

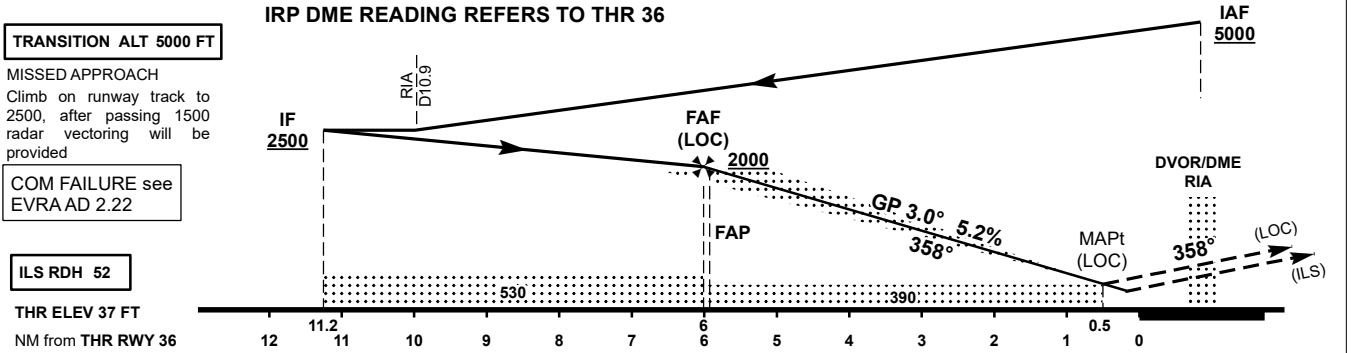
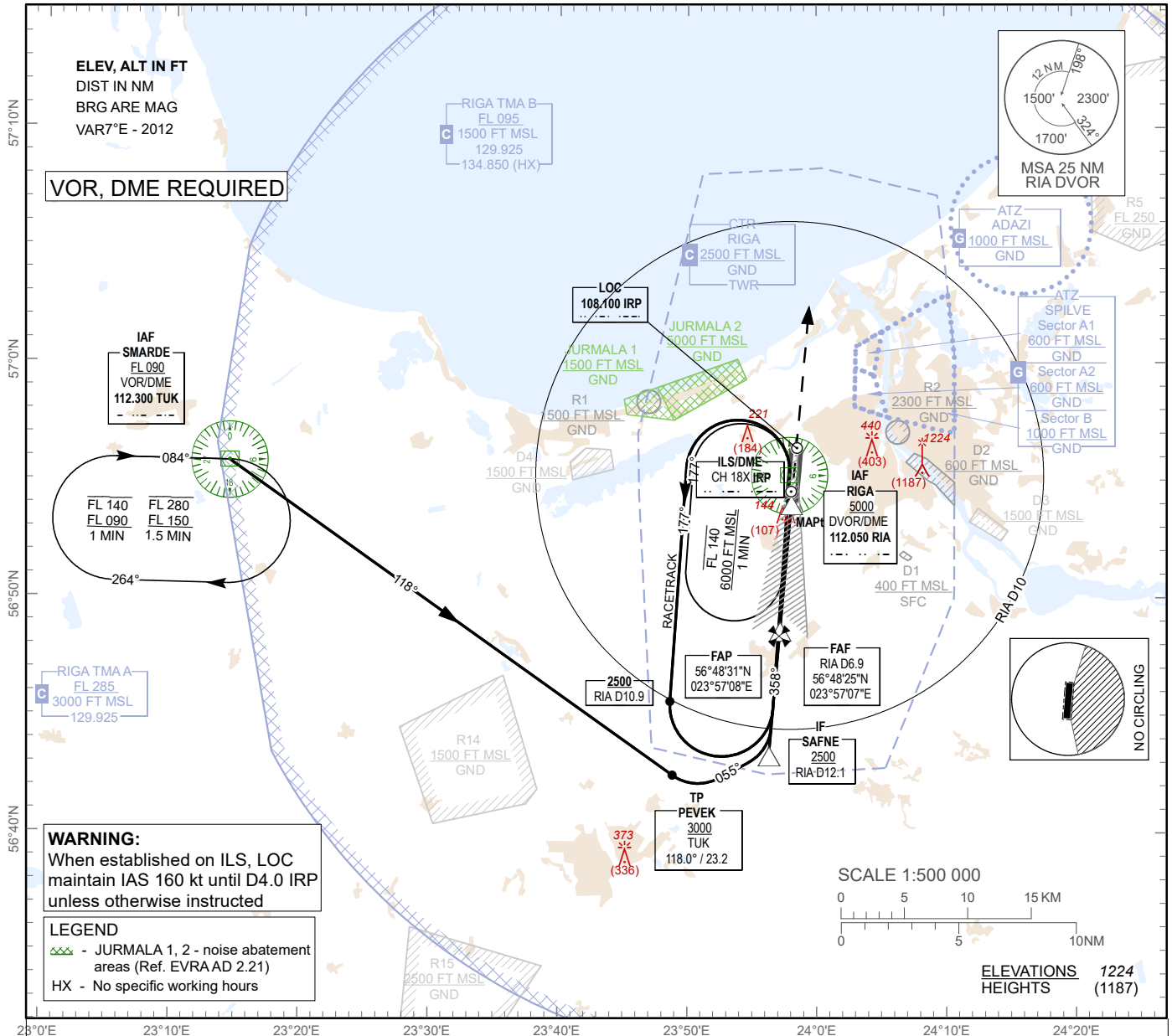
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 37ft
HEIGHTS RELATED TO
THR RWY 36 - ELEV 37 ft**

APP 129.925
134.850 (HX)
TWR 118.105
ATIS 120.180

RIGA (EVRA)

ILS Z or LOC Z RWY 36



TRANSITION ALT 5000 FT
MISSED APPROACH
Climb on runway track to 2500, after passing 1500 radar vectoring will be provided
COM FAILURE see EVRA AD 2.22
ILS RDH 52
THR ELEV 37 FT
NM from THR RWY 36

OCA (H)		A	B	C	D
Straight-in Approach	ILS Cat. I	237 (200)			
	ILS Cat. II	(73)	(91)	(102)	(117)
	LOC	390 (360)			
Circling		530 (500)	630 (600)	730 (690)	

Timing not authorized for defining the MAPt

GS	kt	80	100	120	140	160	180
Rate of descent (5.2%)	ft/min	420	530	640	740	850	960
FAF-MAPT (5.5 NM)	min:sec	04:08	03:18	02:45	02:22	02:04	01:50

Table for ILS approach

DME IRP	5	4	3	2	1
DIST THR	5	4	3	2	1
ALT	1710	1380	1060	740	420
HGT	(1673)	(1343)	(1023)	(703)	(383)

Table for LOC approach

DME RIA	5.9	4.9	3.9	2.9	1.9
DIST THR	5	4	3	2	1
ALT	1680	1360	1040	730	410
HGT	(1643)	(1323)	(1003)	(693)	(373)

For data tabulation see verso

Changes: Rate of descent table updated.

RIGA (EVRA)

ILS Z or LOC Z RWY 36

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z approach to RWY36 from RIA DVOR/DME (IAF), TUK VOR/DME (IAF)	
Fix/point	Coordinates
RIA DVOR/DME (IAF)	56°55'15.1"N 023°57'54.7"E
TUK VOR/DME (IAF)	56°55'50.1"N 023°14'23.9"E
PEVEK (TP) R118.00° D23.16 TUK	56°42'29.7"N 023°48'50.1"E
FAP (ILS)	56°48'31.0"N 023°57'08.2"E
FAF RIA D6.87 (LOC)	56°48'24.7"N 023°57'07.2"E
MAPT RIA D1.37 (LOC)	56°53'53.4"N 023°58'01.2"E
THR RWY 36	56°54'23.22"N 023°58'06.08"E
IRP LOC	56°56'24.9"N 023°58'26.2"E
Final approach descent angle is 3.00°	