

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EVRA

Terminal Charts For EVRA

Revision Letter For Cycle 13-2016

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: 0130 Z
Sunset: 1921 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: 129.925
Riga Approach: 134.850

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.

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Eff 7 Jan

RIGA, LATVIA
AIRPORT BRIEFING

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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25 DEC 15 (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

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Eff 7 Jan

RIGA, LATVIA
AIRPORT BRIEFING

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

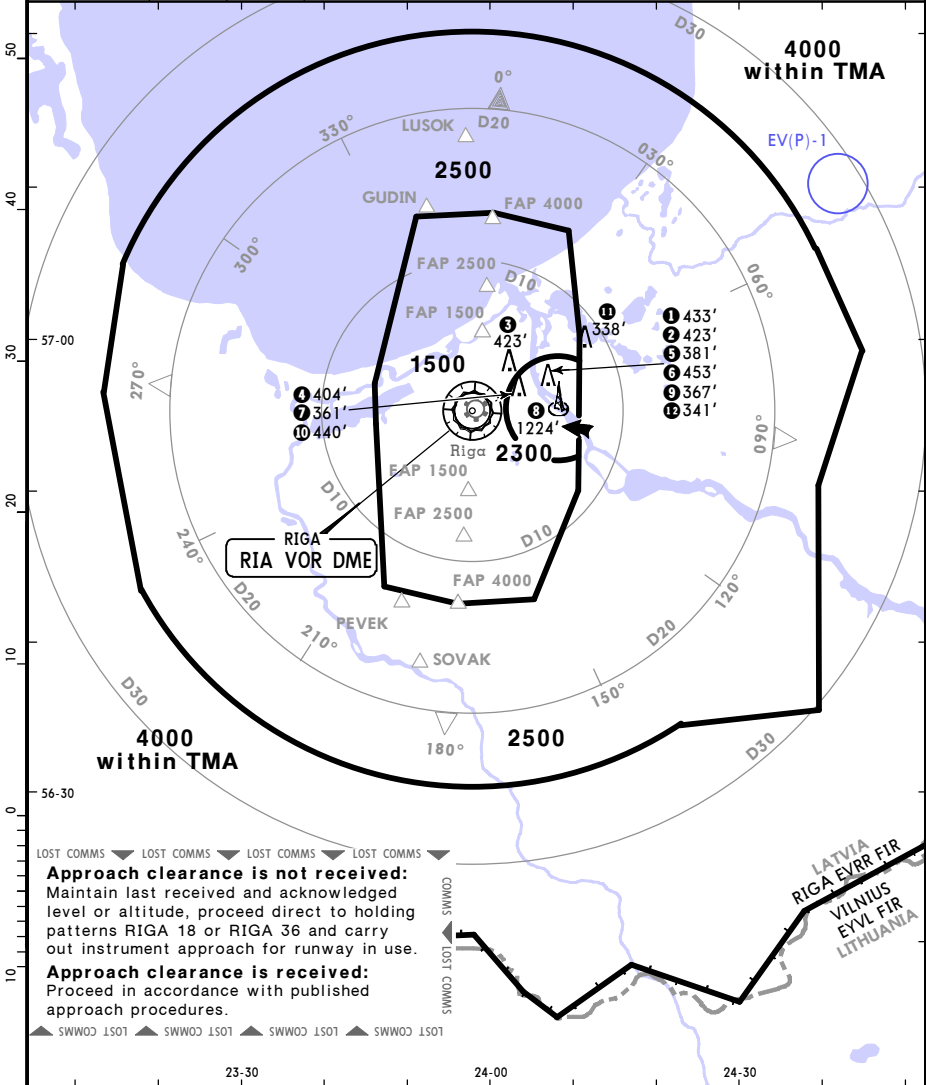
While being transferred from RIGA Ground to RIGA Tower, initial call shall be restricted to call sign only, in order to avoid frequency congestion.

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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'	1500'	1500'	1500'	2300'	1500'	1500'
0°C	1500'	1500'	1500'	1500'	1500'	1600'	1500'	2400'	1500'	1600'
-10°C	1600'	1600'	1600'	1600'	1500'	1600'	1500'	2500'	1500'	1600'
-20°C	1700'	1600'	1600'	1600'	1600'	1700'	1600'	2600'	1600'	1700'
-30°C	1700'	1700'	1700'	1700'	1700'	1700'	1600'	2700'	1600'	1700'
AD temp	⑪	⑫	A minimum of 990' of clearance will be provided over obstacles within 3.0 NM of the area boundary presented in table above.							
+15°C										
0°C										
-10°C	1500'	1500'								
-20°C	1600'	1600'								
-30°C	1600'	1600'								

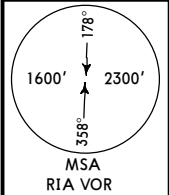


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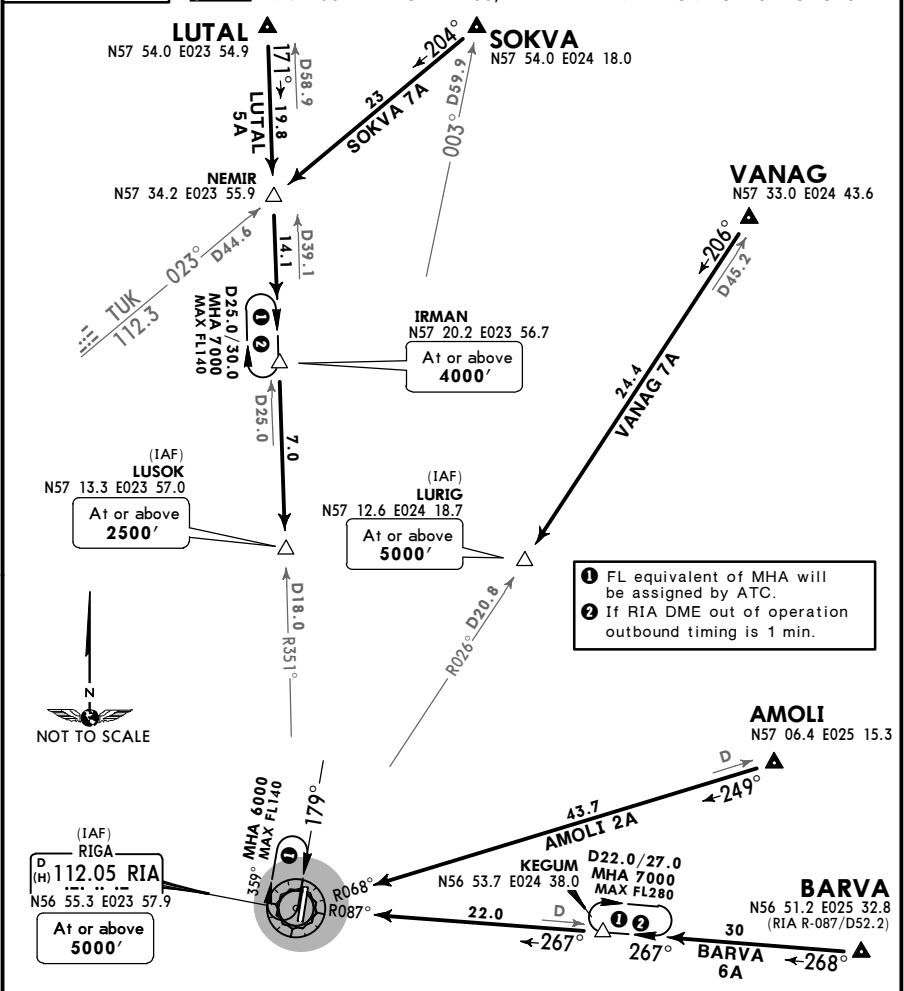
JEPPESSEN
17 APR 15 (10-2) Eff 30 Apr

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, 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 129.925 *134.850		

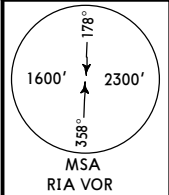


AMOLI TWO ALFA (AMOLI 2A) [AMOL2A]
BARVA SIX ALFA (BARVA 6A) [BARV6A]
LUTAL FIVE ALFA (LUTAL 5A) [LUTA5A]
SOKVA SEVEN ALFA (SOKVA 7A) [SOKV7A]
VANAG SEVEN ALFA (VANAG 7A) [VANA7A]
RWY 18 ARRIVALS
DEEFS MAX 250 KT BELOW FL100, WHEN THERE ARE NO ATC RESTRICTIONS



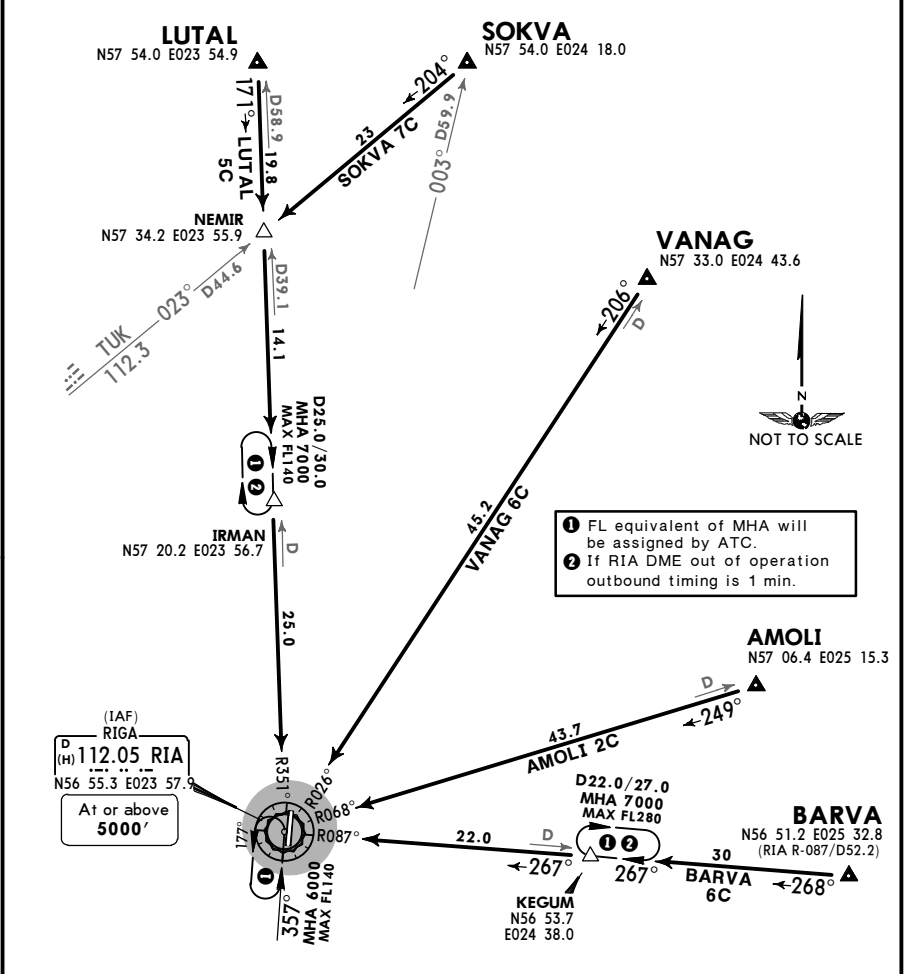
STAR	ROUTING
AMOLI 2A	Intercept RIA R-069 inbound to RIA.
BARVA 6A	On 268° track to KEGUM, intercept RIA R-087 inbound to RIA.
LUTAL 5A	Intercept RIA R-351 inbound via NEMIR and IRMAN to LUSOK.
SOKVA 7A	On 204° track to NEMIR, intercept RIA R-351 inbound via IRMAN to LUSOK.
VANAG 7A	Intercept RIA R-026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

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, 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 129.925 *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

SPEED 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.

RIGA, LATVIA

D-ATIS 120.175	Apt Elev 36'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
RIGA Approach 129.925 *134.850		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.

Intercept RIA R-116 inbound to RIA.

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17 APR 15 (10-2D) Eff 30 Apr

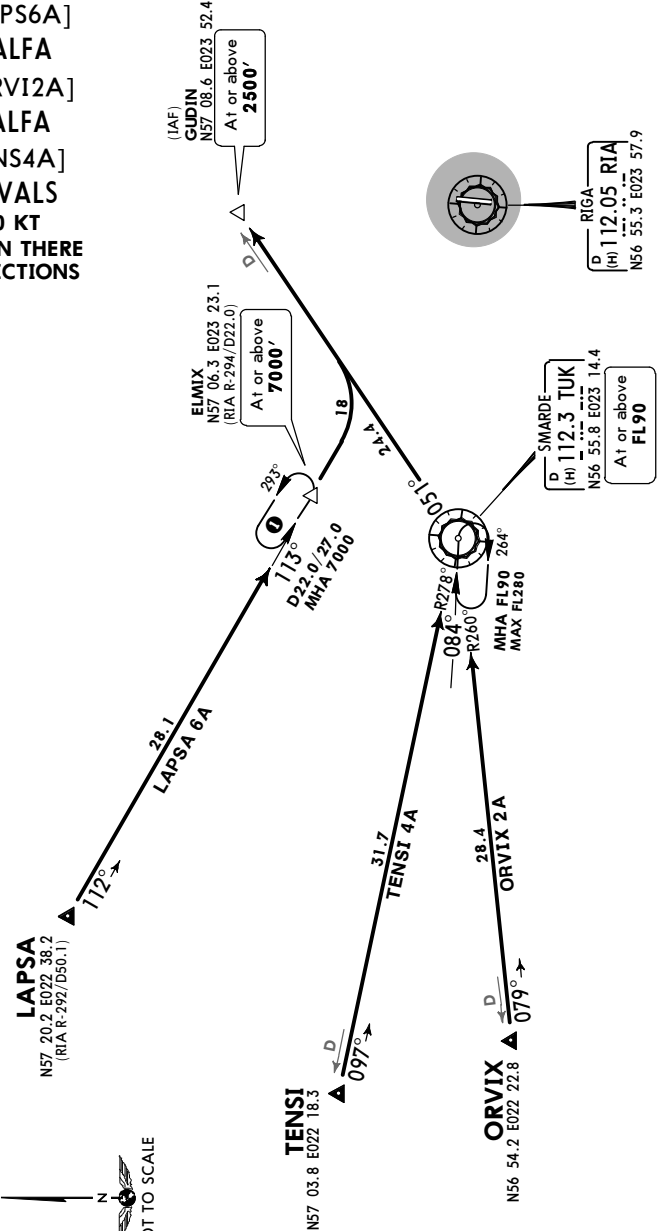
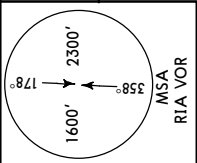
RIGA, LATVIA
STAR

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
DEFS 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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17 APR 15 (10-2E) Eff 30 Apr

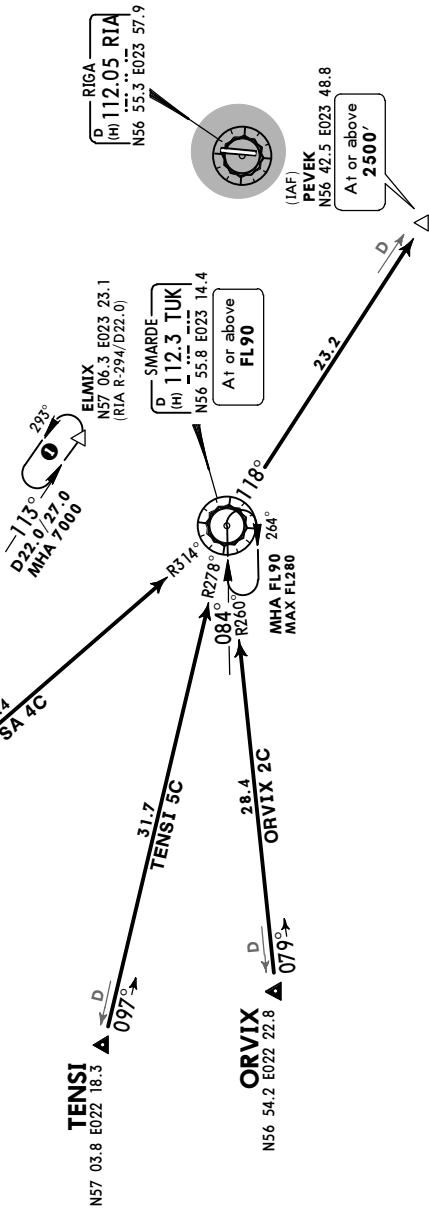
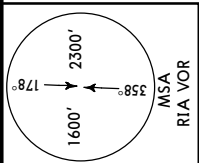
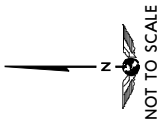
RIGA, LATVIA
STAR

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 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, WHEN THERE
ARE NO ATC RESTRICTIONS**

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



STAR	ROUTING
LAPSA 4C	Intercept TUK R-314 inbound to TUK, TUK R-118 to PEVEK.
ORVIX 2C	Intercept TUK R-260 inbound to TUK, TUK R-118 to PEVEK.
TENSI 5C	Intercept TUK R-278 inbound to TUK, TUK R-118 to PEVEK.

EVRA/RIX
RIGA

JEPPESSEN
17 APR 15

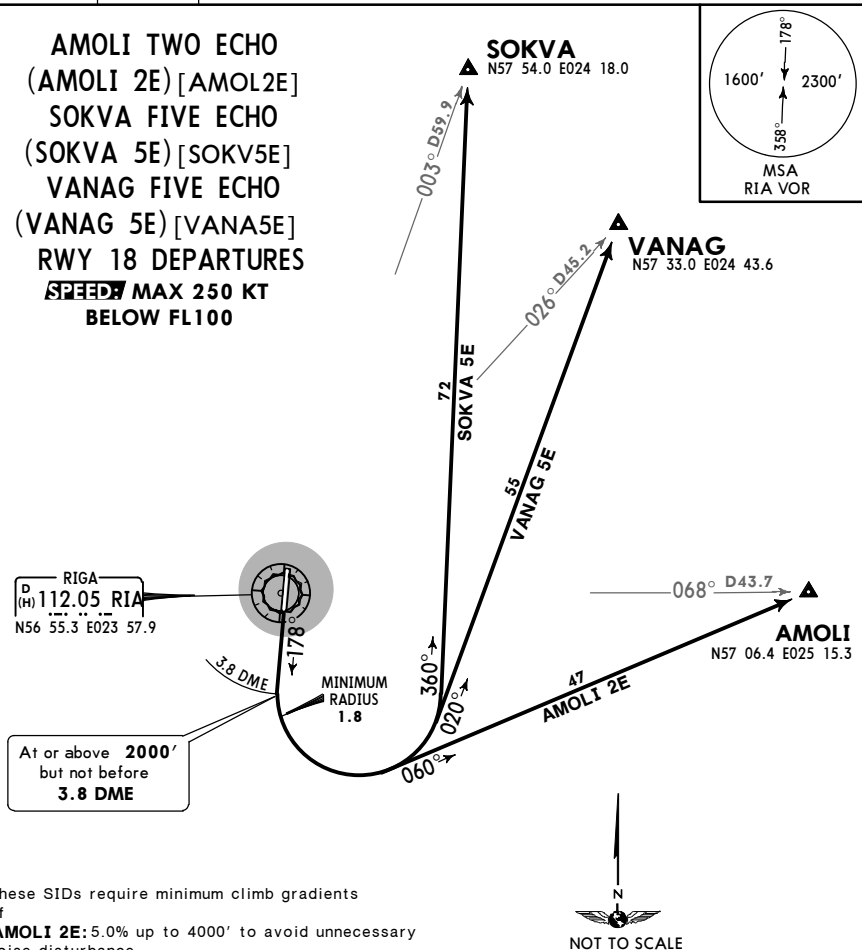
10-3

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



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.

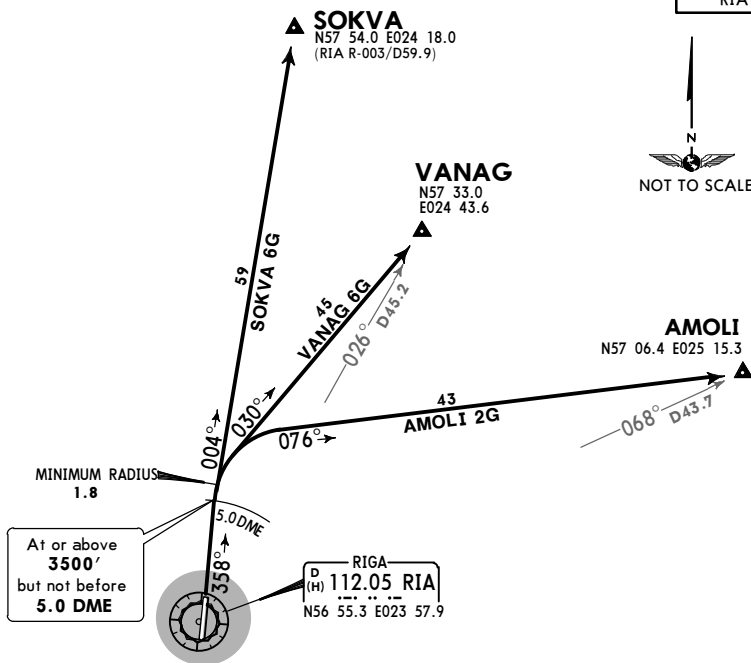
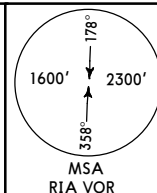
EVRA/RIX
RIGA

JEYPESEN
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		

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 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

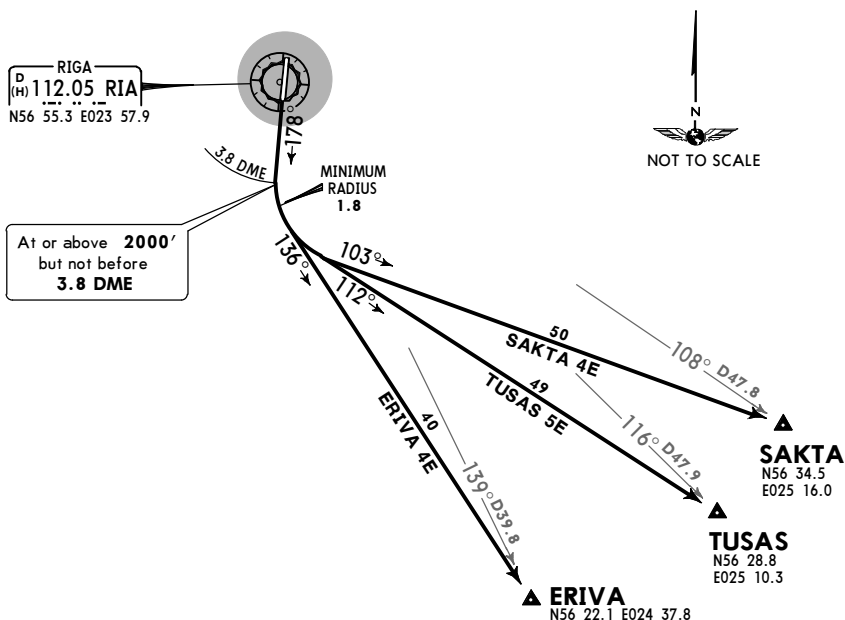
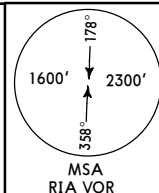
JEPPesen
17 APR 15 (10-3B) Eff 30 Apr

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.

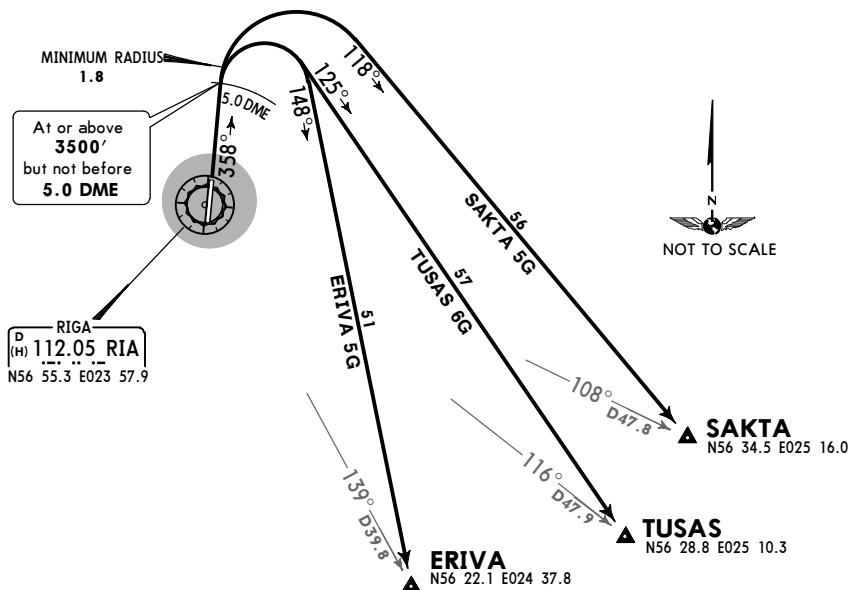
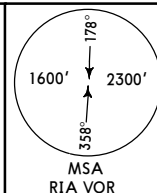
EVRA/RIX
RIGA

 **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
~~RECEIVED~~ MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient
of
7.0% up to 4000' to avoid unnecessary noise dis-
turbance.

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.

CHANGES: General notes 1 & 2 revised; climb gradient.

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EVRA/RIX
RIGA

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

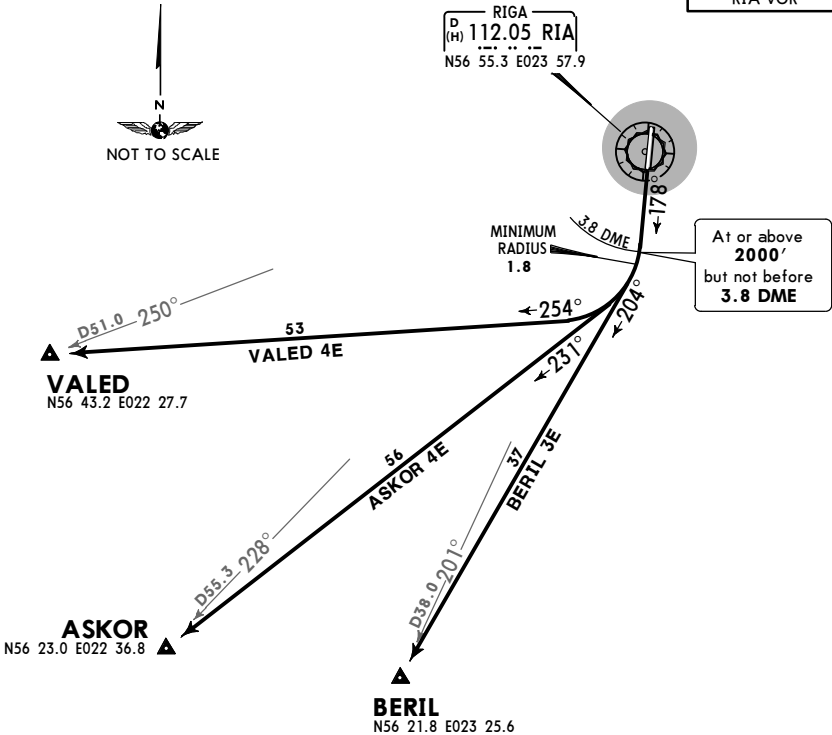
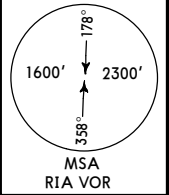
RIGA, LATVIA
SID

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.

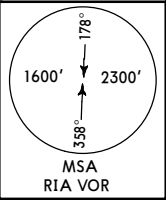
EVRA/RIX
RIGA

JEPPESEN
17 APR 15 10-3E Eff 30 Apr

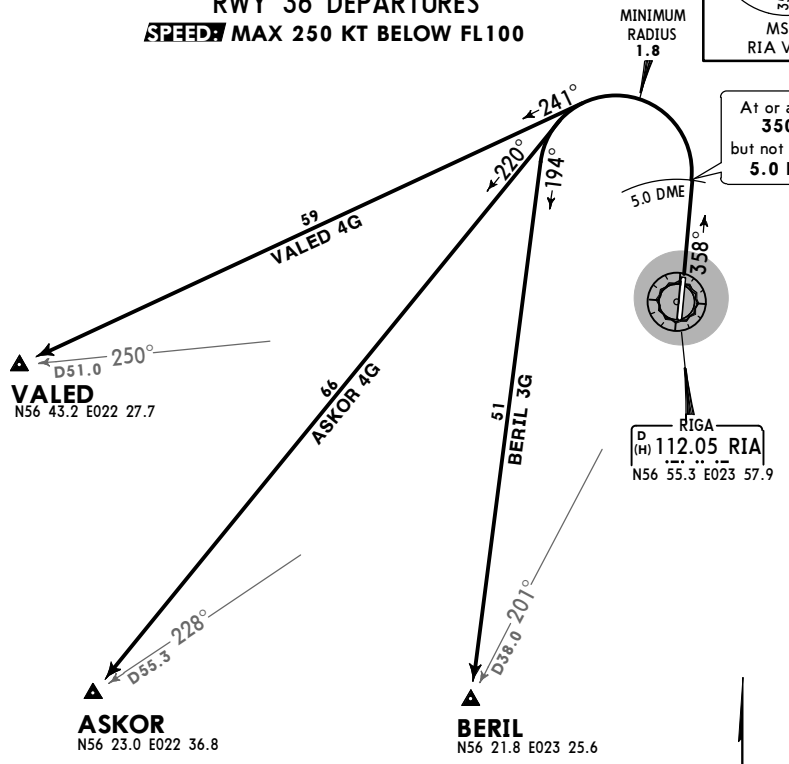
RIGA, LATVIA
SID

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



At or above
3500'
but not before
5.0 DME



These SIDs require minimum climb gradients 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

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

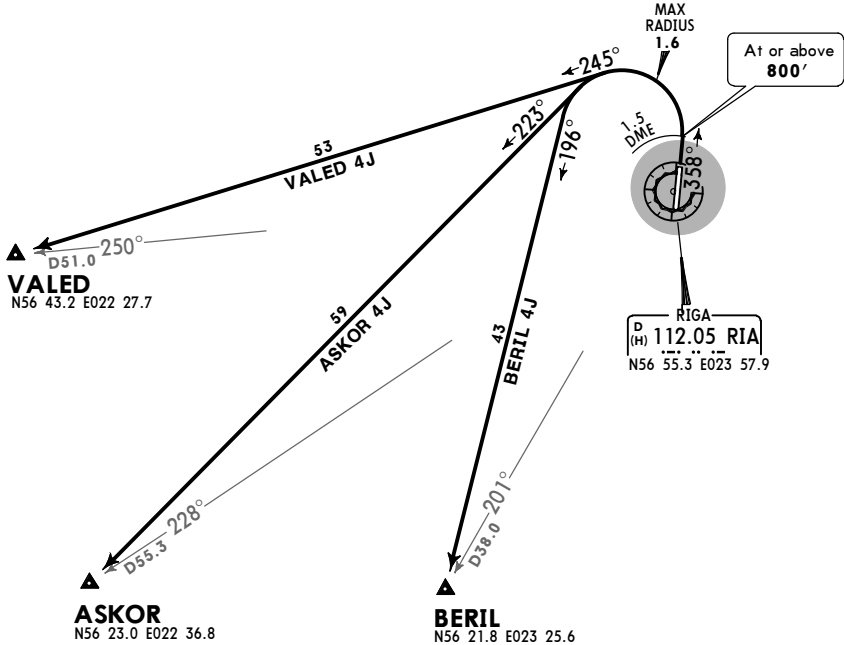
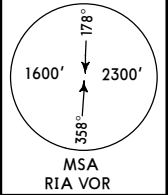
RIGA, LATVIA
SID

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.

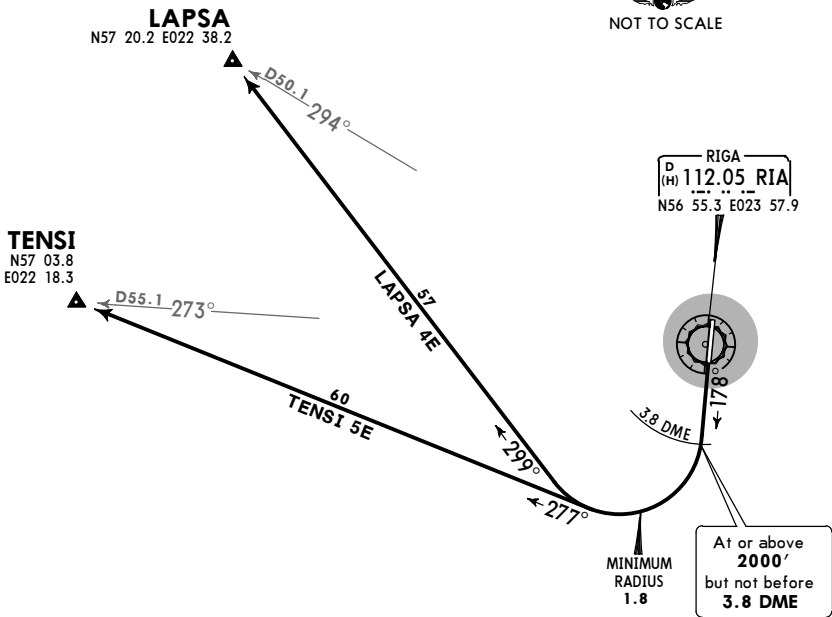
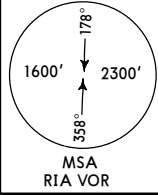
EVRA/RIX
RIGA

JEPPesen
17 APR 15 (10-3G) 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		

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.

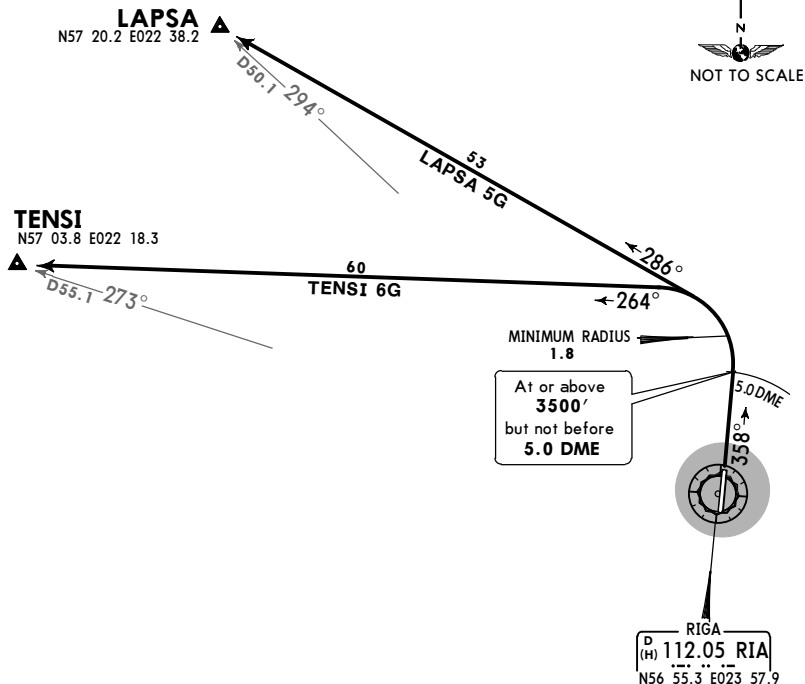
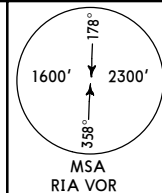
EVRA/RIX
RIGA

 **JEPPESSEN**
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		

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 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

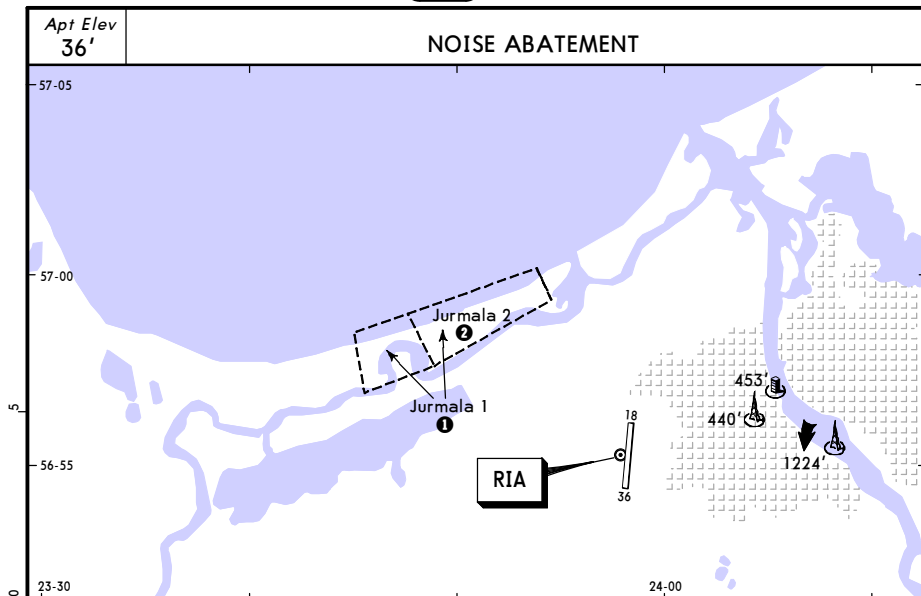
Initial climb clearance 4000'

SID	INITIAL CLIMB/ROUTING
LAPSA 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

JEPPESEN
29 MAR 13 10-4 Eff 4 Apr

RIGA, LATVIA
NOISE



❶ GND - 1500'

All flights should avoid flight operations within this area.

❷ GND - 5000'

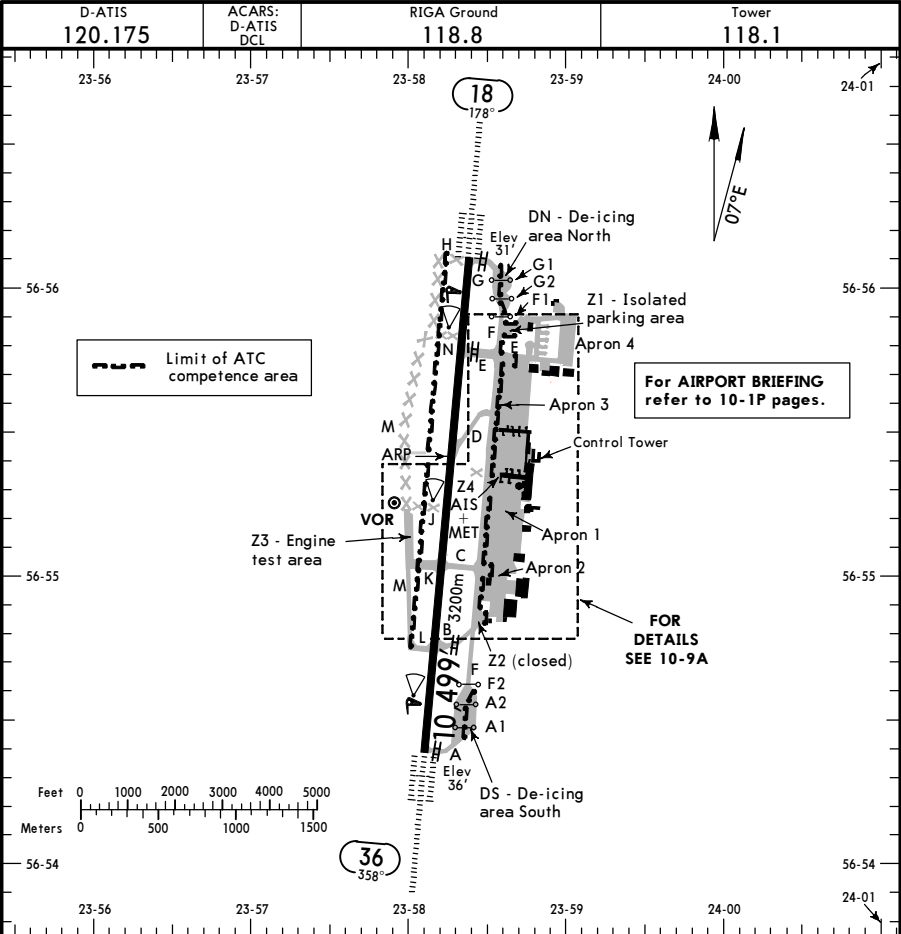
All turboprop and jet aircraft should avoid operations within this area.

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

EVRA/RIX
Apt Elev **36'**
N56 55.4 E023 58.3

JEPPesen
26 FEB 16 **(10-9)** Eff 3 Mar

RIGA, LATVIA
RIGA



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			Threshold	LANDING BEYOND Glide Slope	
18				9466' 2885m	
36	HIRL (60m) CL ① HIALS-II TDZ PAPI-L (3.0°) RVR			9527' 2904m	②
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)					

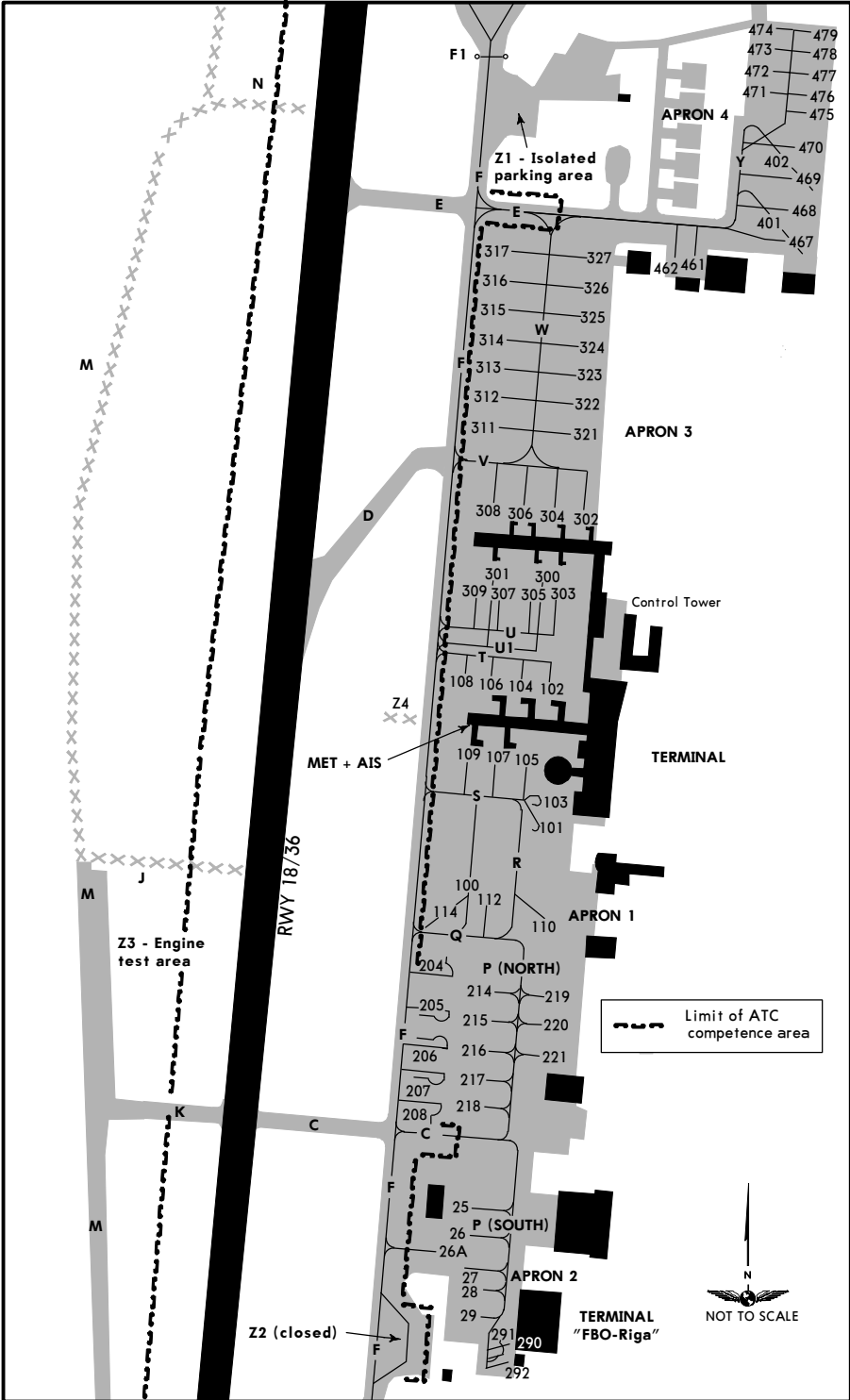
Standard TAKE-OFF ①			
LVP must be in force ②			
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	250m	400m ②
C			500m
D		300m	

① Operators applying U.S. Ops Specs: CL required below 300m.
② When A-SMGCS u/s RVR 450m.

EVRA/RIX

JEPPesen
26 FEB 16 (10-9A) Eff 3 Mar

RIGA, LATVIA
RIGA



CHANGES: Holding point added.

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EVRA/RIX

 **JEPPesen**

26 FEB 16

10-9B

Eff 3 Mar

RIGA, LATVIA
RIGA

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
25, 26	N56 54.9 E023 58.6	300, 302 thru 305	N56 55.5 E023 58.7
26A	N56 54.9 E023 58.5	301, 306 thru 309	N56 55.5 E023 58.6
27, 28	N56 54.9 E023 58.6	311 thru 313	N56 55.6 E023 58.6
29	N56 54.9 E023 58.5	314 thru 317	N56 55.7 E023 58.6
100	N56 55.2 E023 58.6	321 thru 323	N56 55.6 E023 58.7
101, 103	N56 55.3 E023 58.7	324 thru 326	N56 55.7 E023 58.7
102, 104	N56 55.4 E023 58.7	327	N56 55.7 E023 58.8
105, 107, 109	N56 55.3 E023 58.6	401	N56 55.7 E023 59.0
106, 108	N56 55.4 E023 58.6	402	N56 55.8 E023 59.0
110	N56 55.2 E023 58.7	461, 462	N56 55.7 E023 58.9
112, 114	N56 55.2 E023 58.6	467	N56 55.7 E023 59.0
204 thru 208	N56 55.1 E023 58.5	468 thru 470	N56 55.8 E023 59.0
214 thru 218	N56 55.1 E023 58.6	471 thru 474	N56 55.9 E023 59.0
219 thru 221	N56 55.1 E023 58.7	475, 476	N56 55.8 E023 59.0
290 thru 292	N56 54.8 E023 58.6	477 thru 479	N56 55.9 E023 59.1

EVRA/RIX

 **JEPPESSEN**
26 FEB 16 **(10-9C)** **Eff 3 Mar**
RIGA, LATVIA
RIGA

VISUAL DOCKING GUIDANCE SYSTEM
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.

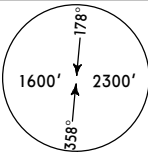
If the following events occur, the pilot must stop the docking procedure, report problem to "Riga Apron" (**131.6 MHz**) and wait for further instructions from "Riga Apron" and/or marshal:

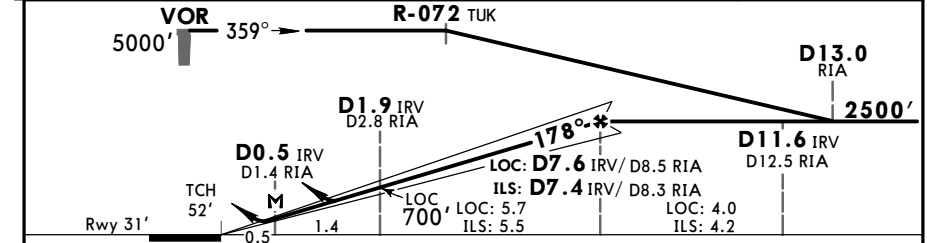
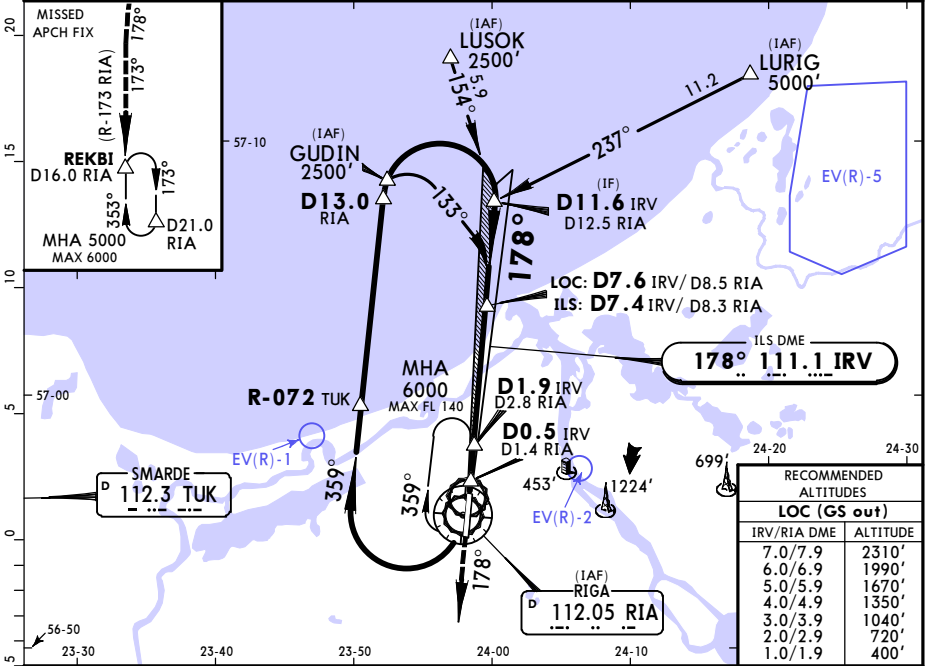
- Displayed aircraft type is not the incoming aircraft.
- System does not detected the aircraft.
- Displayed board become unreadable (loss of display).
- ESTOP message displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

EVRA/RIX
RIGA

JEPPesen
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'
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'					MSA RIA VOR
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			HIALS-II		1200'	on	178°
ILS GS or LOC Descent angle 3.00°		372	478	531	637	743	849			PAPI		↑		
MAP at D0.5 IRV/D1.4 RIA														
Standard		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				Max Kts		MDA(H)		VIS
A										100	530'(494')		1500m	
B								RVR 1500m		135	540'(504')		1600m	
C	RVR 550m	RVR 750m		RVR 1200m						180	730'(694')		2400m	
D								RVR 1700m		205	740'(704')		3600m	

PANS OPS

CHANGES: Reporting point.

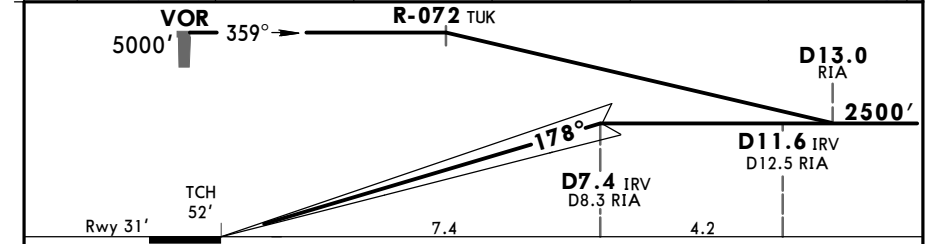
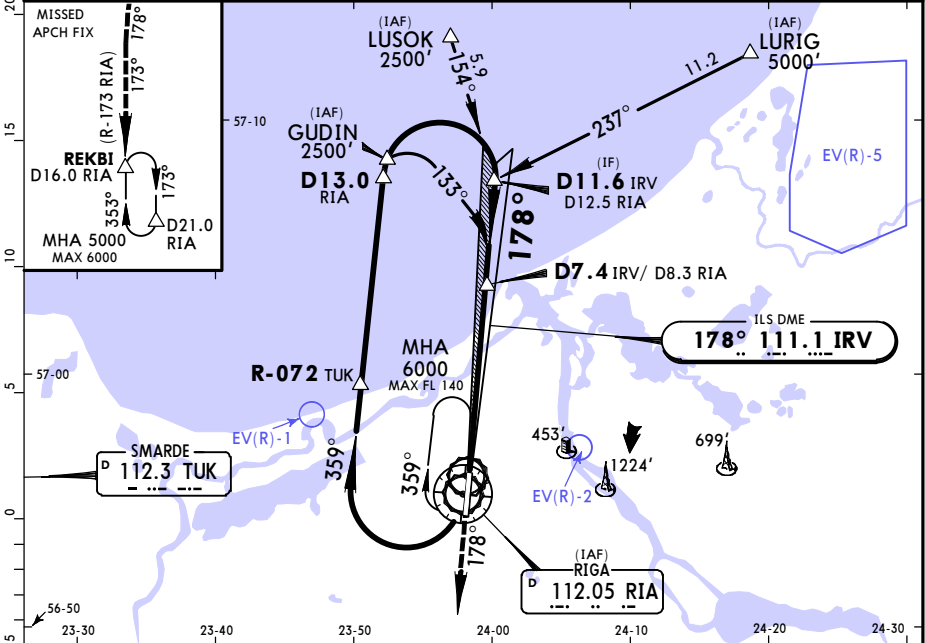
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EVRA/RIX
RIGA

JEPPESSEN
6 NOV 15 11-1A Eff 12 Nov

RIGA, LATVIA
CAT II ILS Rwy 18

BRIEFING STRIP™	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.								 MSA RIA VOR	
	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.									



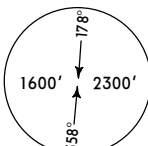
Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	1200'	178°
GS	3.00°	372	478	531	637	743	849	PAPI	↑	on
Standard										
STRAIGHT-IN LANDING RWY 18 CAT II ILS										
A RA 99'		B RA 101'			C RA 110'			D RA 124'		
DA(H) 131'(100')		DA(H) 133'(102')			DA(H) 146'(115')			DA(H) 160'(129')		
RVR 300m								RVR 400m		

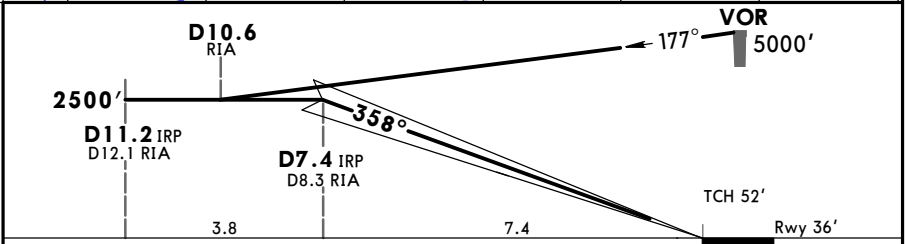
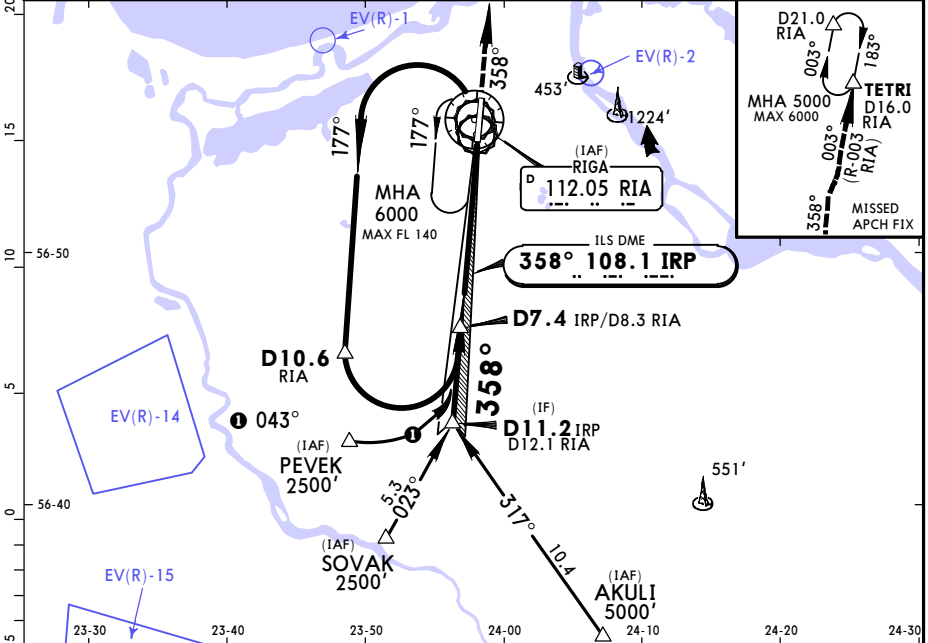
STRAIGHT-IN LANDING RWY 36					CIRCLE-TO-LAND		
ILS				LOC (GS out)		Not authorized East of airport	
DA(H) 236'(200')				DA(H) 390'(354')			
FULL		Limited		ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m	100	530'(494') 1500m
B						135	540'(504') 1600m
C						180	730'(694') 2400m
D						205	740'(704') 3600m

EVRA/RIX
RIGA

JEPPesen
2 OCT 15 (11-2A)

RIGA, LATVIA
CAT II ILS Rwy 36

BRIEFING STRIP™	D-ATIS 120.175		RIGA Approach 129.925 134.850		RIGA Tower 118.1		Ground 118.8	
	LOC IRP 108.1	Final Apch Crs 358°	GS D7.4 IRP 2500' (2464')	CAT II ILS DA(H) Refer to Minimums		Apt Elev 36' Rwy 36'		
	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 KT until D4.0 IRP. 3. ILS DME reads zero at rwy 36 thresh. 4. Special Aircrew and Aircraft Certification Required.							
MSA RIA VOR								



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
GS	3.00°	372	478	531	637	743	849	PAPI
							1200' on 358°	

Standard		STRAIGHT-IN LANDING RWY 36 CAT II ILS		D	
ABC		RA 105'		RA 110'	
DA(H) 136' (100')				DA(H) 142' (106')	

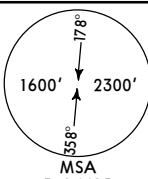
RVR 300m	
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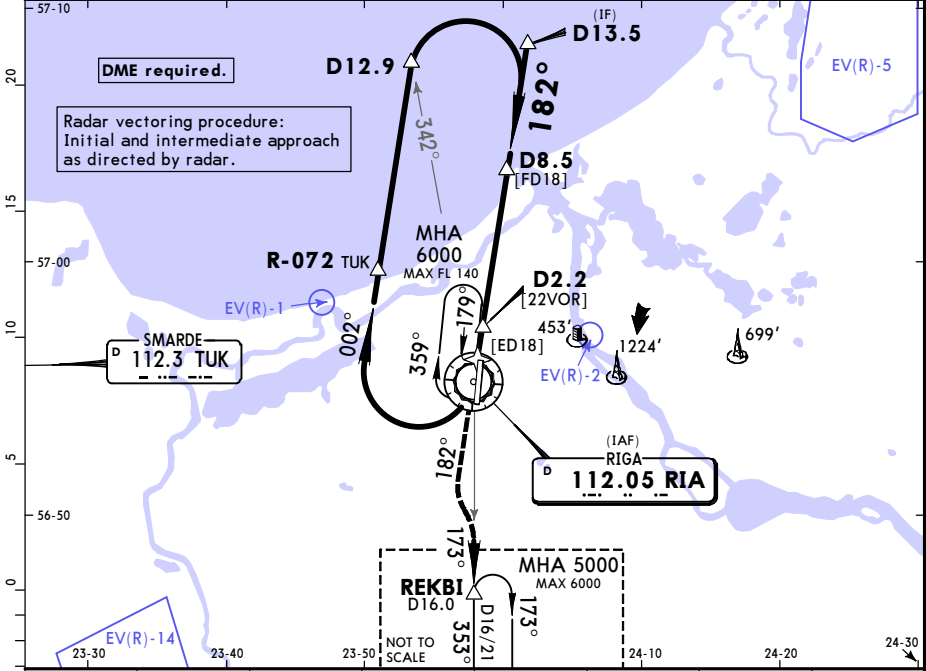
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

EVRA/RIX
RIGA

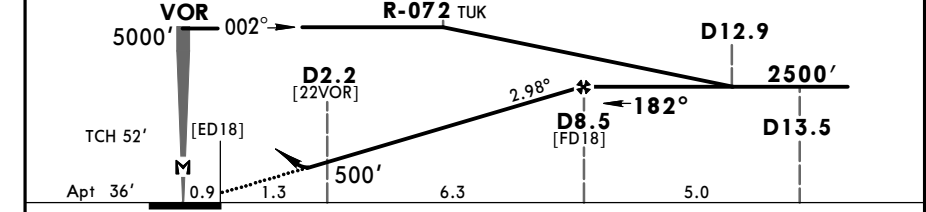
JEPPesen
6 NOV 15 **13-1** Eff 12 Nov

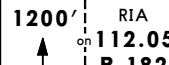
RIGA, LATVIA
VOR Rwy 18

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.							
MSA RIA VOR								



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



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

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

PANS OPS

CHANGES: Reporting point.

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EVRA/RIX
RIGA

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6 NOV 15 **13-2** Eff 12 Nov

RIGA, LATVIA
VOR Rwy 36

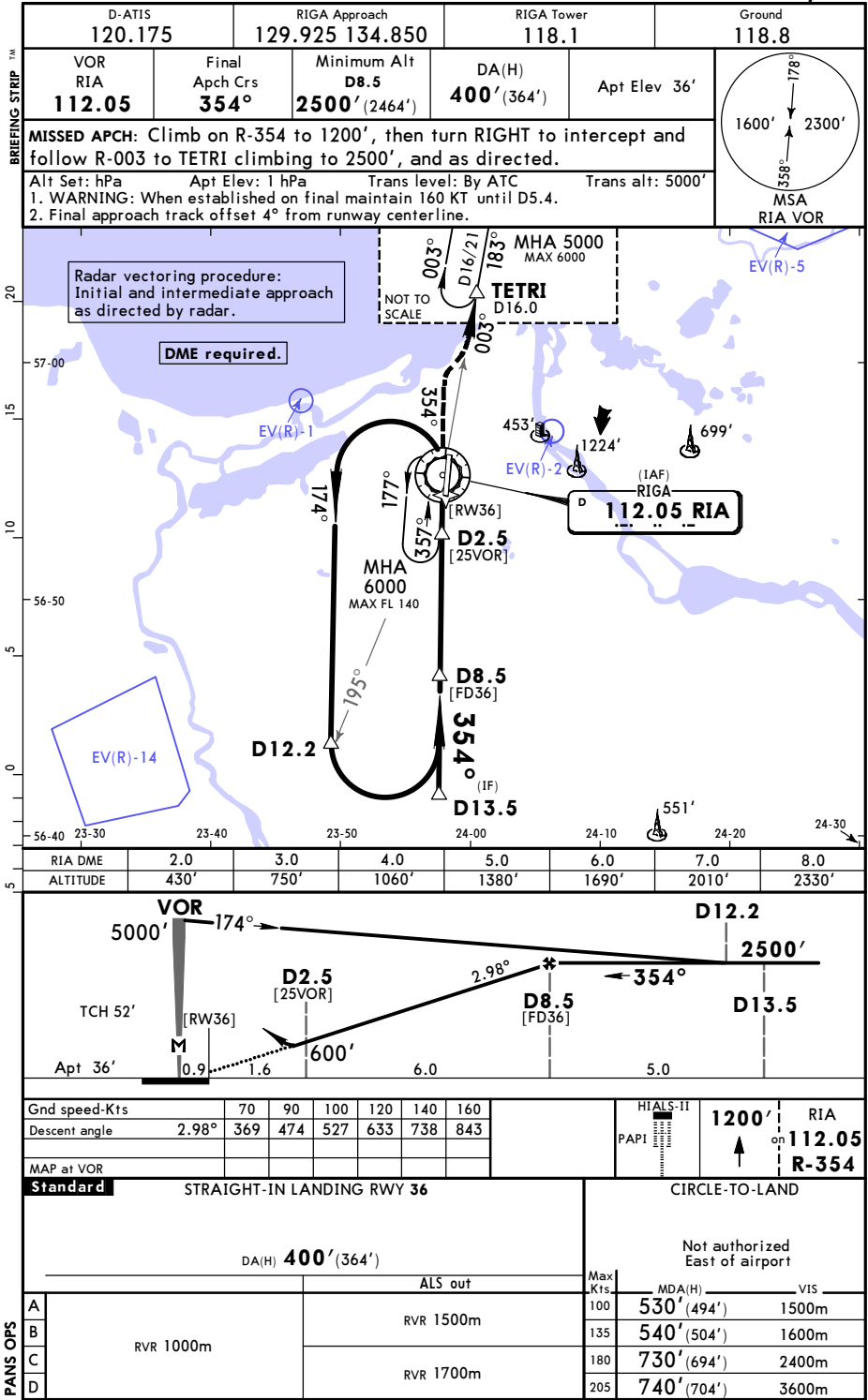




Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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RIGA, (RIGA - EVRA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EVRA