GENERAL

Operational Hours

ATS Hours: H24

AD Hours: H24, except for the periods 0500-0600‡ and 2000-2100‡ when only SKED or charter fights may operate at the AD

AD Operator Hours: 0600-1500‡

Airport Information

RFF: CAT 8, CAT 9 O/R 12HR PN
PCN: RWY 18/36: 89/F/C/X/T

Operation

Preferential RWY
LDG RWY 18/36 0000-1759‡, RWY 36 1800-2359‡.
TKOF RWY 18/36.

Low Visibility Procedure
LVP in force when RVR is 550m or below or ceiling is below 150ft.

Advanced Surface Movement Guidance and Control System (A-SMGCS) in use when LVP activated. Failure in A-SMGCS will degrade LVP so that only CAT I approaches when RVR is not below 550m and TKOF when RVR is not below 450m may operate on RWY 18/36.

During LVP enter RWY 18 via TWY G or TWY E.
During LVP enter RWY 36 via TWY A or TWY B.

HIRO (High Intensity RWY OPS)
The RWY vacating should be expected via the existing turn-offs:

ACFT Type	RWY 18	RWY 36
HEAVY Distance to turn-off	TWY B 2430m / 7970ft	TWY E 2540m / 8330ft
MEDIUM (JET, PROP) Distance to turn-off	TWY C 1930m / 6330ft	TWY D 1765m / 5790ft
LIGHT Distance to turn-off	TWY D 1150m / 3770ft	TWY C 1150m / 3770ft
Distance to turn-off = Distance from threshold of the respective RWY to turn-off intersection		

If unable to vacate the RWY as prescribed, inform TWR immediately.

Transponder OPS
Mode S transponder shall be operated in accordance with the following provision:
ARR:
- After LDG ASAP de-select TCAS.
- Select "automatic mode" or, if automatic code is not AVBL, select "ON".
- CONT to squawk last assigned Mode A code until fully parked.
- When fully parked, select "STBY"

DEP:
- Set ACFT identification and, when received, set assigned Mode A code.
- Immediately prior REQ for push-back or taxi, whichever is earlier, select "automatic mode" or, if automatic mode is not AVBL, select "ON".
- Only when approaching the HLDG PSN of the DEP RWY, select "TCAS".

GENERAL

RWY Restrictions
During winter, with declared cleared width on RWY below 45m / 148ft, ACFT longer than 30m / 98ft do not perform 180° turns on RWY.

TWY Restrictions
TWY D width 18m / 59ft.

Rapid exit TWY D MAX wingspan 36m / 118ft.

TWY K, APN Z3 daylight OPS only except during LVP.

Taxi/Parking
Follow-me AVBL O/R.

Visual Docking Guidance System on stands 102, 104-107, 321-326.

Code letter E 4 ENG ACFT shall taxi using all 4 ENG at idle power to avoid jet blast caused damage.

Engine Run-up Areas
REQ permission for ENG run-up from APN. Stand number and intended ENG PWR thrust should be indicated.
- On contact stands ENG run-up prohibited.
- On other APN stands ENG run-up is permitted at idle PWR only.
- ENG run-up exceedind idle PWR is permitted on test area Z3 only.

Warnings

Do not overfly Jurmala 1 below 2000ft and Jurmala 2 below 5000ft.

Birds in vicinity of AD.

ARRIVAL

Communication

Contact GND immediately after vacating RWY for taxi CLR if no other instruction from TWR received.

COM Failure
During STAR, CLR not received: Maintain last received and acknowledged LVL (ALT) until IAF, proceed to HLDG RIA VOR/DME. Perform instrument APCH for RWY-in-use.

Radar vectoring, CLR not received: Maintain last received and acknowledged LVL (ALT), proceed to HLDG RIA VOR/DME (not below 4500ft). Perform instrument APCH for RWY-in-use.

During MISAP: Proceed to MISAP HLDG patterns REKBI or TETRI, complete at least one HLDG pattern at 5000ft, then commence an APCH for LDG in accordance with APCH PROC via RIA DVOR/DME.

DEPARTURE

Take-off Minima

RWY		18/36	
All ACFT	ft - m/km	0 - 250R/250V	-

Communication

COM with Riga APP/CTL after TKOF no later than passing 1500ft.
At first contact with Riga APP/CTL after DEP, report:
- call sign
- SID or RAD HDG given by ATC.
- cleared ALT/FL if differs from SID inital climb.

Departure Procedure

Start-up/Push-back
REQ start-up and ATC CLR MAX 10min before estimated start-up on GND (outside GND OPS HRs use TWR). Report parking PSN and ATIS code.

REQ push-back or tow when fully ready on GND (outside GND OPS HRs use TWR).

ENG start before, during or after push-back approved. Do not use more than idle power until push-back completed.

If de-icing is to be carried out after push-back, add this information to push-back clearance request.

Noise Abatement Procedure: ICAO Standard: TKOF-PROC A.

Low Visibility Procedure
Low visibility TKOF with LOC guidance not AVBL.

De-Icing

H24 OCT-MAR (APR-SEP on prior REQ).

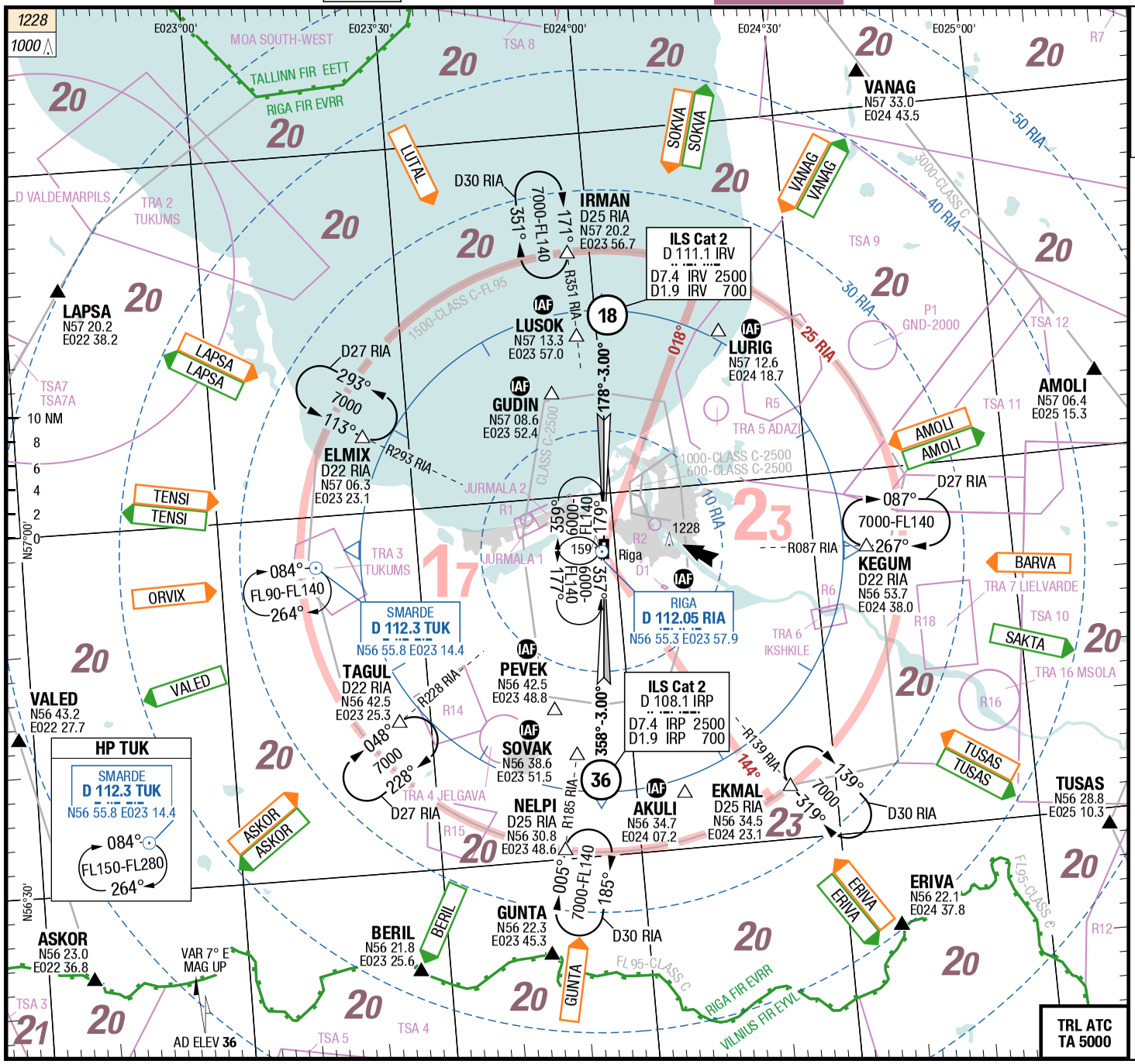
REQ de-icing from APN as early as possible but not later than 15min prior to off-block.

De-Icing on APN
Normally de-icing on APN will take place with ENG off.

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

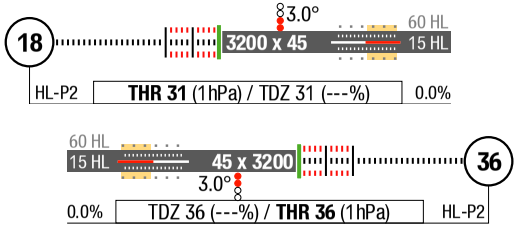
De-Icing on remote de-icing pads
ACFT should enter the assigned de-icing position with marshaller guidance. Marshaller will require to set parking brake on. ACFT ENG shall be set to idle, outer ENG of 4 ENG ACFT shall be shut down.

After CLR from GND taxiing shall be commenced only after receiving an "all clear" (thumps-up) signal from ground staff.

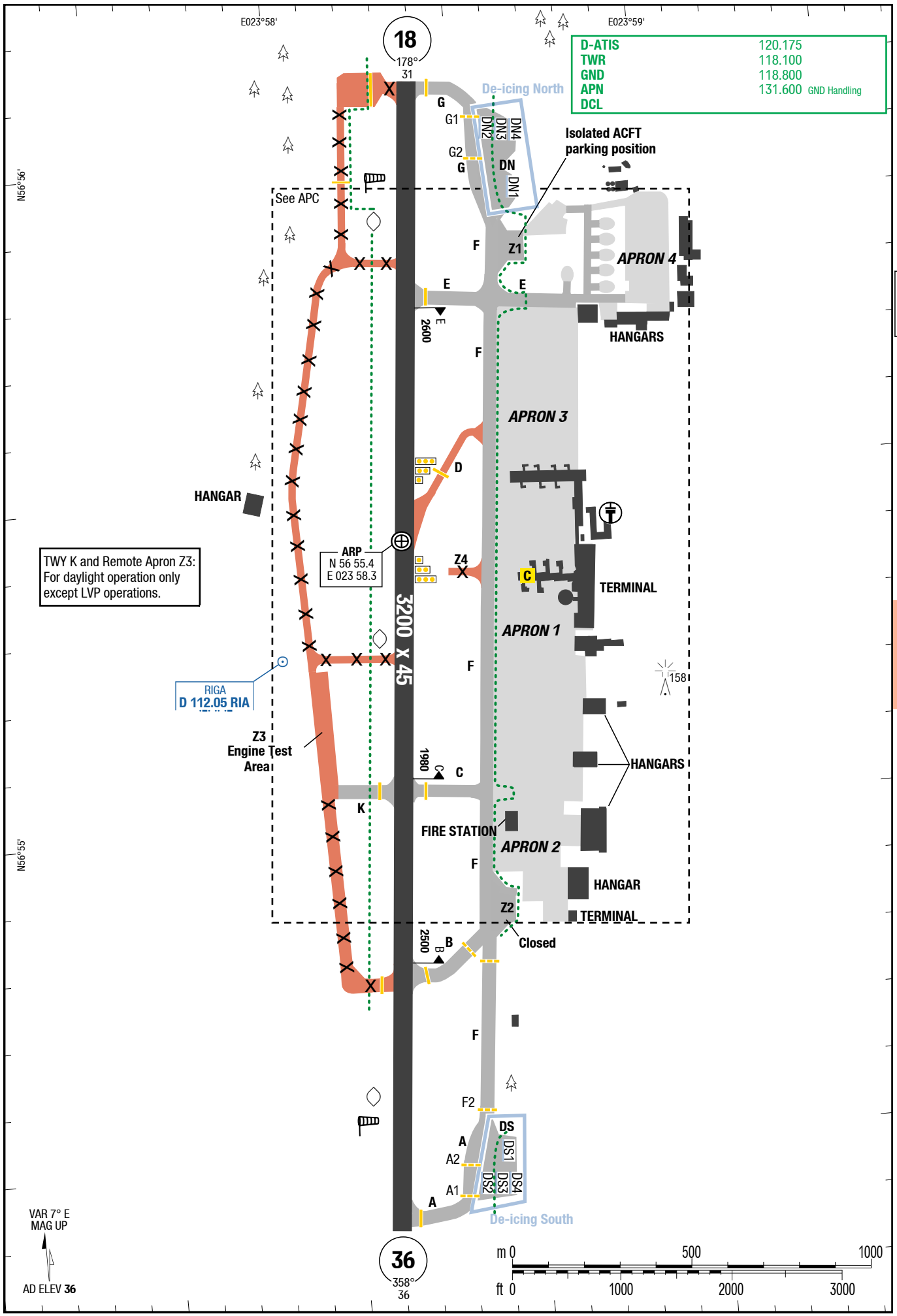


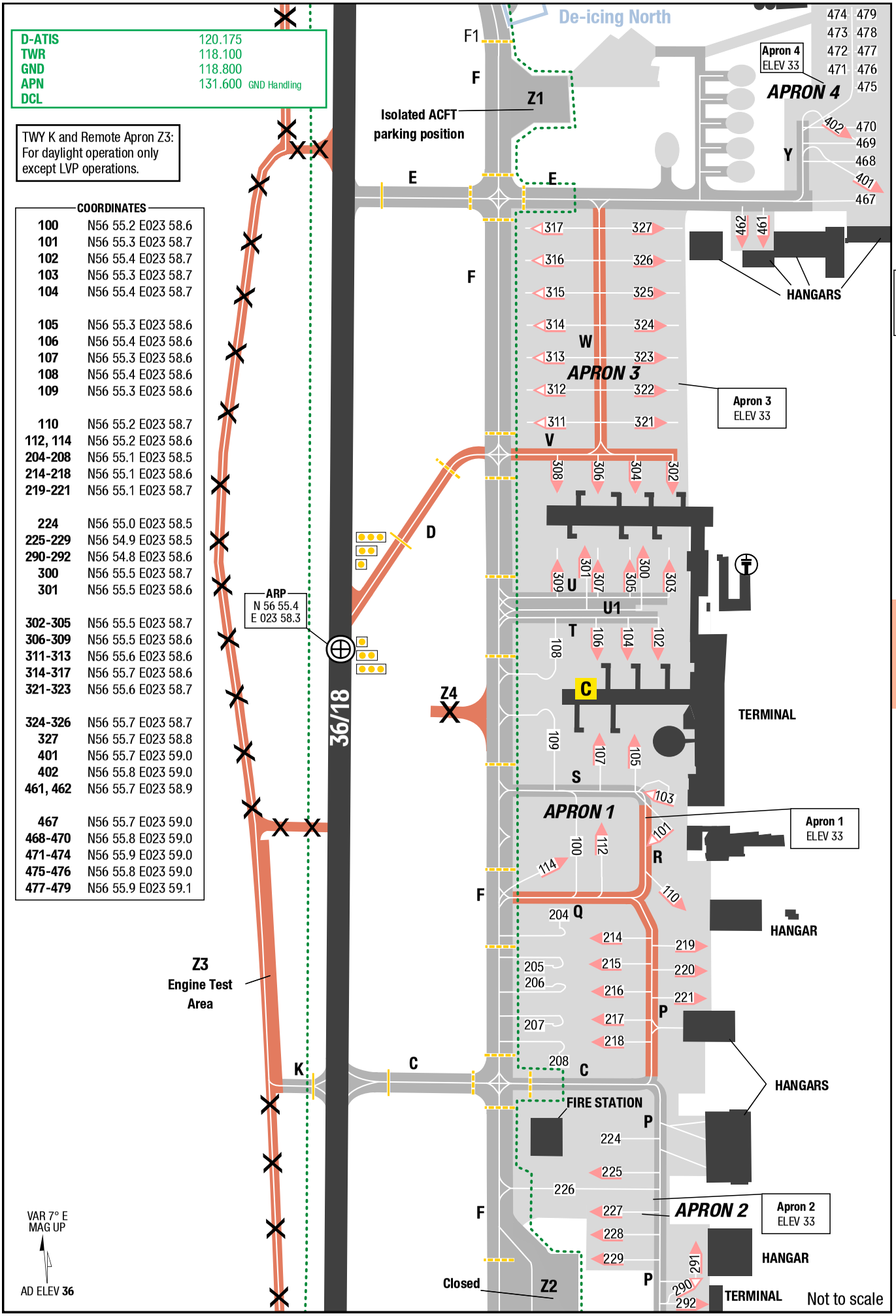
D-ATIS	120.175	
APP	129.925	134.850
TWR	118.100	
GND	118.800	
APN	131.600 GND Handling	
DCL		

Landing RWY system:

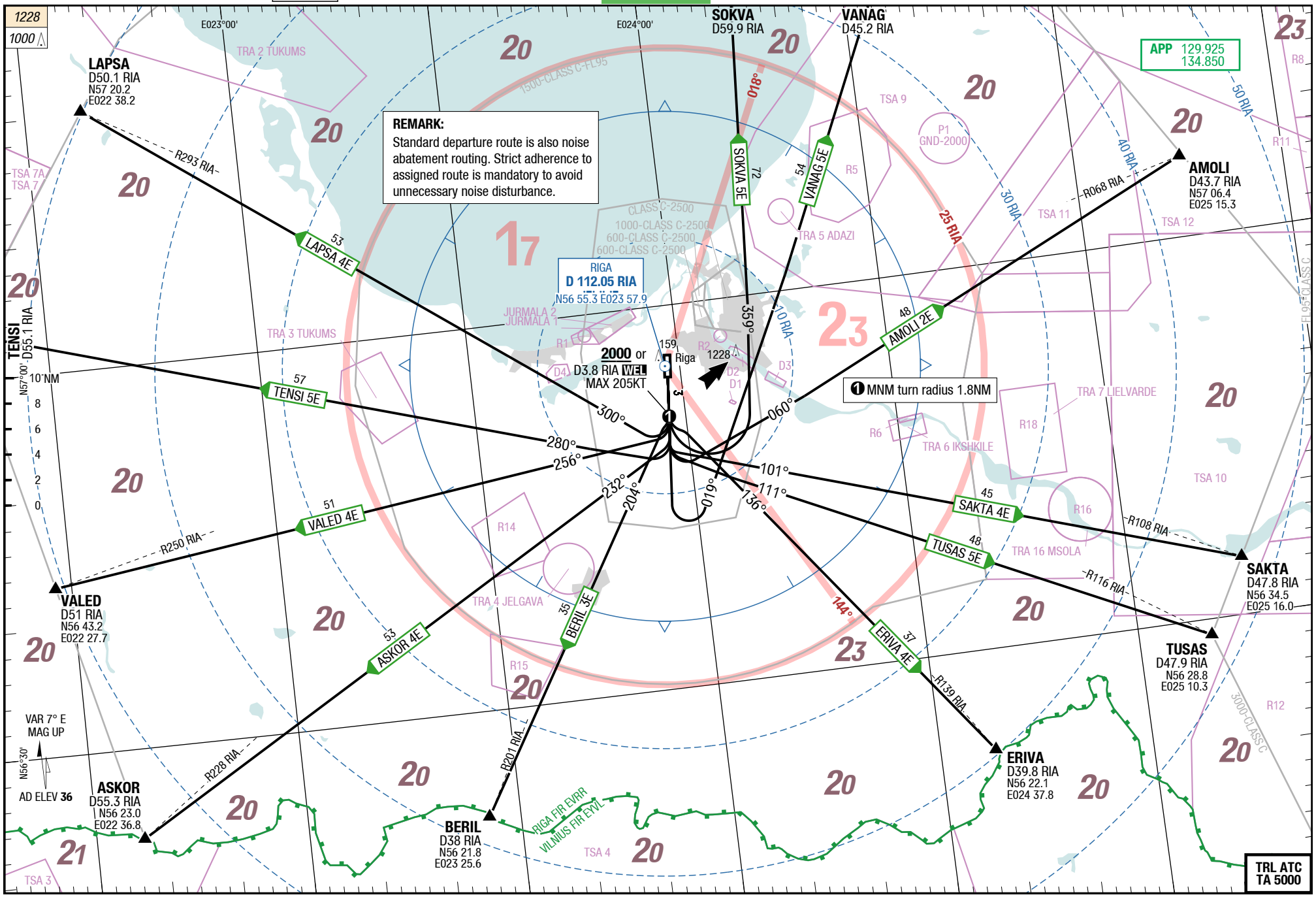


Changes: HLDG

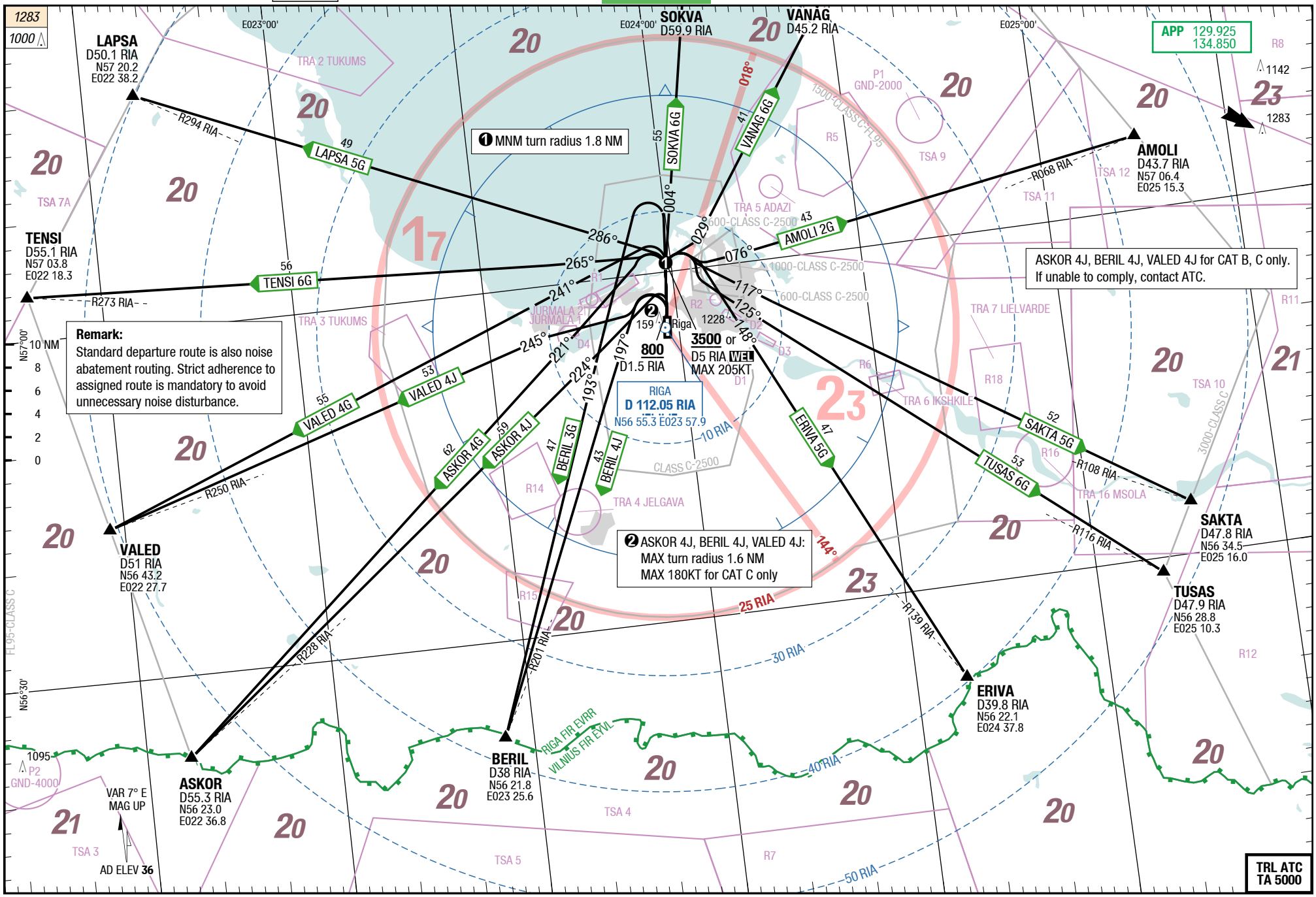

E023°58'
E023°59'
N56°56'
N56°55'
18
178°
31
36
358°
36
D-ATIS 120.175
TWR 118.100
GND 118.800
APN 131.600 GND Handling
DCL
De-icing North
De-icing South
Isolated ACFT parking position
See APC
APRON 4
APRON 3
APRON 1
APRON 2
HANGARS
HANGAR
TERMINAL
FIRE STATION
Z1
Z2
Z3 Engine Test Area
Z4
Closed
ARP
N 56 55.4
E 023 58.3
RIGA
D 112.05 RIA
TWY K and Remote Apron Z3:
For daylight operation only
except LVP operations.
3200 x 45
2600
2500
1980
158
VAR 7° E
MAG UP
AD ELEV 36
m 0 500 1000
ft 0 1000 2000 3000



Latvia Riga
APC NIL
APC
APC
Riga Latvia
APC NIL



Changes: Track, Speed RESTR, SUAs



Changes: Track, Speed RESTR, SUAs

AMOLI 2E / ASKOR 4E / BERIL 3E / ERIVA 4E / LAPSA 4E / SAKTA 4E / SOKVA 5E
RWY 18 (178°)

After take-off, contact Riga APP before passing 1500

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
AMOLI 2E 5.0% to 4000 **129.925** ①②	at MNM **2000** or D3.8 **RIA**, whichever is later, **LT** (MAX 205KT) (MNM turn radius 1.8 NM) 060° to AMOLI	Initial climb **4000**
ASKOR 4E 5.0% to 4000 **129.925** ①②	at MNM **2000** or D3.8 **RIA**, whichever is later, **RT** (MAX 205KT) (MNM turn radius 1.8 NM) 232° to ASKOR	Initial climb **4000**
BERIL 3E 5.0% to 4000 **129.925** ①②	at MNM **2000** or D3.8 **RIA**, whichever is later, **RT** (MAX 205KT) (MNM turn radius 1.8 NM) 204° to BERIL	Initial climb **4000**
ERIVA 4E 5.0% to 4000 **129.925** ①②	at MNM **2000** or D3.8 **RIA**, whichever is later, **LT** (MAX 205KT) (MNM turn radius 1.8 NM) 136° to ERIVA	Initial climb **4000**
LAPSA 4E 5.0% to 4000 **129.925** ①②	at MNM **2000** or D3.8 **RIA**, whichever is later, **RT** (MAX 205KT) (MNM turn radius 1.8 NM) 300° to LAPSA	Initial climb **4000**
SAKTA 4E 5.0% to 4000 **129.925** ①②	at MNM **2000** or D3.8 **RIA**, whichever is later, **LT** (MAX 205KT) (MNM turn radius 1.8 NM) 101° to SAKTA	Initial climb **4000**
SOKVA 5E 7.0% to 4000 **129.925** ①②	at MNM **2000** or D3.8 **RIA**, whichever is later, **LT** (MAX 205KT) (MNM turn radius 1.8 NM) 359° to SOKVA	Initial climb **4000**

① Climb gradient due to noise abatement.

② If unable to comply, contact ATC.

Changes: Track, Speed RESTR

TENSI 5E / TUSAS 5E / VALED 4E / VANAG 5E

RWY 18 (178°)

After take-off, contact Riga APP before passing 1500

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
TENSI 5E 5.0% to 4000 **129.925** ①②	at MNM **2000** or D3.8 **RIA**, whichever is later, **RT** (MAX 205KT) (MNM turn radius 1.8 NM) 280° to TENSI	Initial climb **4000**
TUSAS 5E 5.0% to 4000 **129.925** ①②	at MNM **2000** or D3.8 **RIA**, whichever is later, **LT** (MAX 205KT) (MNM turn radius 1.8 NM) 111° to TUSAS	Initial climb **4000**
VALED 4E 5.0% to 4000 **129.925** ①②	at MNM **2000** or D3.8 **RIA**, whichever is later, **RT** (MAX 205KT) (MNM turn radius 1.8 NM) 256° to VALED	Initial climb **4000**
VANAG 5E 7.0% to 4000 **129.925** ①②	at MNM **2000** or D3.8 **RIA**, whichever is later, **LT** (MAX 205KT) (MNM turn radius 1.8 NM) 019° to VANAG	Initial climb **4000**

① Climb gradient due to noise abatement.

② If unable to comply, contact ATC.

Changes: Track, Speed RESTR

AMOLI 2G / ASKOR 4G / ASKOR 4J / BERIL 3G / BERIL 4J / ERIVA 5G / LAPSA 5G
RWY 36 (358°)

After take-off, contact Riga APP before passing 1500.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
AMOLI 2G 7.0% to 4000 **129.925** ①③	at MNM **3500** or D5 **RIA**, whichever is later, **RT** (MAX 205KT) (MNM turn radius 1.8 NM) 076° to AMOLI	Initial climb **4000**
ASKOR 4G 7.0% to 4000 **129.925** ①③	at MNM **3500** or D5 **RIA**, whichever is later, **LT** (MAX 205KT) (MNM turn radius 1.8 NM) 221° to ASKOR	Initial climb **4000**
ASKOR 4J 7.0% to 4000 **129.925** ①②③	at D1.5 **RIA** (MNM **800**) **LT** (MAX 180KT (CAT C))(MAX turn radius 1.6 NM) 224° to ASKOR	Initial climb **4000**
BERIL 3G 7.0% to 4000 **129.925** ①③	at MNM **3500** or D5 **RIA**, whichever is later, **LT** (MAX 205KT) (MNM turn radius 1.8 NM) 193° to BERIL	Initial climb **4000**
BERIL 4J 7.0% to 4000 **129.925** ①②③	at D1.5 **RIA** (MNM **800**) **LT** (MAX 180KT (CAT C))(MAX turn radius 1.6 NM) 197° to BERIL	Initial climb **4000**
ERIVA 5G 7.0% to 4000 **129.925** ①③	at MNM **3500** or D5 **RIA**, whichever is later, **RT** (MAX 205KT) (MNM turn radius 1.8 NM) 148° to ERIVA	Initial climb **4000**
LAPSA 5G 5.0% to 4000 **129.925** ①③	at MNM **3500** or D5 **RIA**, whichever is later, **LT** (MAX 205KT) (MNM turn radius 1.8 NM) 286° to LAPSA	Initial climb **4000**

① Climb gradient due to noise abatement.

② For CAT B, C only.

③ If unable to comply, contact ATC.

Changes: Track, Speed RESTR

SAKTA 5G / SOKVA 6G / TENSI 6G / TUSAS 6G / VALED 4G / VALED 4J / VANAG 6G
RWY 36 (358°)

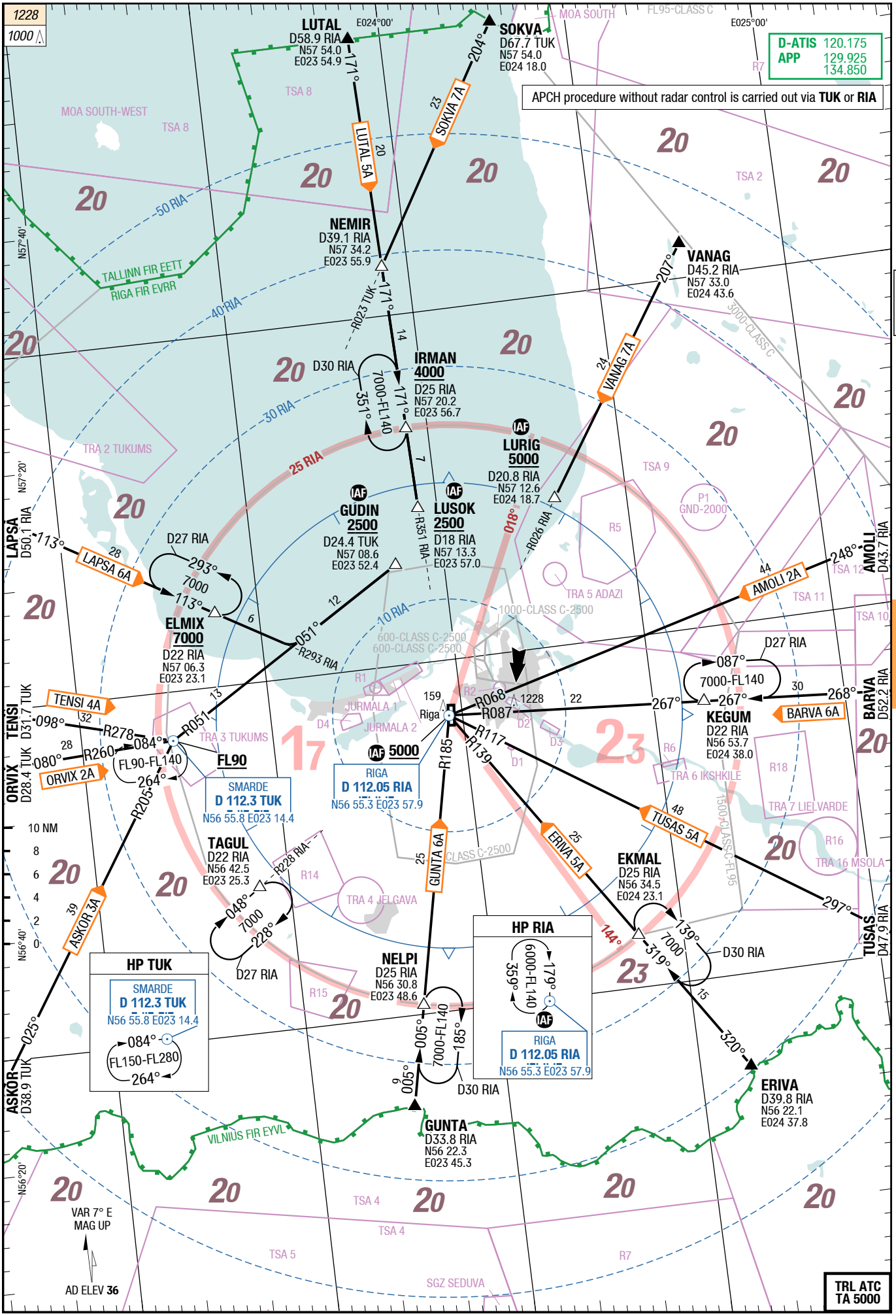
After take-off, contact Riga APP before passing 1500.

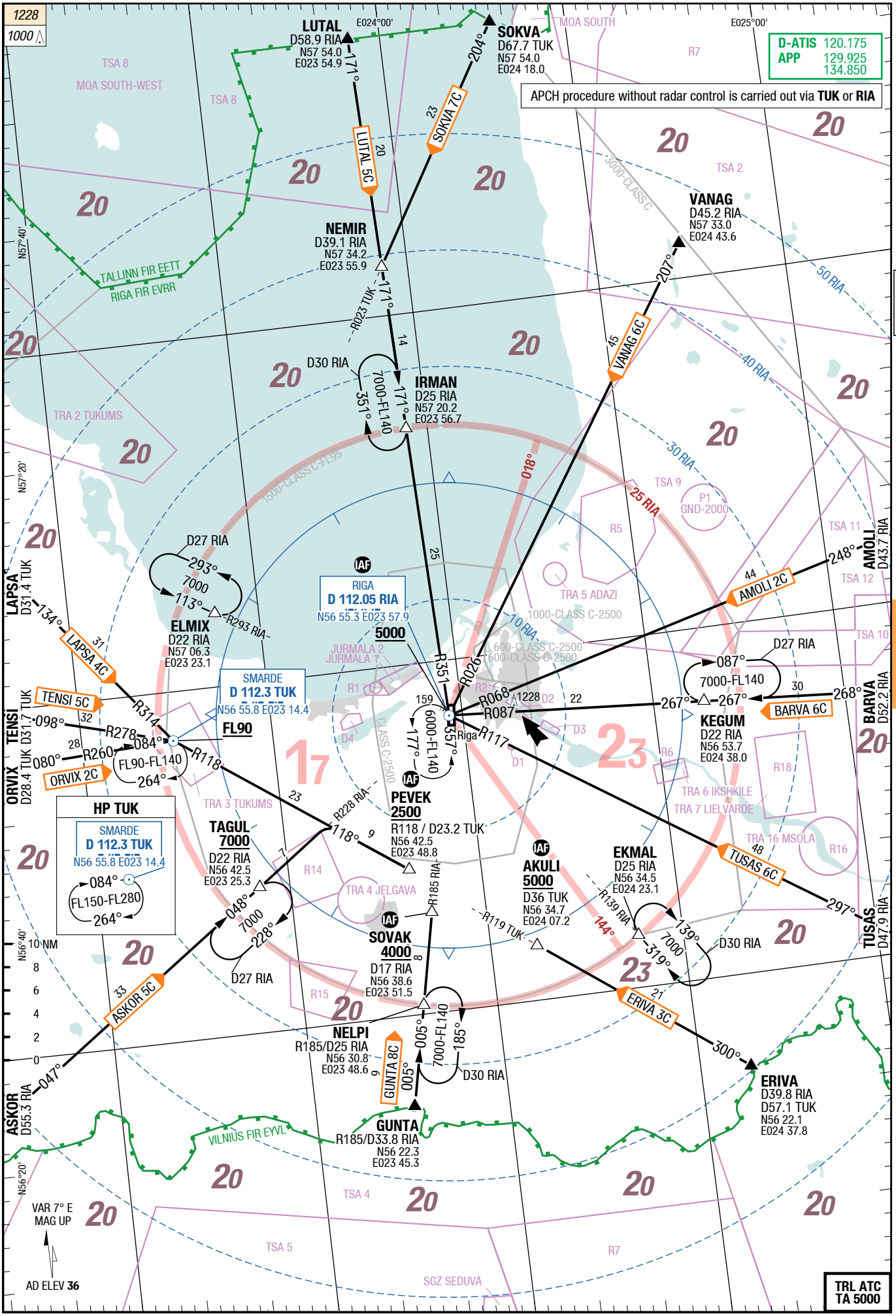
	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

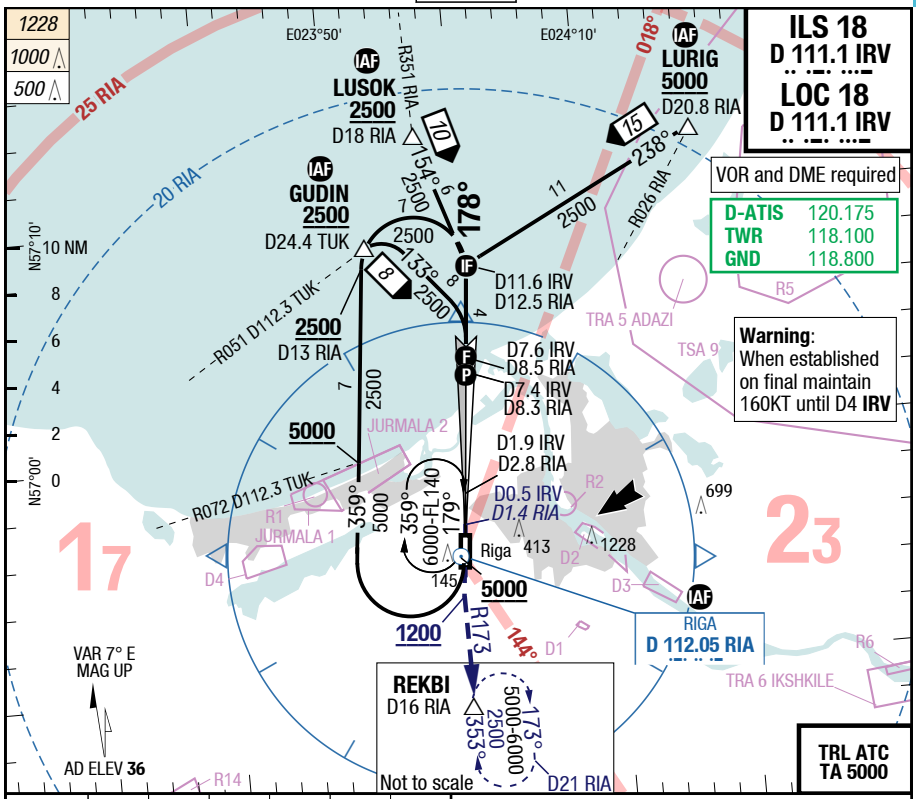
DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
SAKTA 5G 7.0% to 4000 **129.925** ①③	at MNM **3500** or D5 **RIA**, whichever is later, **RT** (MAX 205KT) (MNM turn radius 1.8 NM) 117º to SAKTA	Initial climb **4000**
SOKVA 6G 5.0% to 4000 **129.925** ①③	at MNM **3500** or D5 **RIA**, whichever is later, **RT** (MAX 205KT) (MNM turn radius 1.8 NM) 004° to SOKVA	Initial climb **4000**
TENSI 6G 5.0% to 4000 **129.925** ①③	at MNM **3500** or D5 **RIA**, whichever is later, **LT** (MAX 205KT) (MNM turn radius 1.8 NM) 265° to TENSI	Initial climb **4000**
TUSAS 6G 7.0% to 4000 **129.925** ①③	at MNM **3500** or D5 **RIA**, whichever is later, **RT** (MAX 205KT) (MNM turn radius 1.8 NM) 125º to TUSAS	Initial climb **4000**
VALED 4G 5.0% to 4000 **129.925** ①③	at MNM **3500** or D5 **RIA**, whichever is later, **LT** (MAX 205KT) (MNM turn radius 1.8 NM) 241° to VALED	Initial climb **4000**
VALED 4J 7.0% to 4000 **129.925** ①②③	at D1.5 **RIA** (MNM **800**) **LT** (MAX 180KT (CAT C))(MAX turn radius 1.6 NM) 245° to VALED	Initial climb **4000**
VANAG 6G 5.0% to 4000 **129.925** ①③	at MNM **3500** or D5 **RIA**, whichever is later, **RT** (MAX 205KT) (MNM turn radius 1.8 NM) 029° to VANAG	Initial climb **4000**

① Climb gradient due to noise abatement.
② For CAT B, C only.
③ If unable to comply, contact ATC.

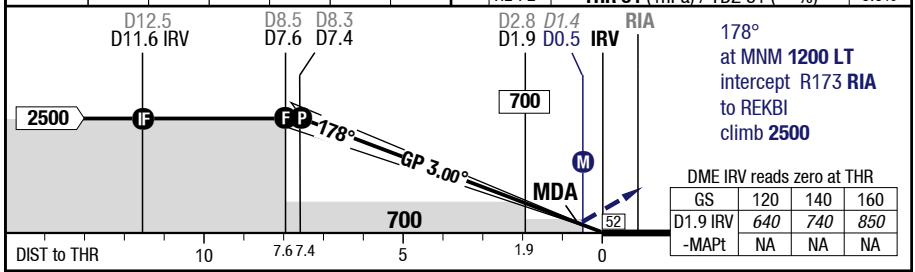
Changes: Track, Speed RESTR


1228
1000
LUTAL
D58.9 RIA
N57 54.0
E023 54.9
E024°00'
SOKVA
D67.7 TUK
N57 54.0
E024 18.0
E025°00'
MOA SOUTH
FL95-CLASS C
D-ATIS 120.175
APP 129.925
134.850
APCH procedure without radar control is carried out via TUK or RIA
MOA SOUTH-WEST
TSA 8
TSA 2
TSA 9
TSA 11
TSA 12
TSA 10
TSA 4
TSA 5
R7
R5
R6
R14
R15
R16
R18
P1
GND-2000
TRA 2 TUKUMS
TRA 3 TUKUMS
TRA 4 JELGAVA
TRA 5 ADAZI
TRA 6 IKSHKILE
TRA 7 LIELVARDE
TRA 16 MSOLA
JURMALA 1
JURMALA 2
1000-CLASS C-2500
600-CLASS C-2500
600-CLASS C-2500
CLASS C-2500
1500-CLASS C-FL95
3000-CLASS C
TALLINN FIR EETT
RIGA FIR EVRR
VILNIUS FIR EYVL
SGZ SEDUVA
50 RIA
40 RIA
30 RIA
25 RIA
10 RIA
LUTAL 5A
SOKVA 7A
NEMIR
D39.1 RIA
N57 34.2
E023 55.9
IRMAN
4000
D25 RIA
N57 20.2
E023 56.7
D30 RIA
7000-FL140
VANAG
D45.2 RIA
N57 33.0
E024 43.6
VANAG 7A
LURIG
5000
D20.8 RIA
N57 12.6
E024 18.7
GUDIN
2500
D24.4 TUK
N57 08.6
E023 52.4
LUSOK
2500
D18 RIA
N57 13.3
E023 57.0
LAPSA
D50.1 RIA
LAPSA 6A
D27 RIA
ELMIX
7000
D22 RIA
N57 06.3
E023 23.1
AMOLI
D43.7 RIA
AMOLI 2A
BARVA
D52.2 RIA
BARVA 6A
KEGUM
D22 RIA
N56 53.7
E024 38.0
TENSI
D31.7 TUK
TENSI 4A
ORVIX
D28.4 TUK
ORVIX 2A
FL90
SMARDE
D 112.3 TUK
N56 55.8 E023 14.4
FL90-FL140
5000
RIGA
D 112.05 RIA
N56 55.3 E023 57.9
TAGUL
D22 RIA
N56 42.5
E023 25.3
GUNTA 6A
ERIVA 5A
TUSAS 5A
EKMAL
D25 RIA
N56 34.5
E024 23.1
TUSAS
D47.9 RIA
ASKOR
D38.9 TUK
ASKOR 3A
NELPI
D25 RIA
N56 30.8
E023 48.6
GUNTA
D33.8 RIA
N56 22.3
E023 45.3
ERIVA
D39.8 RIA
N56 22.1
E024 37.8
HP TUK
SMARDE
D 112.3 TUK
N56 55.8 E023 14.4
084°
FL150-FL280
264°
HP RIA
6000-FL140
179°
359°
RIGA
D 112.05 RIA
N56 55.3 E023 57.9
10 NM
8
6
4
2
0
N57°40'
N57°20'
N56°40'
N56°20'
VAR 7° E
MAG UP
AD ELEV 36
TRL ATC
TA 5000


1228
1000
LUTAL
D58.9 RIA
N57 54.0
E023 54.9
SOKVA
D67.7 TUK
N57 54.0
E024 18.0
D-ATIS 120.175
APP 129.925
134.850
APCH procedure without radar control is carried out via TUK or RIA
LUTAL 5C
SOKVA 7C
NEMIR
D39.1 RIA
N57 34.2
E023 55.9
VANAG
D45.2 RIA
N57 33.0
E024 43.6
VANAG 6C
IRMAN
D25 RIA
N57 20.2
E023 56.7
D30 RIA
7000-FL140
TALLINN FIR EETT
RIGA FIR EVRR
TRA 2 TUKUMS
TSA 8
MOA SOUTH-WEST
MOA SOUTH
TSA 2
TSA 9
TSA 11
TSA 12
TSA 10
TSA 4
TSA 5
R5
R7
R14
R15
R16
R18
TRA 5 ADAZI
TRA 4 JELGAVA
TRA 6 IKSHKILE
TRA 7 LIELVARDE
TRA 16 MSOLA
SGZ SEDUVA
VILNIUS FIR EYVL
1500-CLASS C-FL95
3000-CLASS C
1600-CLASS C-2500
1000-CLASS C-2500
CLASS C-2500
50 RIA
40 RIA
30 RIA
25 RIA
10 RIA
018°
D27 RIA
ELMIX
D22 RIA
N57 06.3
E023 23.1
LAPSA
D31.4 TUK
LAPSA 4C
TENSI
D31.7 TUK
TENSI 5C
ORVIX
D28.4 TUK
ORVIX 2C
RIGA
D 112.05 RIA
N56 55.3 E023 57.9
5000
SMARDE
D 112.3 TUK
N56 55.8 E023 14.4
FL90
FL90-FL140
HP TUK
SMARDE
D 112.3 TUK
N56 55.8 E023 14.4
FL150-FL280
TAGUL
7000
D22 RIA
N56 42.5
E023 25.3
PEVEK
2500
R118 / D23.2 TUK
N56 42.5
E023 48.8
AKULI
5000
D36 TUK
N56 34.7
E024 07.2
EKMAL
D25 RIA
N56 34.5
E024 23.1
SOVAK
4000
D17 RIA
N56 38.6
E023 51.5
NELPI
R185/D25 RIA
N56 30.8
E023 48.6
GUNTA
R185/D33.8 RIA
N56 22.3
E023 45.3
GUNTA 8C
ASKOR
D55.3 RIA
ASKOR 5C
AMOLI
D43.7 RIA
AMOLI 2C
KEGUM
D22 RIA
N56 53.7
E024 38.0
BARVA
D52.2 RIA
BARVA 6C
TUSAS
D47.9 RIA
TUSAS 6C
ERIVA
D39.8 RIA
D57.1 TUK
N56 22.1
E024 37.8
ERIVA 3C
R026
R068
R087
R117
R118
R278
R260
R314
R351
R293 RIA
R228 RIA
R185 RIA
R119 TUK
R139 RIA
144°
VAR 7° E
MAG UP
AD ELEV 36
TRL ATC
TA 5000
10 NM
E024°00'
E025°00'
N57°40'
N57°20'
N56°40'
N56°20'



LOC 3.00° D IRV	7.6	6	5	4	3	2
	2500	*1940*	*1620*	*1300*	*980*	*670*



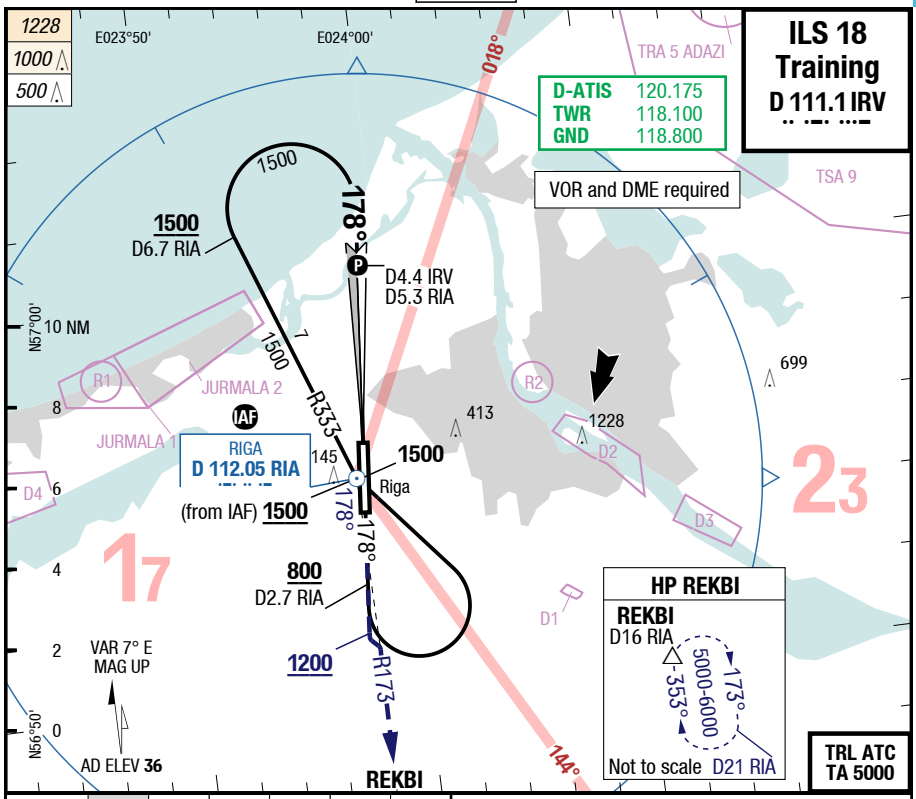
DME IRV reads zero at THR

GS	120	140	160
D1.9 IRV	*640*	*740*	*850*
-MAPt	NA	NA	NA

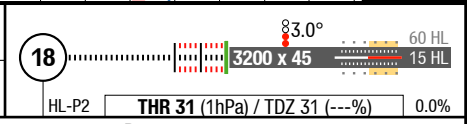
18		Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME		Circling W of AD only
C	ft - m/km ft	120 - 300R **110** RA	200 - 400 **240**	200 - 550 **240**	380 - 1.0 **410**		700 - 2.4V **730**
D	ft - m/km ft	130 - 400R **124** RA	200 - 400 **240**	200 - 550 **240**	380 - 1.0 **410**		700 - 3.6V **740**

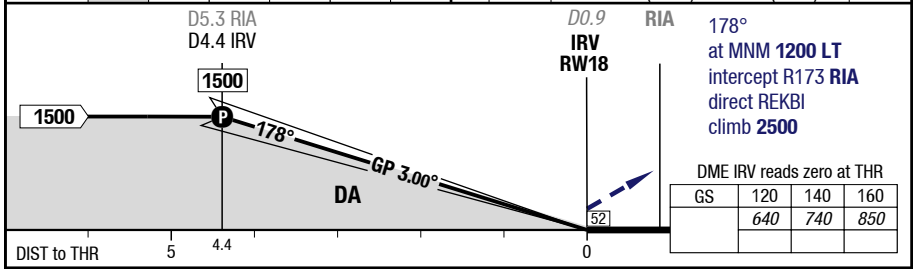
1) With EVS 350m

Changes: Track, OBST



D IRV		4.4	4	3	2	1
		1500	*1340*	*1010*	*680*	*350*





18		Cat 1 DME					Circling W of AD only
C	ft - m/km ft	200 - 550 **240** 1)					700 - 2.4V **730**
D	ft - m/km ft	Not published					Not published

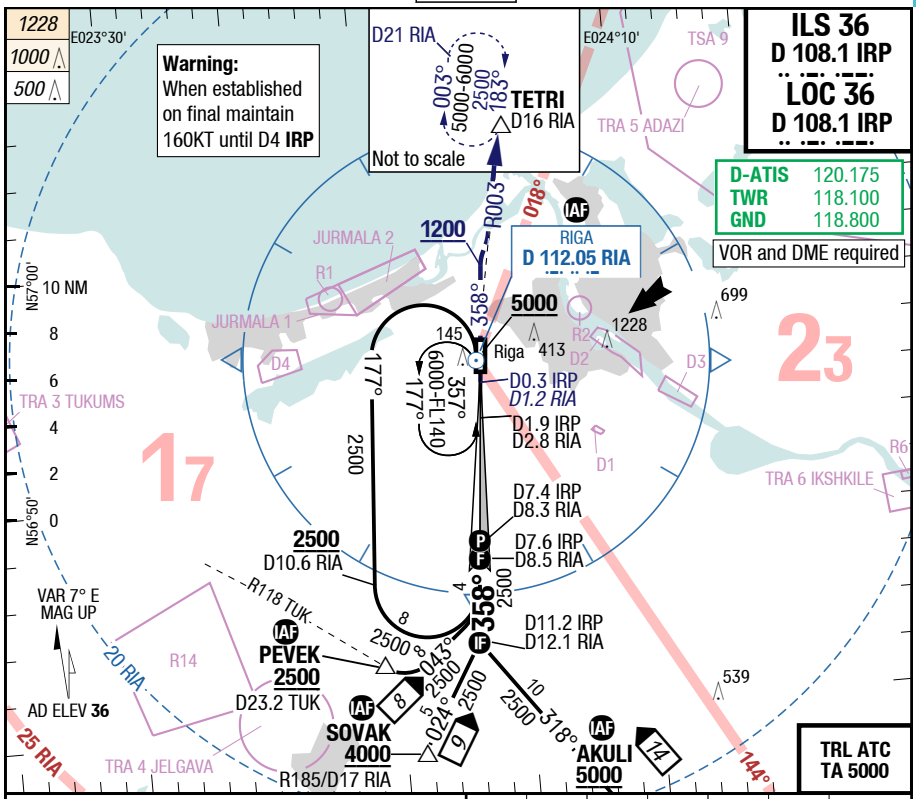
1) With EVS 350m

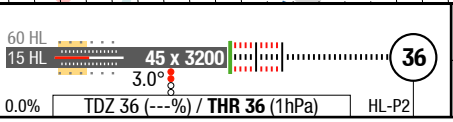
Changes: OBST

RIX-EVRA

7-30

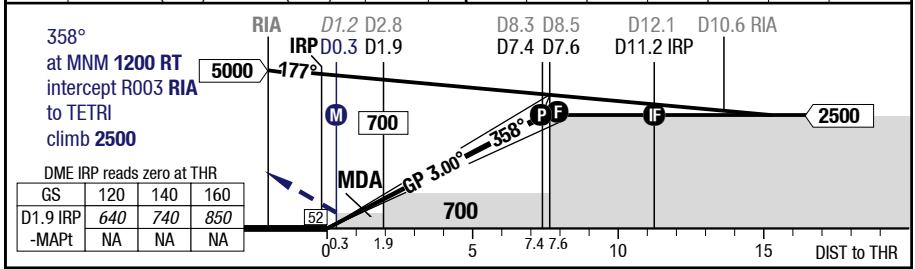
ILS 36 / LOC 36





1	2	3	4	5	7.6
420	*740*	*1060*	*1380*	*1690*	2500

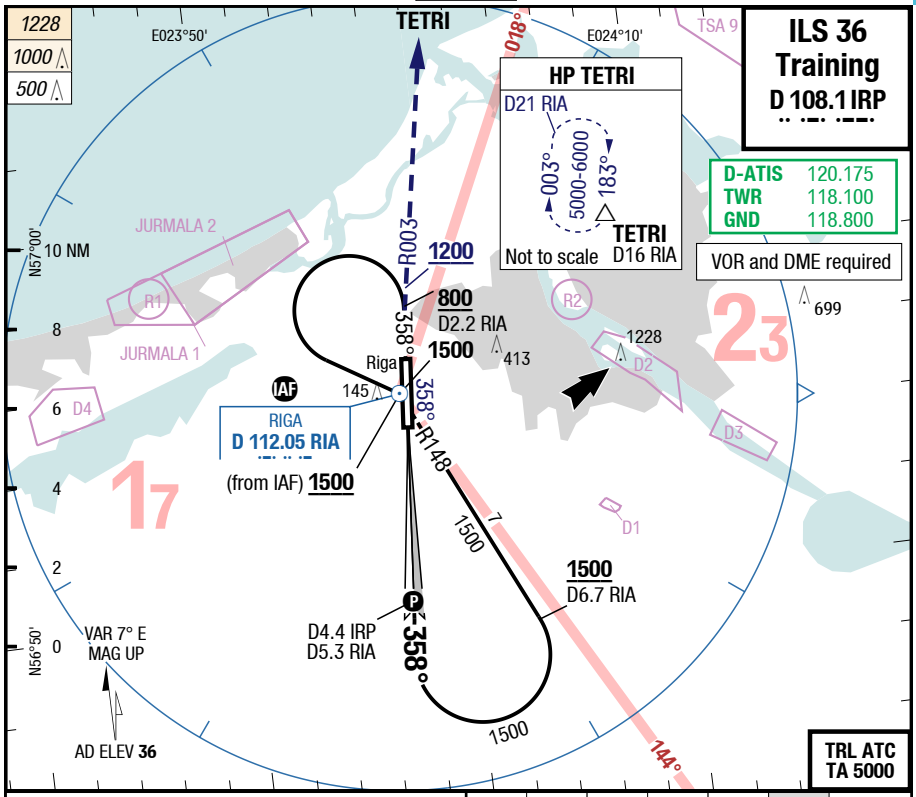
LOC 3.00°
D IRP

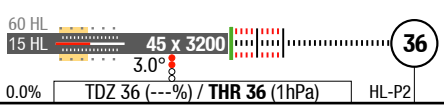


36		Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME		Circling W of AD only
C	ft - m/km ft	100 - 300R **105** RA	200 - 400 **240**	200 - 550 **240**	360 - 900 **390**		700 - 2.4V **730**
D	ft - m/km ft	110 - 300R **111** RA 2)	200 - 400 **240**	200 - 550 **240**	360 - 900 **390**		700 - 3.6V **740**

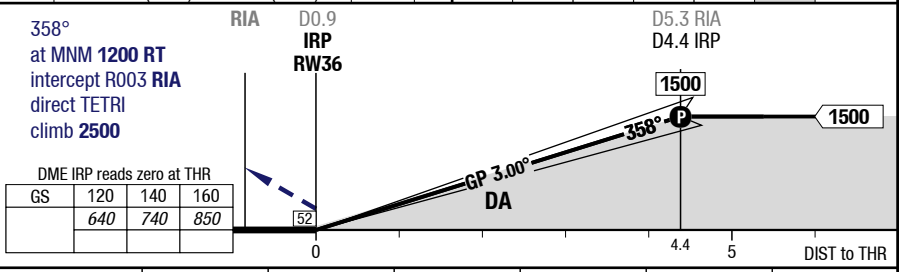
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: Track, ALT, OBST





1	2	3	4	4.4		D IRP
420	*750*	*1070*	*1390*	1500		



36		Cat 1 DME					Circling W of AD only
C	ft - m/km ft	200 - 550 **240** 1)					700 - 2.4V **730**
D	ft - m/km ft	Not published					Not published

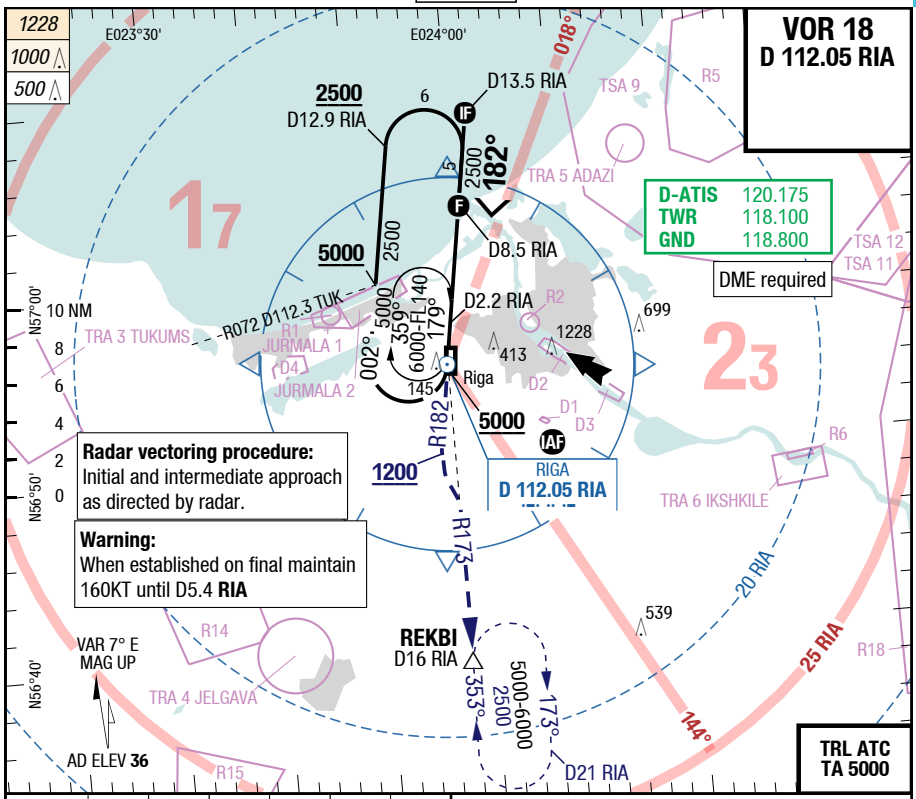
1) With EVS 350m

Changes: OBST

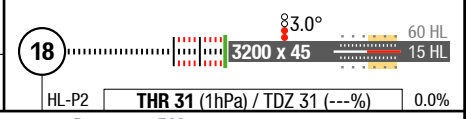
RIX-EVRA

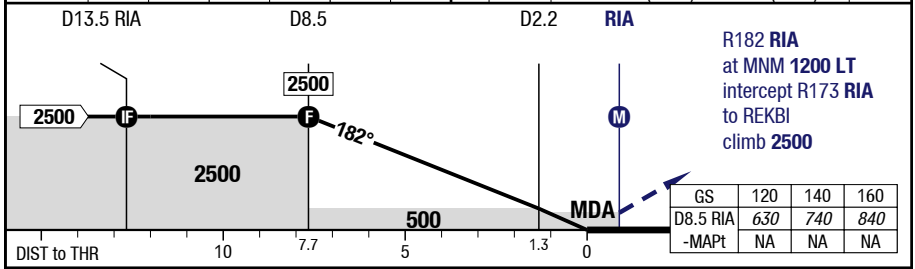
7-50

VOR 18



2.98° D RIA 182° RWY 178°	8.5	6	5	4	3	2
	2500	*1700*	*1390*	*1070*	*750*	*440*





GS	120	140	160
D8.5 RIA	*630*	*740*	*840*
-MAPt	NA	NA	NA

18		VOR DME					Circling 1)
C	ft - m/km ft	380 - 1.0 **410**					700 - 2.4V **730**
D	ft - m/km ft	380 - 1.0 **410**					700 - 3.6V **740**

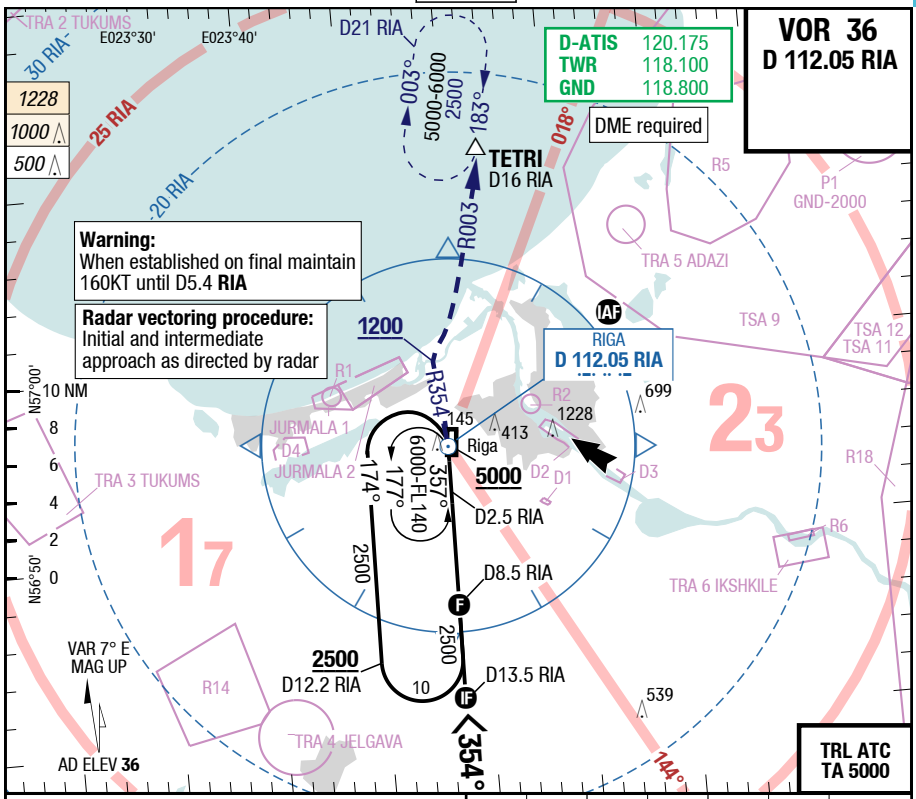
1) W of AD only

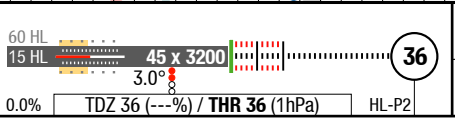
Changes: SUAs, OBST

RIX-EVRA

7-60

VOR 36





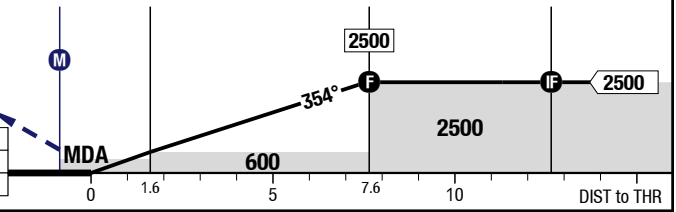
2	3	4	5	6	8.5
450	770	1090	1410	1730	2500

2.98°
D RIA
354°
RWY 358°

RIA D2.5 D8.5 D13.5 RIA

R354 **RIA**
at MNM **1200 RT**
intercept R003 **RIA**
to TETRI
climb **2500**

GS	120	140	160
D8.5 RIA	*630*	*740*	*840*
-MAPt	NA	NA	NA



36		VOR DME					Circling 1)
C	ft - m/km ft	370 - 1.0 **400**					700 - 2.4V **730**
D	ft - m/km ft	370 - 1.0 **400**					700 - 3.6V **740**

1) W of AD only

Changes: SUAs, OBST

25-JAN-2018

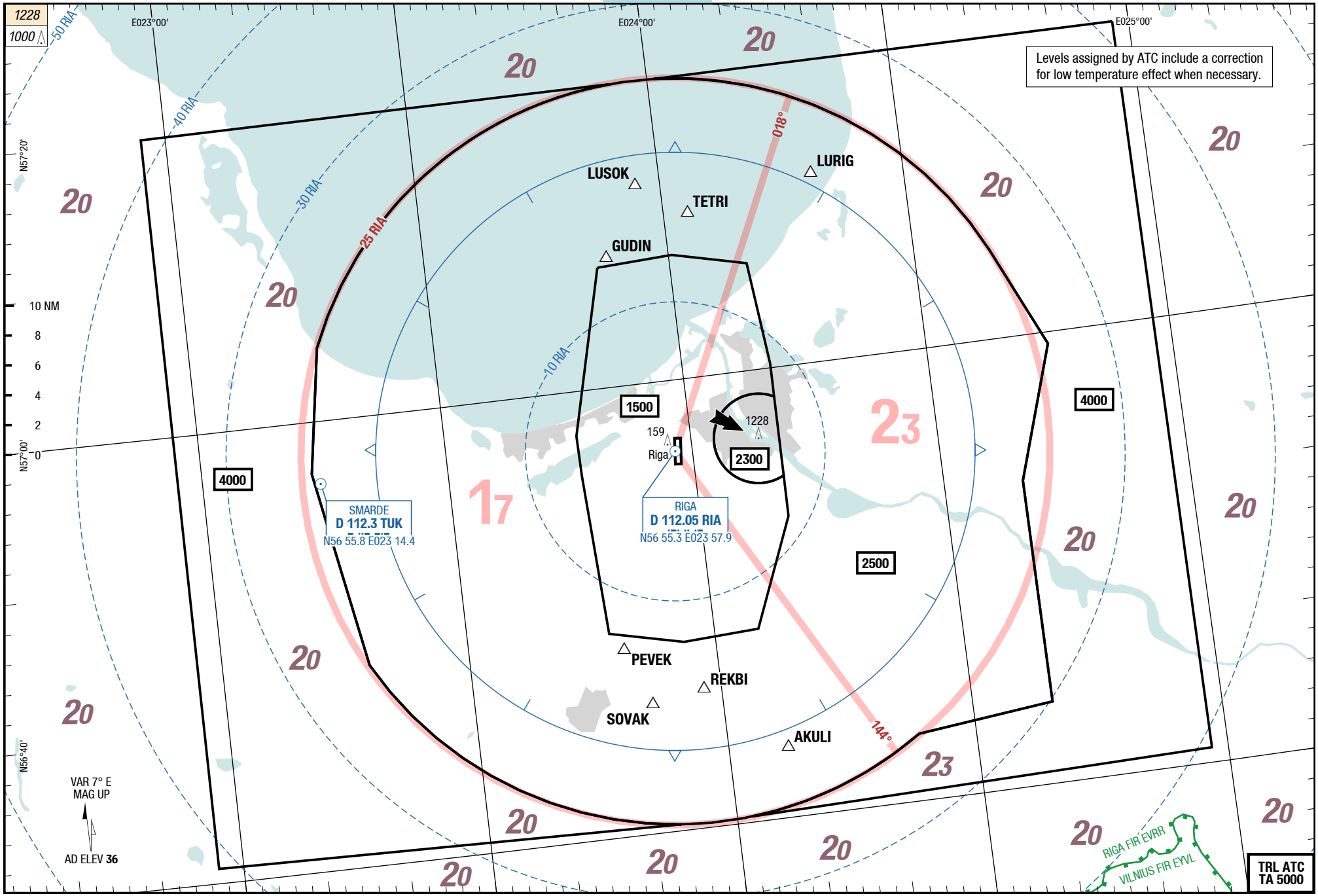
RIX-EVRA

8-10

Latvia **Riga** NIL **MRC**

MRC MRC

Riga Latvia NIL **MRC**



Changes: OBST