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TEMPORARY FLIGHT PROCEDURES DUE TO RIA DVOR/DME MODERNIZATION

REF: AIP ENR 4.1, EVGA AD 2.22, EVRA AD 2.19, EVRA AD 2.22, EVRA AD 2.24.

1. PLANNED RIA DVOR/DME MODERNIZATION

Radio navigation aid RIA DVOR/DME will be unserviceable from 19 MAY 2022 00:00 UTC till 13 JUL 2022 23:59 UTC due to modernization of the current navigation aid hardware.

NOTES:

AIRAC AIP AMDT 003/2022 WEF 19 MAY 2022 is published with a new RIA DVOR/DME operational frequency, channel number and MAG VAR.

Modernization work is still in progress, and if completed earlier a corresponding NOTAM will be issued to restore RIA DVOR/DME operation.

2. RIGA AD (EVRA) AFFECTED FLIGHT PROCEDURES

The following instrument approaches are **not available** (EVRA AD 2.24.13):

- EVRA RWY18/36 VOR/DME;
- EVRA RWY18/36 LOC Y;
- EVRA RWY18/36 LOC Z;
- EVRA RWY18/36 ILS Z via IAF RIA.

The following holdings are **not available** (EVRA AD 2.22 FLIGHT PROCEDURES, paragraph 1.4 Holding):

- RIGA 18;
- RIGA 36;
- ATIBE;
- NUFTE.

Instrument approaches for training flights EVRA RWY18/36 (EVRA AD 2.24.16) are **not available**.

Minimum Sector Altitude (MSA) is 2300 FT 25 NM from ARP.

NOTE:

According to Doc 8168 PANS-OPS **when an IFR flight is being vectored by radar, air traffic control (ATC) may assign minimum vectoring altitudes which are below the MSA.** Minimum vectoring altitudes provide obstacle clearance at all times until the aircraft reaches the point where the pilot will resume own navigation.

3. RIGA AD (EVRA) TEMPORARY FLIGHT PROCEDURES DURING RIA DVOR/DME UNSERVICEABILITY

The AIP subsection EVRA AD 2.22 FLIGHT PROCEDURES, paragraph 1.7 Communication failure:

Current procedure	Temporary procedure
1. Aircraft shall adhere to the procedure stipulated in ICAO Annex 2 (Rules of the Air) and in ICAO Doc 7030.	1. Aircraft shall adhere to the procedure stipulated in ICAO Annex 2 (Rules of the Air) and in ICAO Doc 7030.
2. If a communication failure occurs during STAR execution, but the approach clearance is not received, the pilot maintains the last received and acknowledged level (altitude) until IAF then proceeds to holding patterns RIGA 18 or RIGA 36 and carries out an instrument approach for the runway-in-use.	2. If a communication failure occurs during STAR execution, but the approach clearance is not received: - SET TRANSPONDER CODE 7600; - MAINTAIN THE LAST RECEIVED AND ACKNOWLEDGED LEVEL (ALTITUDE) UNTIL IAF; - PROCEED TO THE HOLDING PATTERN 'SMARDE' TO REACH AT FL 090; - COMPLETE AT LEAST ONE HOLDING PATTERN AT FL 090 THEN COMMENCE APPROACH IN ACCORDANCE WITH IAP ILS Z.
3. In the event of a communication failure during radar vectoring, when the approach clearance is not received, the pilot maintains the last received and acknowledged level (altitude), proceeds direct to holding patterns RIGA 18 or RIGA 36 and carries out an instrument approach for the runway-in-use.	3. In the event of a communication failure during radar vectoring, when the approach clearance is not received: - SET TRANSPONDER CODE 7600; - MAINTAIN THE LAST RECEIVED AND ACKNOWLEDGED LEVEL (ALTITUDE) FOR 3 MINUTES; - PROCEED DIRECT TO THE HOLDING PATTERN 'SMARDE' TO REACH AT FL 090; - COMPLETE AT LEAST ONE HOLDING PATTERN AT FL 090 THEN COMMENCE APPROACH IN ACCORDANCE WITH IAP ILS Z.
4. If a communication failure occurs when the approach clearance is received, the pilot proceeds in accordance with the published approach procedures.	4. If a communication failure occurs when the approach clearance is received, the pilot proceeds in accordance with the published approach procedures.

Current procedure	Temporary procedure
<p>5. If a communication failure occurs during a missed approach, the pilot proceeds to the missed approach holding patterns ATIBE or NUFTE, completes at least one holding pattern at 5000 FT, then commences an approach for landing in accordance with the approach procedures via RIA DVOR/DME (IAF).</p>	<p>5. If a communication failure occurs during a missed approach.</p> <p>RWY 18:</p> <ul style="list-style-type: none"> - SET TRANSPONDER CODE 7600; - CLIMB ON RWY TRACK ALTITUDE 2500 FT; - REACHING 2500 FT TURN RIGHT AND PROCEED TO THE HOLDING PATTERN 'SMARDE' TO REACH AT FL 090; - COMPLETE AT LEAST ONE HOLDING PATTERN AT FL 090 THEN COMMENCE APPROACH IN ACCORDANCE WITH IAP ILS Z. <p>RWY 36:</p> <ul style="list-style-type: none"> - SET TRANSPONDER CODE 7600; - CLIMB ON RWY TRACK ALTITUDE 2500 FT; - REACHING 2500 FT TURN LEFT AND PROCEED TO THE HOLDING PATTERN 'SMARDE' TO REACH AT FL 090; - COMPLETE AT LEAST ONE HOLDING PATTERN AT FL 090 THEN COMMENCE APPROACH IN ACCORDANCE WITH IAP ILS Z.

The AIP chart EVRA AD 2.24.12 ATC Surveillance Minimum Altitude Chart — ICAO, COM FAILURE procedure:

Current procedure	Temporary procedure
<p>COM FAILURE</p> <p>1. Set transponder code 7600 ;</p> <ul style="list-style-type: none"> - Approach clearance is not received: maintain last received and acknowledged level (ALT), proceed direct to holding patterns RIGA 18 or RIGA 36 and carry out instrument approach for RWY-in-use; <p>2. Approach clearance is received: proceed in accordance with the published approach procedures.</p>	<p>COM FAILURE</p> <p>1. Approach clearance is not received:</p> <ul style="list-style-type: none"> - SET TRANSPONDER CODE 7600; - MAINTAIN LAST RECEIVED AND ACKNOWLEDGED LEVEL (ALTITUDE) FOR 3 MINUTES; - PROCEED DIRECT TO THE HOLDING PATTERN 'SMARDE' TO REACH AT FL 090; - COMPLETE AT LEAST ONE HOLDING PATTERN AT FL 090 THEN COMMENCE APPROACH IN ACCORDANCE WITH IAP ILS Z; <p>2. Approach clearance is received: proceed in accordance with the published approach procedures.</p>

4. LIELVARDE (MIL) AD (EVGA) TEMPORARY FLIGHT PROCEDURES DURING RIA DVOR/DME UNSERVICEABILITY

The AIP subsection EVGA AD 2.22 FLIGHT PROCEDURES, paragraph 1.3 Communication failure:

Current procedure	Temporary procedure
<p>RNAV non-equipped aircraft:</p> <p>1. If a communication failure occurs during approach execution, but the approach clearance is not received, the pilot maintains the last received and acknowledged level (altitude) until IAF then proceeds to holding RIGA 18 or RIGA 36 over RIA, executes one holding, establishes and proceeds on RIA radial 069° , at distance 27 NM (IAF APZUF) flies heading 089, executes final turn for RWY 18 and carries out an instrument approach for the RWY-in-use.</p>	<p>RNAV non-equipped aircraft:</p> <p>1. If a communication failure occurs during approach execution, but the approach clearance is not received:</p> <ul style="list-style-type: none"> - SET TRANSPONDER CODE 7600; - MAINTAIN THE LAST RECEIVED AND ACKNOWLEDGED LEVEL (ALTITUDE) FOR 3 MINUTES; - PROCEED TO THE ALTERNATE AERODROME (RIGA AD (EVRA) CANNOT BE PLANNED AS THE ALTERNATIVE AERODROME FOR RNAV NON-EQUIPPED AIRCRAFT).
<p>2. If a communication failure occurs when the approach clearance is received the pilot proceeds in accordance with the published approach procedures.</p>	<p>2. If a communication failure occurs when the approach clearance is received the pilot proceeds in accordance with the published approach procedures.</p>