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EVRA/RIX RIGA INTL

ATIS 121.2

further descent after STAR restriction only.

Apt Elev 34'

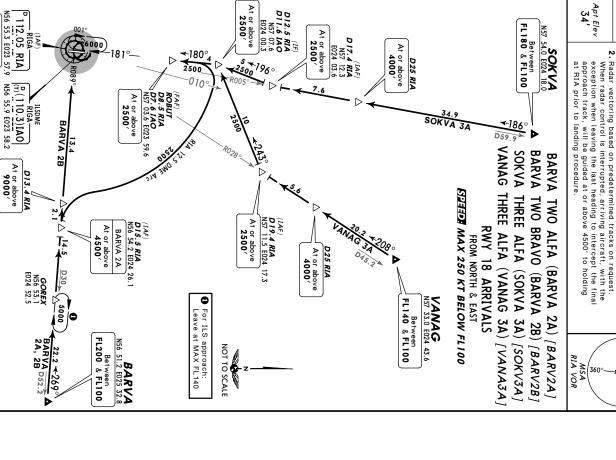
13 OCT 06 NaSaddar 1 (10-2) Eff 26 Oct

 $RIGA_{,}$

LATVIA

STAR

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 1600′ 2300′



CHANGES: STARs completely revised.

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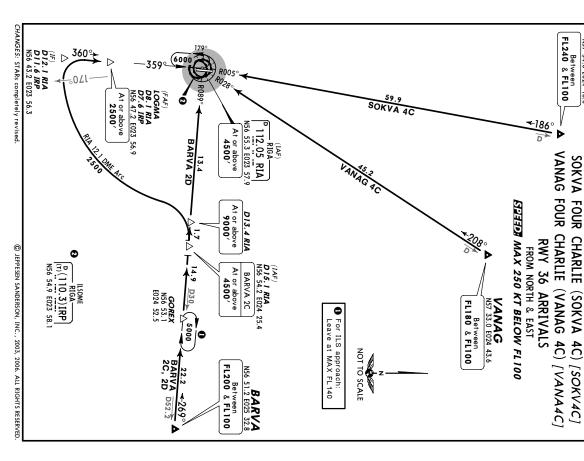
At or above **4500**′

N56 55.9 E023 58.2

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EVRA/RIX RIGA INTL Apt Elev 34' ATIS 121.2 **SOKVA** N57 54.0 E024 18.0 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 Radar vectoring based on predetermined tracks on request.When radar control is interrupted, arriving aircraft, with the at RIA prior to landing procedure. exception when leaving the last heading to intercept the final approach track, will be guided at or above 4500' to holding further descent after STAR restriction only. BARVA TWO CHARLIE (BARVA 2C) BARVA TWO DELTA (BARVA 2D) [BARV2D] 13 OCT 06 (10-2A) Eff 26 Oct NaSaddar K RIGA, [BARV2C] 1600′ RIA VOR LATVIA MSA 2300' STAR



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1. In Descent planning 13 OCT 06 (10-2B) MIEDDESEN Eff 26 Oct RIGA,

LATVIA

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BEMRI THREE BRAVO Apt Elev 34' TUSAS THREE BRAVO **GUNTA THREE ALFA** (IAF) BEMRI THREE ALFA TUSAS THREE ALFA ر 181_° ERIVA TWO ALFA 112.05 RIA 1600' 2300 N56 55.3 E023 57.9 At or above **4500**′ STATE MAX 250 KT BELOW FL 100 D12.2 RIA 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. t Set: hPa Trans level: By ATC Trans alt: 5000' In Descent planning pilots should mind the vertical constraints of the STARs Clearance from ATC to descend lower means further descent after STAR re-MSA RIA VOR BEMRI 3B At or above **9000**′ NOT TO SCALE (ERIVA (BEMRI (BEMRI (TUSAS (GUNTA (TUSAS ARRIVALS I 3A) [BEMR3A] I 3B) [BEMR3B] A 2A) [ERIV2A] 3A)[TUSA3A] 3A)[GUNT3A 3B)[*TUSA3B* BEMRI 3A, D13.3 RIA TUSAS 3B At or above -290° ▲ **BEMRI** 35.4 E025 16.9 Between FL200 & FL100 9 **GUNTA** N56 22.3 E023 45.3 **ERIVA** N56 22.1 E024 37.8 TUSAS N56 28.8 E025 10.3 Between FL180 & FL110 STAR Between FL150 & FL110 Between FL200 & FL100

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1600

MSA RIA VOR

STARs completely revised.

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2300

(FAF) LOGMA D8.1 RIA D7.6 IRP N56 47.2 E023 56.9

At or above 2500'

D12.1 RIA D11.6 IRP 43.2 E023 56.3

At or above **2500**′

GUNTA 3C

(IAF) **D16.7 RIA** N56 38.9 E023 51.6

At or above 2500'

(IAF)

112.05 RIA

N56 55.3 E023 57.9

At or above 4500'

D25 RIA

At or above **4000**′

GUNTA N56 22.3 E023 45.3

At FL110

ILSDME RIGA-

D (110.3) IRP

USA'S

D13.3 RIA

D15.1 RIA N56 42.7 E024 13.2

At or above 2500'

54.9 E023 58.1

D12.2 RIA

At or above **9000**′

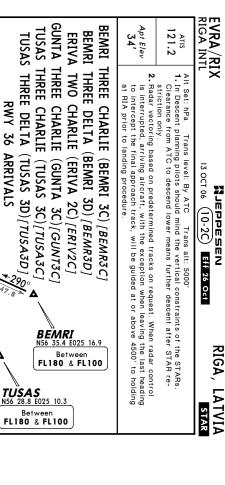
(IAF) D15.1 RIA N56 47.0 E024 20.9

TUSAS 3C

At or above 4500'

D25 KIA

At or above **4000**′



THREE DELTA

(TUSAS 3D)[TUSA3D]

ॐ▲

RWY 36

ARRIVALS

SIJAAN MAX 250 KT BELOW FL 100

NOT TO SCALE

BEMRI

ERIVA N56 22.1 E024 37.8

Between FL140 & FL110

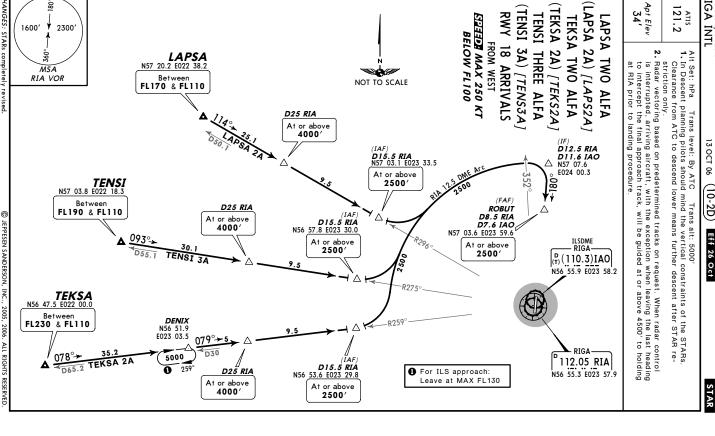
(IAF) **D15.1 RIA** N56 49 1 E024 23.0

BEMRI 3C

At or above **4500**′

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1. In Descent planning Clearance from ATC Trans level: By ATC level: By ATC Trans alt: 5000' g pilots should mind the vertical constraints of the STARs C to descend lower means further descent after STAR re-13 OCT 06 MIEDDESEN (10-2D)Eff 26 Oct RIGA, LATVIA



D25 RIA

LAPS,

D25 RIA

D25 RIA

4000

At or abo 4000

079°≻

For ILS approach: Leave at MAX FL130

DENIX N56 51.9 E023 03.5

5000

At or above **4000**′

(IAF) **D15.1 RIA** 57.7 E023 30.7

At or above **2500**′

D15.1 RIA 53.6 E023 30.5

At or above **2500**′

LAPSA N57 20.2 E022 38.2

Between FL210 & FL110

1600

MSA RIA VOR

STARs completely revised

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2300

TENSI N57 03.8 E022 18.3

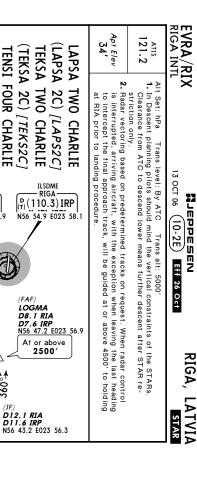
Between FL190 & FL110

TEKSA

D65.2

NOT TO SCALE

Between FL230 & FL110



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(TENSI 4C) [TENS4C] TENSI FOUR CHARLIE

RWY 36 ARRIVALS

P 112.05 RIA

FROM WEST

13233 MAX 250 KT

(IAF) **D15.1 RIA** N57 02.9 E023 At or above 2500'

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NaSaddar 1

RIGA, LATVIA

EVRA/RIX RIGA INTL Apt Elev Trans level: By ATC 3 FEB 06 PEDDESEN Trans alt: 5000 10-3) Eff 16 Feb RIGA, LATVIA

SID

These SIDs require a minimum climb gradient of 304' per NM (5%) up to 2500' to avoid airspace 1600′ NOT TO SCALE MSA RIA VOR 005°____ **SOKVA** N57 54.0 E024 18.0 At or above 900' but not before 3.4 DME N56 55.3 E023 57.9 028 ▲ *ERIVA* N56 22.1 E024 37.8 VANAG N57 33.0 E024 43.6 6 HO BL BARVA 2E 304' per NM Gnd speed-KT (VANAG 2E) [VANA2E] TO NORTH, EAST & SOUTHEAST (SOKVA 2E) [SOKV2E] (BARVA 2E) [BARV2E] (TUSAS 2E) [TUSA 2E] (ERIVA 1E) *[ERIV1E]* **RWY 18 DEPARTURES** SOKVA TWO ECHO VANAG TWO ECHO BARVA TWO ECHO TUSAS TWO ECHO **ERIVA ONE ECHO**
 75
 100
 150
 200
 250
 300

 380
 506
 760
 1013
 1266
 1519
 BELOW FL100

HANGES: SID ASTRA 2E renamed ERIVA 1E.

VANAG 2E TUSAS 2E SOKVA 2E ERIVA 1E

Climb straight ahead on 180° track, at or above Climb straight ahead on 180° track, at or above turn LEFT, 112° track to TUSAS.

033° track to VANAG

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900', but not before RIA 3.4 DME

900', but not before RIA 3.4 DME

900', but not before RIA 3.4 DME 900', but not before RIA 3.4 DME 900', but not before RIA 3.4 DME

BARVA 2E

Climb straight ahead on 180° track, at or above turn LEFT, 137° track to ERIVA. Climb straight ahead on 180° track, at or above turn RIGHT, 010° track to SOKVA.

Climb straight ahead on 180° track, at or above turn LEFT, 081° track to BARVA.

ROUTING

EVRA/RIX BARVA 2G Climb straight ahead on 360° track, at or above turn RIGHT, 099° track to BARVA. VANAG 2G | Climb straight ahead on 360° track, at or above SOKVA 2G ERIVA 1G Climb straight ahead on 360° track, at or above turn LEFT, 139° track to ERIVA. 304' per NM (5%) up to 2500' to avoid airspace These SIDs require a minimum climb gradient 1600′ MSA RIA VOR Apt Elev NOT TO SCALE Climb straight ahead on 360° track, at or above turn RIGHT, 006° track to SOKVA. RADIUS 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. 5.6 DME turn RIGHT, 032° track to VANAG Trans level: By ATC Trans alt: 5000 SOKVA 2G At or above 2000' but not before 5.6 DME **SOKVA** N57 54.0 E024 18.0 (RIA R-005/D59.9) ^{RIGA} 112.05 RIA N56 55.3 E023 57.9 3 FEB 06 (10-3A) Eff 16 Feb **ERIVA** N56 22.1 E024 37.8 VANAG N57 33.0 E024 43.6 Gnd speed-KT 75 100 150 200 250 300 304' per NM 380 506 760 1013 1266 1519 ROUTING (VANAG 2G)/VANA2G 2000', but not before RIA 5.6 DME (BARVA 2G)*[BARV2G]* (SOKVA 2G)[*SOKV2G*] TO NORTH, EAST & SOUTHEAST TUSAS 2G) [TUSA 2G] (ERIVA 1G) [ERIVIG] **RWY 36 DEPARTURES** SI 33 MAX 250 KT VANAG TWO GOLF BARVA TWO GOLF TUSAS TWO GOLF SOKVA TWO GOLF **ERIVA ONE GOLF** -089 D52.2 **BARVA** N56 51.2 E025 32.8 SID

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EVRA/RIX GUNTA 2E Climb straight ahead on 180° track, at or above turn RIGHT, 188° track to GUNTA. ROGAT 1E TENSI 2E LAPSA 1E 304' per NM Gnd speed-KT 304' per NM (5%) up to **2500'** to avoid airspace These SIDs require a minimum climb gradient **ROGA T** N56 38.8 E022 00.0 Apt Elev **TENSI** N57 03.8 E022 18.3 GUNTA TWO ECHO (GUNTA 2E) [GUNT2E ROGAT ONE ECHO (ROGAT 1E) [ROGA 1E] LAPSA ONE ECHO (LAPSA 1E) [LAPS1E] TENSI TWO ECHO (TENSI 2E) [TENS2E] Climb straight ahead on 180° track, at or above turn RIGHT, 304° track to LAPSA. Climb straight ahead on 180° track, at or above turn RIGHT, 256° track to ROGAT. Climb straight ahead on 180° track, at or above urn RIGHT, 282° track to TENSI. 75 100 150 200 250 300 380 506 760 1013 1266 1519 STEED MAX 250 KT BELOW FL100 Trans level: By ATC **LAPSA** N57 20.2 E022 38.2 **RWY 18 DEPARTURES** TO SOUTH & WEST ROGAT 1E 3 FEB 06 (10-3B) Eff 16 Feb Nasaddar # Trans alt: 5000 ROUTING 900', but not before RIA 3.4 DME 900', but not before RIA 3.4 DME 900; but not before RIA 3.4 DME 900', but not before RIA 3.4 DME **GUNTA** N56 22.3 E023 45.3 (RIA R-187/D33.8) GUNTA 2E N56 55.3 E023 57.9 112.05 RIA **←**188 RIGA, LATVIA NOT TO SCALE but not before
3.4 DME At or above **900**′ 1600′ MSA RIA VOR 2300' SID

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

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EVRA/RIX These SIDs require a minimum climb gradient of 304' per NM (5%) up to 2500' to avoid airspace **ROGAT** N56 38.8 E022 00.0 Gnd speed-KT GUNTA 2G 304' per NM 1600′ LAPSA 1G TENSI 2G D66.9 Apt Elev 34' **TENSI** N57 03.8 E022 18.3 D55.1 275 LAPSA A N57 20.2 E022 38.2 Climb straight ahead on 360° track, at or above turn LEFT, 177° track to GUNTA. Climb straight ahead on 360° track, at or above turn LEFT, 289° track to LAPSA. Climb straight ahead on 360° track, at or above turn LEFT, 268° track to TENSI. Climb straight ahead on 360° track, at or above turn LEFT, 245° track to ROGAT. 380 75 Trans level: By ATC Trans alt: 5000'
 100
 150
 200
 250
 300

 506
 760
 1013
 1266
 1519
 ROGAT ONE GOLF (ROGAT 1G) [ROGA 1G] GUNTA TWO GOLF (GUNTA 2G) [GUNT2G] LAPSA ONE GOLF (LAPSA 1G) [LAPSIG] TENSI TWO GOLF (TENSI 2G) [TENS2G] NOT TO SCALE 3 FEB 06 (10-3C) Eff 16 Feb STATE MAX 250 KT BELOW FL100 NaSaddar 1 TENSI 2G **RWY 36 DEPARTURES** TO SOUTH & WEST ROUTING ▲ **GUNTA** N56 22.3 E023 45.3 900', but not before RIA 3.6 DME D33.8 187 GUNTA 2G **O GUNTA 2G:** turn radius MAX 3 NM N56 55.3 E023 57.9 RIGA, LATVIA At or above **900**' but not before 3.6 DME SID

EVRA/RIX
Apt Elev 34'
N56 55.4 E023 58.3 ОВ Operators applying U.S. Ops Specs: CL required below 300m At 1500' AGL Take-off and climb to 1500' AGL $$ - take-off flap - climb at V $_2$ + 10 to 20 KT The following procedure shall be applied by all aircraft certified in accordance to ICAO Annex 16, Volume 1, chapter3: JAR-OPS RWY 56-55 - 56-56 Use of Twys G, K and Loop Twy not authorized during Night. 1 RCLM (DAY only) HIRL (60m) HIALS PAPI-L (angle 3.0°) £();} £(j^3) - accelerate smoothly to en-route climb speed with flap retraction on schedule. Limit of ATC competence area 250m 23-57 À146′ 145 NOISE ABATEMENT DEPARTURE PROCEDURE £ (3) દું)ું (} ADDITIONAL RUNWAY INFORMATION
USABLE LENGTHS
LANDING BEYOND — ် (၁) £(()) 10 DEC 04 (10-9) Eff 23 Dec 36 O Nasaddar 23-58 Trees up to 102' ARP-O RCLM (DAY only) or RL ասախոսան O³ O TAKE-OFF 102′ Meters All Rwys 94. O Feet 400m AIS: 31, 31, Main [hreshold À158′ Apron 1 000 Control Tower 7320′ Glide Slope Apron 3 500 223 lm 2200m FOR PARKING POSITIONS SEE 10-9A RIGA, LATVIA 500m 05°_€ Z TAKE-OFF RIGA INTL 24-00 1500 56-55 -56-56 148' 45m

CHANGES: Noise abatement departure procedure established.

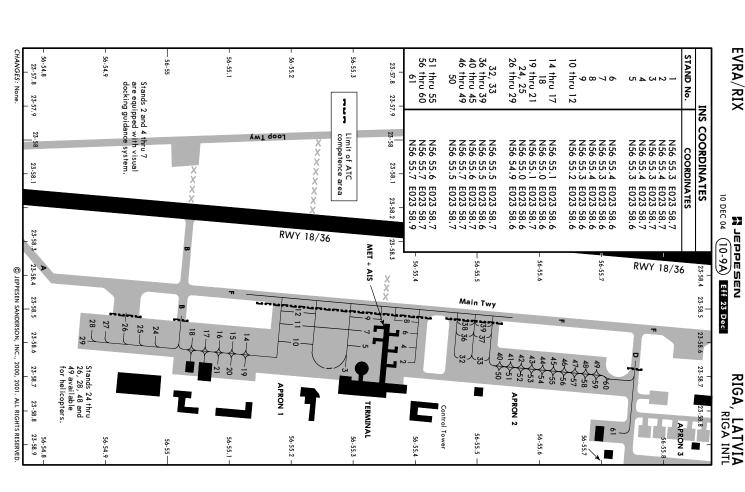
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EVRA

24 AUG 01 (10-9B) Eff 6 Sep NaSaddar 1

RIGA, , **LATVIA** 'RIGA INTL

LOW VISIBILITY TAKE-OFF PROCEDURES

- Status of LVP passed to pilots by means of ATIS broadcast "Low visibility take-off procedures in operation'
- Preparation phase initiated by ATC when RVR 600m with decreasing tendency.
 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:
- 5. 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.
 LVP for take-off canceled when RVR 700m with increasing tendency.

RUN-UP PROCEDURE

- Stand number and intended engine power thrust should be indicated. Full engine thrust is permitted only on stand 29.

 On stands 1 thru 7 engine run-up is not permitted. Permission for engine run-up shall be requested from "Riga Transit" on 131.6 MHz.
- 3.

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
- 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
- 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 (nosethe runway. is allowed to use the main engines as required for break-away power and taxi to taxiing. At this position the push-back tractor will leave the aircraft and the pilot wheel of the) aircraft to the yellow taxi-line which will be used by the aircraft for to carry out the manoeuvre immediately

START-UP PROCEDURE

- Request clearance from "Riga Tower" for engine start-up.
 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

- Unless otherwise instructed from TWR, the taxi routes shall be followed.
 "Follow me" car always available on request.
 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

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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EVRA

24 AUG 01 (10-9C) Eff 6 Sep PEDDESEN



VISUAL DOCKING GUIDANCE SYSTEM

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

1. GATE READY FOR DOCKING

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

2. AIRCRAFT DETECTED

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

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



3. AIRCRAFT IS LEFT/RIGHT OF CENTER LINE

is required. Correction right

E







A320





4. AIRCRAFT IS ON CENTER LINE





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



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

5. STOP

Stop now, front gear reached.







7. TOO FAR





8. ESTOP (EMERGENCY STOP)

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



problem to "Riga Transit" (**131.6 MHz**) and wait for further instructions. If the following events occur, the pilot must stop the docking procedure, report

- 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.

marshaller guidance. 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 lf the system does not detect the aircraft and the pilot does not get a steady aircraft

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Nassadar !!

RIGA,

LATVIA

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ntan intercept and follow R-175 RIA to REKBI climbing to 2500', and as directed.

Rwy Elev: 1 hPa rank is not intercept and follow R-175 RIA to REKBI climbing to 2500', and as directed.

Rwy Elev: 1 hPa rank is level: By ATC rank is level: By ATC rank is not intercept. PANS OPS

□ ∩ □ ▷ EVRA/RIX RIGA INTL L 57-00 - 56-50 Gnd speed-Kts 70
GS 3.00° 377 IAR-OPS RWY 1831' 23-30 190 201 Radar vectoring procedure: Initial and intermediate approach as directed by Approach procedure w/o radar control is carried out via RIA VOR. R K 4500' 001° 550m ATIS 121.2 DA(H) 231'(200') ᇙ 484 90 RVR 1000m STRAIGHT-IN LANDING RWY 18 100 120 538 646 001° 13 OCT 06 (11-1) 140 160 753 861 REKBI D16.0 RIA NOT TO GS 0000 WHA **TOSTO**D4.5 IAO
D5.4 RIA 001° 322 NOT AUTHORIZED LOC (GS out) 1500 .SZL -24-00 2000 10STO D4.5 IAO D5.4 RIA D7.6 IAO D8.5 RIA الاو 180 453' EV(F Eff 26 Oct **ROBUT** D7.6 IAO D8.5 RIA RIGA Tower 24-10 ---RIGA-180° DII.0 PAPI-Max Kts 2500′ -180°-3₁′ 540' (506') **⊕**699′ 740' (706') 720' (686') 540' (506') RIA 1 10.3 IAO 34 **KUDIS**D12.3 IAO
D13.2 RIA MDA(H)Not authorized East of airport CIRCLE-TO-LAND 1200′ 1600′ Trans alt: 5000 MSA RIA VOR 4000' Rwy 18 .º 180° EV(R)-5B EV(R)-5/ 3600m 2300' 2400m 1500m 1600m _VIS

CHANGES: Procedure

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CHANGES: Procedure

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PANS OPS EVRA/RIX RIGA INTL MISSED APCH: Climb on track $\overline{3}60^\circ$ to 1200', then turn RIGHT to intercept and follow R-005 RIA to TETRI climbing to 2500', and as directed. - 56-50 Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC 1. WARNING: When established on final maintain 160 ± 10 KT until D4.0 IRP. 2. ILS DME reads zero at rwy 36 thresh. JAR-OPS 4000 23-30 110.3 IRP C Approach procedure w/o radar control is carried out via RIA VOR. Radar vectoring procedure: Initial and intermediate approach as directed by RVR *550m* 121.2 DA(H) 234' (200', ATIS 3.00°| 377 ₹360° ᇊ 2500 Apch Crs 360° D10.6 484 90 RVR 1000m STRAIGHT-IN LANDING RWY 36 D10.6 538 646 179° GS No alt published RIGA Approach 13 OCT 06 (11-2) Eff 26 Oct 0000 WHW 127.3 NaSaddar !! 179° 861 1500 <u>0</u>05° NOT AUTHORIZED LOC (GS out) **VEKAS**D12.3 IRP
D12.8 RIA 360° IRMAN D4.4 IRP D4.9 RIA DA(H) **234'**(200') IRMAN D4.4 IRP D4.9 RIA 005 5000 185° NOT TO SCALE LOGMA D7.6 IRP D8.1 RIA D 16.0 RIA 360° 110.3 IRP RIGA Tower Λ^{713′} Apt Elev 18.1 24-10 112.05 RIA RWY 135 8 PAPI = 179°— 34[′] 510' (476') 740' (706') 720' (686') 540' (506') 34 RIGA, 699′ ઠ્ઠ Not authorized East of airport 4500′ CIRCLE-TO-LAND 1200′ 1600′ Trans alt: 5000' RWY 36 34' MSA RIA VOR EV(R)-5B Rwy 36 LATVIA EV(R) 3600m 2400m 360° 1600m 1500m VIS

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PANS OPS BRIEFING STRIP EVRA/RIX RIGA INTL wissed APCH: Climb on R-184 to 1200', then turn LEFT to intercept and follow R-175 to REKBI climbing to 2500', and as directed. - 56-50 Alt Set: hPa
Rwy Elev: 1 hPa
1. WARNING: When established on final maintain 160
2. Final approach track offset 4° from runway centerlir Descent angle MAP at VOR Descent gradient 5.24% or RWY 18 31' 3nd speed-Kts ALTITUDE After apch w/o DME: MDA(H) 550' (516'). RIA DME RIA 112.05 Radar vectoring procedure: Initial and intermediate approach as directed by radar. [TCH 55'] RVR 1400m δ RVR 1000m RVR 900m 4500' ATIS 121.2 MDA(H) 390' (359') VOR With DME 430 [RW18] Apch Crs **184**° -004°-RVR 2000m RVR 1500m RVR 1800m 372 STRAIGHT-IN LANDING RWY 18 750 478 90 2500' (2469') Minimum Alt **D8.5** 004 531 D14.3 RIGA Approach 13 OCT 06 (13-1) 127.3 0000 MHA RVR 1600m NaSaddar # RVR 1000m RVR 1200m 637 **D5.4** [54VOR] TO SCALE REKBI D16.0 1060 001° 972 MDA(H) 550'(519' 1500 743 181 (CONDITIONAL) W/o DME 2000 Trans level: By ATC ± 10 KT until D5.4. 160 849 <u>۵</u> RW18] **D5.4** 54VOR] MDA (H) 1380′ Eff 26 Oct ٥Ζί D8.5 1840 RVR 1500m R√R D13.5 **D8.5** [FD]8] 2000m 112.05 RIA EV(R)-2 RIGA Tower Apt Elev 1690′ RWY _24-10 PAPI 🖶 100 184° 31′ Not authorized East of ap 34 RIGA, VOR 540' (506') 1500m 540' (506') 1600m 740' (706') 720' (686') D13.5 2010' 699′ CIRCLE-TO-LAND • 1200′ D14.3 1600′ Trans alt: 5000' MSA RIA VOR EV(R)-5B Rwy on 112.05 2500′ EV(R)-5A LATVIA 2330′ R-184 8.0 2300′ 3600m 2400m RIA

CHANGES: Procedure

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EVRA/RIX RIGA INTL 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. 112.05 RIA Apch Crs **352°** 2500' (2466') Minimum Alt RIGA Approach 127.3 #JEPPESEN
13 OCT 06 (13-2) Eff 26 Oct D8.2 440' (406') (CONDITIONAL MDA(H) RIGA Tower Apt Elev RWY 34' 34 RIGA, S 1600′ LATVIA

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

PANS OPS - 57-00 - 56-50 RWY 36 34' Descent angle Descent gradient 5.24% or JAR-OPS ind speed-Kts Trans level: By ATC WARNING: When established on final maintain 160 ±10 KT until D5.0. Final approach track offset 8° from runway centerline. ALTITUDE RIA DME RVR 1400m RVR 1000m RVR 900m [TCH 60'] as directed by radar. Radar vectoring procedure: Initial and intermediate approach 4500′ мБА(Н) **440′** (406′) With DME VOR 172° RVR 2000m RVR 1800m RVR 1500m 372 STRAIGHT-IN LANDING RWY 36 D13.9 478 860 ا25. 531 0000 AHM RVR 1600m R R RVR 1000m 637 **D5.0** [50 VOR] 179° 180 1200m MDA(H) 490' (456') 005° NOT TO SE 743 140 1500' 359° W/o DME 849 160 D8.2 225 **D5.0** [5ØVOR] O (IF) D 13.2 1500' NOT TO SCALE RVR 1500m RVR 2000m **D8.2** [FD36] 6.0 1810' À713′ 112.05 RIA PAPI 205 135 <u></u> -352° Not authorized East of ap 510' (476') 740' (706') 720' (686') 540' (506') D13.2 2130 699′ CIRCLE-TO-LAND 24-20 1200 D13.9 MSA RIA VOR Trans alt: 5000 EV(R)-5B ∘ 112.05 ¦ R-352 Rwy 36 2500′ 2440 RIA EV(R) 2300′ 2400m 3600m 1600m 1500m 24-30