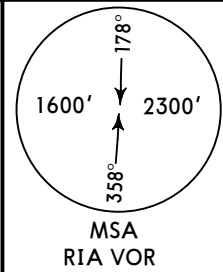
RIGA, LATVIA
SID

RIGA Approach 129.925 *134.850	Apt Elev 36'	Trans level: By ATC Trans alt: 5000' 1. Contact RIGA Approach at 129.925 (unless otherwise instructed by TWR) not later than passing 1500' after take-off. 2. At first contact aircraft shall report call sign, SID or RADAR heading given by ATC and cleared altitude/level if differs from SID initial climb clearance. 3. SIDs are also noise abatement routings. 4. If unable to comply SID contact ATC. 5. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.8		
RIGA Tower 118.1		

ASKOR FOUR JULIETT (ASKOR 4J) [ASKO4J]
BERIL FOUR JULIETT (BERIL 4J) [BERI4J]
VALED FOUR JULIETT (VALED 4J) [VALE4J]
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 4000' 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

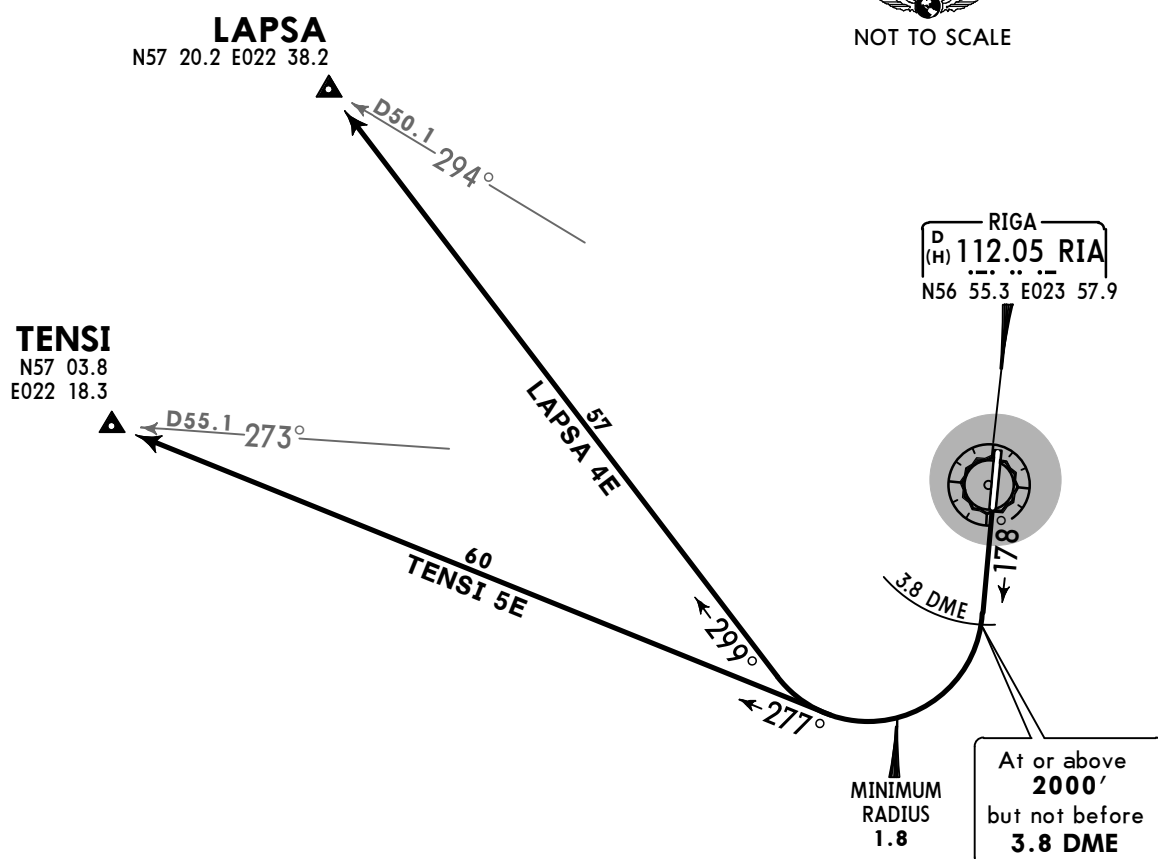


Initial climb clearance 4000'	
SID	INITIAL CLIMB/ROUTING
ASKOR 4J	Climb on 358° track, at RIA 1.5 DME turn LEFT, 223° track to ASKOR.
BERIL 4J	Climb on 358° track, at RIA 1.5 DME turn LEFT, 196° track to BERIL.
VALED 4J	Climb on 358° track, at RIA 1.5 DME turn LEFT, 245° track to VALED.

RIGA, LATVIA
SID

RIGA Approach 129.925 *134.850	Apt Elev 36'	Trans level: By ATC Trans alt: 5000'
RIGA Ground 118.8		1. Contact RIGA Approach at 129.925 (unless otherwise instructed by TWR) not later than passing 1500' after take-off. 2. At first contact aircraft shall report call sign, SID or RADAR heading given by ATC and cleared altitude/level if differs from SID initial climb clearance. 3. SIDs are also noise abatement routings. 4. If unable to comply SID contact ATC. 5. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Tower 118.1		

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 4000' 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'**

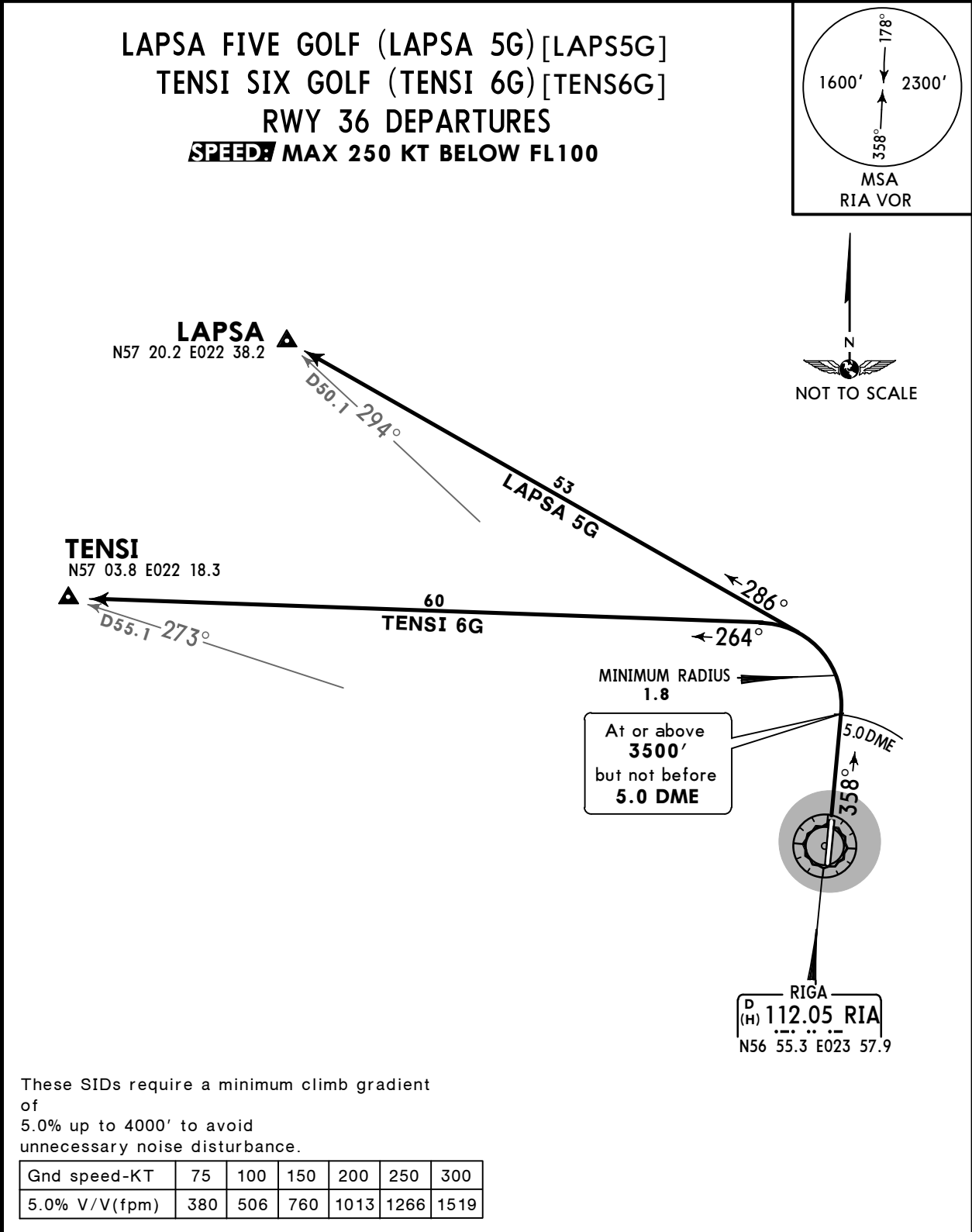
SID	INITIAL CLIMB/ROUTING
LAPSA 4E	Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 299° track to LAPSA.
TENSI 5E	Climb on 178° track, at or above 2000', but not before RIA 3.8 DME turn RIGHT, 277° track to TENSI.

EVRA/RIX
RIGA

JEPPESEN
17 APR 15 (10-3H) Eff 30 Apr

RIGA, LATVIA
SID

RIGA Approach 129.925 *134.850	Apt Elev 36'	Trans level: By ATC Trans alt: 5000' 1. Contact RIGA Approach at 129.925 (unless otherwise instructed by TWR) not later than passing 1500' after take-off. 2. At first contact aircraft shall report call sign, SID or RADAR heading given by ATC and cleared altitude/level if differs from SID initial climb clearance. 3. SIDs are also noise abatement routings. 4. If unable to comply SID contact ATC. 5. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.8		
RIGA Tower 118.1		

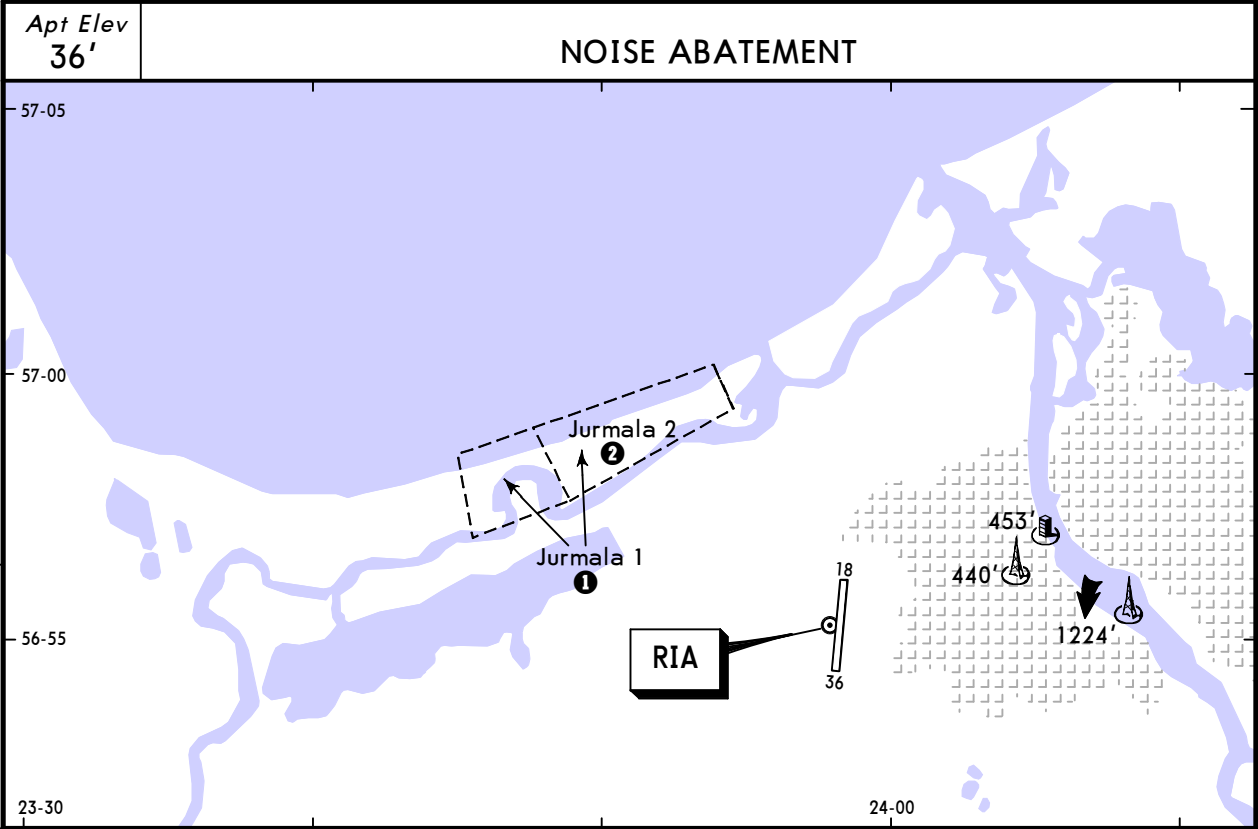


Initial climb clearance 4000'	
SID	INITIAL CLIMB/ROUTING
LAPSA 5G	Climb on 358° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 286° track to LAPSA.
TENSI 6G	Climb on 358° track, at or above 3500', but not before RIA 5.0 DME turn LEFT, 264° track to TENSI.

EVRA/RIX
RIGA

JEPPESSEN
29 MAR 13 10-4 Eff 4 Apr

RIGA, LATVIA
NOISE



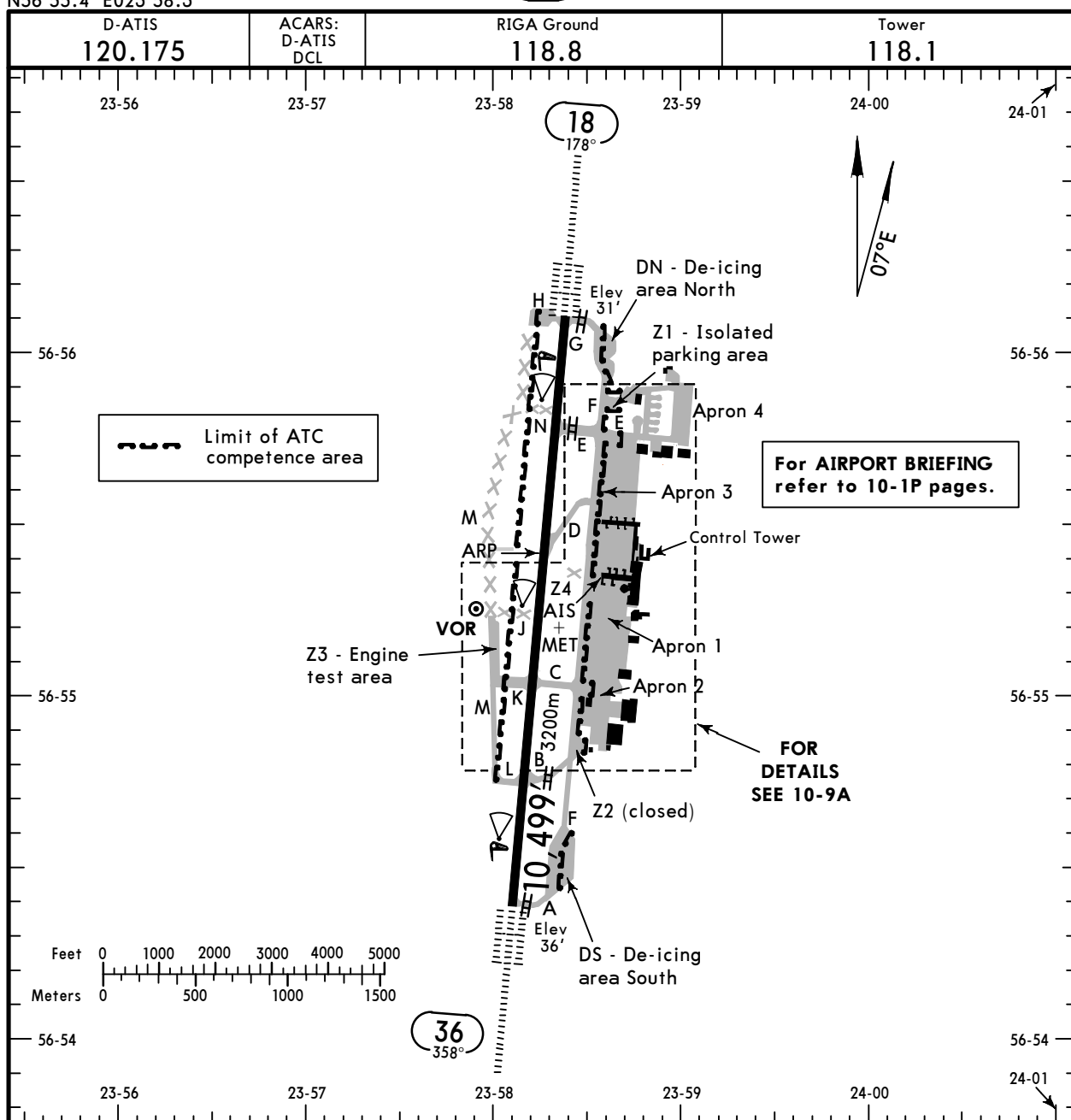
- ① GND - 1500'
All flights should avoid flight operations within this area.
 - ② GND - 5000'
All turboprop and jet aircraft should avoid operations within this area.
- These procedures do not apply for aircraft engaged in police, medical aid or rescue operations.

EVRA/RIX

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

JEPPesen

25 DEC 15 **(10-9)** Eff 7 Jan

RIGA, LATVIA
RIGA


ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
18	HIRL (60m) CL ① HIALS-II TDZ PAPI-L (3.0°) RVR		9466' 2885m	②	148' 45m
36			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 ②			
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	250m	250m	500m
		400m ②	
	300m		

① Operators applying U.S. Ops Specs: CL required below 300m.

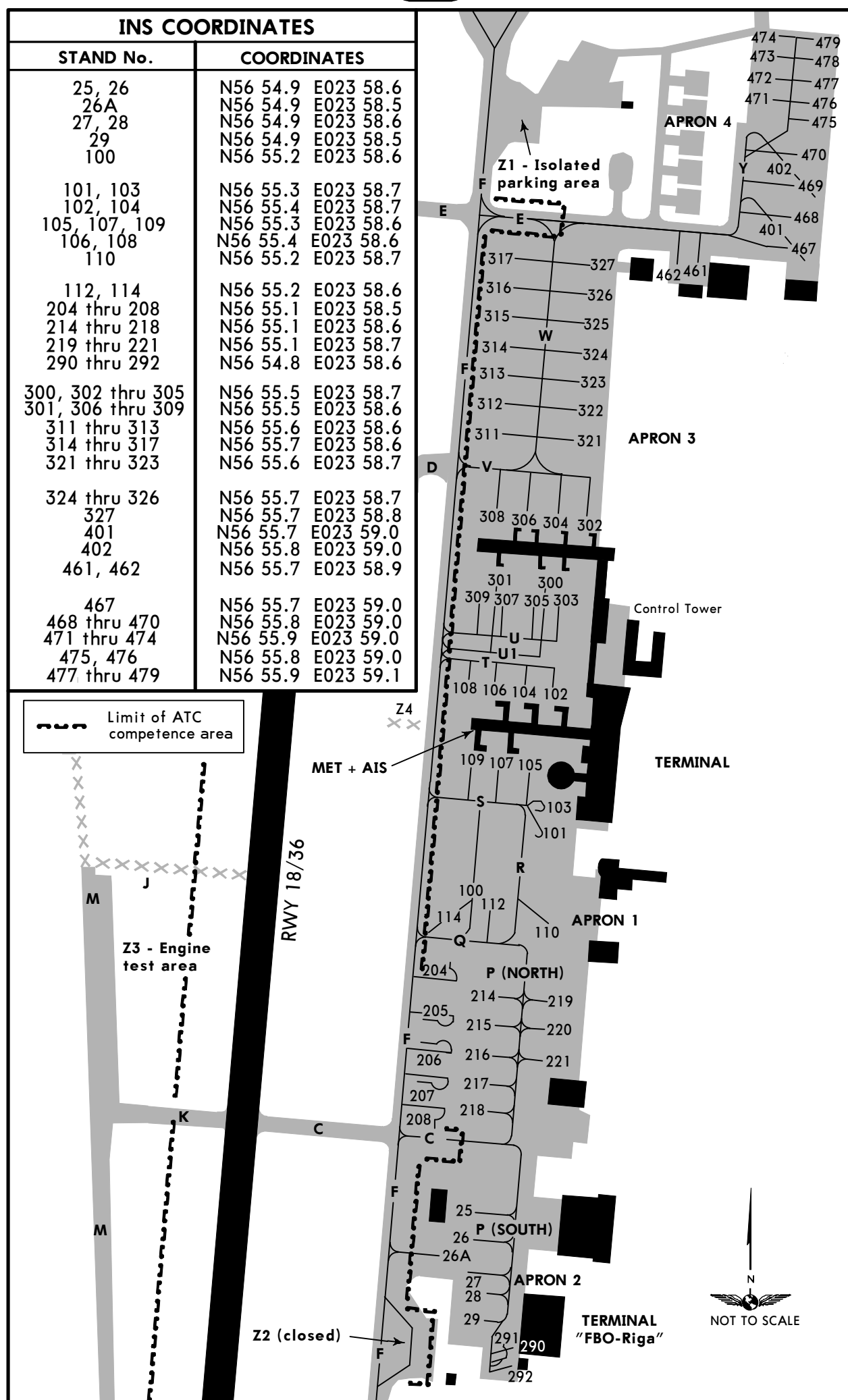
② When A-SMGCS u/s RVR 450m.

CHANGES: Communications. Terminal added.

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EVRA/RIX
JEPPesen
RIGA, LATVIA

25 DEC 15 **10-9A** Eff 7 Jan

RIGA


CHANGES: Stands. Terminal added.

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VISUAL DOCKING GUIDANCE SYSTEM

The docking system is based on 2 visual docking systems: Honeywell on stands 102, 104, 105, 106, 107 and Safegate on stands 321-326.

Honeywell system:

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

Aircraft type is displayed steady across the top of the display.
Distance-to-go displayed.
Centre line guidance provided by arrows.

3. STOP

Stop now, front gear reached parking position.

4. OK

Successful docking.

5. TOO FAR

Aircraft has gone beyond stop point.

6. ESTOP (EMERGENCY STOP)

Stop acft immediately, wait for docking instructions from marshal to resume docking procedure.

Safegate system:

1. GATE READY FOR DOCKING

Aircraft type and floating arrows are displayed.

2. AIRCRAFT DETECTED

Aircraft type is displayed on top.
Centre line is displayed with shrinking distance-to-go bar.
Centre line guidance provided by arrows.
Last 10 metres numerical distance-to-go provided.

3. SLOW

Slow down, docking speed exceeded.

4. STOP

Stop now, front gear reached parking position.

5. OK

Successful docking.

6. TOO FAR

Aircraft has gone beyond stop point.

7. Other: STOP, ID FAIL, WAIT, GATE BLOCK, VIEW BLOCK, ERROR

Stop acft immediately, wait for docking instructions from marshal to resume docking procedure.

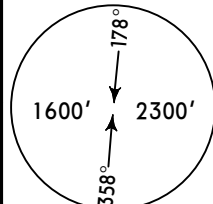
If the following events occur, the pilot must stop the docking procedure, report problem to "Riga Apron" (131.6 MHz) and wait for further instructions from "Riga Apron" and/or marshal:

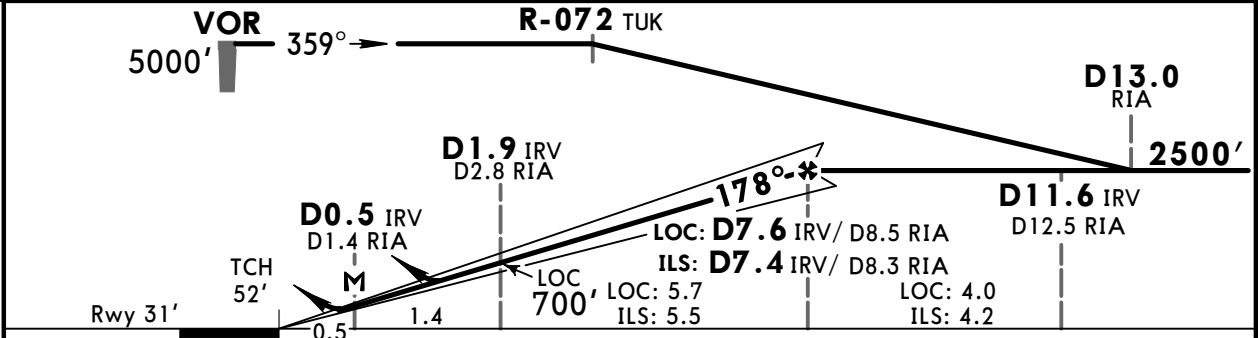
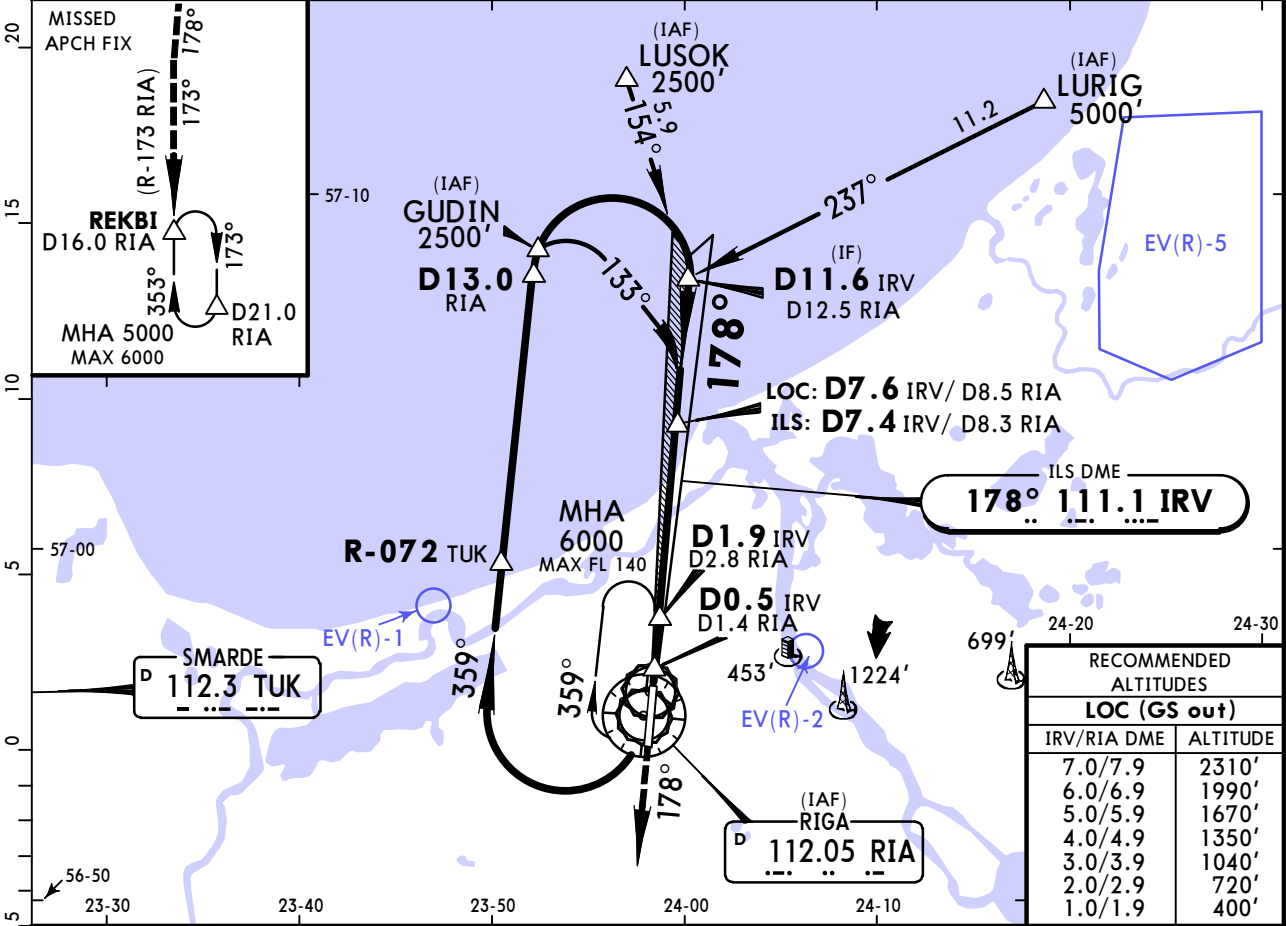
- Displayed aircraft type is not the incoming aircraft.
- System does not detected the aircraft.
- Displayed board become unreadable (loss of display).
- ESTOP message displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

EVRA/RIX
RIGA

JEPPESSEN
6 NOV 15 (11-1) Eff 12 Nov

RIGA, LATVIA
ILS or LOC Rwy 18

D-ATIS 120.175		RIGA Approach 129.925 134.850		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 KT until D4.0 IRV. 3. ILS DME reads zero at rwy 18 thresh.							



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 D0.5 IRV/D1.4 RIA							

STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND				
ILS			LOC (GS out)		Not authorized East of airport			
DA(H) 231'(200')			DA(H) 410'(379')					
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	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

JEPPESSEN
6 NOV 15 11-1A Eff 12 Nov

RIGA, LATVIA
CAT II ILS Rwy 18

D-ATIS
120.175

RIGA Approach
129.925 134.850

RIGA Tower
118.1

Ground
118.8

LOC
IRV
111.1

Final
Apch Crs
178°

GS
D7.4 IRV
2500' (2469')

CAT II ILS
DA(H)
Refer to
Minimums

Apt Elev 36'
Rwy 31'

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 KT until D4.0 IRV. 3. ILS DME reads zero at rwy 18 thresh. 4. Special Aircrew and Aircraft Certification Required.

1600'

178°

2300'

358°

MSA
RIA VOR

Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1200' on 178°
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 18 CAT II ILS			
A RA 99' DA(H) 131' (100')	B RA 101' DA(H) 133' (102')	C RA 110' DA(H) 146' (115')	D RA 124' DA(H) 160' (129')
RVR 300m		RVR 400m	

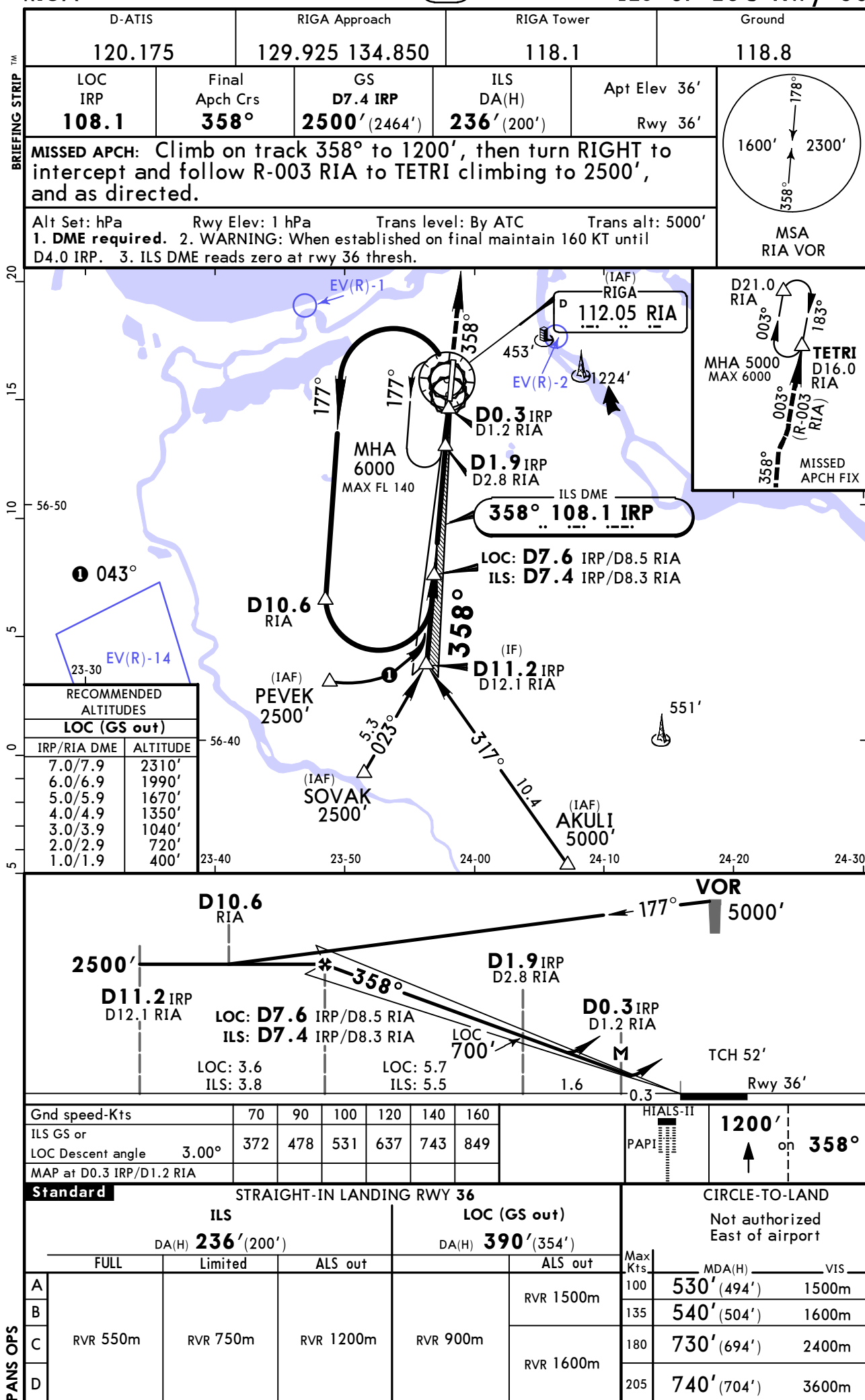
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Reporting point. © JEPPESSEN, 2015. ALL RIGHTS RESERVED.

EVRA/RIX
RIGA

JEPPESSEN
2 OCT 15 **(11-2)**

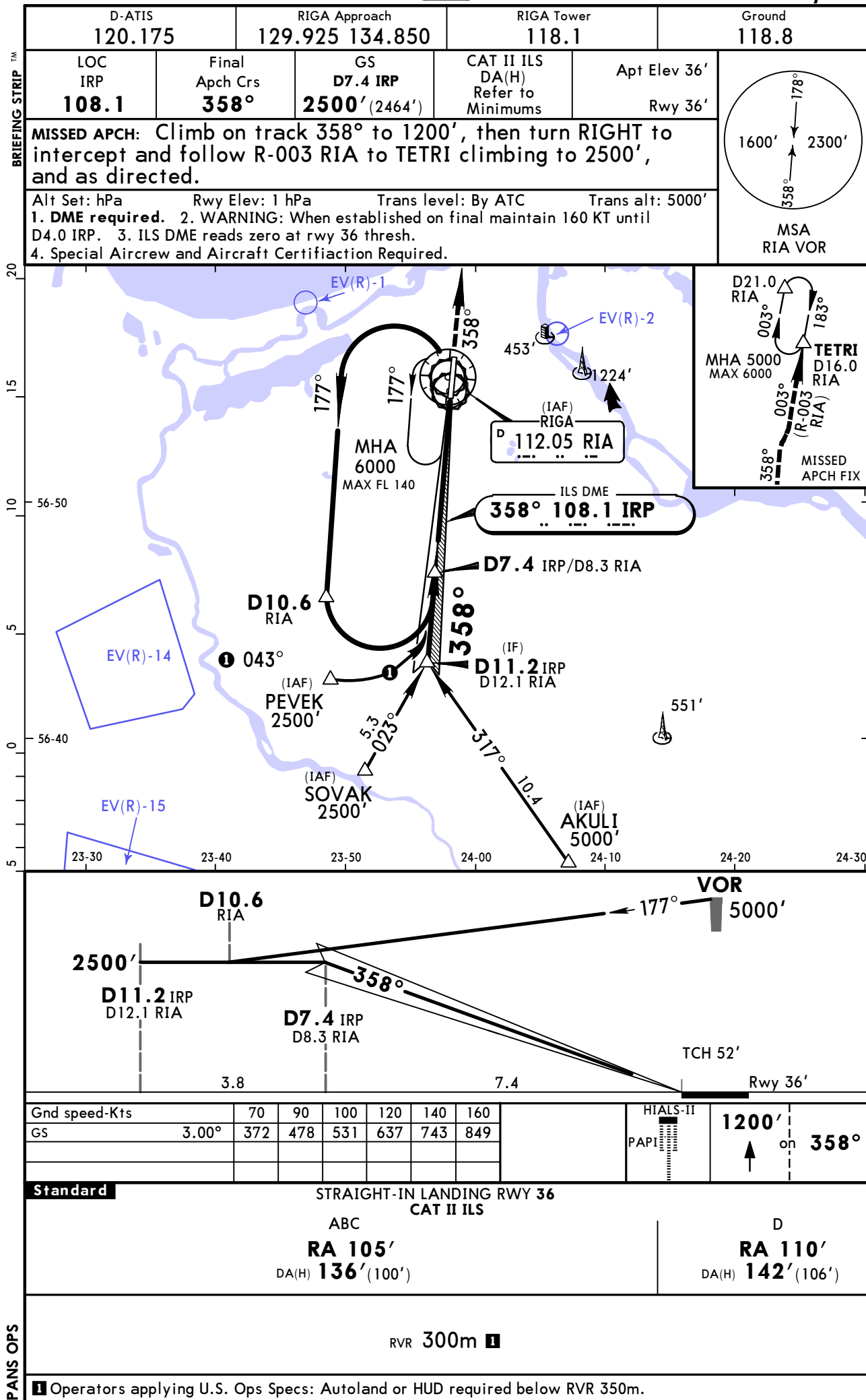
RIGA, LATVIA
ILS or LOC Rwy 36



EVRA/RIX
RIGA

JEPPESSEN
2 OCT 15 11-2A

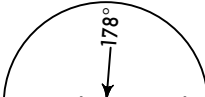
RIGA, LATVIA
CAT II ILS Rwy 36

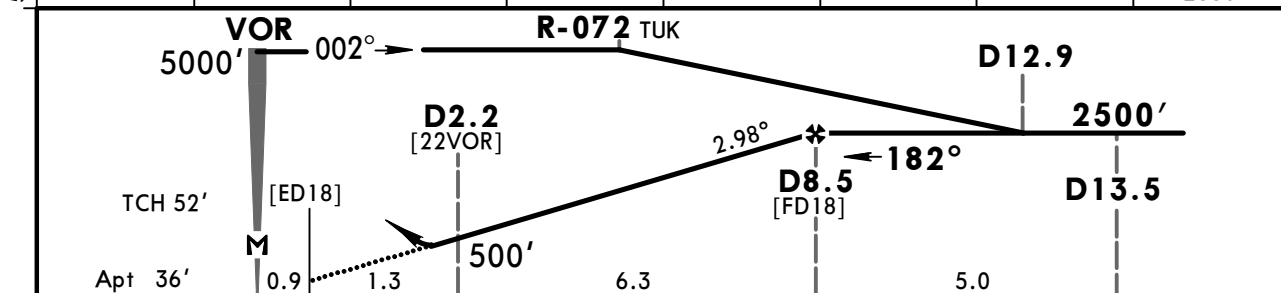
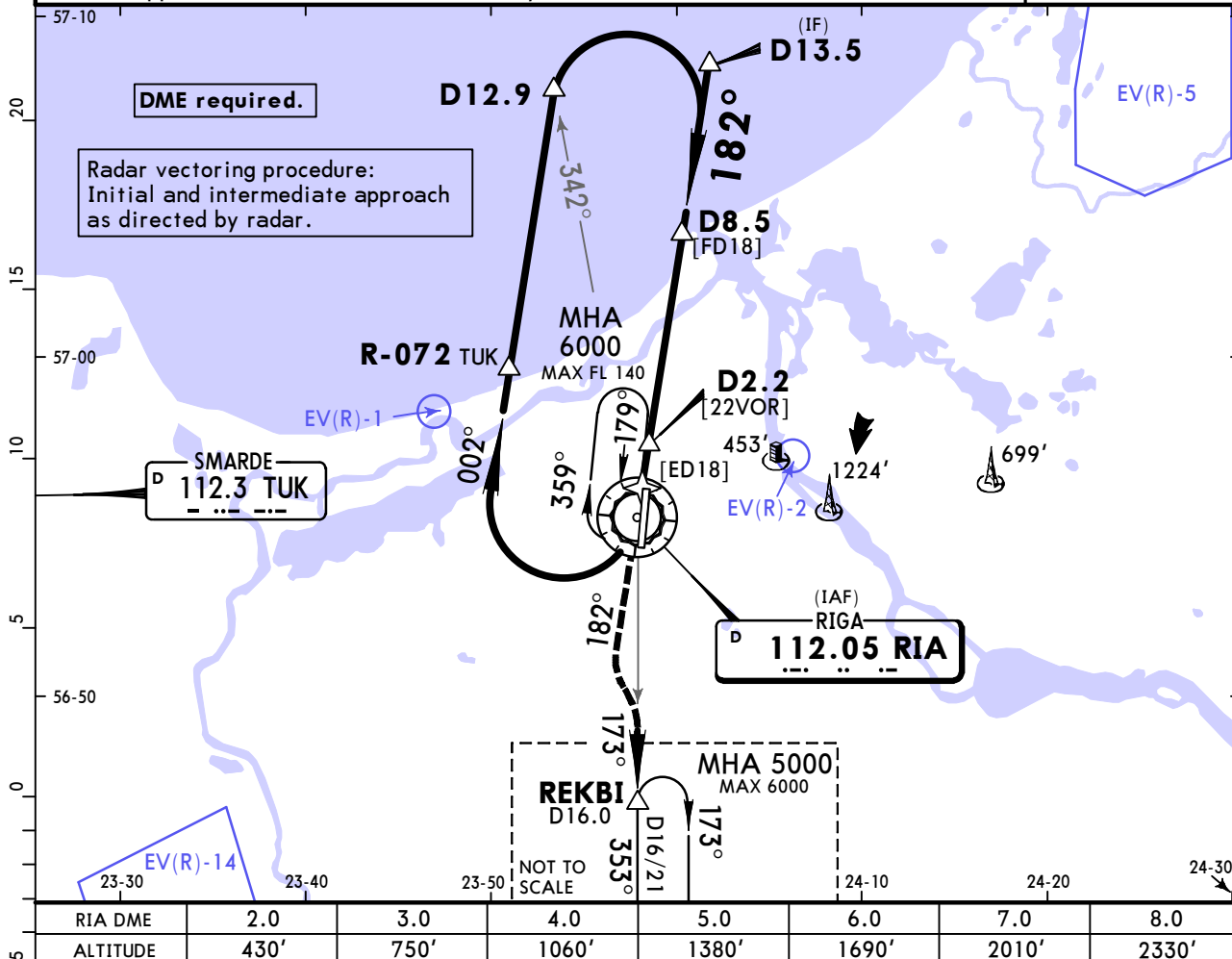


EVRA/RIX
RIGA

JEPPESSEN
6 NOV 15 **(13-1)** **Eff 12 Nov**

RIGA, LATVIA
VOR Rwy 18

BRIEFING STRIP™	D-ATIS 120.175		RIGA Approach 129.925 134.850		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'			
	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 KT until D5.4. 2. Final approach track offset 4° from runway centerline.							



Gnd speed-Kts	70	90	100	120	140	160	
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')				ALS out				Not authorized East of airport			
RVR 1000m				RVR 1500m				Max Kts	MDA(H)	VIS	
				RVR 1700m				100	530' (494')	1500m	
								135	540' (504')	1600m	
								180	730' (694')	2400m	
RVR 1700m								205	740' (704')	3600m	

CHANGES: Reporting point.

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Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
RIGA, (RIGA - EVRA)				
REV	AIRPORT BRIEFING (GEN)	10-1P	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	25 Dec 2015	07 Jan 2016
ADD	AIRPORT BRIEFING (ARR CON...	10-1P2	25 Dec 2015	07 Jan 2016
DEL	AIRPORT BRIEFING (ARR CON...	10-1P2	25 Dec 2015	07 Jan 2016
ADD	AIRPORT BRIEFING (ARR CON...	10-1P3	25 Dec 2015	07 Jan 2016
DEL	AIRPORT BRIEFING (ARR CON...	10-1P3	25 Dec 2015	07 Jan 2016
ADD	AIRPORT BRIEFING (DEP CON...	10-1P4	25 Dec 2015	07 Jan 2016
DEL	AIRPORT BRIEFING (DEP CON...	10-1P4	25 Dec 2015	07 Jan 2016
ADD	AIRPORT BRIEFING (DEP CON...	10-1P5	25 Dec 2015	07 Jan 2016
DEL	AIRPORT BRIEFING (DEP CON...	10-1P5	25 Dec 2015	07 Jan 2016
ADD	AIRPORT BRIEFING (DEP CON...	10-1P6	25 Dec 2015	07 Jan 2016
REV	AIRPORT, AIRPORT INFO, TA...	10-9	25 Dec 2015	07 Jan 2016
REV	PARKING STANDS & COORDS	10-9A	25 Dec 2015	07 Jan 2016

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EVRA