

**STANDARD DEPARTURE CHART —
INSTRUMENT (SID) — ICAO**

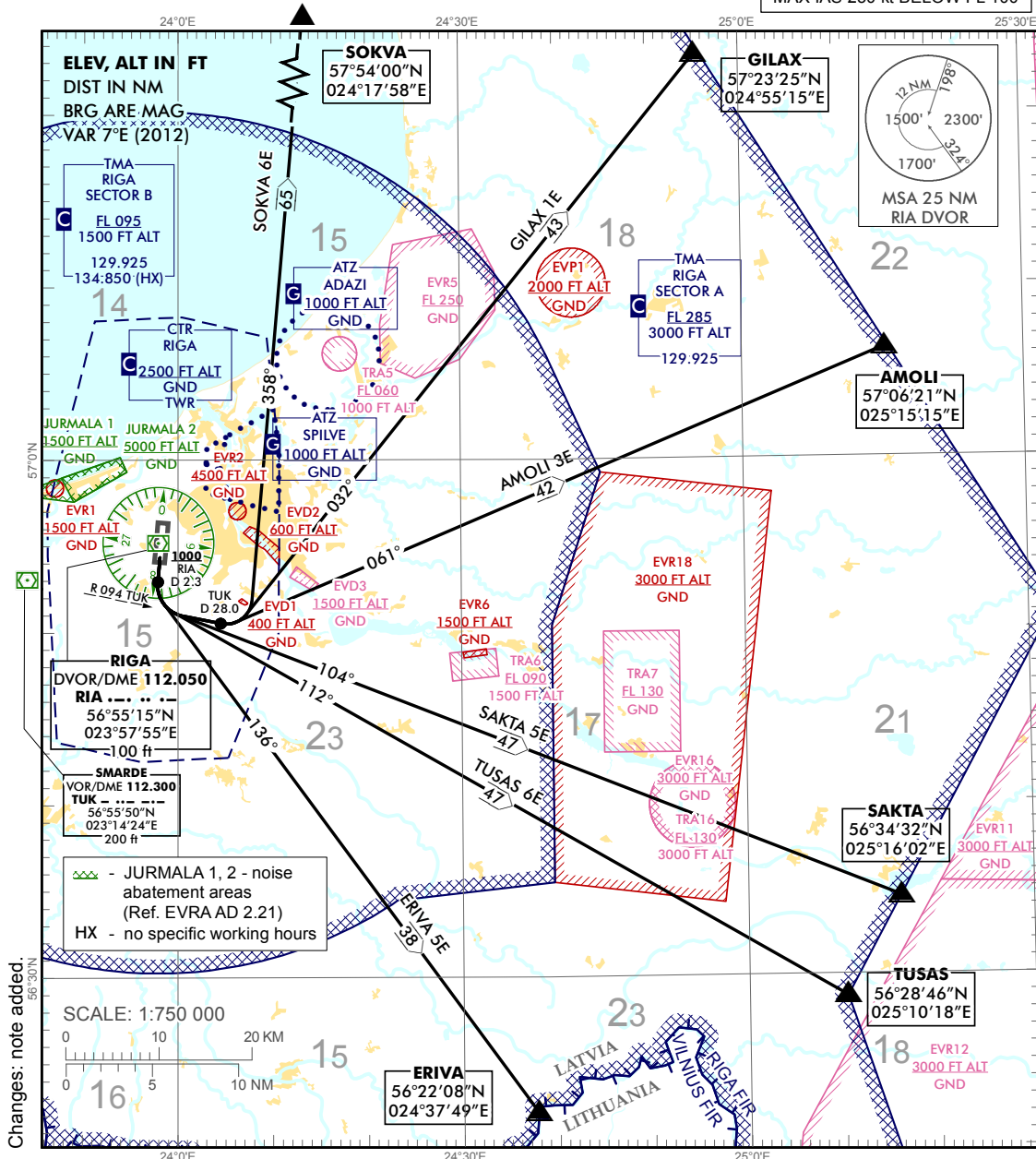
TRANSITION ALTITUDE
5000 ft

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 18**

(EASTBOUND)
AMOLI 3E ERIVA 5E GILAX 1E
SAKTA 5E SOKVA 6E TUSAS 6E



Coded designator	Plain language designator / Routing	Procedure Design Gradients (PDG) & Altitudes
AMOLI 3E	AMOLI THREE ECHO DEPARTURE Climb on runway track. At 2.3 DME RIA at or above 1000 FT turn left. Intercept R 094 TUK and proceed to 28 DME TUK, then turn left. Establish TR 061° to AMOLI.	After TP required PDG 7% to 4000 FT to avoid unnecessary noise disturbance.
ERIVA 5E	ERIVA FIVE ECHO DEPARTURE Climb on runway track. At 2.3 DME RIA at or above 1000 FT turn left. Establish TR 136° to ERIVA.	After TP required PDG 7% to 4000 FT to avoid unnecessary noise disturbance.
GILAX 1E	GILAX ONE ECHO DEPARTURE Climb on runway track. At 2.3 DME RIA at or above 1000 FT turn left. Intercept R 094 TUK and proceed to 28 DME TUK, then turn left. Establish TR 032° to GILAX.	After TP required PDG 7% to 4000 FT to avoid unnecessary noise disturbance.
SAKTA 5E	SAKTA FIVE ECHO DEPARTURE Climb on runway track. At 2.3 DME RIA at or above 1000 FT turn left. Establish TR 104° to SAKTA.	After TP required PDG 7% to 4000 FT to avoid unnecessary noise disturbance.
SOKVA 6E	SOKVA SIX ECHO DEPARTURE Climb on runway track. At 2.3 DME RIA at or above 1000 FT turn left. Intercept R 094 TUK and proceed to 28 DME TUK, then turn left. Establish TR 358° to SOKVA.	After TP required PDG 7% to 4000 FT to avoid unnecessary noise disturbance.
TUSAS 6E	TUSAS SIX ECHO DEPARTURE Climb on runway track. At 2.3 DME RIA at or above 1000 FT turn left. Establish TR 112° to TUSAS.	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 EVRA AD 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: note added.

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