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Trip Kit Index

Airport Information For EVRA

Terminal Charts For EVRA

Revision Letter For Cycle 03-2019

Change Notices

Notebook

General Information

Location: RIGA LVA
ICAO/IATA: EVRA / RIX
Lat/Long: N56° 55.4', E023° 58.3'
Elevation: 36 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 7.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0551 Z
Sunset: 1526 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: 120.180
ATIS: 120.175
Riga Tower: 118.100
Riga Tower: 118.105
Riga Ground: 118.805
Riga Ground: 118.800
Riga Apron Ramp/Taxi: 131.600
Riga Approach: 134.850

Riga Approach: 129.925

EVRA/RIX
RIGA**JEPPESEN**

11 MAY 18

10-1P

Eff 24 May

RIGA, LATVIA**AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

D-ATIS 120.175

1.2. LOW VISIBILITY PROCEDURES (LVP)

Standby for LVP will be implemented when RVR is 700m or less or the ceiling is 200' or less. LVP will be commenced when RVR is less than 550m or ceiling is 150' or less. LVP will be terminated when RVR is greater than 700m, continuing improvement in RVR conditions is anticipated and the 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 shall not call "RWY vacated" until the ACFT has completely passed the end of the green/yellow colour-coded TWY CL.

When LVP are in force, RWY entries are limited to:

- a) CAT I/II holding point on TWY G (or TWY E if TWY G not available) for RWY 18;
- b) CAT I/II holding point on TWY A (or TWY B if TWY A not available) for RWY 36.

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

Low visibility take-off with LOC guidance not available.

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.

ICAO code E four-engine ACFT shall taxi using all four engines at idle power to avoid causing jet blast damage.

Rapid-exit TWY D for MAX code C ACFT with wingspan not exceeding 118'/36m. Use of TWY K and remote apron Z3 not authorized during night except during LVP.

1.4. PARKING PROCEDURES

On stands 103, 290, 401 and 402 ACFT are guided by specifically constructed lead-in lines with oversteer provision.

On all other stands pilots should choose the lead-in trajectory which is suitable for ACFT type.

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 102, 104 thru 107, 110, 112, 214 thru 221, 300 thru 307 and 321 thru 470 push-back required.

On stands 114, 225, 227 thru 229, 292, 308 and 471 thru 479 push-back is possible.

At the APT two different VDGS are available:

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

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11 MAY 18

10-1P1

Eff 24 May

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 instructions:

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 of 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.

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23 MAR 18

10-1P2

Eff 29 Mar

RIGA, LATVIA

AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Specific speed should normally be expressed in multiples of 10 KT based on indicated air speed (IAS). Only minor speed adjustments, of not more than ± 20 KT, should be requested of an ACFT established on intermediate and final approach.

Pilots should typically expect the following speed restrictions:

- 210 KT - during the initial approach phase;
- 180 KT - on base leg/closing heading to final approach. When established on the final approach track, ACFT shall maintain IAS 160 KT until passing the DME at a distance of 4 NM from the threshold, unless otherwise instructed.

These speeds are applied for ATC separation purposes and are mandatory. ACFT unable to conform to these speeds must inform ATC and state which speeds can be used.

In the event of a new (non-speed related) ATC instruction being issued, pilots shall continue to maintain the previously allocated speed. All speed restrictions are to be flown as accurately as possible.

Non-compliance with speed control instructions may lead to an ACFT having to be removed from the planned approach sequence.

ACFT concerned should be advised as soon as speed control is no longer necessary.

Only when requested by the radar controller and accepted by the pilot-in-command, a lower speed could be specified.

2.2. COMMUNICATION FAILURE PROCEDURES

If radio communication fails with RIGA Approach, pilots are to contact RIGA Tower for new instructions.

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23 MAR 18 10-1P3 Eff 29 Mar

RIGA, LATVIA
AIRPORT BRIEFING

2. ARRIVAL

2.3. RWY OPERATIONS

2.3.1. PREFERENTIAL RWY SYSTEM

Landing on RWY 18/36 available from 0000-1759LT.

Landing from 1800-2359LT available on RWY 36.

2.3.2. HIGH INTENSITY RWY OPERATIONS

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

As a rule, ACFT should expect to vacate the RWY via the following 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.

2.3.2.1. FREQUENCY CHANGE

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

2.3.3. 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;
- The RIGA Tower controller appropriate marks on the 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).

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23 MAR 18

10-1P4

Eff 29 Mar

RIGA, LATVIA

AIRPORT BRIEFING

2. ARRIVAL

2.4. 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.

2.5. TAXI PROCEDURES

2.5.1. STANDARD TAXI ROUTES

STAND	From RWY 18	From RWY 36
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
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
224	B-F-C-P	E-F-C-P
225 thru 229	B-F-C-P	E-F-C-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

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23 MAR 18

10-1P5

Eff 29 Mar

RIGA, LATVIA

AIRPORT BRIEFING

3. DEPARTURE**3.1. ATC CLEARANCE**

ATC clearance shall be obtained from RIGA Ground or RIGA Tower before starting taxiing out from the parking stand. During ACFT taxiing, RIGA Ground or RIGA Tower may amend the ATC clearance.

3.2. DE-ICING**3.2.1. 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 on apron may be performed either on stand or after push-back.

Initial de-icing requests shall be submitted to "RIGA Apron", FREQ 131.6 MHz (8.33 kHz channel 131.605 MHz) as early as possible but at least 15 minutes prior to off-block. The planned de-icing position will be assigned upon contact.

3.2.2. 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 the anti-icing code and start time if any to the crew.

3.2.3. 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 request that the parking brake is set to 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.

3.3. RUN-UP PROCEDURES

Permission for engine run-up shall be requested from RIGA Apron on 131.6 MHz (8.33 kHz channel 131.605 MHz).

Stand number and intended engine power thrust should be indicated.

On contact stands engine run-up is not permitted.

On other apron stands engine run-up is permitted at idle power only.

Engine run-up at power exceeding idle is permitted only in Engine test area Z3.

3.4. 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 maneuver immediately.

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23 MAR 18

10-1P6

Eff 29 Mar

RIGA, LATVIA

AIRPORT BRIEFING

3. DEPARTURE

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 ACFT shall not start taxiing and main engines must be operated only at idle power until the push-back tractor has been disconnected and driven away to safe distance and the Handling agent has given "all clear" signal with thumbs up.

3.4.1. STANDARD TAXI ROUTES

STAND	From RWY 18	From RWY 36
100	Q-F-G	Q-F-A
101	R-Q-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
224	C-F-G	C-F-A
225	P-C-F-G	P-C-F-A
226	F-G	F-A
227 thru 229	P-C-F-G	P-C-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	F-G	F-A
309	F-G	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

EVRA/RIX
RIGA**JEPPESEN**

23 MAR 18

10-1P7

Eff 29 Mar

RIGA, LATVIA**AIRPORT BRIEFING**

3. DEPARTURE

3.5. START-UP PROCEDURES

Request clearance from RIGA Ground (frequency might be coupled on RIGA Tower) for engine start-up.

During initial call to ATC, parking position and ATIS information designator shall be stated.

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.

3.6. 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 at the expected time.

3.7. RWY OPERATIONS**3.7.1. PREFERENTIAL RWY SYSTEM**

Take-off from RWY 18/36 available H24.

3.7.2. HIGH INTENSITY RWY OPERATIONS**3.7.2.1. 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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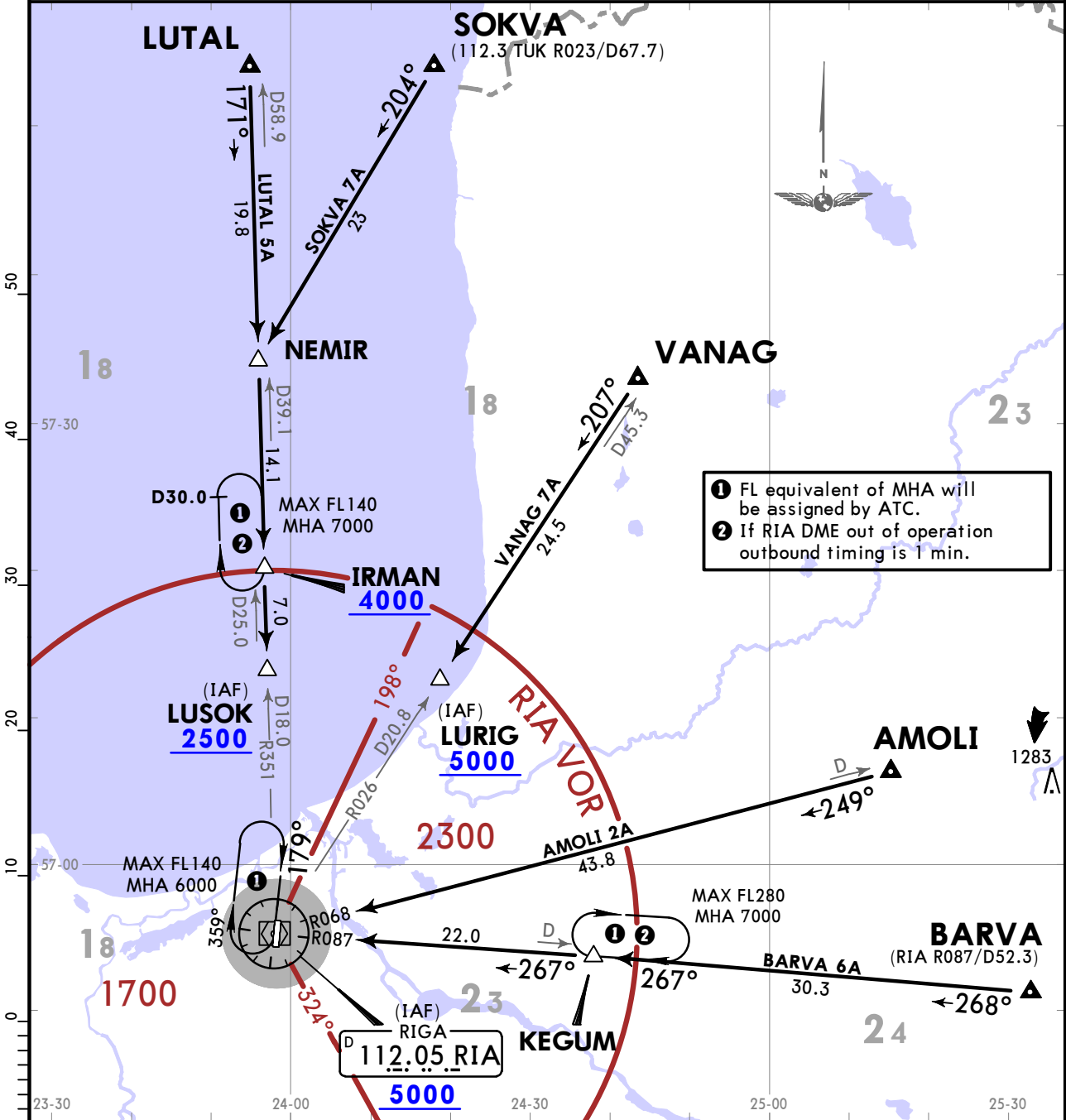
JEPPESEN
18 JAN 19 10-2 Eff 31 Jan

RIGA, LATVIA
STAR

Alt Set: hPa Trans level: By ATC	Apt Elev 36	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 VOR or TUK VOR. 3. Pilots should mind the vertical constraints of the STARs.
D-ATIS 120.180		
RIGA Approach 129.925 134.850		

AMOLI 2A [AMOL2A], BARVA 6A [BARV6A]
LUTAL 5A [LUTA5A], SOKVA 7A [SOKV7A]
VANAG 7A [VANA7A]
RWY 18 ARRIVALS

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



STAR	ROUTING
AMOLI 2A	Intercept RIA R068 inbound to RIA VOR.
BARVA 6A	On 268° track to KEGUM, intercept RIA R087 inbound to RIA VOR.
LUTAL 5A	Intercept RIA R351 inbound via NEMIR and IRMAN to LUSOK.
SOKVA 7A	On 204° track to NEMIR, intercept RIA R351 inbound via IRMAN to LUSOK.
VANAG 7A	Intercept RIA R026 inbound to LURIG.

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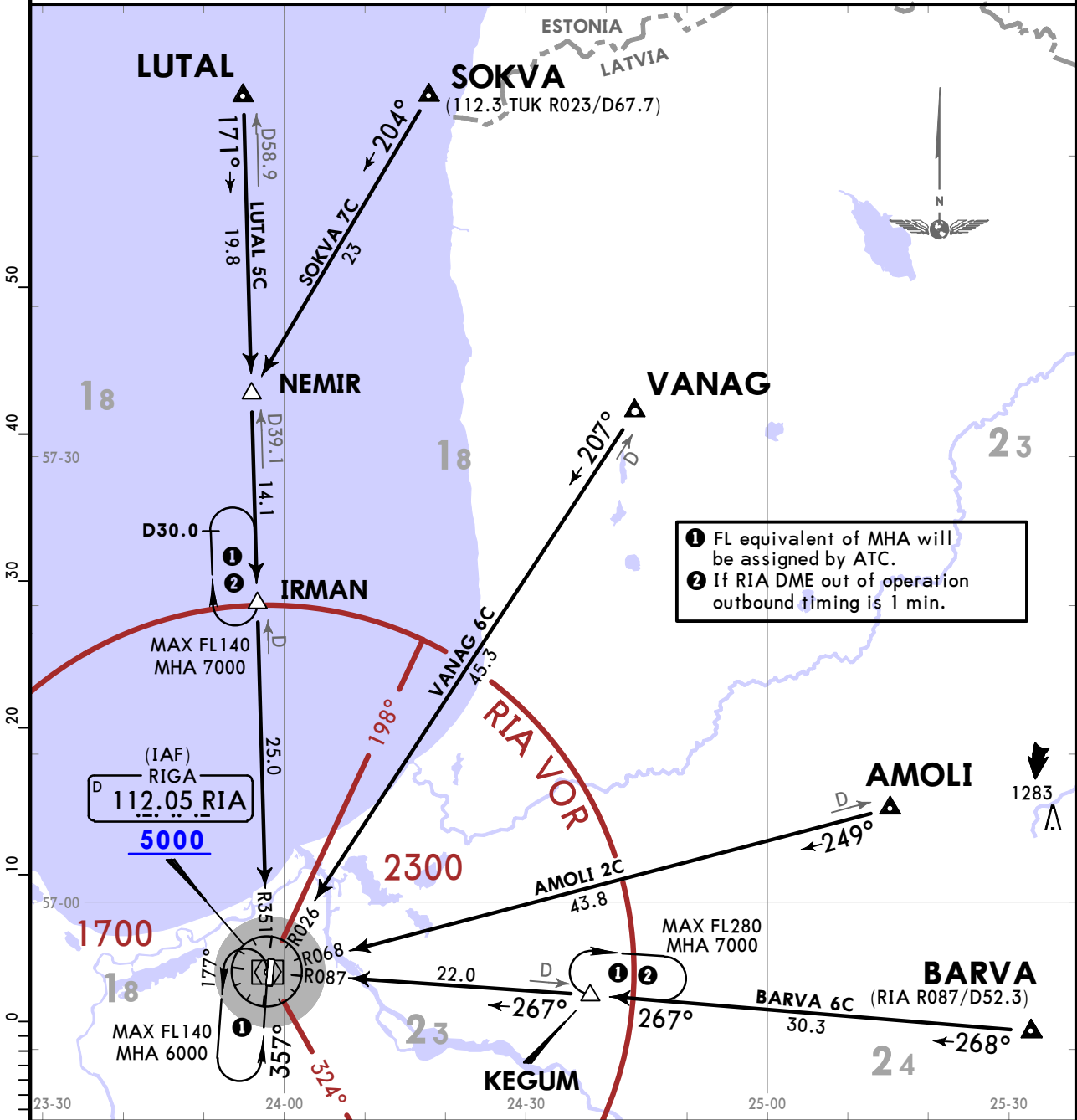
JEPPESSEN
18 JAN 19 10-2A Eff 31 Jan

RIGA, LATVIA
STAR

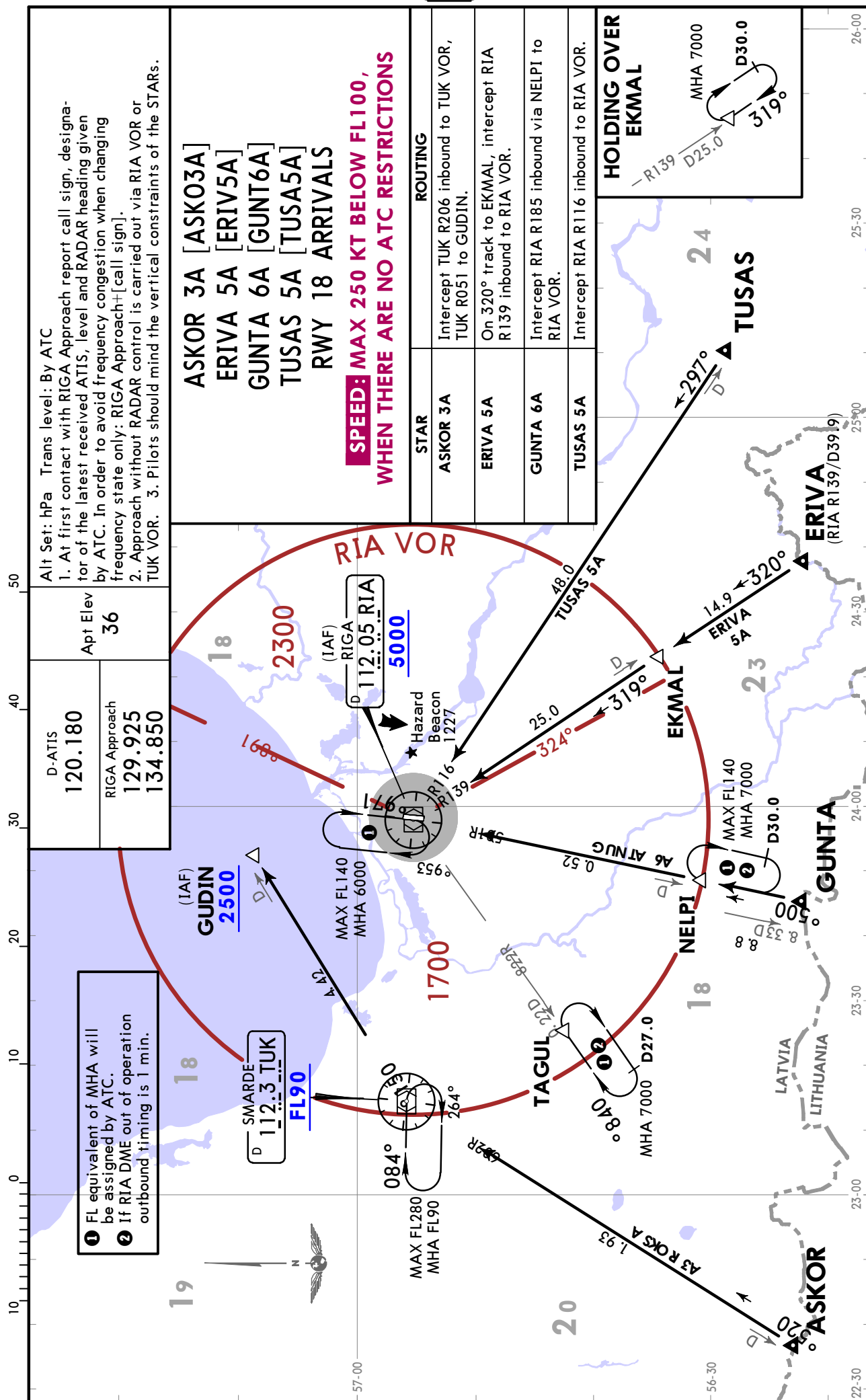
D-ATIS 120.180	Apt Elev 36	Alt Set: hPa Trans level: By ATC 1. At first contact with RIGA Approach report call sign, designator of the latest received ATIS, level and RADAR heading given by ATC. In order to avoid frequency congestion when changing frequency state only: RIGA Approach+[call sign]. 2. Approach without RADAR control is carried out via RIA VOR or TUK VOR. 3. Pilots should mind the vertical constraints of the STARs.
RIGA Approach 129.925 134.850		

AMOLI 2C [AMOL2C], BARVA 6C [BARV6C]
LUTAL 5C [LUTA5C], SOKVA 7C [SOKV7C]
VANAG 6C [VANA6C]
RWY 36 ARRIVALS

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



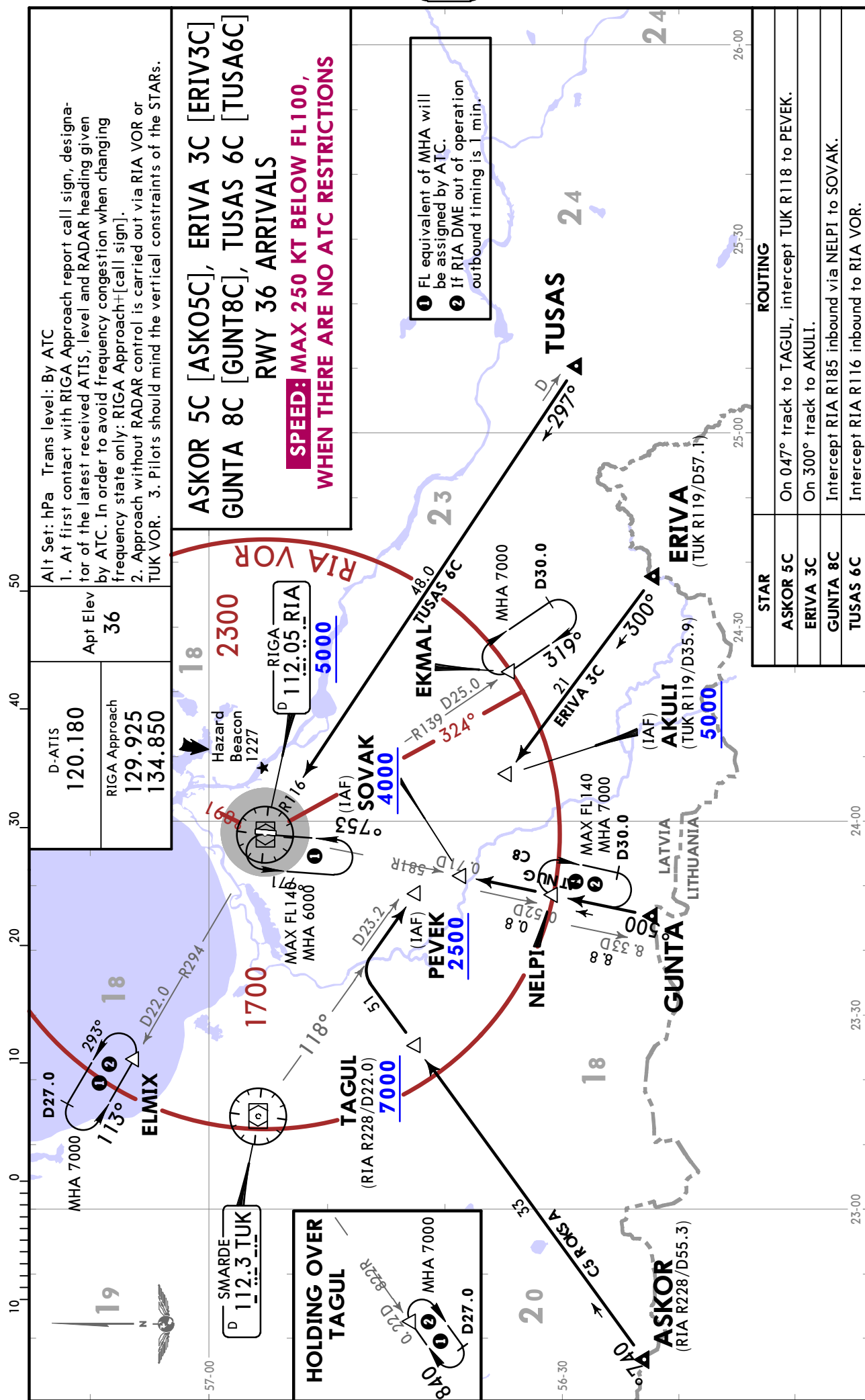
STAR	ROUTING
AMOLI 2C	Intercept RIA R068 inbound to RIA VOR.
BARVA 6C	On 268° track to KEGUM, intercept RIA R087 inbound to RIA VOR.
LUTAL 5C	Intercept RIA R351 inbound via NEMIR and IRMAN to RIA VOR.
SOKVA 7C	On 204° track to NEMIR, intercept RIA R351 inbound via IRMAN to RIA VOR.
VANAG 6C	Intercept RIA R026 inbound to RIA VOR.

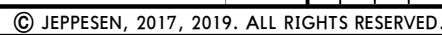
STAR

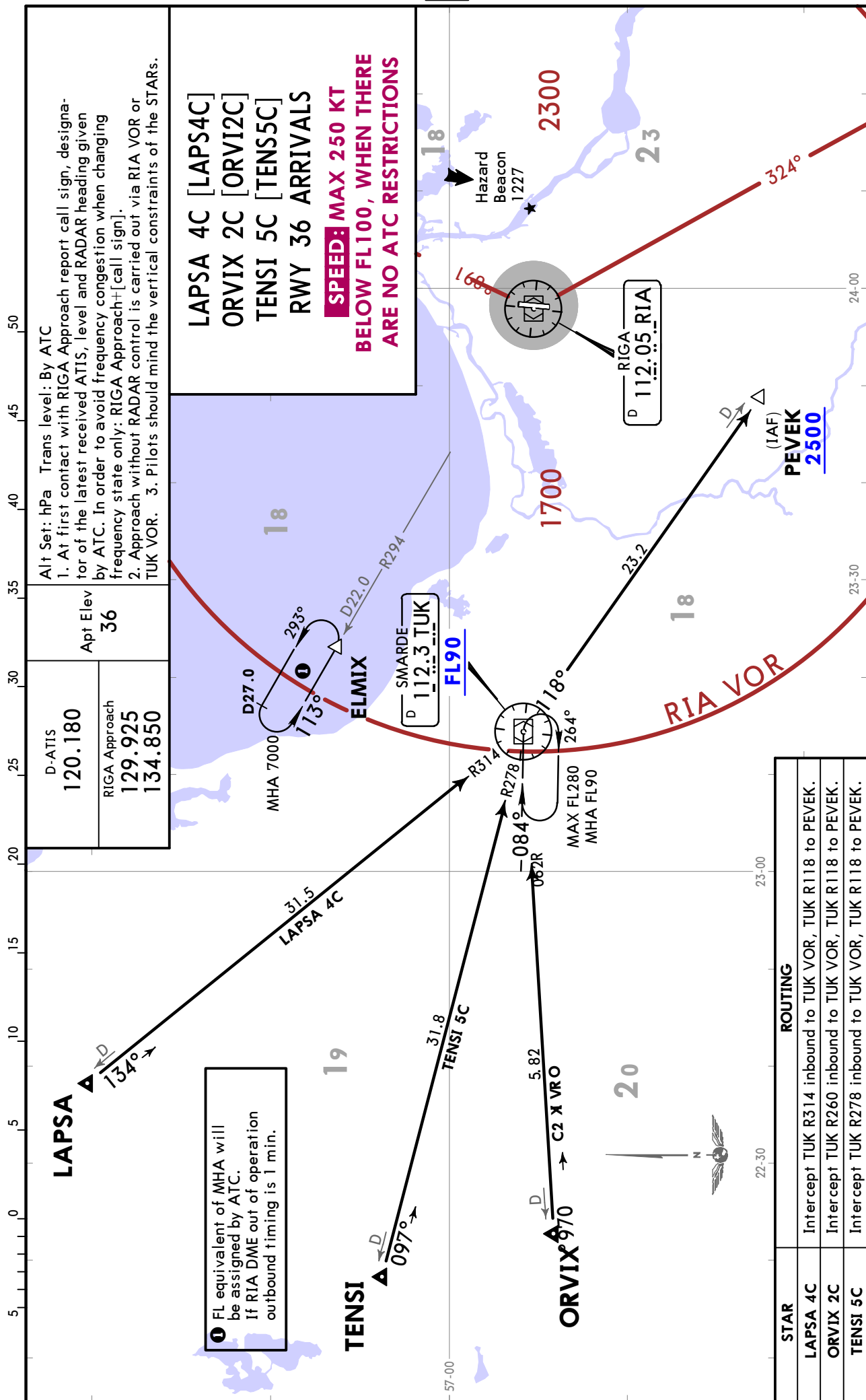
EVRA/RIX
RIGA

JEPPESEN
18 JAN 19 (10-2C) Eff 31 Jan

RIGA, ~~LATVIA~~

STAR

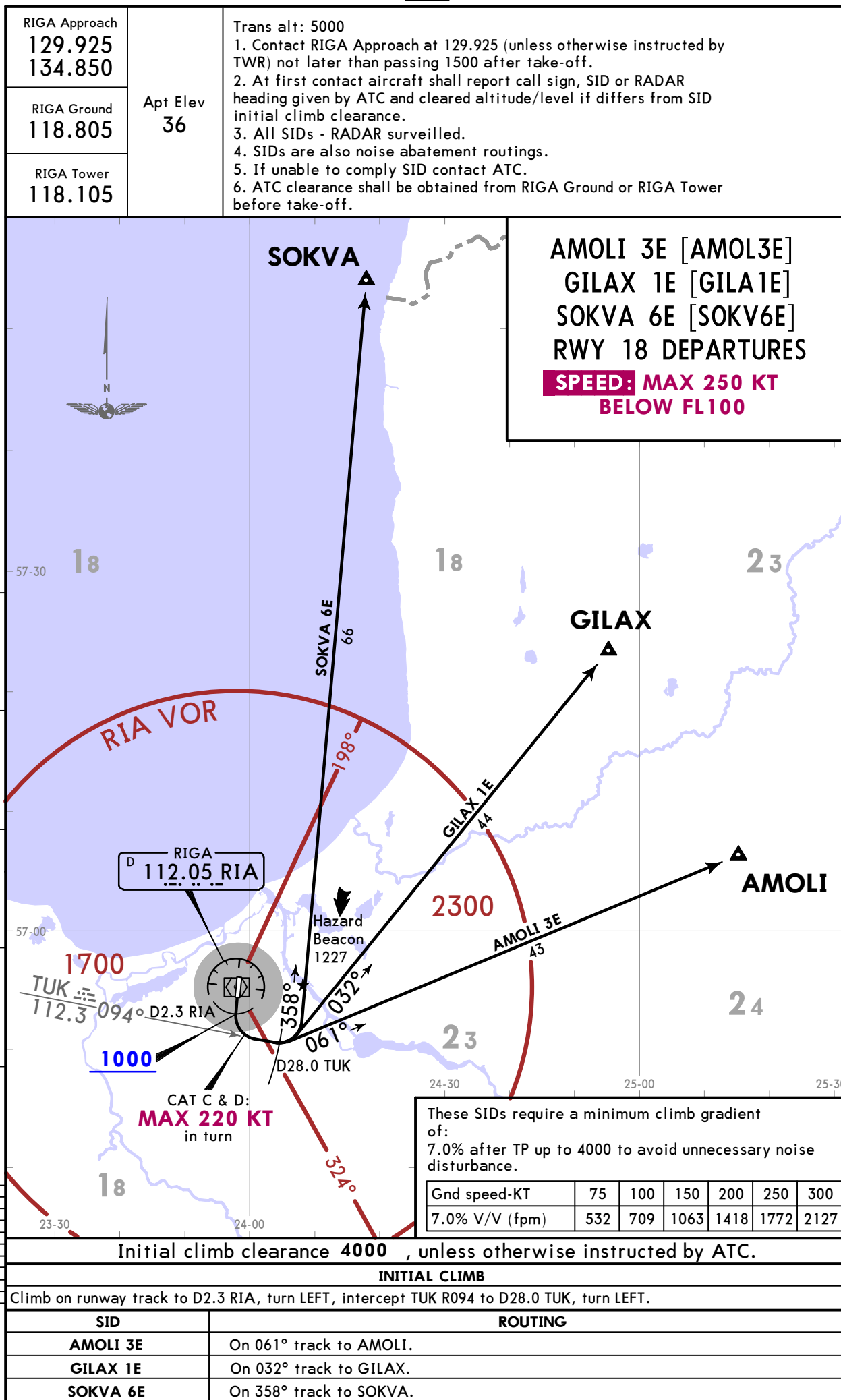


STAR

EVRA/RIX
RIGA

JEPPESEN
18 JAN 19 10-3 Eff 31 Jan

RIGA, LATVIA
SID

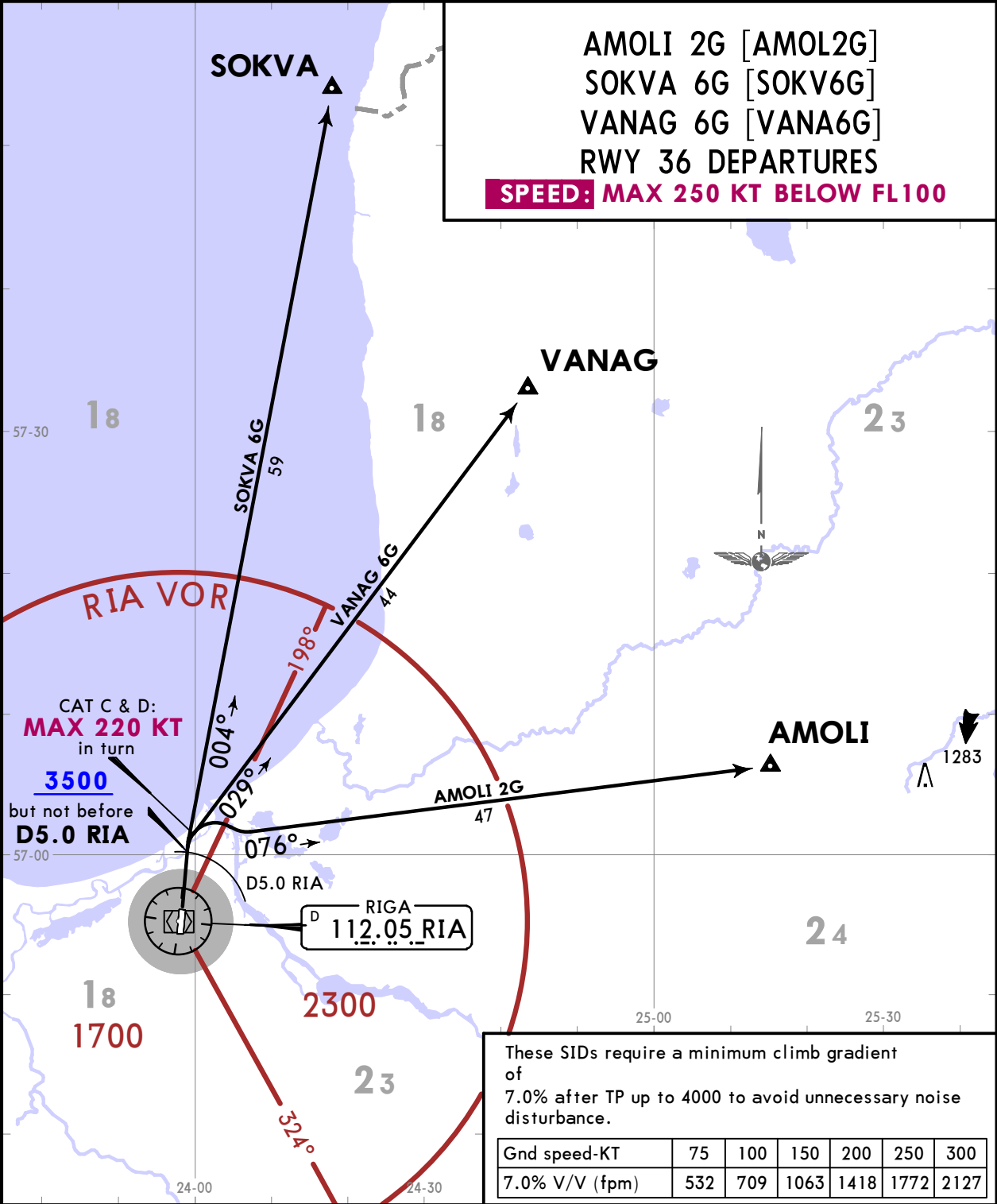


EVRA/RIX
RIGA

JEPPESSEN
18 JAN 19 10-3A Eff 31 Jan

RIGA, LATVIA
SID

RIGA Approach 129.925 134.850	Apt Elev 36	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. All SIDs - RADAR surveilled. 4. SIDs are also noise abatement routings. 5. If unable to comply SID contact ATC. 6. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.805		
RIGA Tower 118.105		



Initial climb clearance 4000 , unless otherwise instructed by ATC.	
INITIAL CLIMB	
Climb on runway track, at or above 3500, but not before D5.0 RIA turn RIGHT.	
SID	ROUTING
AMOLI 2G	On 076° track to AMOLI.
SOKVA 6G	On 004° track to SOKVA.
VANAG 6G	On 029° track to VANAG.

EVRA/RIX
RIGA

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RIGA, LATVIA

18 JAN 19

10-3B

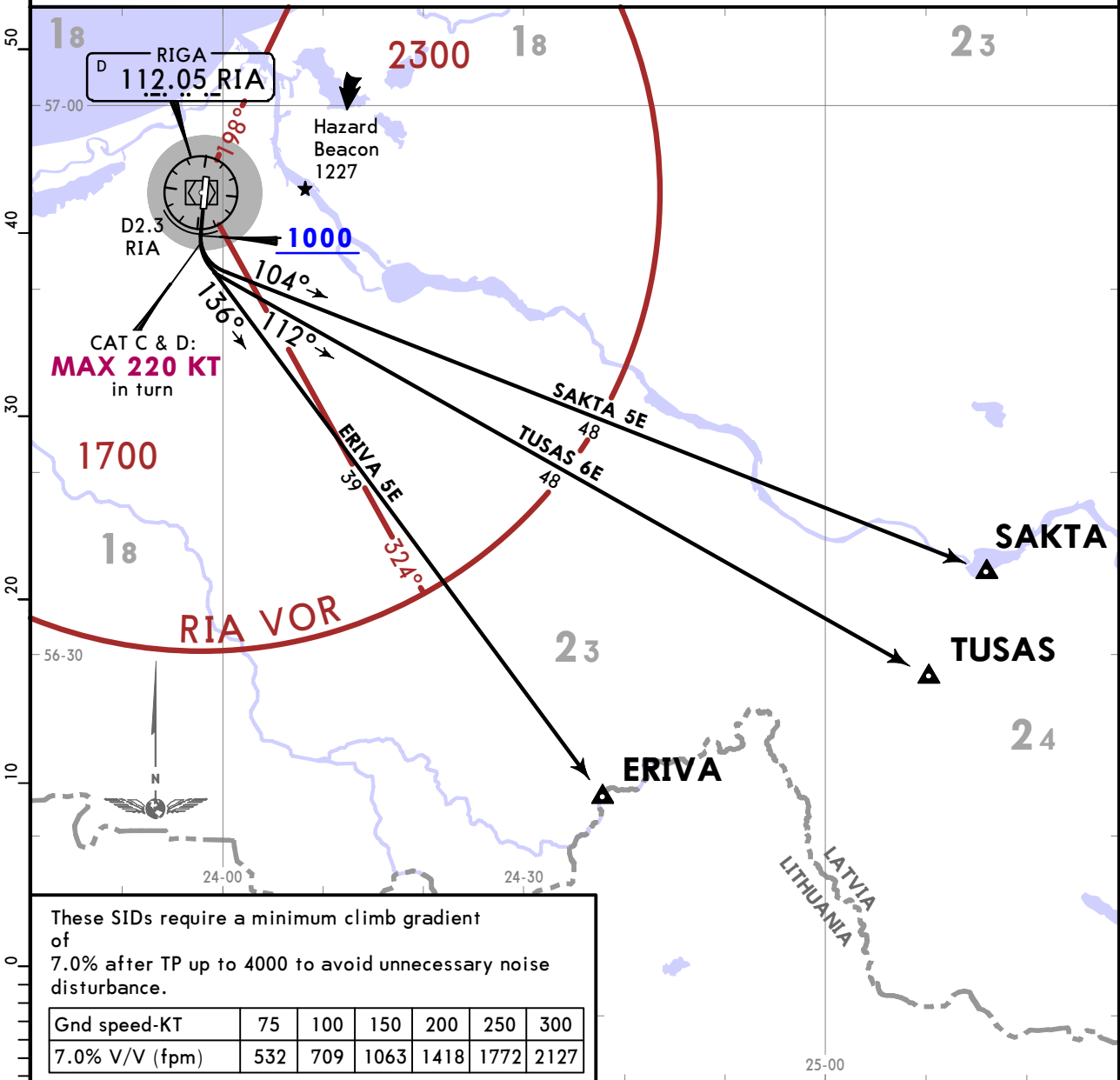
Eff 31 Jan

SID

RIGA Approach 129.925 134.850	Apt Elev 36	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. All SIDs - RADAR surveilled. 4. SIDs are also noise abatement routings. 5. If unable to comply SID contact ATC. 6. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.805		
RIGA Tower 118.105		

ERIVA 5E [ERIV5E]
SAKTA 5E [SAKT5E]
TUSAS 6E [TUSA6E]
RWY 18 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance 4000 , unless otherwise instructed by ATC.

INITIAL CLIMB

Climb on runway track to D2.3 RIA, turn LEFT.

SID	ROUTING
ERIVA 5E	On 136° track to ERIVA.
SAKTA 5E	On 104° track to SAKTA.
TUSAS 6E	On 112° track to TUSAS.

EVRA/RIX
RIGA

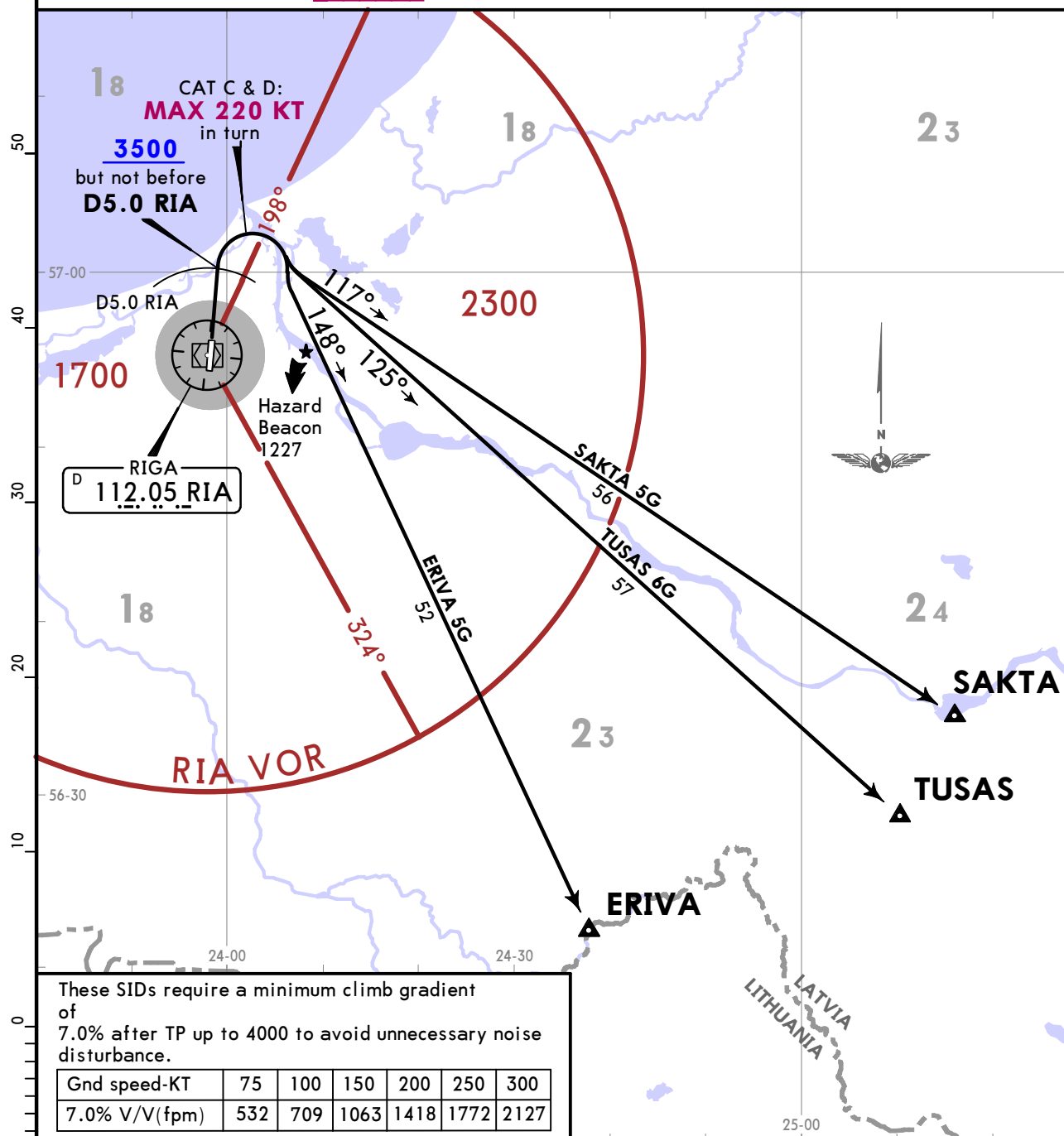
JEPPESSEN
18 JAN 19 10-3C Eff 31 Jan

RIGA, LATVIA
SID

RIGA Approach 129.925 134.850	Apt Elev 36	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. All SIDs - RADAR surveilled. 4. SIDs are also noise abatement routings. 5. If unable to comply SID contact ATC. 6. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.805		
RIGA Tower 118.105		

ERIVA 5G [ERIV5G], SAKTA 5G [SAKT5G], TUSAS 6G [TUSA6G]
RWY 36 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance **4000** , unless otherwise instructed by ATC.

INITIAL CLIMB

Climb on runway track, at or above 3500, but not before D5.0 RIA turn RIGHT.

SID	ROUTING
ERIVA 5G	On 148° track to ERIVA.
SAKTA 5G	On 117° track to SAKTA.
TUSAS 6G	On 125° track to TUSAS.

EVRA/RIX
RIGA

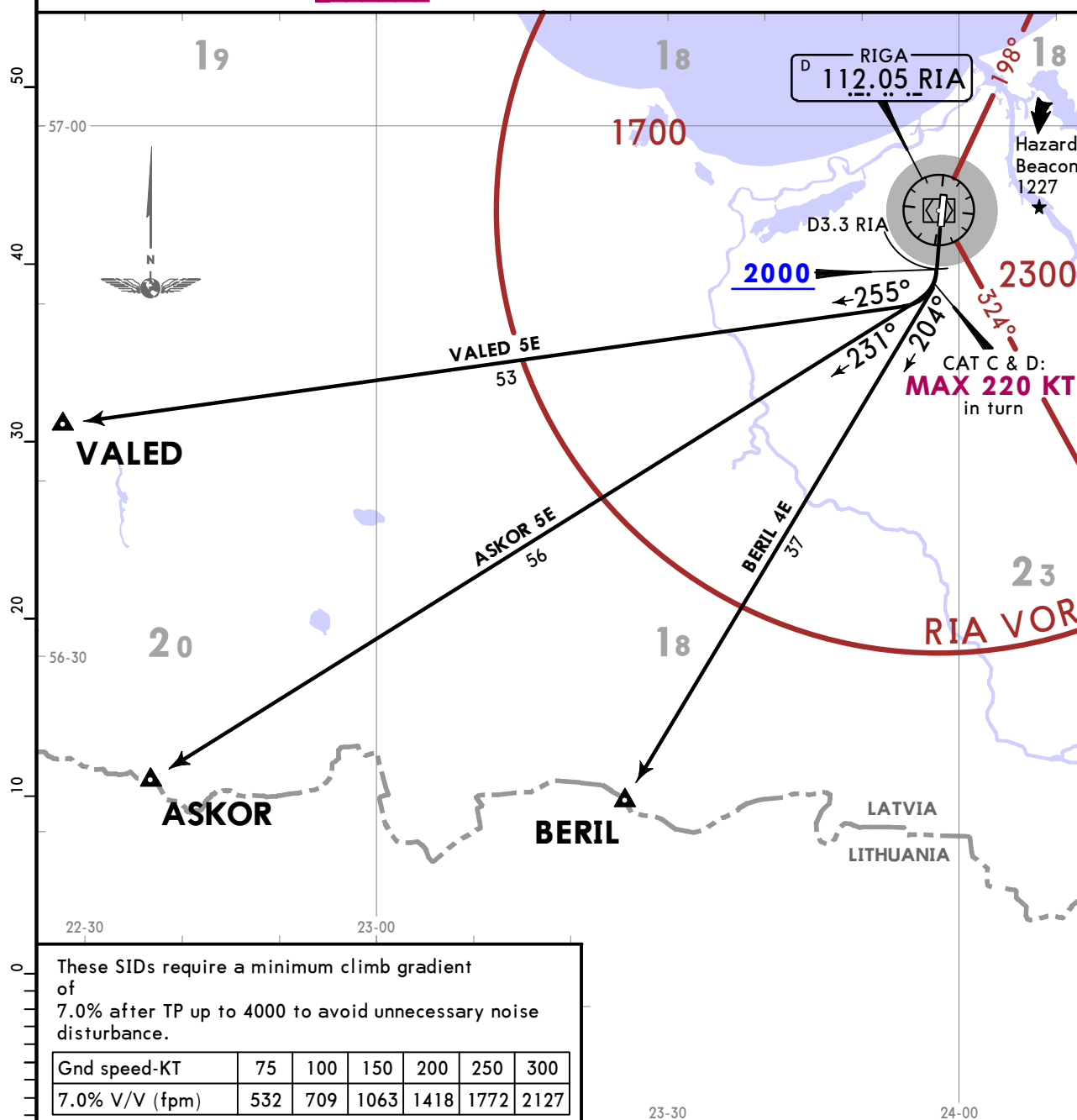
JEPPESSEN
18 JAN 19 **10-3D** **Eff 31 Jan**

RIGA, LATVIA
SID

RIGA Approach 129.925 134.850	Apt Elev 36	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. All SIDs - RADAR surveilled. 4. SIDs are also noise abatement routings. 5. If unable to comply SID contact ATC. 6. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.805		
RIGA Tower 118.105		

ASKOR 5E [ASK05E]
BERIL 4E [BERI4E]
VALED 5E [VALE5E]
RWY 18 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 7.0% after TP 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 , unless otherwise instructed by ATC.

SID	INITIAL CLIMB/ROUTING
ASKOR 5E	Climb on runway track to D3.3 RIA, turn RIGHT, 231° track to ASKOR.
BERIL 4E	Climb on runway track to D3.3 RIA, turn RIGHT, 204° track to BERIL.
VALED 5E	Climb on runway track to D3.3 RIA, turn RIGHT, 255° track to VALED.

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EVRA/RIX
RIGA

JEPPESSEN
18 JAN 19 10-3F Eff 31 Jan

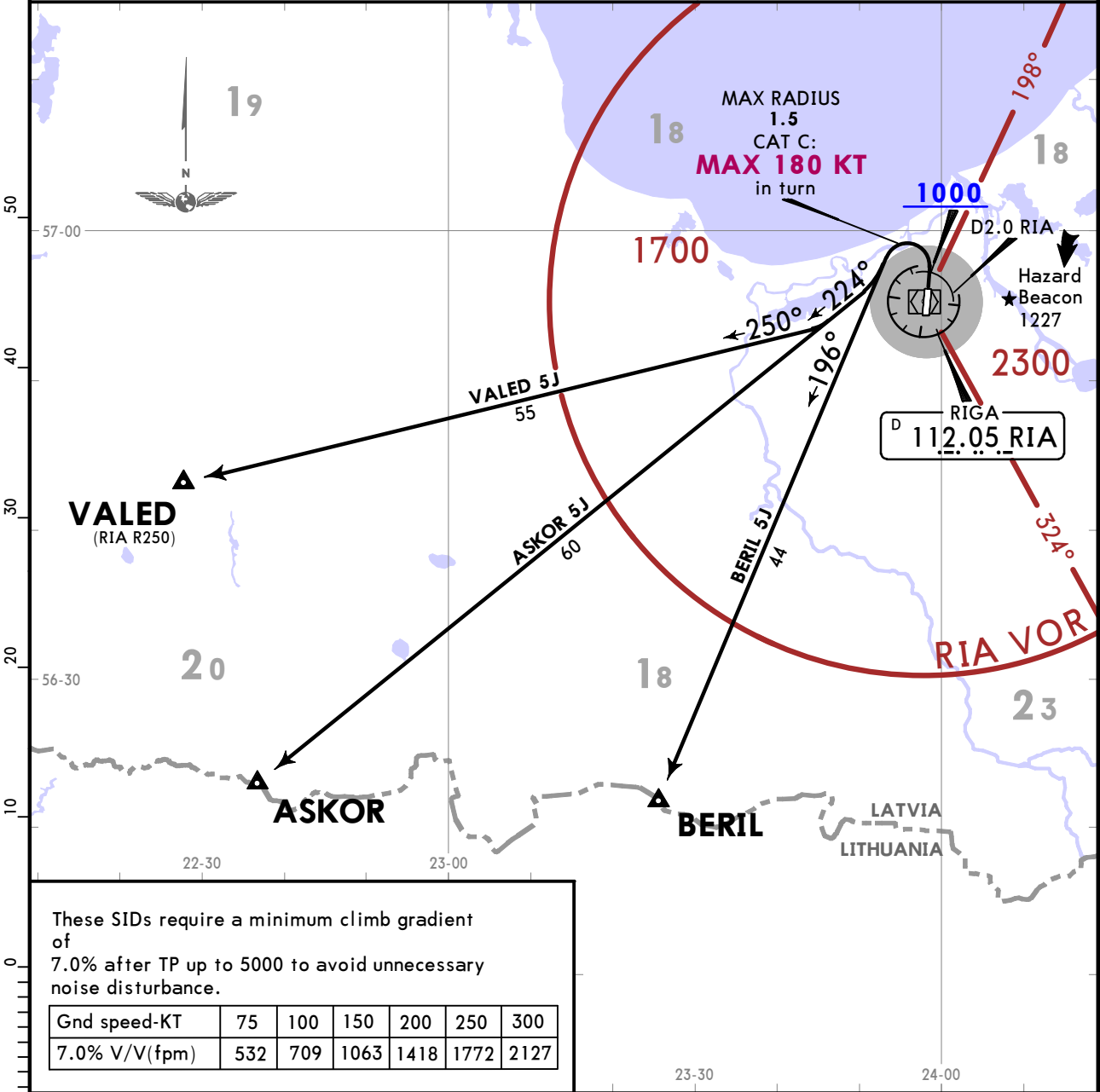
RIGA, LATVIA
SID

RIGA Approach 129.925 134.850	Apt Elev 36	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. All SIDs - RADAR surveilled. 4. SIDs are also noise abatement routings. 5. If unable to comply SID contact ATC. 6. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.805		
RIGA Tower 118.105		

ASKOR 5J [ASK05J]
BERIL 5J [BERI5J]
VALED 5J [VALE5J]
RWY 36 DEPARTURES

CAT A, B & C

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance 4000 , unless otherwise instructed by ATC.

SID	INITIAL CLIMB/ROUTING
ASKOR 5J	Climb on runway track, at D2.0 RIA turn LEFT, 224° track to ASKOR.
BERIL 5J	Climb on runway track, at D2.0 RIA turn LEFT, 196° track to BERIL.
VALED 5J	Climb on runway track, at D2.0 RIA turn LEFT, 224° track, intercept RIA R250 to VALED.

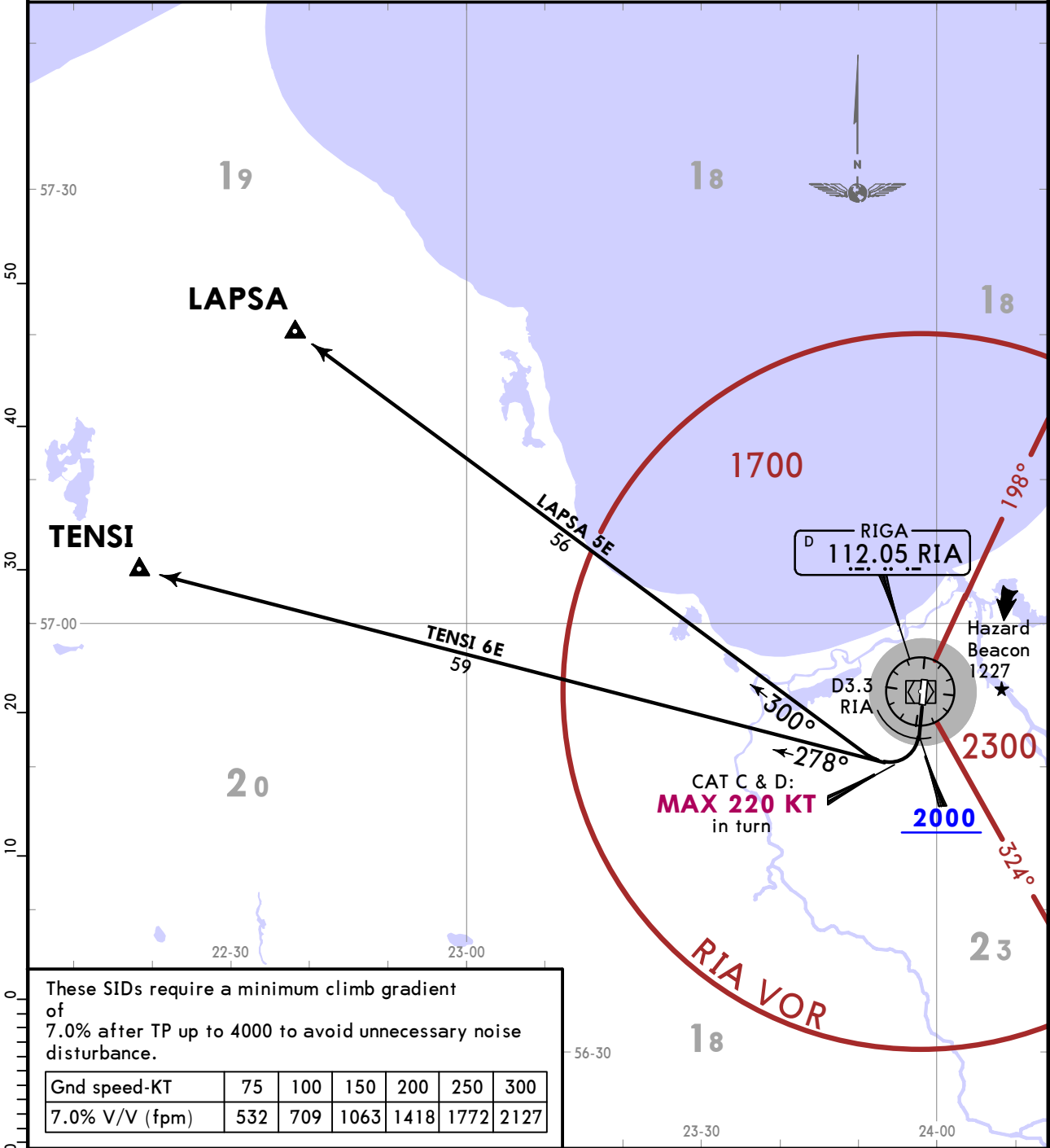
EVRA/RIX
RIGA

JEPPESSEN
18 JAN 19 10-3G Eff 31 Jan

RIGA, LATVIA
SID

RIGA Approach 129.925 134.850	Apt Elev 36	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. All SIDs - RADAR surveilled. 4. SIDs are also noise abatement routings. 5. If unable to comply SID contact ATC. 6. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.805		
RIGA Tower 118.105		

LAPSA 5E [LAPS5E]
TENSI 6E [TENS6E]
RWY 18 DEPARTURES
SPEED: MAX 250 KT BELOW FL100



Initial climb clearance 4000 , unless otherwise instructed by ATC.	
SID	INITIAL CLIMB/ROUTING
LAPSA 5E	Climb on runway track to D3.3 RIA, turn RIGHT, 300° track to LAPSA.
TENSI 6E	Climb on runway track to D3.3 RIA, turn RIGHT, 278° track to TENSI.

EVRA/RIX
RIGA

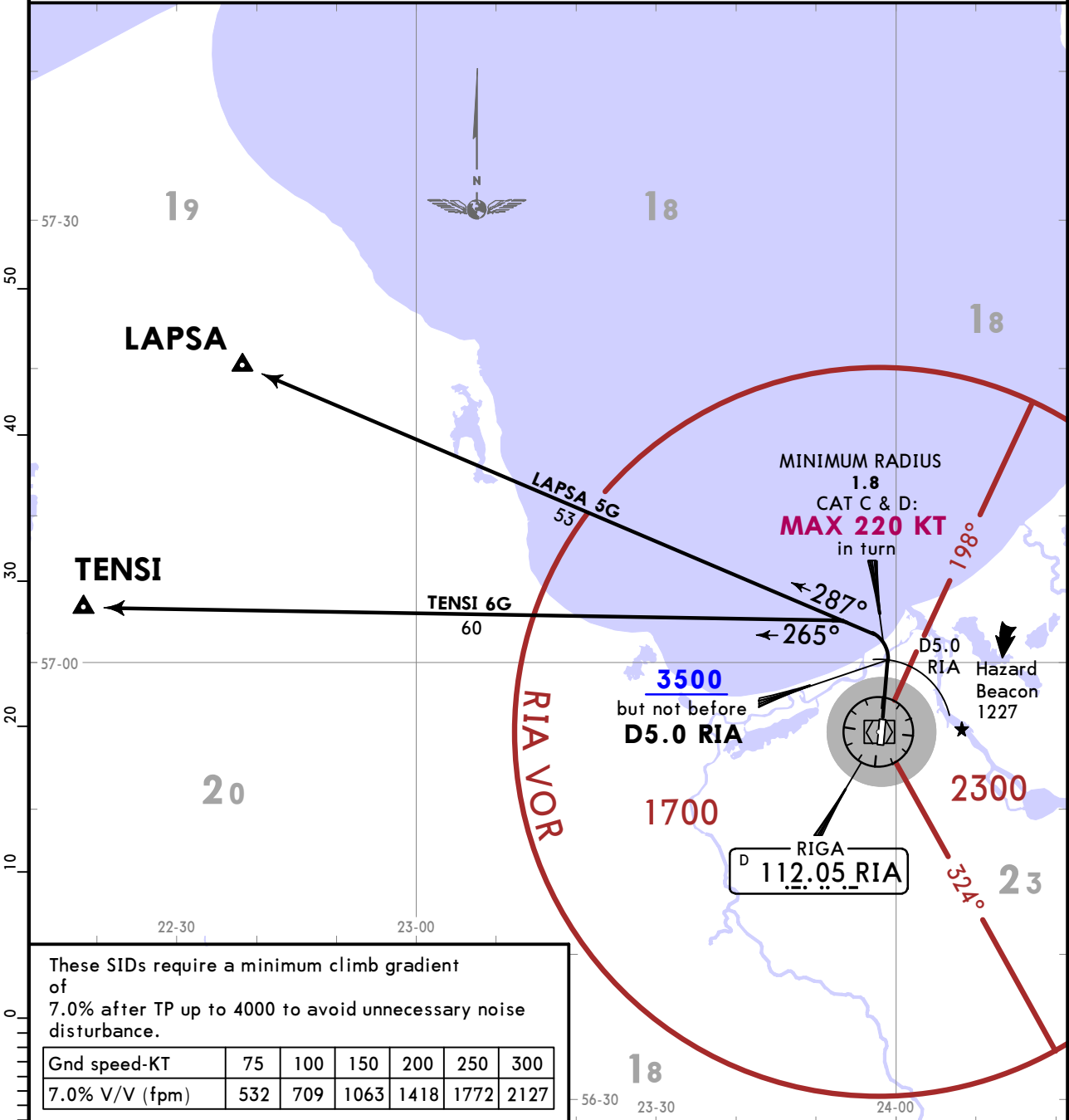
JEPPESEN
18 JAN 19 10-3H Eff 31 Jan

RIGA, LATVIA
SID

RIGA Approach 129.925 134.850	Apt Elev 36	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. All SIDs - RADAR surveilled. 4. SIDs are also noise abatement routings. 5. If unable to comply SID contact ATC. 6. ATC clearance shall be obtained from RIGA Ground or RIGA Tower before take-off.
RIGA Ground 118.805		
RIGA Tower 118.105		

LAPSA 5G [LAPS5G]
TENSI 6G [TENS6G]
RWY 36 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

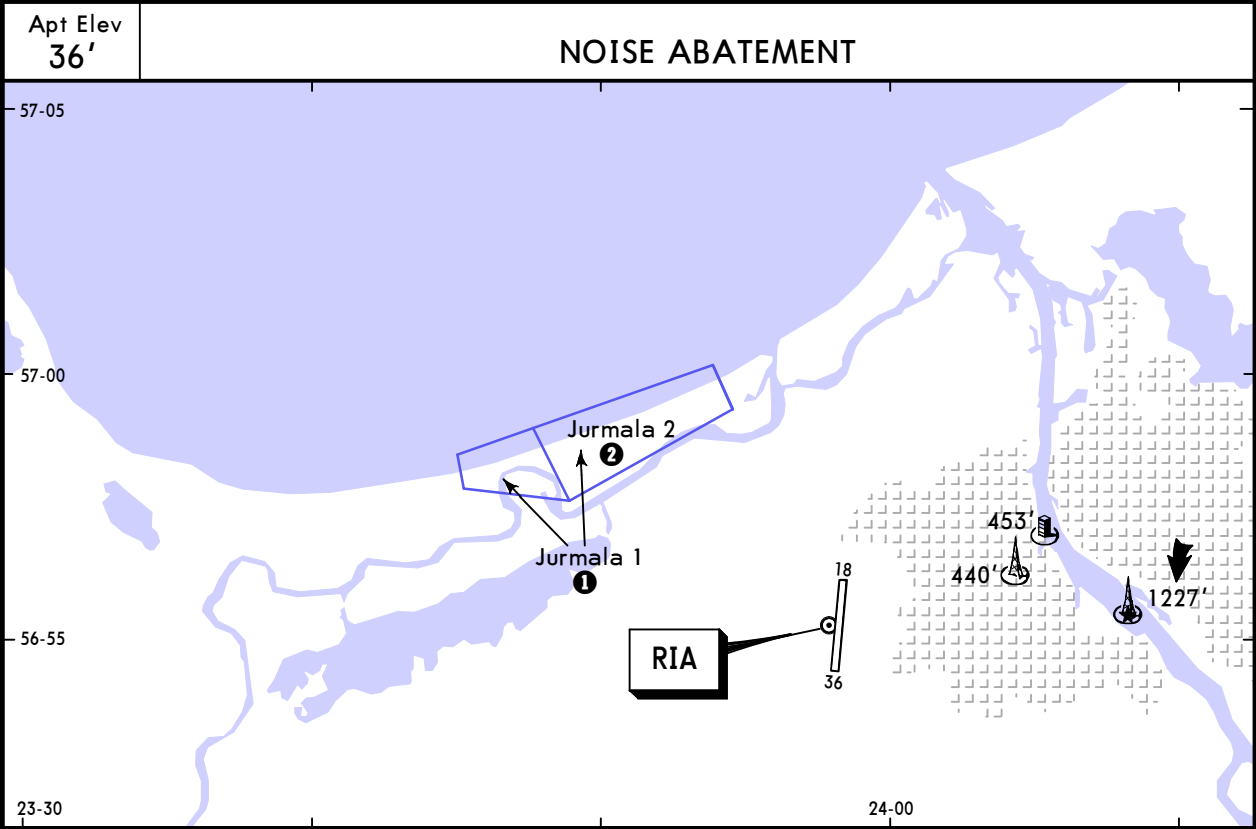


Initial climb clearance 4000 , unless otherwise instructed by ATC.	
SID	INITIAL CLIMB/ROUTING
LAPSA 5G	Climb on runway track, at or above 3500, but not before D5.0 RIA turn LEFT, 287° track to LAPSA.
TENSI 6G	Climb on runway track, at or above 3500, but not before D5.0 RIA turn LEFT, 265° track to TENSI.

EVRA/RIX
RIGA

JEPPESSEN
16 MAR 18 10-4 Eff 29 Mar

RIGA, LATVIA
NOISE



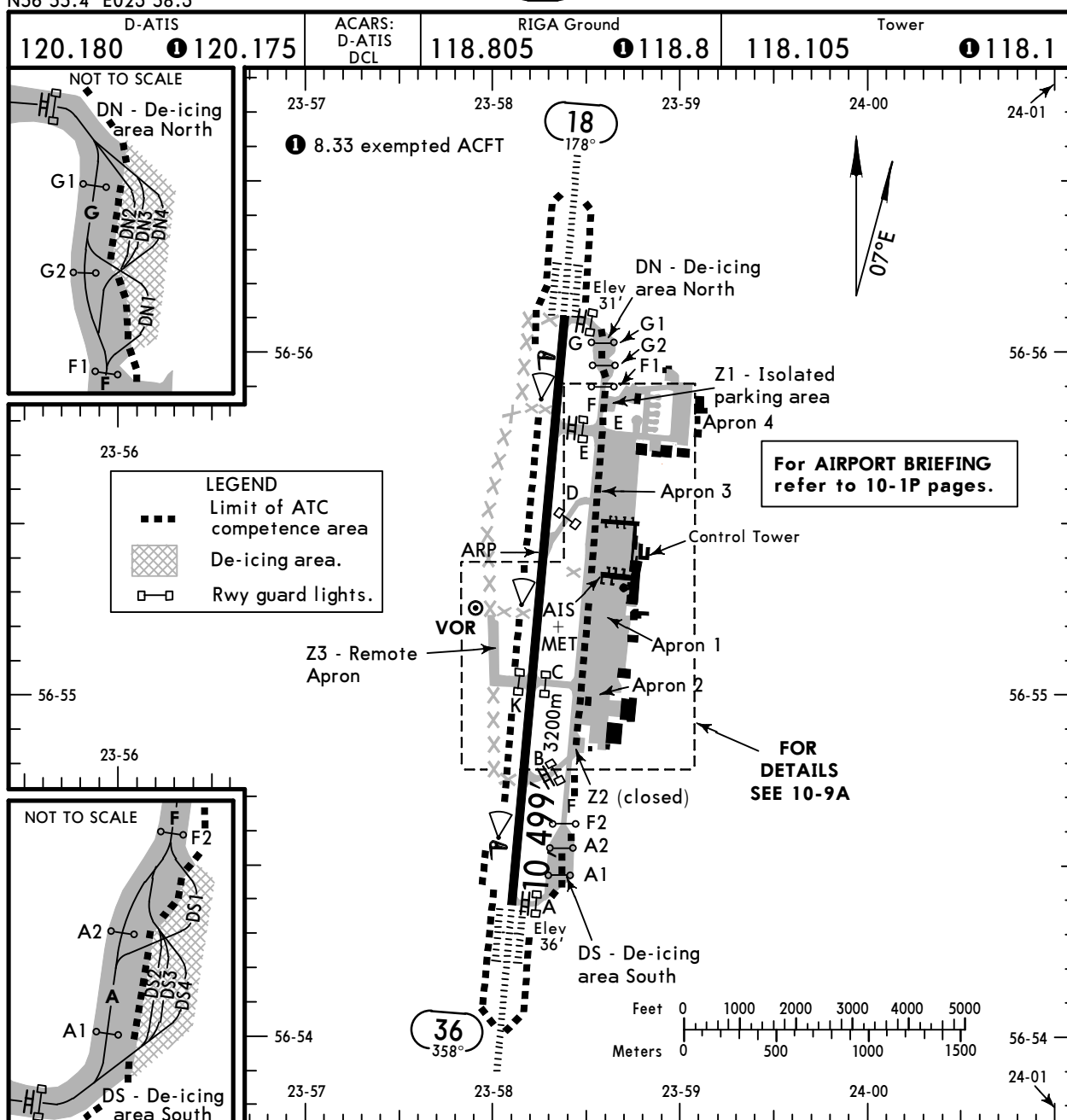
- ① GND - 1500'
All flights should avoid flight operations within this area.
 - ② GND - 5000'
All turboprop and jet aircraft should avoid operations within this area.
- These procedures do not apply for aircraft engaged in police, medical aid or rescue operations.

EVRA/RIX

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

JEPPESSEN

25 JAN 19 **(10-9)** Eff 31 Jan

RIGA, LATVIA
RIGA


ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond	TAKE-OFF	WIDTH
18	HIRL (60m) CL ② HIALS-II TDZ PAPI-L (3.0°) RVR		9466' 2885m	③	148'
36			9527' 2904m		45m

② (15m)

③ 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

	Low Visibility Take-off ①			
	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A				
B				
C	RVR 250m	RVR 300m	400m ①	500m
D				

① When A-SMGCS u/s RVR 450m.

CHANGES: Freq added.

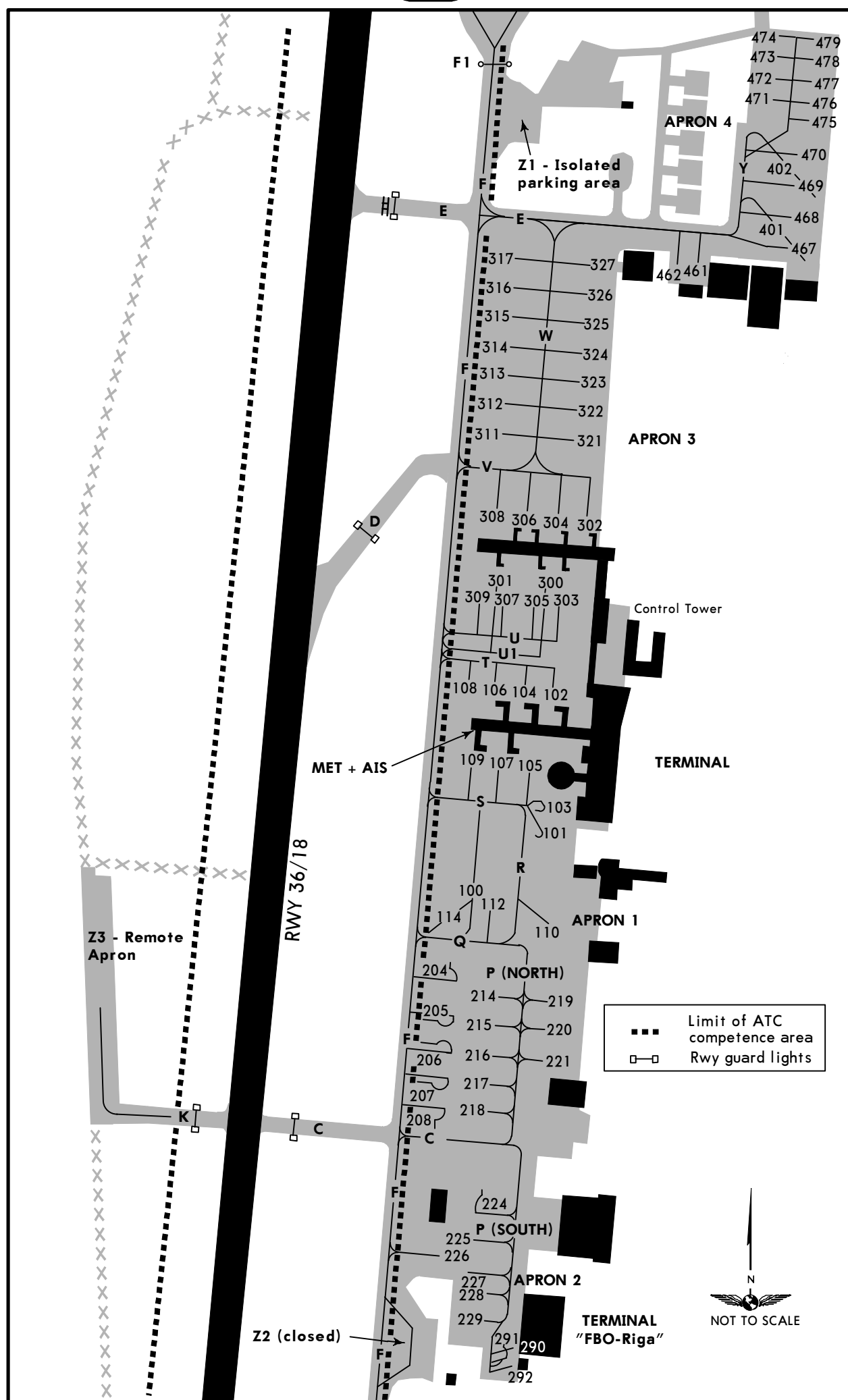
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EVRA/RIX

JEPPESSEN
25 JAN 19 **10-9A** Eff 31 Jan

RIGA, LATVIA

RIGA



CHANGES: Rwy depiction.

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EVRA/RIX



RIGA, ~~LATVIA~~

23 MAR 18 10-9B Eff 29 Mar

RIGA

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
100	N56 55.2 E023 58.6	311 thru 313	N56 55.6 E023 58.6
101, 103	N56 55.3 E023 58.7	314 thru 317	N56 55.7 E023 58.6
102, 104	N56 55.4 E023 58.7	321 thru 323	N56 55.6 E023 58.7
105, 107, 109	N56 55.3 E023 58.6	324 thru 326	N56 55.7 E023 58.7
106, 108	N56 55.4 E023 58.6	327	N56 55.7 E023 58.8
110	N56 55.2 E023 58.7	401	N56 55.7 E023 59.0
112, 114	N56 55.2 E023 58.6	402	N56 55.8 E023 59.0
204 thru 208	N56 55.1 E023 58.5	461, 462	N56 55.7 E023 58.9
214 thru 218	N56 55.1 E023 58.6	467	N56 55.7 E023 59.0
219 thru 221	N56 55.1 E023 58.7	468 thru 470	N56 55.8 E023 59.0
224	N56 55.0 E023 58.5	471 thru 474	N56 55.9 E023 59.0
225 thru 229	N56 54.9 E023 58.5	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
300, 302 thru 305	N56 55.5 E023 58.7		
301, 306 thru 309	N56 55.5 E023 58.6		

EVRA/RIX


JEPPESSEN
 23 MAR 18 (10-9C) Eff 29 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 (8.33 kHz channel 131.605 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.

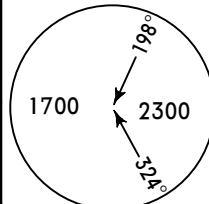
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EVRA/RIX
RIGA

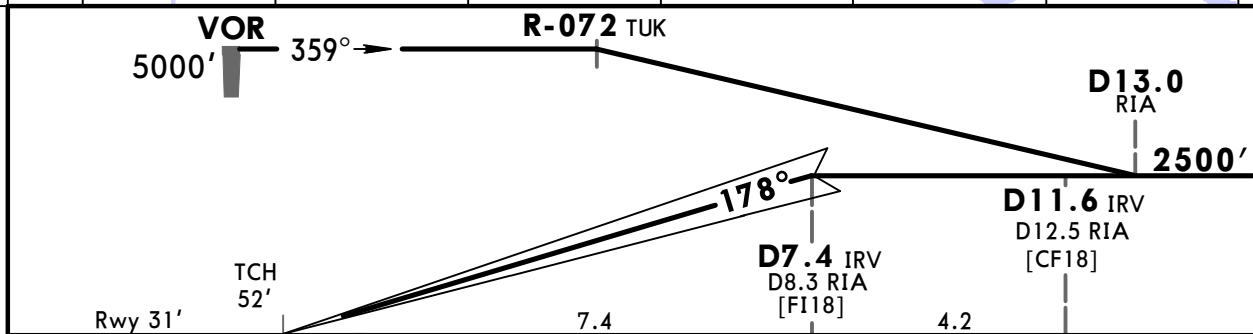
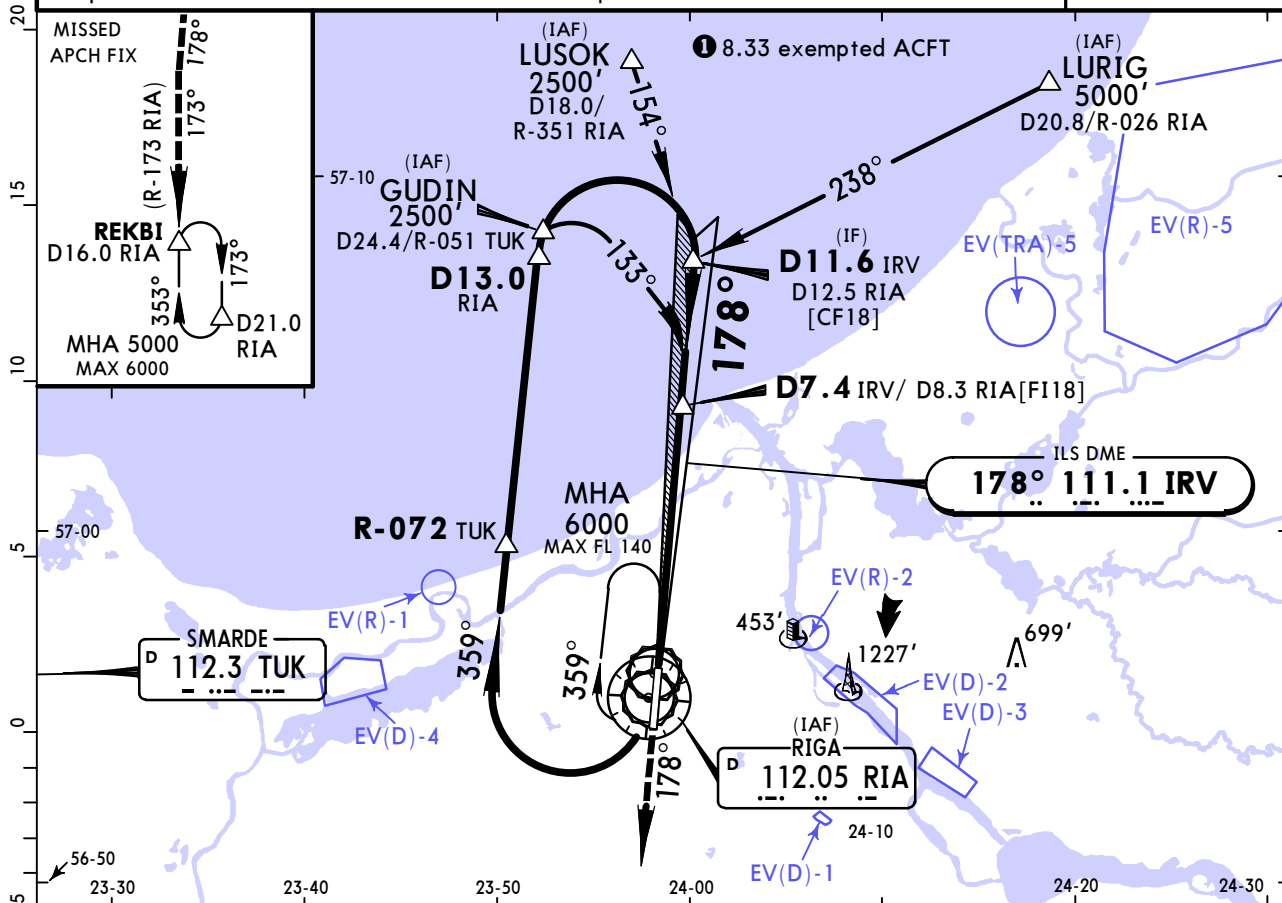
JEPPESSEN
25 JAN 19 11-1A Eff 31 Jan

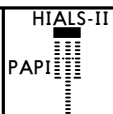
RIGA, LATVIA
CAT II ILS Rwy 18

BRIEFING STRIP™

D-ATIS		RIGA Approach		RIGA Tower		Ground	
120.180 ①120.175		129.925 134.850		118.105 ①118.1		118.805 ①118.8	
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. VOR, 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.							

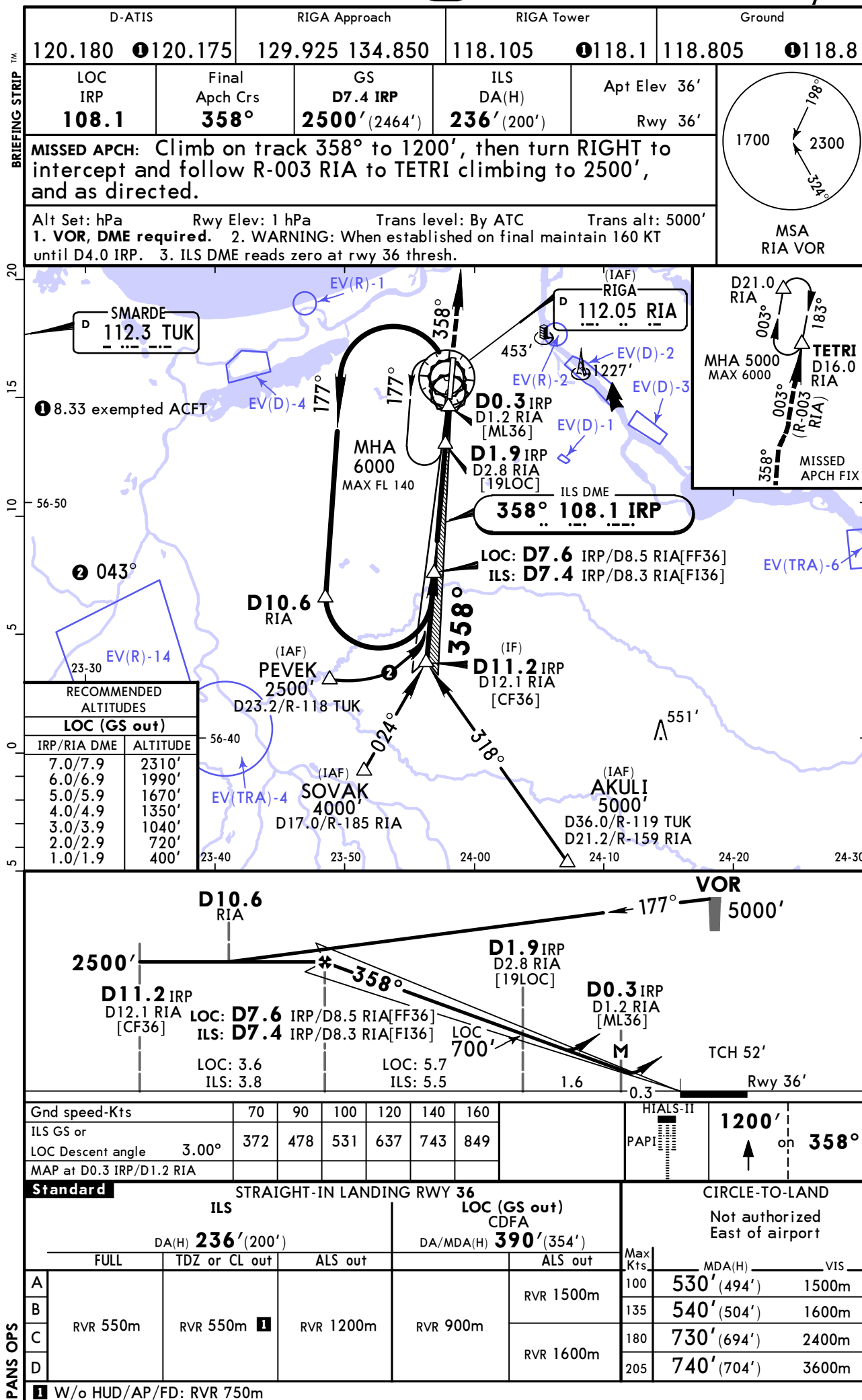
MSA
RIA VOR



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	849	

Standard 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	

EVRA/RIX
RIGA
JEPPESEN
25 JAN 19 **(11-2)** Eff 31 Jan

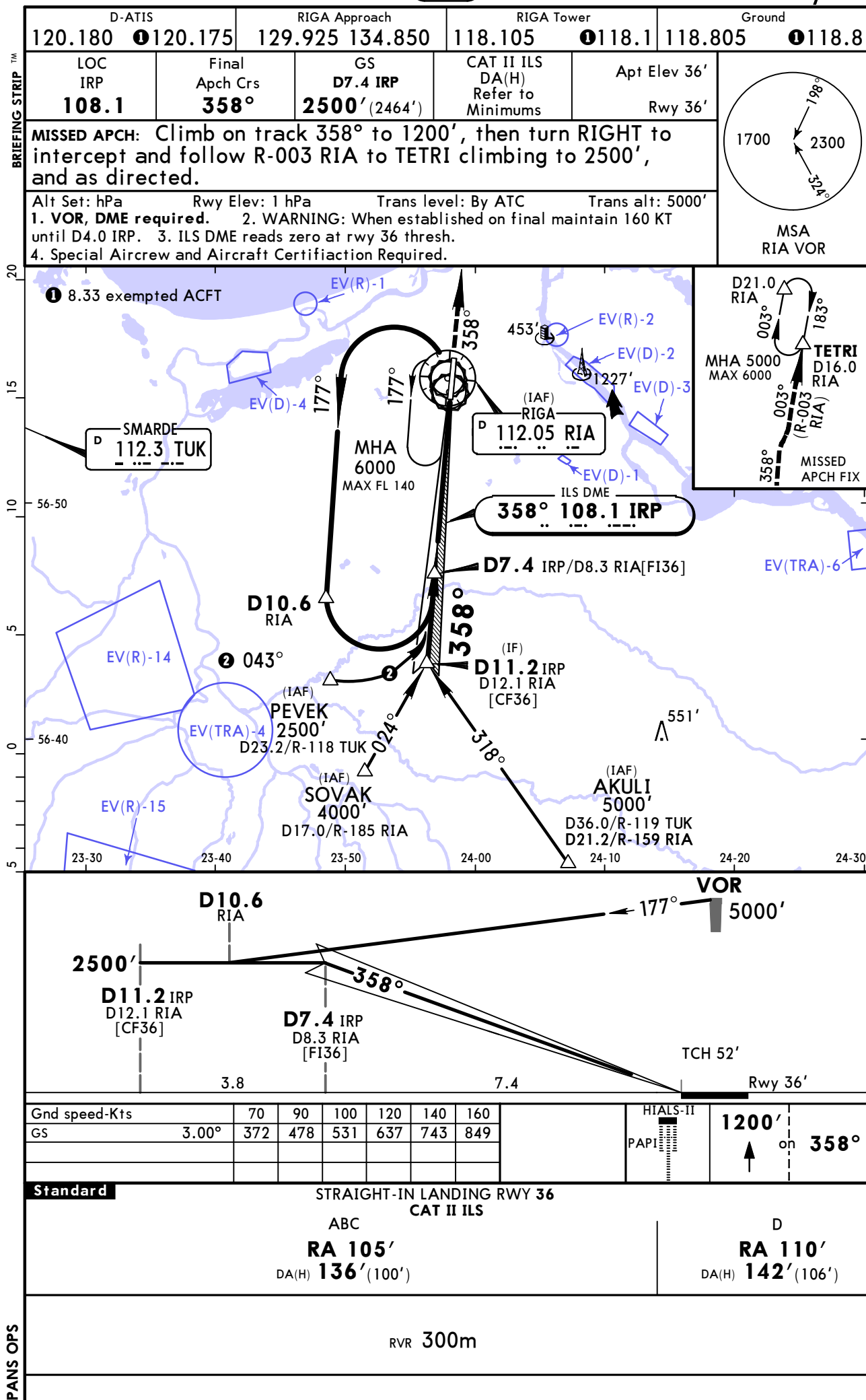
RIGA, LATVIA
ILS or LOC Rwy 36


EVRA/RIX
RIGA
JEPPESSEN

25 JAN 19

(11-2A)

Eff 31 Jan

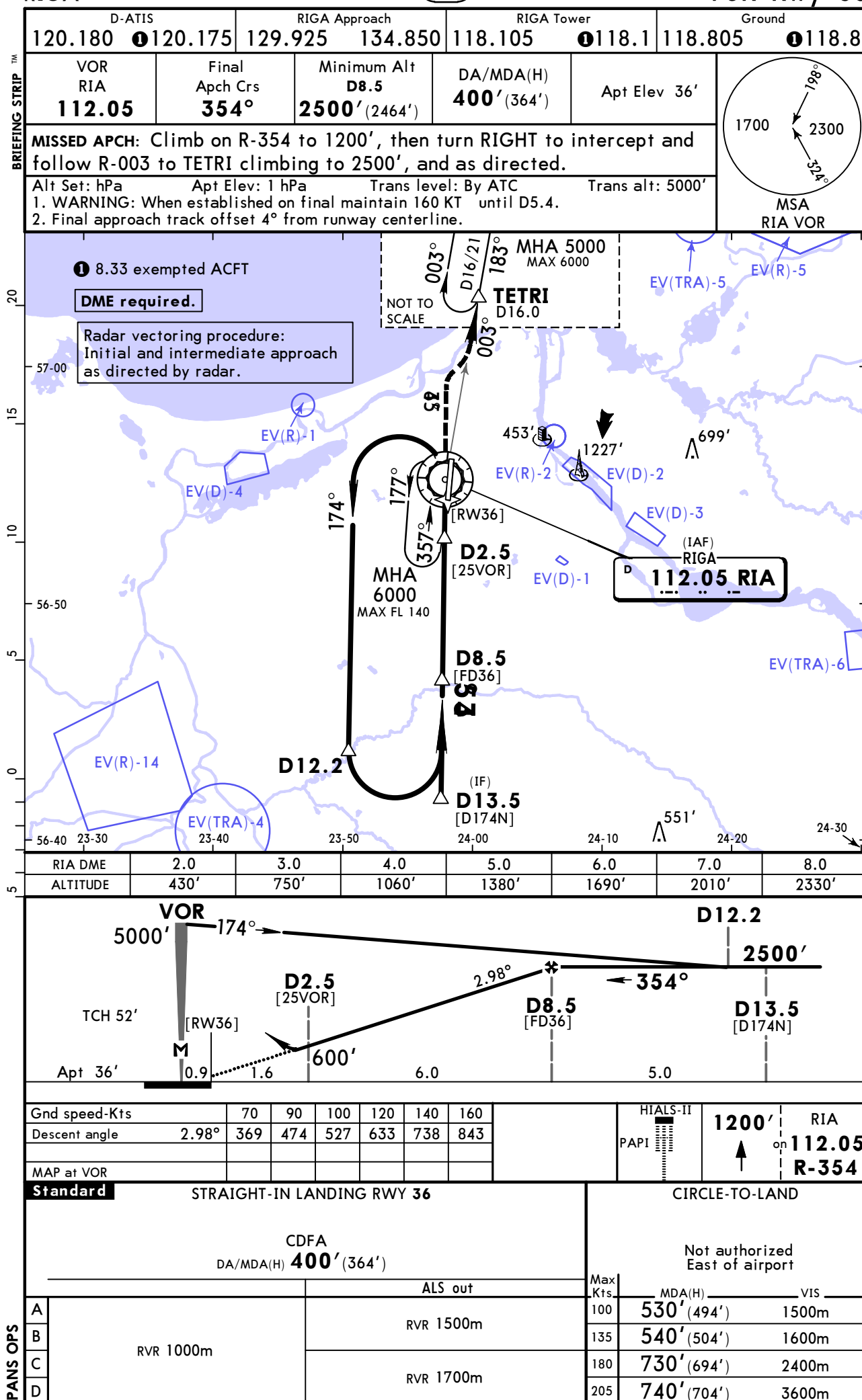
RIGA, LATVIA
CAT II ILS Rwy 36


CHANGES: Freq added. Dist removed.

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EVRA/RIX
RIGA
JEPPESSEN
25 JAN 19 **(13-2)** Eff 31 Jan

RIGA, LATVIA
VOR Rwy 36


RIGA, (RIGA - EVRA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EVRA