

28 JAN 2021

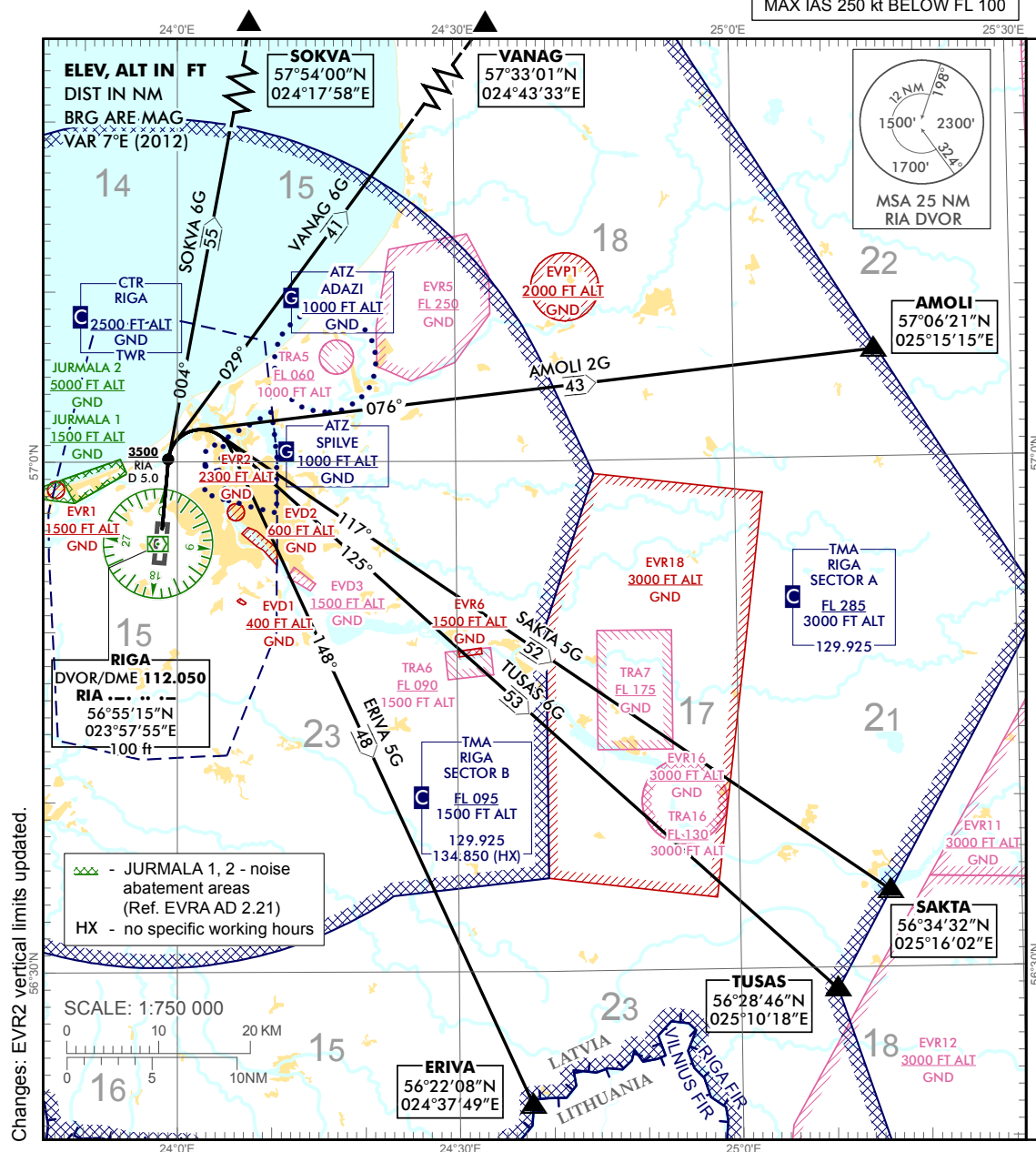
STANDARD DEPARTURE CHART —
INSTRUMENT (SID) — ICAOTRANSITION ALTITUDE
5000 ft

MAX IAS 250 kt BELOW FL 100

APP	129.925
	134.850 (HX)
TWR	118.105
ATIS	120.180
ACC	133.200

RIGA (EVRA)
RWY 36

(EASTBOUND)

AMOLI 2G ERIVA 5G SAKTA 5G
SOKVA 6G TUSAS 6G VANAG 6G

Coded designator	Plain language designator / Routing	Procedure Design Gradients (PDG) & Altitudes
AMOLI 2G	AMOLI TWO GOLF DEPARTURE Climb on runway track. Not before 5.0 DME RIA at or above 3500 FT turn right. Establish TR 076° to AMOLI.	After TP required PDG 7% to 4000 FT to avoid unnecessary noise disturbance.
ERIVA 5G	ERIVA FIVE GOLF DEPARTURE Climb on runway track. Not before 5.0 DME RIA at or above 3500 FT turn right. Establish TR 148° to ERIVA.	After TP required PDG 7% to 4000 FT to avoid unnecessary noise disturbance.
SAKTA 5G	SAKTA FIVE GOLF DEPARTURE - Climb on runway track. Not before 5.0 DME RIA at or above 3500 FT turn right. Establish TR 117° to SAKTA.	After TP required PDG 7% to 4000 FT to avoid unnecessary noise disturbance.
SOKVA 6G	SOKVA SIX GOLF DEPARTURE Climb on runway track. Not before 5.0 DME RIA at or above 3500 FT turn right. Establish TR 004° to SOKVA.	After TP required PDG 7% to 4000 FT to avoid unnecessary noise disturbance.
TUSAS 6G	TUSAS SIX GOLF DEPARTURE Climb on runway track. Not before 5.0 DME RIA at or above 3500 FT turn right. Establish TR 125° to TUSAS.	After TP required PDG 7% to 4000 FT to avoid unnecessary noise disturbance.
VANAG 6G	VANAG SIX GOLF DEPARTURE Climb on runway track. Not before 5.0 DME RIA at or above 3500 FT turn right. Establish TR 029° to VANAG.	After TP required PDG 7% to 4000 FT to avoid unnecessary noise disturbance.

For detailed description of the conditions and flights procedures refer to AIP EVRAAD 2.22.

NOTE:

1. Departure turn limited to MAX IAS 220 kt (ACFT CAT C, D);
2. Initial climb clearance 4000 FT unless otherwise is instructed by TWR;
3. Contact APP not later than passing 1500 FT after take-off;
4. Contact APP on 129.925 MHz unless other frequency assigned by TWR;
5. All SIDs — Radar surveilled;
6. If unable to comply SID contact ATC;
7. Strict adherence to SID during the night except when coordinated with ATC due to operational needs.

Changes: EVR2 vertical limits updated.

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