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AIRAC AIP SUP 020/2026
Effective from 06 AUG 2026
to 30 SEP 2026
Published on 09 JUL 2026

RIGA AERODROME (EVRA) – RESTRICTIONS DUE TO MAINTENANCE WORKS ON TAXIWAYS E AND F

Replaces AIRAC AIP SUP 014/2026

REF: EVRA AD 2.24.2, EVRA AD 2.24.3

1. TAXIWAY CLOSURES (PHASE 2) (see Appendix 1)

Taxiway closures H24:

1.1 TWY E closed between TWY F and stand 511.

1.2 TWY F closed between TWY E and TWY G.

2. OPERATING CONSTRAINTS (see Appendix 1)

2.1 Arrival Runway 36

For aircraft up to code C runway exit expected via TWY D or TWY E.

For code D or larger aircraft, flight crews shall exit via TWY G, make turnaround under "Follow-me" guidance on de-icing pad north, backtrack on runway and exit via TWY Y. Additional taxi time up to 15 min should be expected.

2.2 Departure Runway 18

For aircraft up to code C enter the runway via TWY E. If the full runway length is required for take-off, backtrack on the runway and then either turn around at the RWY 18 threshold or exit the runway via TWY G, turn around on de-icing pad north under "Follow-me" guidance, and re-enter the runway via TWY G. Additional taxi time up to 10 min on de-icing pad north should be expected.

For code D or larger aircraft, lining-up at RWY 18 is only possible via TWY C, TWY B or TWY A then backtrack on runway, exit via TWY G, make turnaround under "Follow-me" guidance on de-icing pad north, and enter runway via TWY G. Additional taxi time up to 15 min should be expected.

2.3 Taxiway F (portion between taxiway D and taxiway E) and TWY E (portion between TWY F and Runway 18/36)

Only aircraft with a maximum wingspan of 36 M (code C) are permitted.

2.4 Stands 501, 511 and 317 closed

2.5 Stands 502 and 503

Downgraded to aircraft with a wingspan not exceeding 42.40 M.

Note: Code D aircraft with a wingspan not exceeding 42.40 M may taxi via taxilanes V, W and TWY E under "Follow-me" guidance.

2.6 Remote de-icing pad north

Remote de-icing pad north positions DN2, DN3 and DN4 are withdrawn.

Remote de-icing pad north position DN1 may be used for parking and ground handling, including engine run-up at idle power only, for aircraft with a wingspan not exceeding 42.40 M. Operations are permitted only under "Follow-me" guidance, and aircraft for departure will be towed out from DN1 position.

3. STANDARD TAXI ROUTES AND STAND CHARACTERISTICS

Standard taxi routes and stand characteristics are amended as shown in Table 1 and Table 2 below.

Table 1 Stand characteristics

Apron	Stand	STANDARD TAXI ROUTES				Push-back re-quired	MAX wing-span (M)	MAX length (M)
		ARR 18	DEP 18	ARR 36	DEP 36			
1	100	B-F	Q-F-C-RWY-G-DN-G*	G-DN-G*-RWY-Y-C-F	Q-F-A	N	64.99	75.50
1	107	B-F-S	S-F-C-RWY-G-DN-G*	G-DN-G*-RWY-Y-C-F-S	S-F-A	Y	51.99	61.50
1	114	B-F	F-C-RWY-G-DN-G*	G-DN-G*-RWY-Y-C-F	F-A	Y	51.99	61.50
1	115	B-F	F-C-RWY-G-DN-G*	G-DN-G*-RWY-Y-C-F	F-A	Y	42.00	48.00
3	300	B-F-U1	U1-F-C-RWY-G-DN-G*	G-DN-G*-RWY-Y-C-F-U1	U1-F-A	Y	64.99	75.99
3	301	B-F-U1	U1-F-C-RWY-G-DN-G*	G-DN-G*-RWY-Y-C-F-U1	U1-F-A	Y	64.99	75.40
Z3	Z3	K	K-RWY-G-DN-G*	G-DN-G*-RWY-K	K-C-F-A	N	42.36	45.09
3	321	Y-C-F-V-W	W-V-E	D-V-W	W-V-F-A	Y	35.99	45.06
3	322	Y-C-F-V-W	W-V-E	D-V-W	W-V-F-A	Y	35.99	45.06
3	323	Y-C-F-V-W	W-V-E	D-V-W	W-V-F-A	Y	35.99	45.06
3	324	Y-C-F-V-W	W-V-E	D-V-W	W-V-F-A	Y	35.99	45.06
3	325	Y-C-F-V-W	W-V-E	D-V-W	W-V-F-A	Y	35.99	45.06
3	326	Y-C-F-V-W	W-V-E	D-V-W	W-V-F-A	Y	35.99	44.51
3	327	Y-C-F-V-W	W-V-E	D-V-W	W-V-F-A	Y	33.99	40.74
4	461	Y-C-F-V-W-E-E1	E1-E-W-V-F-E	D-V-W-E-E1	E1-E-W-V-F-A	Y	23.99	30.30
4	462	Y-C-F-V-W-E-E1	E1-E-W-V-F-E	D-V-W-E-E1	E1-E-W-V-F-A	Y	28.65	30.30
5	502	B-F-V-W-E	E-W-V-F-C-RWY-G-DN-G*	G-DN-G*-RWY-Y-C-F-V-W-E	E-W-V-F-A	Y	42.40	54.40
5	503	B-F-V-W-E	E-W-V-F-C-RWY-G-DN-G*	G-DN-G*-RWY-Y-C-F-V-W-E	E-W-V-F-A	Y	42.40	54.40
5	512	Y-C-F-V-W-E	E-W-V-E	D-V-W-E	E-W-V-F-A	Y	35.99	44.51

5	513	Y-C-F-V-W-E	E-W-V-E	D-V-W-E	E-W-V-F-A	Y	35.99	44.51
5	514	Y-C-F-V-W-E	E-W-V-E	D-V-W-E	E-W-V-F-A	Y	35.99	44.51

* - only under "Follow-me" guidance

Table 2 Helicopter stand characteristics

APRON	STAND	STANDARD TAXI ROUTES				MAX D-VALUE FOR AIR OR GROUND TAXI (M)
		ARR 18	DEP 18	ARR 36	DEP 36	
3	TLOF H313	Y-C-F-V-W	F-E	D-V-W	F-E	17.46
3	TLOF H314	Y-C-F-V-W	F-E	D-V-W	F-E	17.46
3	TLOF H315	Y-C-F-V-W	F-E	D-V-W	F-E	17.46
3	TLOF H316	Y-C-F-V-W	F-E	D-V-W	F-E	17.46

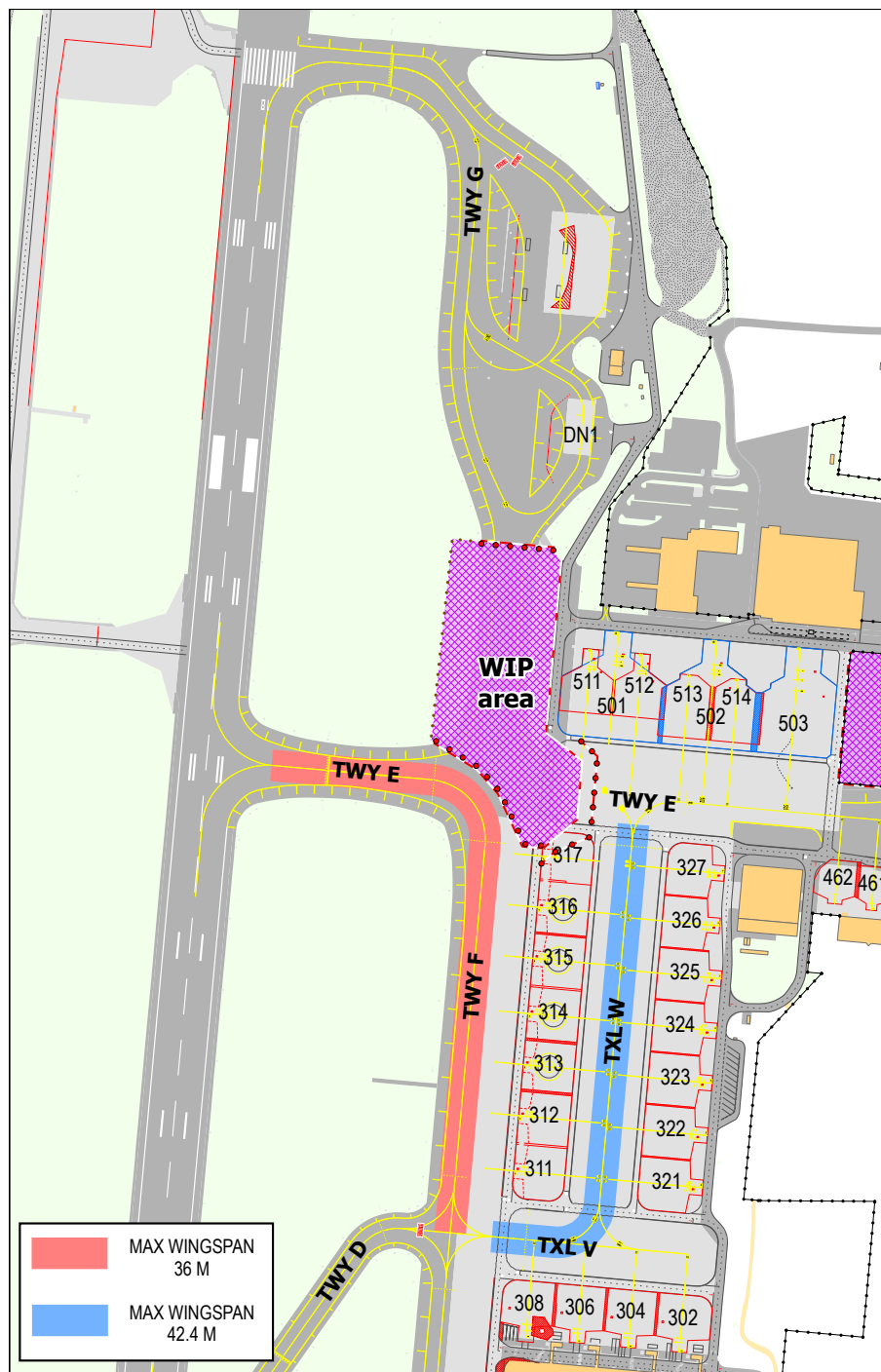
4. LOW VISIBILITY PROCEDURES

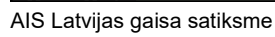
For departures from RWY 18, intersection take-off from TWY E is permitted.

If the full runway length is required for take-off, backtrack procedure is permitted.

AIRAC AIP SUP 020/2026
APPENDIX 1RIGA AERODROME (EVRA) – RESTRICTIONS
ON TWY E AND F

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