EVRA/RIX
RIGA INTL

JEPPESEN
13 OCT 06 (10-2) Eff 26 Oct

RIGA, LATVIA
STAR

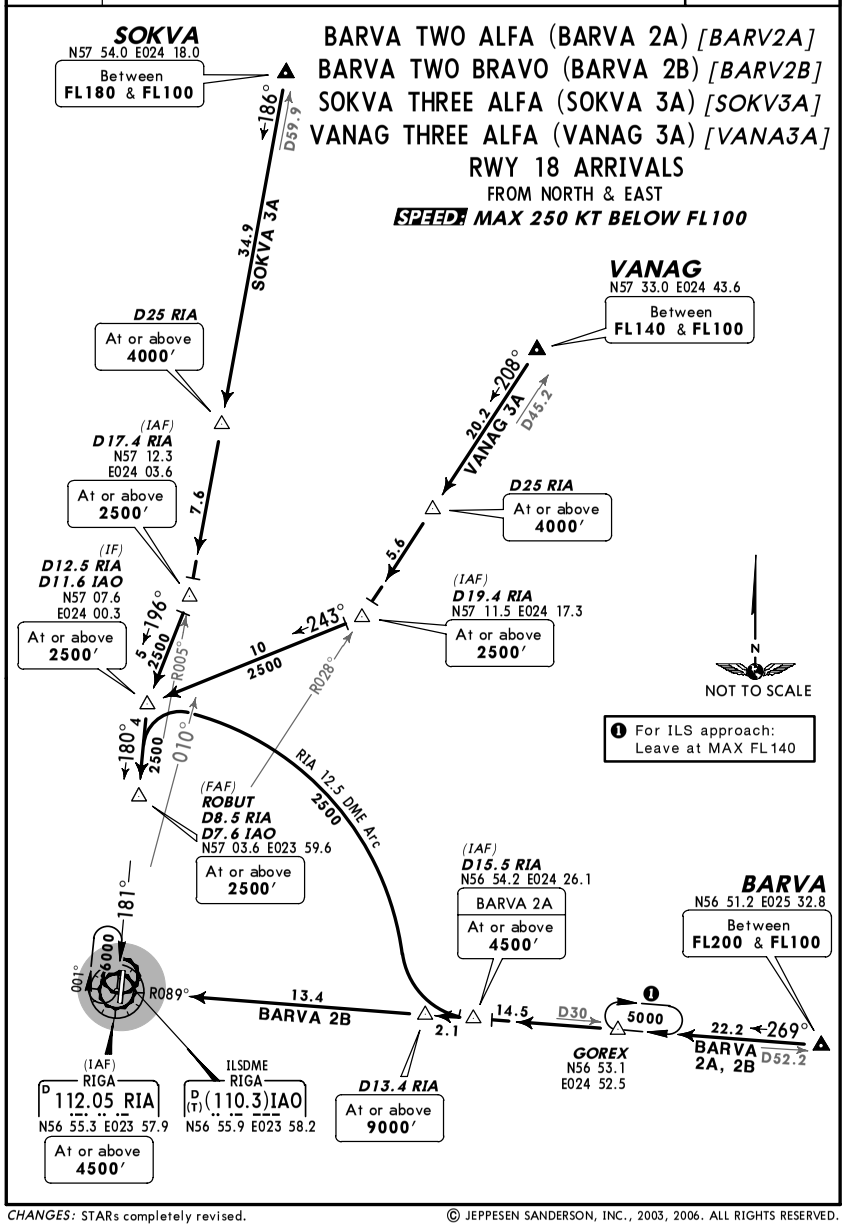
ATIS 121.2

Apt Elev 34′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. In Descent planning pilots should mind the vertical constraints of the STARs. Clearance from ATC to descend lower means further descent after STAR restriction only.
2. Radar vectoring based on predetermined tracks on request. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided at or above 4500′ to holding at RIA prior to landing procedure.

MSA
RIA VOR
180°
1600′
2300′
360°

BARVA TWO ALFA (BARVA 2A) [BARV2A]
BARVA TWO BRAVO (BARVA 2B) [BARV2B]
SOKVA THREE ALFA (SOKVA 3A) [SOKV3A]
VANAG THREE ALFA (VANAG 3A) [VANA3A]
RWY 18 ARRIVALS
FROM NORTH & EAST
SPEED: MAX 250 KT BELOW FL100



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EVRA/RIX
RIGA INTL

JEPPESEN
13 OCT 06 (10-2A) Eff 26 Oct

RIGA, LATVIA
STAR

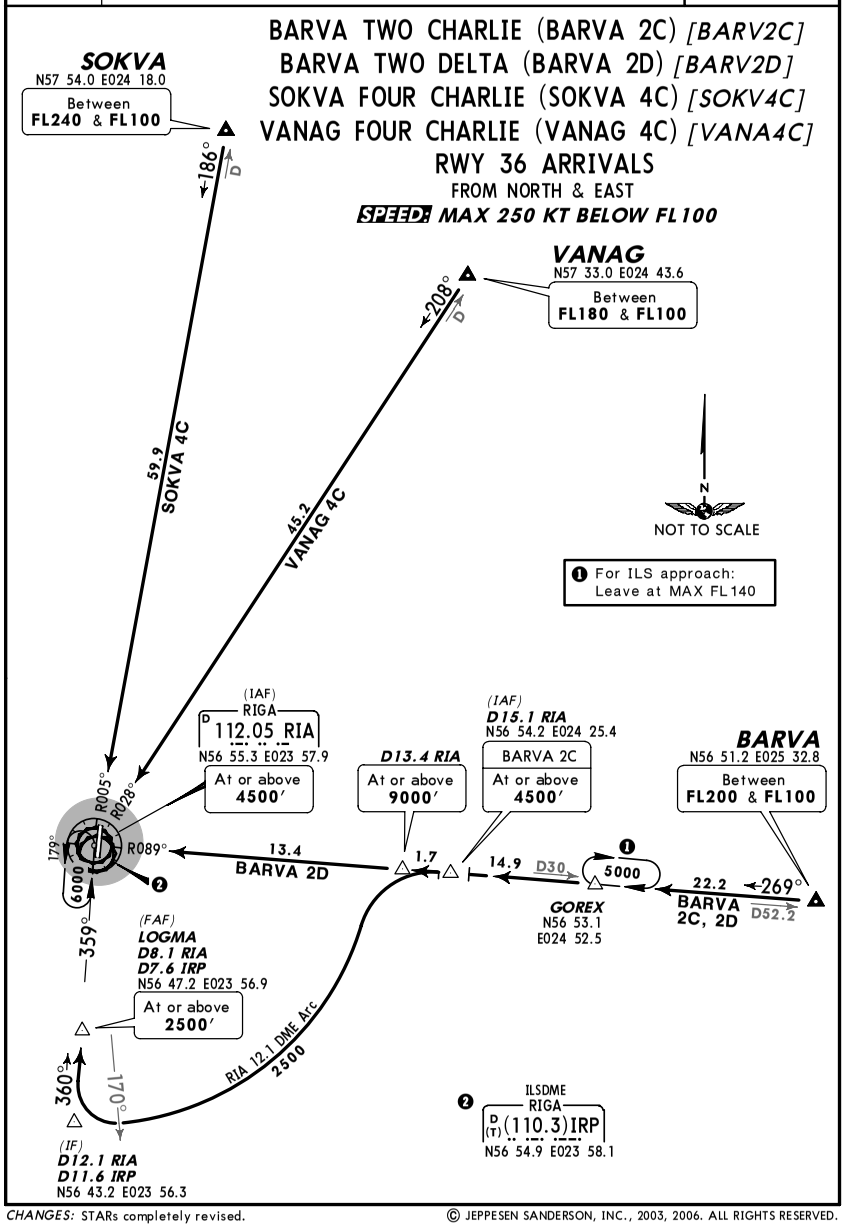
ATIS 121.2

Apt Elev 34′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. In Descent planning pilots should mind the vertical constraints of the STARs. Clearance from ATC to descend lower means further descent after STAR restriction only.
2. Radar vectoring based on predetermined tracks on request. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided at or above 4500′ to holding at RIA prior to landing procedure.

MSA
RIA VOR
180°
1600′
2300′
360°

BARVA TWO CHARLIE (BARVA 2C) [BARV2C]
BARVA TWO DELTA (BARVA 2D) [BARV2D]
SOKVA FOUR CHARLIE (SOKVA 4C) [SOKV4C]
VANAG FOUR CHARLIE (VANAG 4C) [VANA4C]
RWY 36 ARRIVALS
FROM NORTH & EAST
SPEED: MAX 250 KT BELOW FL100



EVRA/RIX
RIGA INTL

JEPPESEN
13 OCT 06 (10-2B) Eff 26 Oct

RIGA, LATVIA
STAR

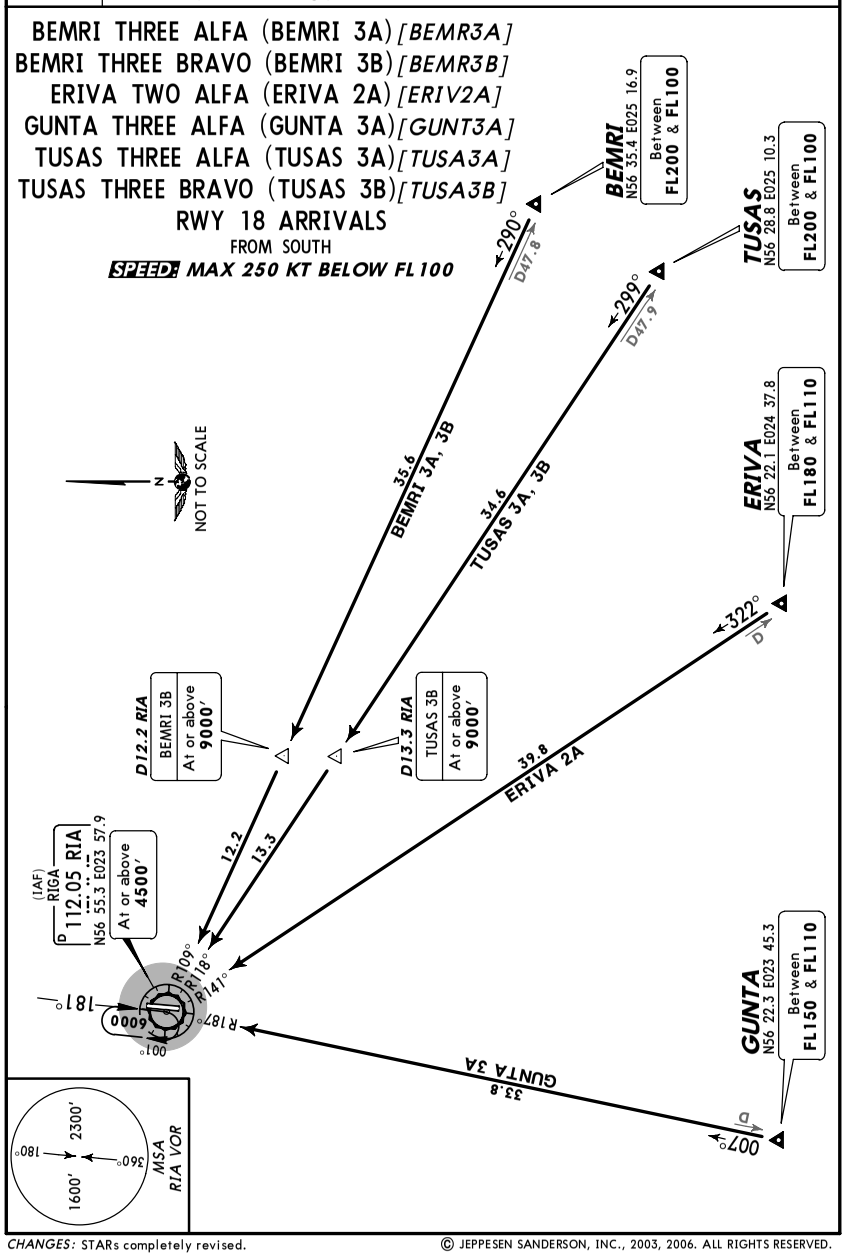
ATIS 121.2

Apt Elev 34′

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

1. In Descent planning pilots should mind the vertical constraints of the STARs. Clearance from ATC to descend lower means further descent after STAR restriction only.
2. Radar vectoring based on predetermined tracks on request. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided at or above 4500′ to holding at RIA prior to landing procedure.

BEMRI THREE ALFA (BEMRI 3A) *[BEMR3A]*
BEMRI THREE BRAVO (BEMRI 3B) *[BEMR3B]*
ERIVA TWO ALFA (ERIVA 2A) *[ERIV2A]*
GUNTA THREE ALFA (GUNTA 3A) *[GUNT3A]*
TUSAS THREE ALFA (TUSAS 3A) *[TUSA3A]*
TUSAS THREE BRAVO (TUSAS 3B) *[TUSA3B]*
RWY 18 ARRIVALS
FROM SOUTH
SPEED: MAX 250 KT BELOW FL100



CHANGES: STARs completely revised.

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EVRA/RIX
RIGA INTL

JEPPESEN
13 OCT 06 (10-2C) Eff 26 Oct

RIGA, LATVIA
STAR

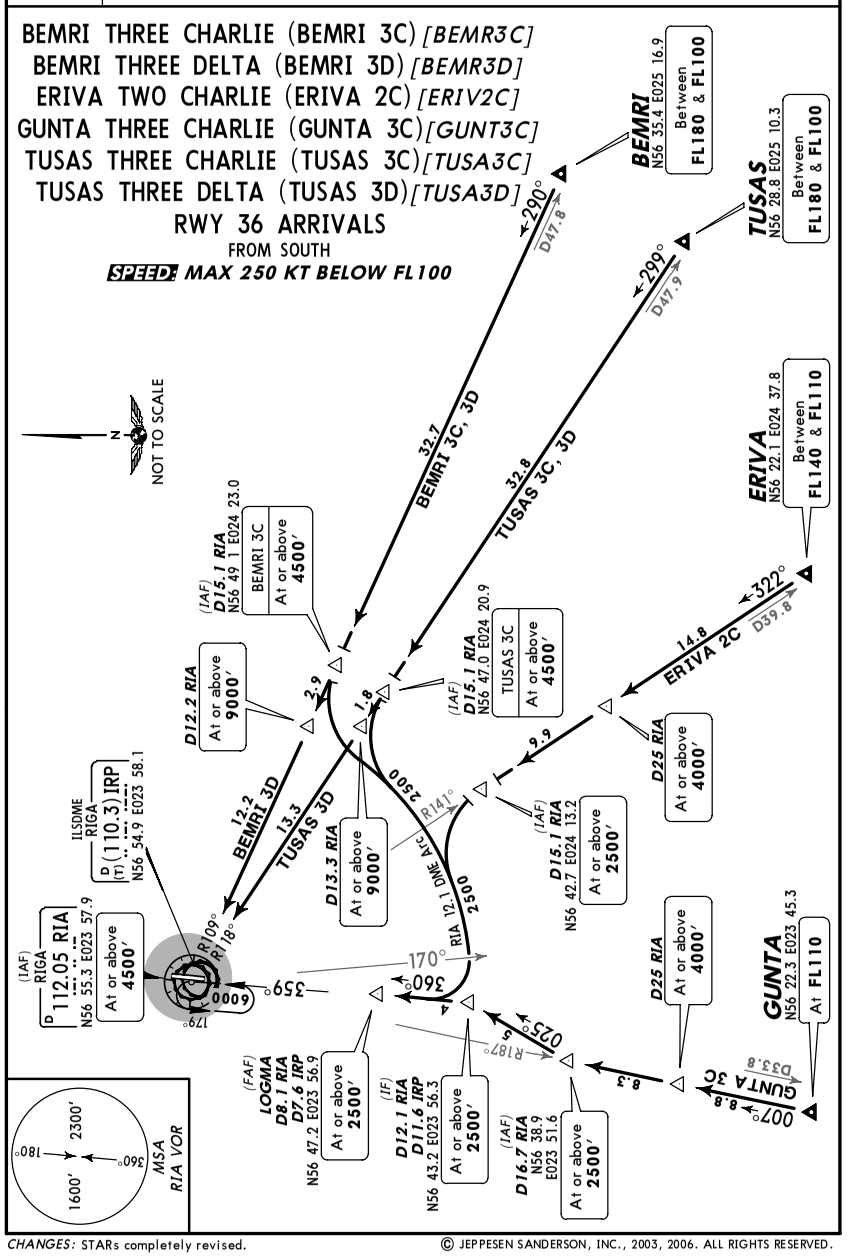
ATIS 121.2

Apt Elev 34′

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

1. In Descent planning pilots should mind the vertical constraints of the STARs. Clearance from ATC to descend lower means further descent after STAR restriction only.
2. Radar vectoring based on predetermined tracks on request. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided at or above 4500′ to holding at RIA prior to landing procedure.

BEMRI THREE CHARLIE (BEMRI 3C) *[BEMR3C]*
BEMRI THREE DELTA (BEMRI 3D) *[BEMR3D]*
ERIVA TWO CHARLIE (ERIVA 2C) *[ERIV2C]*
GUNTA THREE CHARLIE (GUNTA 3C) *[GUNT3C]*
TUSAS THREE CHARLIE (TUSAS 3C) *[TUSA3C]*
TUSAS THREE DELTA (TUSAS 3D) *[TUSA3D]*
RWY 36 ARRIVALS
FROM SOUTH
SPEED: MAX 250 KT BELOW FL100



CHANGES: STARs completely revised.

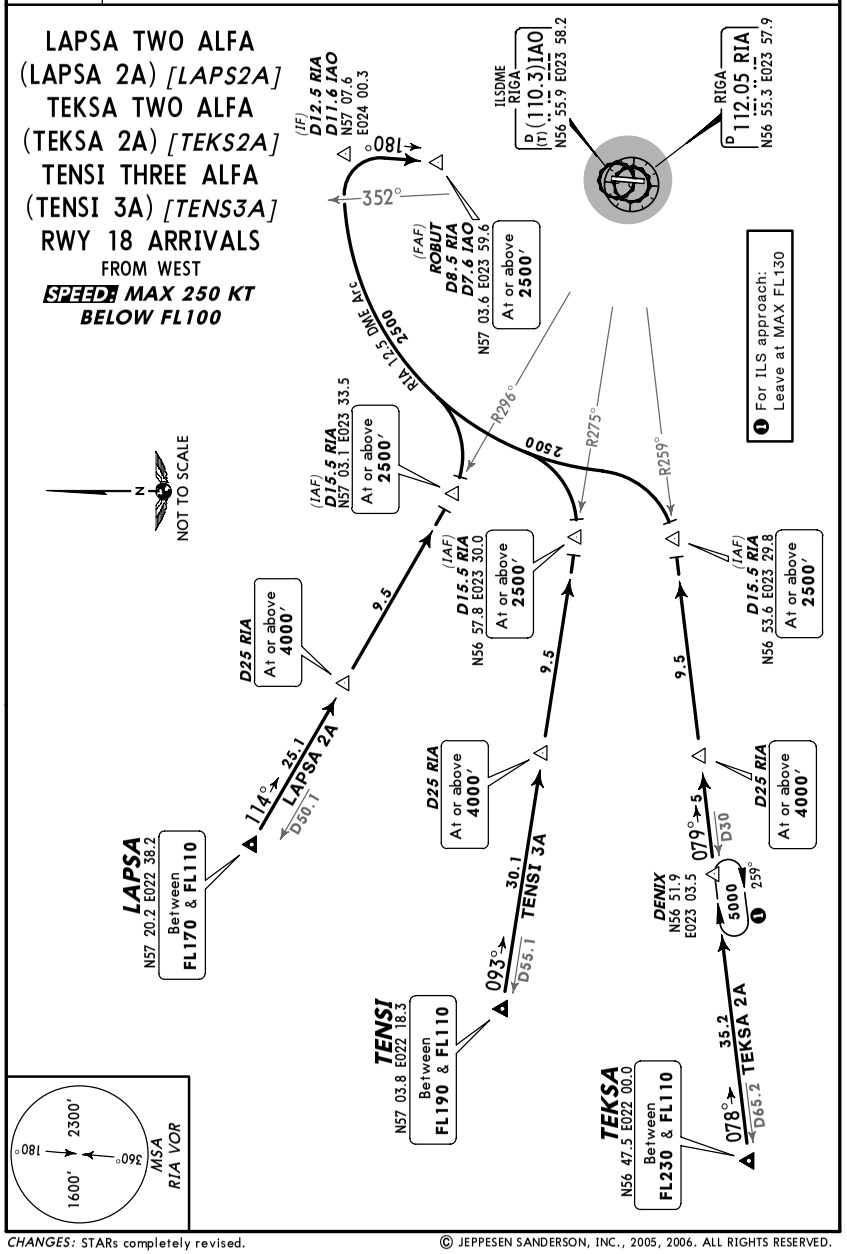
EVRA/RIX
RIGA INTL

JEPPESEN
13 OCT 06 (10-2D) Eff 26 Oct

RIGA, LATVIA
STAR

ATIS 121.2	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. In Descent planning pilots should mind the vertical constraints of the STARs. Clearance from ATC to descend lower means further descent after STAR restriction only. 2. Radar vectoring based on predetermined tracks on request. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided at or above 4500′ to holding at RIA prior to landing procedure.
Apt Elev 34′	

LAPSA TWO ALFA (LAPSA 2A) *[LAPS2A]*
TEKSA TWO ALFA (TEKSA 2A) *[TEKS2A]*
TENSI THREE ALFA (TENSI 3A) *[TENS3A]*
RWY 18 ARRIVALS
FROM WEST
SPEED: MAX 250 KT BELOW FL100



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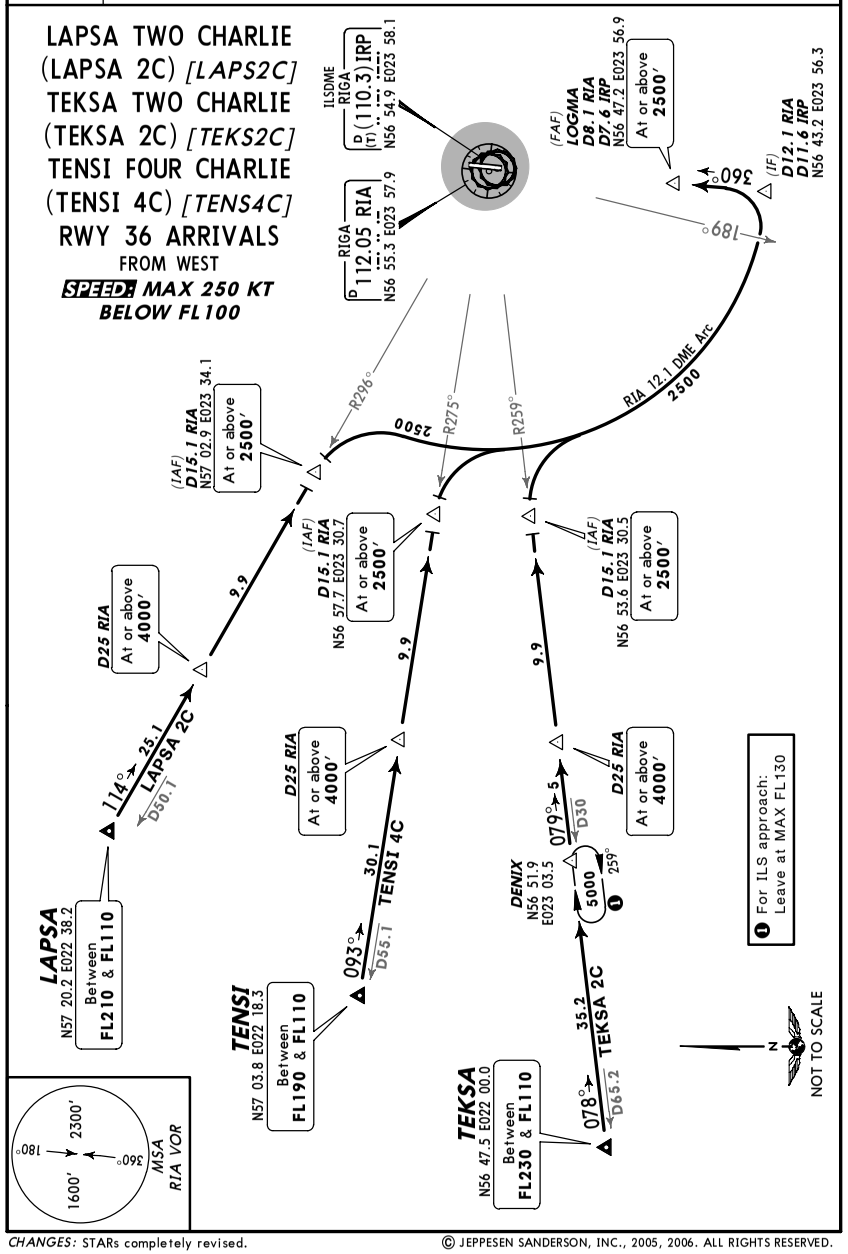
EVRA/RIX
RIGA INTL

JEPPESEN
13 OCT 06 (10-2E) Eff 26 Oct

RIGA, LATVIA
STAR

ATIS 121.2	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. In Descent planning pilots should mind the vertical constraints of the STARs. Clearance from ATC to descend lower means further descent after STAR restriction only. 2. Radar vectoring based on predetermined tracks on request. When radar control is interrupted, arriving aircraft, with the exception when leaving the last heading to intercept the final approach track, will be guided at or above 4500′ to holding at RIA prior to landing procedure.
Apt Elev 34′	

LAPSA TWO CHARLIE (LAPSA 2C) *[LAPS2C]*
TEKSA TWO CHARLIE (TEKSA 2C) *[TEKS2C]*
TENSI FOUR CHARLIE (TENSI 4C) *[TENS4C]*
RWY 36 ARRIVALS
FROM WEST
SPEED: MAX 250 KT BELOW FL100



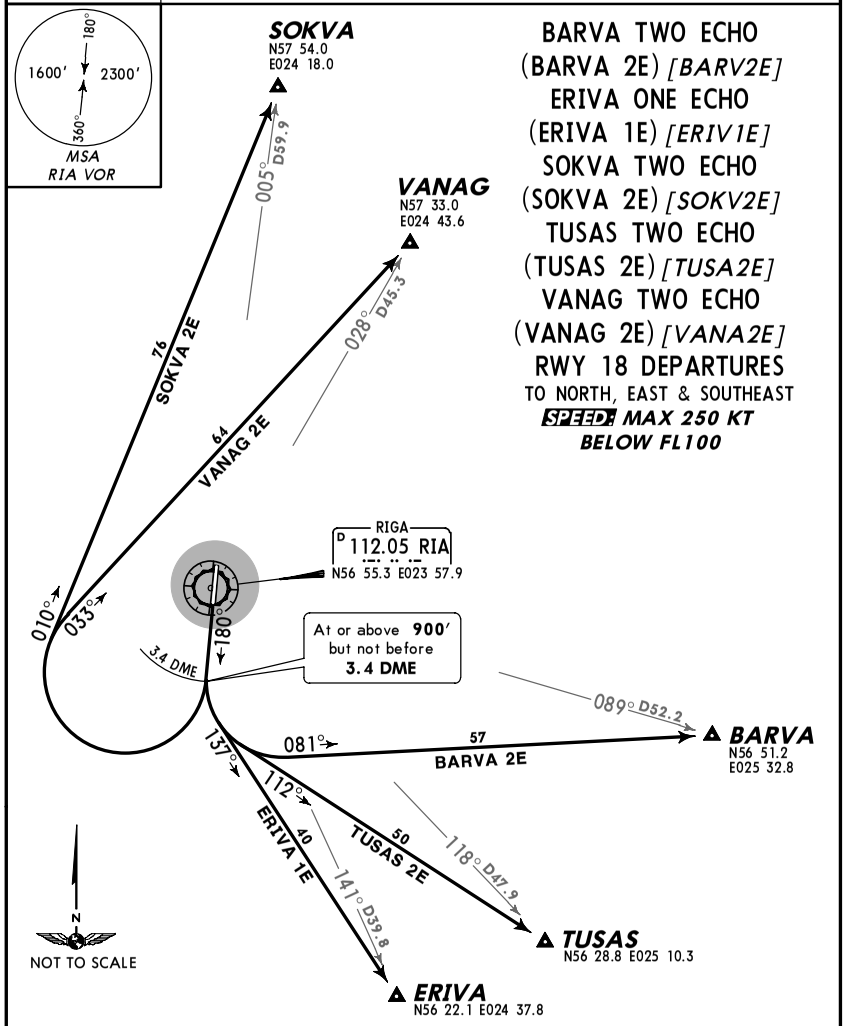
EVRA/RIX
RIGA INTL

JEPPESEN
3 FEB 06 (10-3) Eff 16 Feb

RIGA, LATVIA
SID

Apt Elev 34′

Trans level: By ATC Trans alt: 5000′



BARVA TWO ECHO
(BARVA 2E) *[BARV2E]*
ERIVA ONE ECHO
(ERIVA 1E) *[ERIV1E]*
SOKVA TWO ECHO
(SOKVA 2E) *[SOKV2E]*
TUSAS TWO ECHO
(TUSAS 2E) *[TUSA2E]*
VANAG TWO ECHO
(VANAG 2E) *[VANA2E]*
RWY 18 DEPARTURES
TO NORTH, EAST & SOUTHEAST
SPEED: MAX 250 KT
BELOW FL100

These SIDs require a minimum climb gradient of 304′ per NM (5%) up to **2500′** to avoid airspace class G.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
BARVA 2E	Climb straight ahead on 180° track, at or above **900′**, but not before RIA 3.4 DME turn LEFT, 081° track to BARVA.
ERIVA 1E	Climb straight ahead on 180° track, at or above **900′**, but not before RIA 3.4 DME turn LEFT, 137° track to ERIVA.
SOKVA 2E	Climb straight ahead on 180° track, at or above **900′**, but not before RIA 3.4 DME turn RIGHT, 010° track to SOKVA.
TUSAS 2E	Climb straight ahead on 180° track, at or above **900′**, but not before RIA 3.4 DME turn LEFT, 112° track to TUSAS.
VANAG 2E	Climb straight ahead on 180° track, at or above **900′**, but not before RIA 3.4 DME turn RIGHT, 033° track to VANAG.

CHANGES: SID ASTRA 2E renamed ERIVA 1E.

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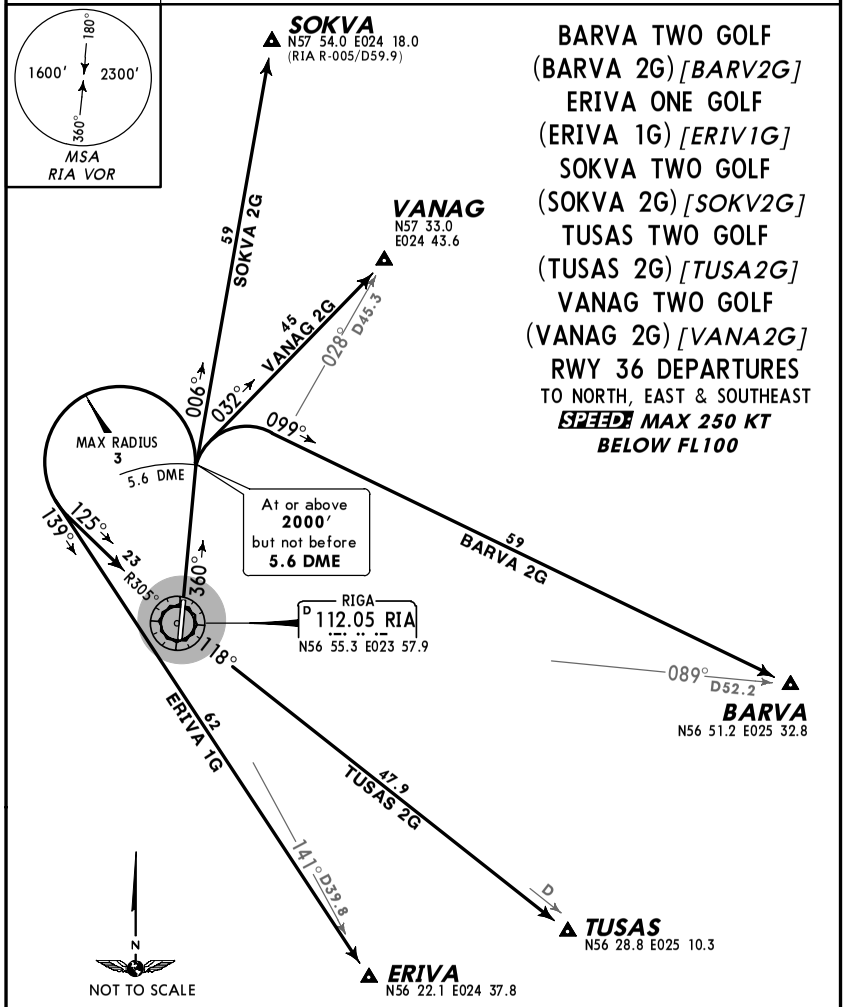
EVRA/RIX
RIGA INTL

JEPPESEN
3 FEB 06 (10-3A) Eff 16 Feb

RIGA, LATVIA
SID

Apt Elev 34′

Trans level: By ATC Trans alt: 5000′



BARVA TWO GOLF
(BARVA 2G) *[BARV2G]*
ERIVA ONE GOLF
(ERIVA 1G) *[ERIV1G]*
SOKVA TWO GOLF
(SOKVA 2G) *[SOKV2G]*
TUSAS TWO GOLF
(TUSAS 2G) *[TUSA2G]*
VANAG TWO GOLF
(VANAG 2G) *[VANA2G]*
RWY 36 DEPARTURES
TO NORTH, EAST & SOUTHEAST
SPEED: MAX 250 KT
BELOW FL100

These SIDs require a minimum climb gradient of 304′ per NM (5%) up to **2500′** to avoid airspace class G.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
BARVA 2G	Climb straight ahead on 360° track, at or above **2000′**, but not before RIA 5.6 DME turn RIGHT, 099° track to BARVA.
ERIVA 1G	Climb straight ahead on 360° track, at or above **2000′**, but not before RIA 5.6 DME turn LEFT, 139° track to ERIVA.
SOKVA 2G	Climb straight ahead on 360° track, at or above **2000′**, but not before RIA 5.6 DME turn RIGHT, 006° track to SOKVA.
TUSAS 2G	Climb straight ahead on 360° track, at or above **2000′**, but not before RIA 5.6 DME turn LEFT, intercept RIA R-305 inbound to RIA, RIA R-118 to TUSAS.
VANAG 2G	Climb straight ahead on 360° track, at or above **2000′**, but not before RIA 5.6 DME turn RIGHT, 032° track to VANAG.

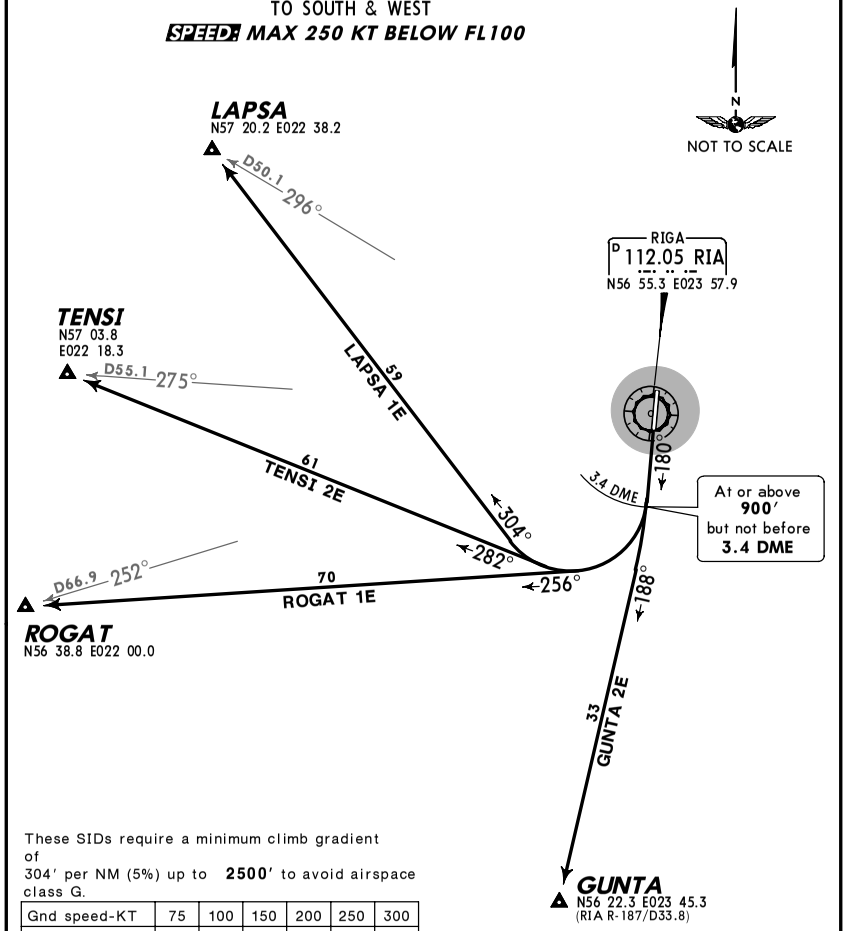
CHANGES: SID ASTRA 2G renamed ERIVA 1G.

Apt Elev 34′

Trans level: By ATC Trans alt: 5000′

MSA
RIA VOR
1600′ 2300′ 180° 360°

GUNTA TWO ECHO (GUNTA 2E) *[GUNT2E]*
LAPSA ONE ECHO (LAPSA 1E) *[LAPS1E]*
ROGAT ONE ECHO (ROGAT 1E) *[ROGA1E]*
TENSI TWO ECHO (TENSI 2E) *[TENS2E]*
RWY 18 DEPARTURES
TO SOUTH & WEST
SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 304′ per NM (5%) up to **2500′** to avoid airspace class G.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
GUNTA 2E	Climb straight ahead on 180° track, at or above **900′**, but not before RIA 3.4 DME turn RIGHT, 188° track to GUNTA.
LAPSA 1E	Climb straight ahead on 180° track, at or above **900′**, but not before RIA 3.4 DME turn RIGHT, 304° track to LAPSA.
ROGAT 1E	Climb straight ahead on 180° track, at or above **900′**, but not before RIA 3.4 DME turn RIGHT, 256° track to ROGAT.
TENSI 2E	Climb straight ahead on 180° track, at or above **900′**, but not before RIA 3.4 DME turn RIGHT, 282° track to TENSI.

CHANGES: SID TEKSA 1E replaced by ROGAT 1E.

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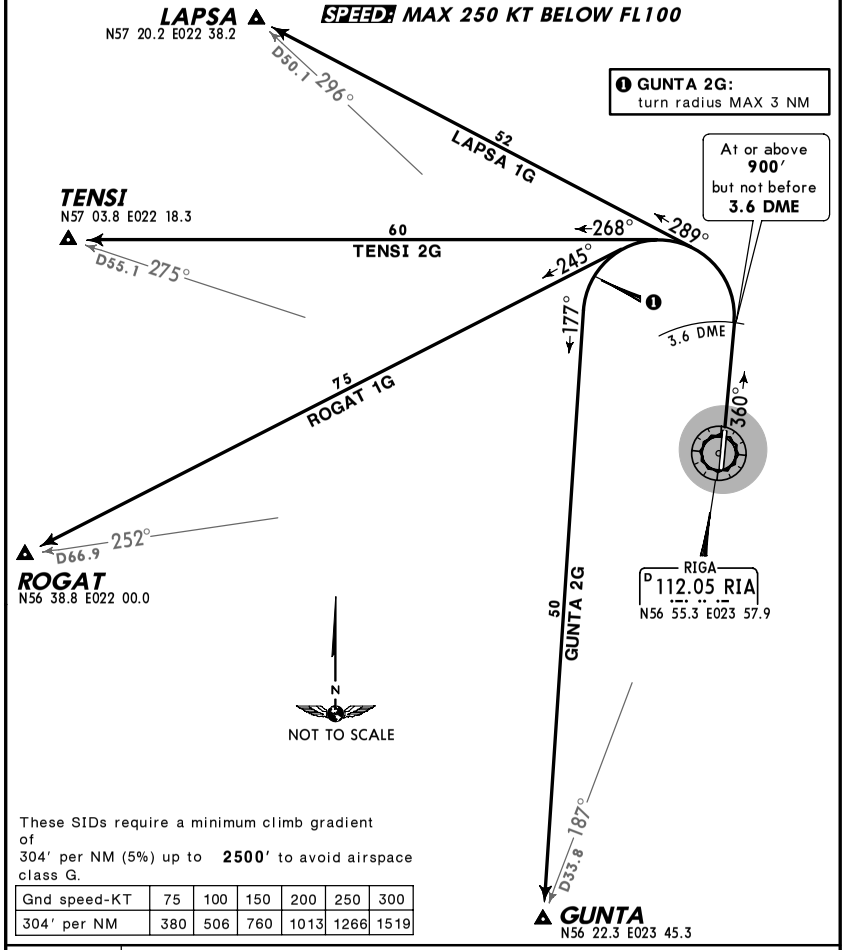
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

Apt Elev 34′

Trans level: By ATC Trans alt: 5000′

MSA
RIA VOR
1600′ 2300′ 180° 360°

GUNTA TWO GOLF (GUNTA 2G) *[GUNT2G]*
LAPSA ONE GOLF (LAPSA 1G) *[LAPS1G]*
ROGAT ONE GOLF (ROGAT 1G) *[ROGA1G]*
TENSI TWO GOLF (TENSI 2G) *[TENS2G]*
RWY 36 DEPARTURES
TO SOUTH & WEST
SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 304′ per NM (5%) up to **2500′** to avoid airspace class G.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
GUNTA 2G	Climb straight ahead on 360° track, at or above **900′**, but not before RIA 3.6 DME turn LEFT, 177° track to GUNTA.
LAPSA 1G	Climb straight ahead on 360° track, at or above **900′**, but not before RIA 3.6 DME turn LEFT, 289° track to LAPSA.
ROGAT 1G	Climb straight ahead on 360° track, at or above **900′**, but not before RIA 3.6 DME turn LEFT, 245° track to ROGAT.
TENSI 2G	Climb straight ahead on 360° track, at or above **900′**, but not before RIA 3.6 DME turn LEFT, 268° track to TENSI.

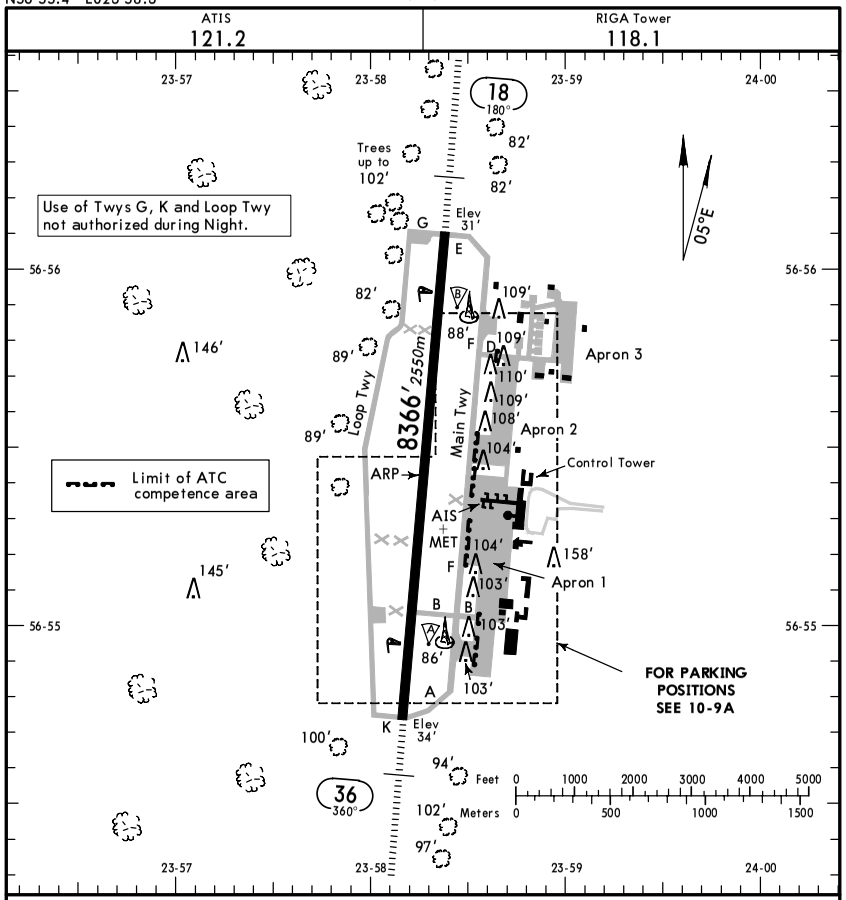
CHANGES: SID TEKSA 1G replaced by ROGAT 1G.

EVRA/RIX

Apt Elev **34′**
N56 55.4 E023 58.3

JEPPESEN
10 DEC 04 (10-9) **Eff 23 Dec**

RIGA, LATVIA
RIGA INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL *(60m)* HIALS PAPI-L (angle 3.0°) RVR		7320′ *2231m*		148′
36			7218′ *2200m*		*45m*

NOISE ABATEMENT DEPARTURE PROCEDURE

The following procedure shall be applied by all aircraft certified in accordance to ICAO Annex 16, Volume 1, chapter3:

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.

JAR-OPS TAKE-OFF [1]

	All Rwys		
	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*250m*	*400m*	*500m*
B			
C			
D	*300m*		

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

CHANGES: Noise abatement departure procedure established.

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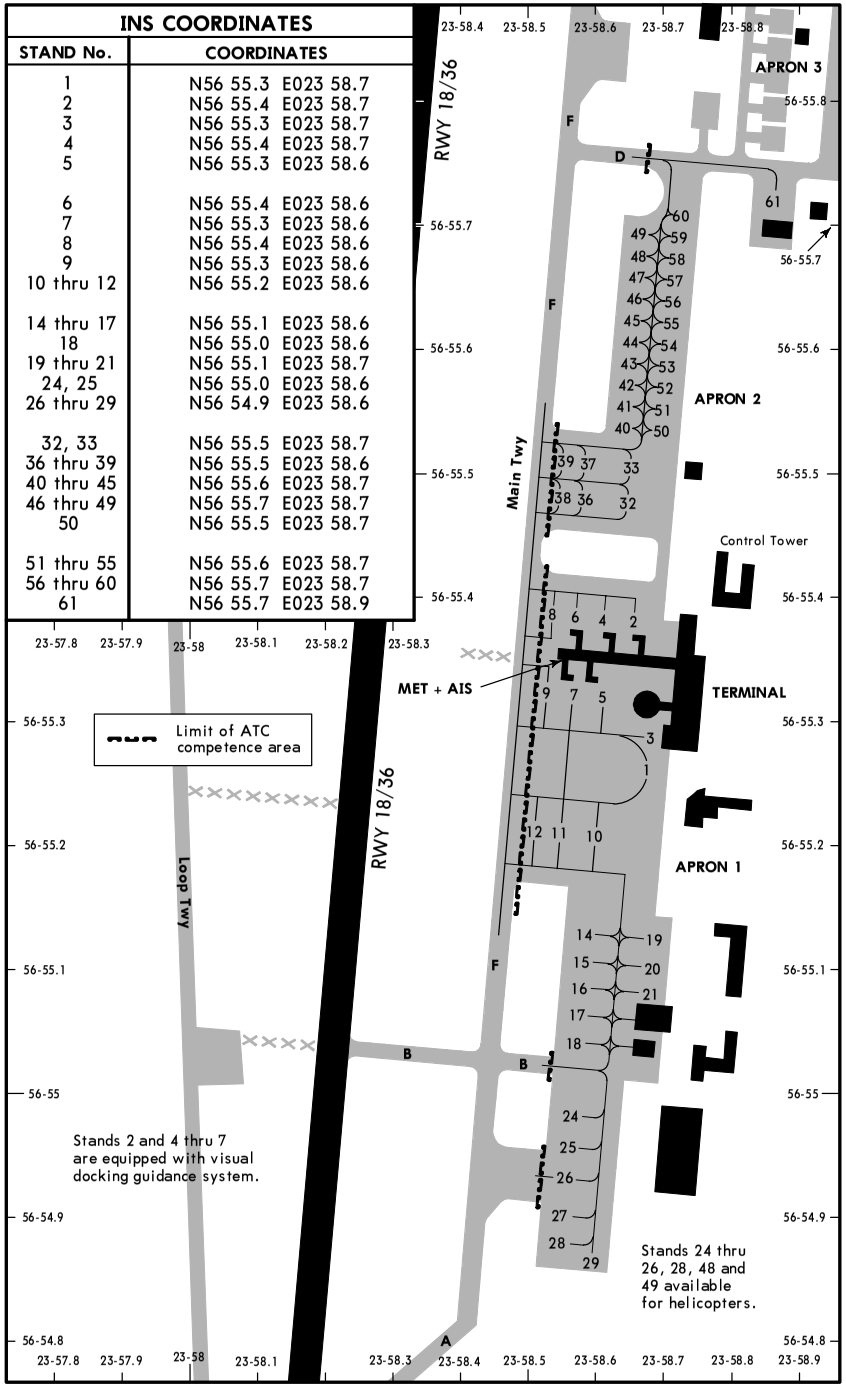
EVRA/RIX

JEPPESEN
10 DEC 04 (10-9A) **Eff 23 Dec**

RIGA, LATVIA
RIGA INTL

INS COORDINATES	
STAND No.	**COORDINATES**
1	N56 55.3 E023 58.7
2	N56 55.4 E023 58.7
3	N56 55.3 E023 58.7
4	N56 55.4 E023 58.7
5	N56 55.3 E023 58.6
6	N56 55.4 E023 58.6
7	N56 55.3 E023 58.6
8	N56 55.4 E023 58.6
9	N56 55.3 E023 58.6
10 thru 12	N56 55.2 E023 58.6
14 thru 17	N56 55.1 E023 58.6
18	N56 55.0 E023 58.6
19 thru 21	N56 55.1 E023 58.7
24, 25	N56 55.0 E023 58.6
26 thru 29	N56 54.9 E023 58.6
32, 33	N56 55.5 E023 58.7
36 thru 39	N56 55.5 E023 58.6
40 thru 45	N56 55.6 E023 58.7
46 thru 49	N56 55.7 E023 58.7
50	N56 55.5 E023 58.7
51 thru 55	N56 55.6 E023 58.7
56 thru 60	N56 55.7 E023 58.7
61	N56 55.7 E023 58.9



CHANGES: None.

LOW VISIBILITY TAKE-OFF PROCEDURES

1. Status of LVP passed to pilots by means of ATIS broadcast "Low visibility take-off procedures in operation".
2. Preparation phase initiated by ATC when RVR 600m with decreasing tendency.
3. LVP for take-off commenced 15 Min before ETD when RVR 500m with decreasing tendency.
4. During LVP for take-off following shall be executed:
   a) only 1 acft allowed on the manoeuvring area at the time and no vehicle moving.
   b) moving of acft conducted only with accompanying "Follow-Me" car.
5. LVP for take-off canceled when RVR 700m with increasing tendency.

RUN-UP PROCEDURE

1. Permission for engine run-up shall be requested from "Riga Transit" on **131.6 MHz.** Stand number and intended engine power thrust should be indicated.
2. Full engine thrust is permitted only on stand 29.
3. On stands 1 thru 7 engine run-up is not permitted.

PUSH-BACK AND TOW PROCEDURE

1. When an acft is positioned at nose-in stand 2 and 4 thru 7 the standard push back procedure shall be adopted.
2. Request clearance from "Riga Tower" for push-back or tow.
3. Clearance for push-back, tow or taxi may only be requested if aircraft is ready to carry out the manoeuvre immediately.
4. Engines can be started before, during or after push-back. The interphone or hand signal system must be used for communication with crew. The main engines must be operated only at idle power until the push-back tractor has taken the (nose-wheel of the) aircraft to the yellow taxi-line which will be used by the aircraft for taxiing. At this position the push-back tractor will leave the aircraft and the pilot is allowed to use the main engines as required for break-away power and taxi to the runway.

START-UP PROCEDURE

1. Request clearance from "Riga Tower" for engine start-up.
2. The parking position and designator for ATIS broad-cast latest received shall be stated in the initial call.
3. Start-up and ATC clearance shall be requested not earlier than 10 min before estimated start-up.

TAXI PROCEDURE

1. Unless otherwise instructed from TWR, the taxi routes shall be followed.
2. "Follow me" car always available on request.
3. Movement of acft on the apron is subject to prior permission from TWR. However, TWR will only provide any necessary information to maintain on orderly flow of traffic.

PARKING PROCEDURE

On stands 2 and 4 thru 7 unless otherwise requested acft will normally be guided to nose-in parking.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

VISUAL DOCKING GUIDANCE SYSTEM

The docking system is based on a video system. The following sequence of events identifies how a pilot would use this system to dock an acft at this gate.

1. GATE READY FOR DOCKING

Aircraft type and gate number are alternated in a flashing sequence across the top of display board.

2. AIRCRAFT DETECTED

When the aircraft is detected, only the aircraft type is displayed steady across the top of the display. At this point, the pilot will distance-to-go closure rates in these increments, as well as center line guidance:

30m to 20m	5m steps
20m to 10m	2m steps
10m to 1m	1m steps
1m to stop	0.2m steps

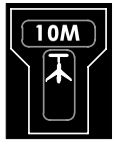
3. AIRCRAFT IS LEFT/RIGHT OF CENTER LINE

LEFT
Correction right is required.

RIGHT
Correction left is required.

4. AIRCRAFT IS ON CENTER LINE

10m to final stop position.



0.4m to final stop position, prepare to stop the aircraft.

Important: Approach slowly with decreasing speed to the final stop position.

5. STOP

Stop now, front gear reached.

6. OK

Successful docking

7. TOO FAR

Aircraft has gone beyond stop point.

8. ESTOP (EMERGENCY STOP)

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

If the following events occur, the pilot must stop the docking procedure, report problem to "Riga Transit" **(131.6 MHz)** and wait for further instructions.
- Displayed aircraft type is not the incoming aircraft.
- Displayed board become unreadable (loss of display).
- ESTOP message displayed.
- Pilot believes system is transmitting erroneous docking data.
- Display board illuminates error messages.

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

EVRA/RIX
RIGA INTL

JEPPESEN
13 OCT 06 (11-1) Eff 26 Oct

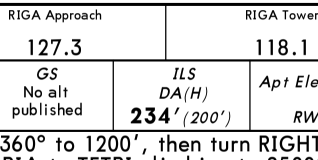
RIGA, LATVIA
ILS Rwy 18

ATIS	RIGA Approach	RIGA Tower
121.2	127.3	118.1

LOC IAO	Final Apch Crs	GS	ILS DA(H)	Apt Elev	34′
110.3	180°	No alt published	231′ (200′)	RWY	31′

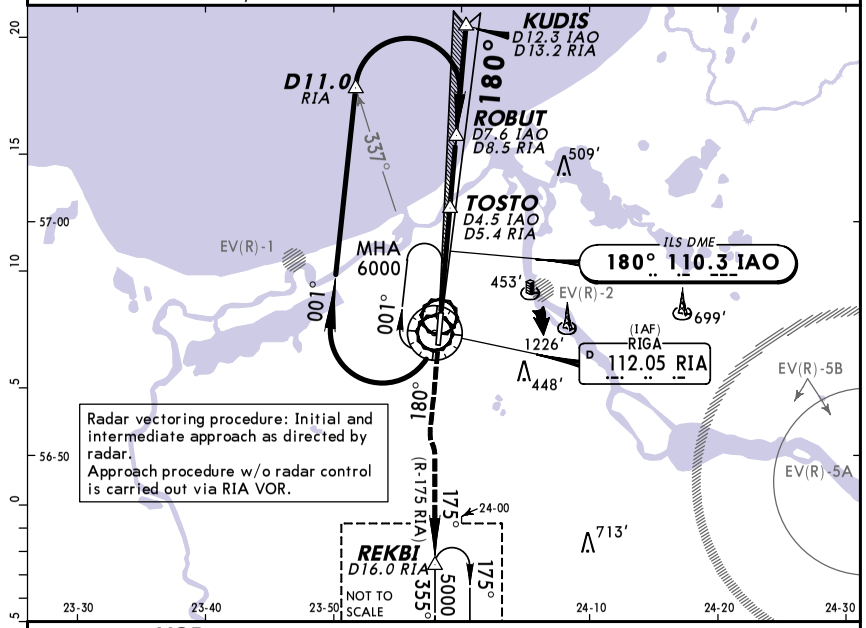
BRIEFING STRIP

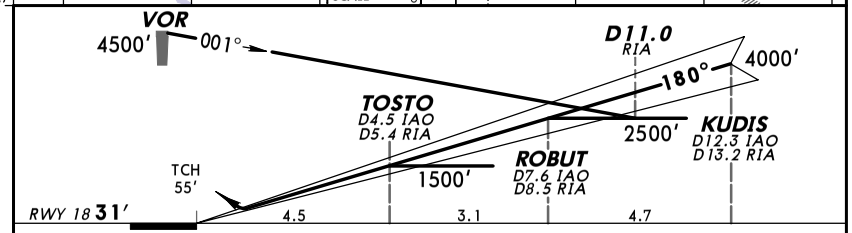
MISSED APCH: Climb on track 180° to 1200′, then turn LEFT to intercept and follow R-175 RIA to REKBI climbing to 2500′, and as directed.



MSA RIA VOR

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000′
1. WARNING: When established on final maintain 160 ± 10 KT until D4.0 IAO.
2. ILS DME reads zero at rwy 18 thresh.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS
PAPI
1200′ on 180°

JAR-OPS STRAIGHT-IN LANDING RWY 18

	ILS DA(H) 231′ (200′) FULL	ILS DA(H) 231′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND
Not authorized East of airport

Max Kts	MDA(H)	VIS
100	540′ (506′)	1500m
135	540′ (506′)	1600m
180	720′ (686′)	2400m
205	740′ (706′)	3600m

PANS OPS

CHANGES: Procedure.

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EVRA/RIX
RIGA INTL

JEPPESEN
13 OCT 06 (11-2) Eff 26 Oct

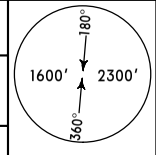
RIGA, LATVIA
ILS Rwy 36

ATIS	RIGA Approach	RIGA Tower
121.2	127.3	118.1

LOC IRP	Final Apch Crs	GS	ILS DA(H)	Apt Elev	34′
110.3	360°	No alt published	234′ (200′)	RWY	34′

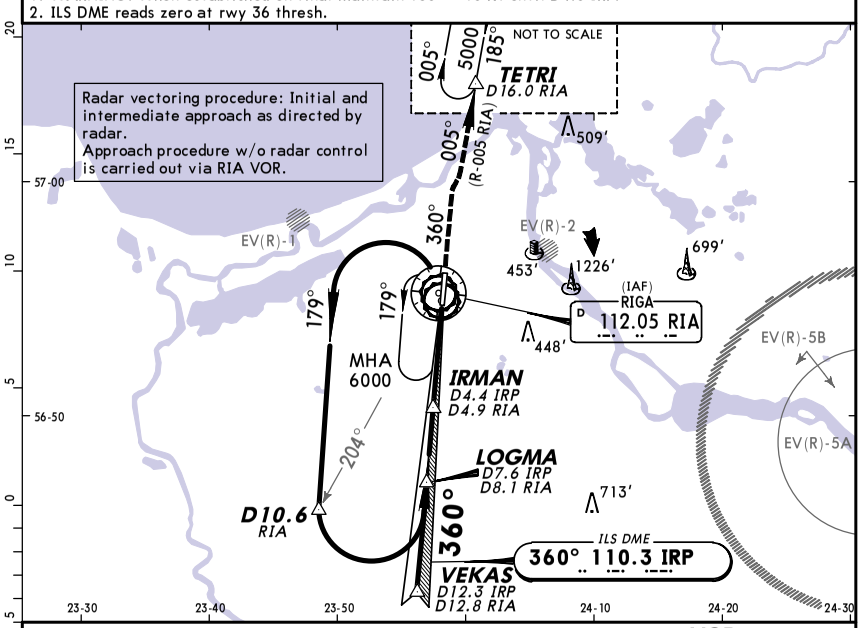
BRIEFING STRIP

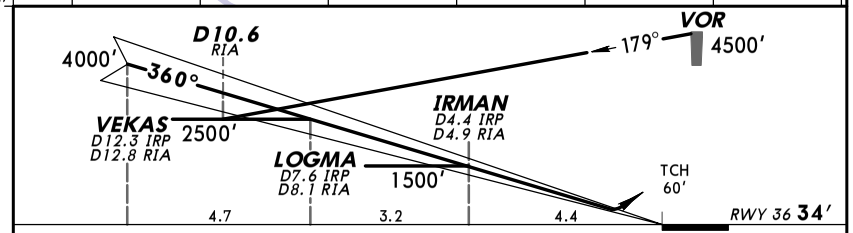
MISSED APCH: Climb on track 360° to 1200′, then turn RIGHT to intercept and follow R-005 RIA to TETRI climbing to 2500′, and as directed.



MSA RIA VOR

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000′
1. WARNING: When established on final maintain 160 ± 10 KT until D4.0 IRP.
2. ILS DME reads zero at rwy 36 thresh.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS
PAPI
1200′ on 360°

JAR-OPS STRAIGHT-IN LANDING RWY 36

	ILS DA(H) 234′ (200′) FULL	ILS DA(H) 234′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND
Not authorized East of airport

Max Kts	MDA(H)	VIS
100	510′ (476′)	1500m
135	540′ (506′)	1600m
180	720′ (686′)	2400m
205	740′ (706′)	3600m

PANS OPS

CHANGES: Procedure.

EVRA/RIX
RIGA INTL

JEPPESEN
13 OCT 06 (13-1) Eff 26 Oct

RIGA, LATVIA
VOR Rwy 18

ATIS	RIGA Approach	RIGA Tower
121.2	127.3	118.1

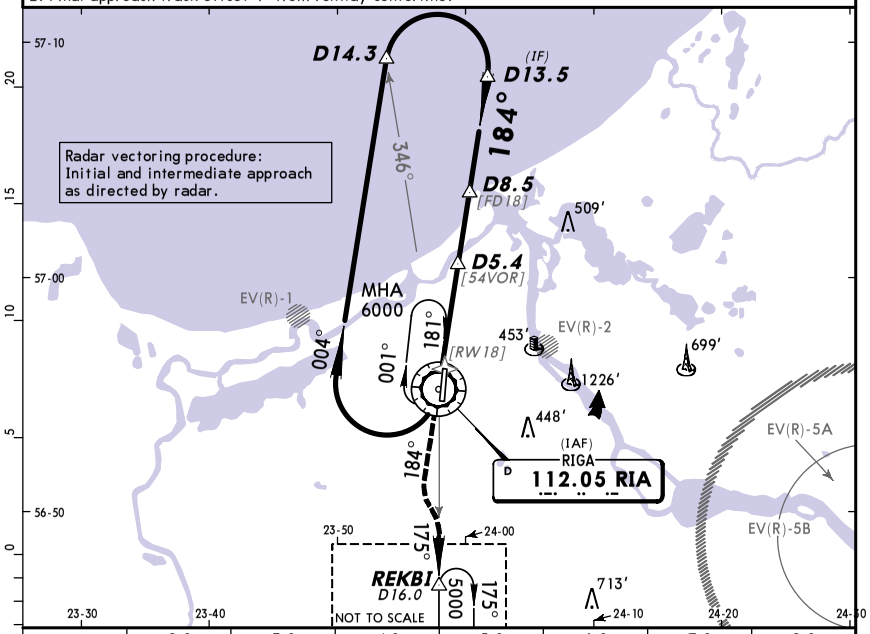
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev / RWY
RIA 112.05	184°	D8.5 2500′ (2469′)	390′ (359′)	34′ / 31′

MISSED APCH: Climb on R-184 to 1200′, then turn LEFT to intercept and follow R-175 to REKBI climbing to 2500′, and as directed.

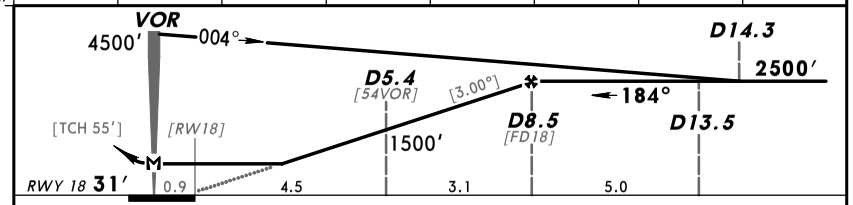
MSA RIA VOR: 1600′ (180°–360°) 2300′

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 5000′

1. WARNING: When established on final maintain 160 ±10 KT until D5.4.
2. Final approach track offset 4° from runway centerline.



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



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

HIALS PAPI — 1200′ — RIA on 112.05 R-184

JAR-OPS — STRAIGHT-IN LANDING RWY 18

	With DME MDA(H) 390′ (359′) ALS out		W/o DME MDA(H) 550′ (519′) ALS out		CIRCLE-TO-LAND Not authorized East of apt Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	540′ (506′) [1]	1500m
B	RVR 1000m				135	540′ (506′) [1]	1600m
C		RVR 1800m	RVR 1200m	RVR 2000m	180	720′ (686′)	2400m
D	RVR 1400m	RVR 2000m	RVR 1600m		205	740′ (706′)	3600m

[1] After apch w/o DME: MDA(H) 550′ (516′).

PANS OPS

CHANGES: Procedure.

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EVRA/RIX
RIGA INTL

JEPPESEN
13 OCT 06 (13-2) Eff 26 Oct

RIGA, LATVIA
VOR Rwy 36

ATIS	RIGA Approach	RIGA Tower
121.2	127.3	118.1

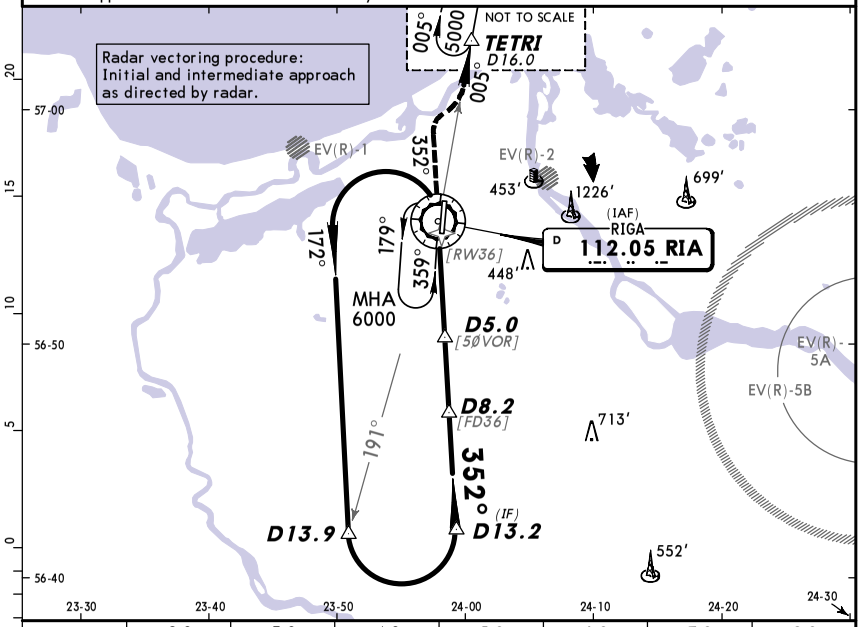
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev / RWY
RIA 112.05	352°	D8.2 2500′ (2466′)	440′ (406′)	34′ / 34′

MISSED APCH: Climb on R-352 to 1200′, then turn RIGHT to intercept and follow R-005 to TETRI climbing to 2500′, and as directed.

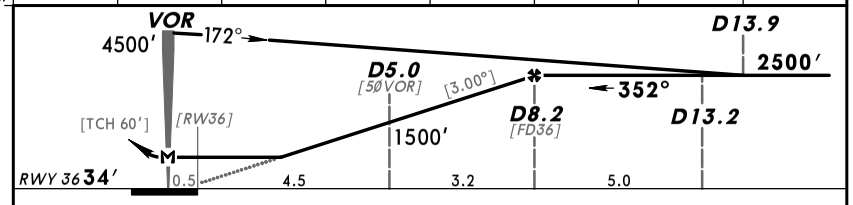
MSA RIA VOR: 1600′ (180°–360°) 2300′

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 5000′

1. WARNING: When established on final maintain 160 ±10 KT until D5.0.
2. Final approach track offset 8° from runway centerline.



RIA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	550′	860′	1180′	1500′	1810′	2130′	2440′



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

HIALS PAPI — 1200′ — RIA on 112.05 R-352

JAR-OPS — STRAIGHT-IN LANDING RWY 36

	With DME MDA(H) 440′ (406′) ALS out		W/o DME MDA(H) 490′ (456′) ALS out		CIRCLE-TO-LAND Not authorized East of apt Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	510′ (476′)	1500m
B	RVR 1000m				135	540′ (506′)	1600m
C		RVR 1800m	RVR 1200m	RVR 2000m	180	720′ (686′)	2400m
D	RVR 1400m	RVR 2000m	RVR 1600m		205	740′ (706′)	3600m

PANS OPS

CHANGES: Procedure.