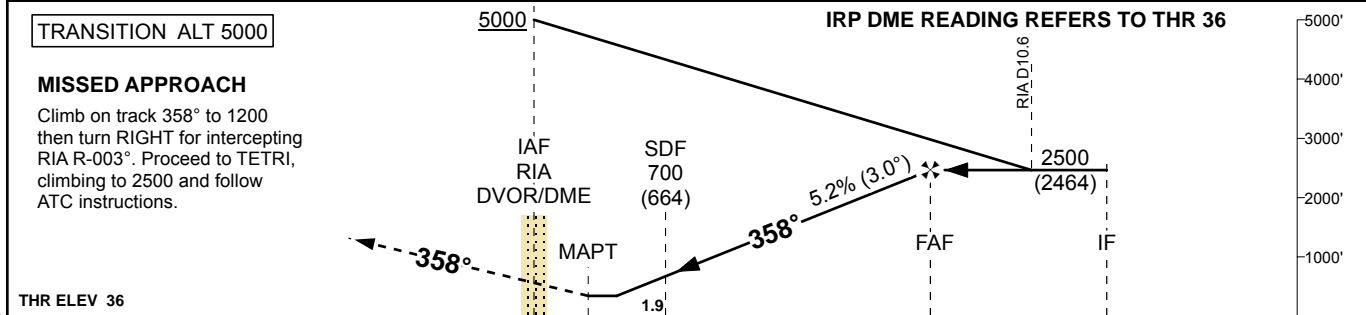
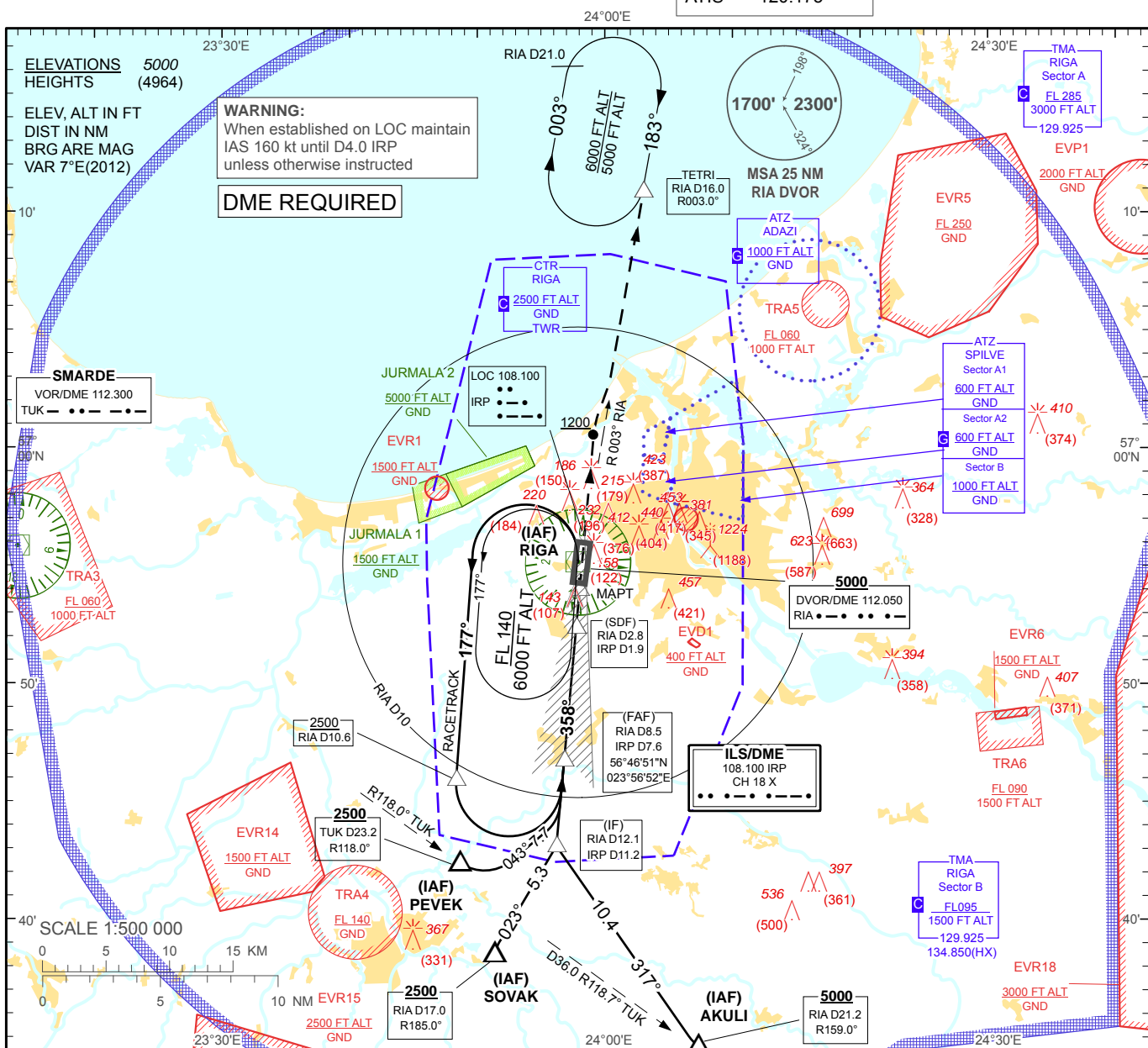


**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 36'
HEIGHTS RELATED TO
AD - ELEV 36'

APP 129.925
134.850(HX)
TWR 118.100
ATIS 120.175

RIGA (EVRA)
LOC RWY 36



TRANSITION ALT 5000

IRP DME READING REFERS TO THR 36

MISSED APPROACH
Climb on track 358° to 1200 then turn RIGHT for intercepting RIA R-003°. Proceed to TETRI, climbing to 2500 and follow ATC instructions.

THR ELEV 36

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|----------|---------------------------------------------|-----------|--------|-----------|--------|----------|--------|---------|-------|-----|-----|-----|---|---|---|-----|---|---|----|------|----|----|----|
| NM from THR RWY 36 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0.3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7.6 | 8 | 9 | 10 | 11.2 | 12 | 13 | 14 |
| Aircraft Category | A | | B | | C | | D | | DME IRP | 7 | 6 | 5 | 4 | 3 | 2 | 1 | | | | | | | | |
| Straight-in Approach OCA(H) | LOC | | 390 (360) | | DME RIA | | 7.9 | 6.9 | 5.9 | 4.9 | 3.9 | 2.9 | 1.9 | | | | | | | | | | | |
| | Circling | | 530 (500) | | 730 (690) | | DIST THR | 7 | 6 | 5 | 4 | 3 | 2 | 1 | | | | | | | | | | |
| | | ALTITUDE | | 2310 | 1990 | 1670 | 1350 | 1040 | 720 | 400 | | | | | | | | | | | | | | |
| | | HEIGHT | | (2274) | (1954) | (1634) | (1314) | (1004) | (684) | (364) | | | | | | | | | | | | | | |
| | | 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(7.3 NM) | min:sec | 05:29 | 04:23 | 03:39 | 03:08 | 02:44 | 02:26 | | | | | | | | | | | | | | | |

REMARK:
 - JURMALA 1, 2 - noise abatement areas (Ref. EVRA AD 2.21)
 HX - No specific working hours
 For data tabulation see verso

Changes: ATZ LIELVARDE (Military) withdrawn.

RIGA (EVRA)

LOC RWY 36

AERONAUTICAL DATA TABULATION

| LOC approach to RWY36 from RIA DVOR/DME, AKULI, PEVEK, SOVAK | |
|--------------------------------------------------------------|------------------------------|
| Fix/point | Coordinates |
| RIA DVOR/DME (IAF) | 56°55'15.1"N 023°57'54.7"E |
| AKULI (IAF) R118.68° D35.95 TUK | 56°34'43.5"N 024°07'12.3"E |
| PEVEK (IAF) R118.00° D23.17 TUK | 56°42'29.7"N 023°48'50.1"E |
| SOVAK (IAF) R184.95° D17.02 RIA | 56°38'37.8"N 023°51'31.5"E |
| RIA D12.09 IRP D11.24 (IF) | 56°43'13.0"N 023°56'15.9"E |
| RIA D8.44 IRP D7.59 (FAF) | 56°46'50.8"N 023°56'51.6"E |
| RIA D2.79 IRP D1.93 (SDF) | 56°52'28.0"N 023°57'47.1"E |
| RIA D1.17 IRP D0.30 (MAPT) | 56°54'05.3"N 023°58'03.1"E |
| TETRI (Holding) R003.00° D16.00 RIA | 57°10'58.4"N 024°03'01.1"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 |
| TUK VOR/DME | 56°55'50.1"N 023°14'23.9"E |
| Final approach descent angle is 3.00° | |