LATVIA vACC

RĪGA (EVRA) PILOT BRIEFING

VATEUD

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0 Control Pages

0.1 Document Identification

Document Identification	
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0.2 Amendment record

Version number	Date	Description	Author
1.0	4 Apr 2024	Initial Release	vACC Staff team
1.1	17 Jul 2024	Amendment to make briefing non-event-specific	vACC Staff team

1 Scope and Purpose

This document is designed to brief pilots on procedures and what to generally expect when departing from or arriving in RIX Riga Airport.

This briefing contains information about the general characteristics of the RIX Riga Airport, departure, arrival, and VFR procedures.

2 General

2.1 Basic Information

RIX Riga Airport (IATA: RIX; ICAO: EVRA; elevation: 37 ft) is the only international airport in Latvia that has permanent scheduled and charter flights; it is situated 10 km from the Rīga city centre. In 2023 the airport served 6 630 891 passengers[1]. In real life the airport serves 29 air traffic movements per hour[2], though on VATSIM we can stretch that number just a bit. Firefighting category A8 is permanently available at the airport with category A9 available on request.

2.2 Runway Characteristics

RIX Riga Airport has 1 runway – 36/18. At 3200 m in length and 45 m in width it allows the airport to accept all types of aircraft. The runway is equipped for CAT I and CAT II (on request) procedures. The AIP of the Republic of Latvia establishes the following physical characteristics of the runway:

Runway Designator	True / MAG[3] Bearing (°)	Dimensions (m)	Surface Type	THR[4] & TDZ[5] elevation	Slope
18	185.16/175	3200x45	Asphalt	THR: 32.5 ft TDZ: 32.6 ft	-0.1%
36	005.15/355	3200x45	Asphalt	THR: 37.1 ft TDZ: 37.2 ft	-0.2%

Runway 36/18 has 6 intersections (TORA always equal to TODA) with the following declared distances:

Runway Designator	Intersection Designator	TORA/TODA (m)	Remarks
18	G	3200	Full length
18	E	2609	NIL
36	A	3200	Full length
36	B	2509	NIL

[1] https://www.riga-airport.com/en/statistics
[2] https://www.riga-airport.com/en/technical-information
[3] Magnetic
[4] Runway Threshold
[5] Touchdown Zone

36	C	2002	NIL
36	K	2003	Only available from the western side of the airport (apron Z3)

2.3 Instrumental Approach Types

Runway Designator	Approach Type	Relevant Frequencies/Navaids/Headings	Remarks
18	ILS Y	111.1 MHz/175°/GP 3.0°	**Default**
18	ILS Z	111.1 MHz/175°/GP 3.0°	For non RNAV1 equipped aircraft
18	RNP (RNAV) Y	175°/GP 3.0°	NIL
18	RNP (RNAV) Z	175°/GP 3.0°	Special approval required; mandatory 3000 ft at IAF
18	VOR	RIA (114.0 MHz) R179°/GP 2.98°	Short and racetrack procedures available
36	ILS Y	108.1 MHz/355°/GP 3.0°	**Default**
36	ILS Z	108.1 MHz/355°/GP 3.0°	For non RNAV1 equipped aircraft
36	RNP (RNAV) Y	355°/GP 3.0°	NIL
36	RNP (RNAV) Z	355°/GP 3.0°	Special approval required; mandatory 3000 ft at IAF
36	VOR	RIA (114.0 MHz) R351°/GP 2.98°	Short and racetrack procedures available

- All instrumental approach types except RNP Z approaches have a mandatory altitude restriction of 2500 ft at IF.
- ILS Y approaches require RNAV1 equipment.
- All approach types (instrumental and visual) have the same published missed approach procedure. Follow this procedure unless otherwise instructed:
    - *Climb on runway track to 2500 ft, after passing 1500 ft radar vectoring will be provided.*

2.4 Published Holding Patterns

Fix	Inbound Course	Turn Direction	Length or Duration
Conventional Holdings			
SMARDE (TUK) VOR	081°	Right	FL90 – FL140: 1 MIN FL150 – FL280: 1.5 MIN
RIGA 36 (RIA) VOR	354°	Left	1 MIN (6000 ft MSL – FL140)
RIGA 18 (RIA) VOR	176°	Right	1 MIN (6000 ft MSL – FL140)
Holding patterns for use following a RCF missed approach			
ATIBE	330°	Right	1 MIN (5000 ft mandatory)
NUFTE	163°	Right	1 MIN (5000 ft mandatory)
RNAV Holdings			
PUZFE	236° (246.2°)	Right	FL90 – FL140: 1 MIN (240 kts or less) FL150 – FL280: 1.5 MIN (265 kts or less)
VEKZO	086° (095.7°)	Left	6000 ft MSL – FL140: 1 MIN (240 kts or less) FL150 – FL280: 1.5 MIN (265 kts or less)

2.5 ATC Position List in EVRR (Riga) FIR

Identifier	Radio Callsign	Frequency (MHz)	Remarks and Airspace Covered
EVRA_ATIS	Riga ATIS	120.180 (120.175)	NIL
EVRA_GND	Riga Ground	118.805 (118.800)	Station is not always open; it is sometimes combined with Riga Tower.
EVRA_TWR	Riga Tower	118.105 (118.100)	Riga CTR (SFC – 2500 ft)
EVRA_B_APP	Riga Approach	134.850	Riga TMA B (1500 ft – FL95)

			Station is not always open; it is combined with Riga Approach on frequency 129.925 MHz most of the time.
EVRA_APP	Riga Approach	129.925	Riga TMA A & C (3000 ft – FL285) Covers TMA B most of the time too.
EVRR_CTR	Riga Control	135.100	Riga CTA (FL95 – FL660)
EVRR_E_CTR	Riga Control	133.200	Riga CTA East (FL95 – FL660)
EVRR_N_CTR	Riga Control	135.100	Riga CTA North (FL95 – FL660)
EVRR_S_CTR	Riga Control	134.750	Riga CTA South (FL95 – FL660)
EVRR_W_CTR	Riga Control	134.125	Riga CTA West (S + N) (FL95 – FL660)

Other positions exist in Riga FIR, though they are mostly ATIS stations, as well as AFIS/FIS/Radio positions at minor airfields.

2.6 Additional Reading Materials

- AIP of the Republic of Latvia (chars available): ais.lgs.lv/aiseaip
- Free charts also available at: chartfox.org

3 Departures

3.1 Ground Operations

3.1.1 IFR Clearance

IFR clearances are quite short at Rīga: you only get your SID and your squawk. Please make sure to have the latest ATIS information on board.

Start-up IS NOT automatically approved when you receive your clearance. You may only start your engines after you make a separate request to do so (usually, pushback clearance is requested together with the start-up clearance).

Initial climb is fixed (static) for all SIDs – 4000 ft. It is really important that you follow this altitude restriction to ensure safe operations for you and other traffic at Rīga.

Transition altitude is fixed (static) – 5000 ft. Transition level is not fixed (static). It is always provided in the ATIS report.

3.1.2 VFR Clearance

All aircraft flying VFR are required to get a clearance while on stand. The contents of the clearance will vary depending on your request. Make sure to follow the prescribed altitude restrictions and other instructions given out by ATC to prevent conflicts and delays. Be aware that IFR traffic may and will be given priority over VFR traffic. To find out more about VFR procedures, take a look in the respective sections of the AIP (see Additional Reading Materials).

3.1.3 Pushback and Start-up

When requesting pushback and/or start-up remember the following:

- Some stands do not require pushback (check charts and your surroundings to verify).
- You **WILL NOT** be given a pushback direction.
- You should be ready to push at your filed TOBT +/- 5 minutes to avoid experiencing delays.

3.1.4 Taxiing

When requesting taxi remember the following:

- Your current taxiway **WILL NOT** be mentioned in the clearance unless it is taxiway F. Most taxi clearances will include taxiway F.
- You **MUST** start taxiing as soon as reasonably practicable after receiving your clearance; if you are unable to do so for any reason, notify ATC immediately.
- De-icing pads (north and south respectively) are available next to the runway if required.
- If you are able to take an intersection departure, please notify ATC in your request.

3.2 Runway Operations

When working with Riga Tower remember the following:

- If Riga Ground has instructed you to contact Tower and said 'callsign only' at the end, please, do not forget to do so.
- If you are able for an immediate departure, please notify ATC as soon as reasonably practicable.
- If you are given a conditional line up clearance, but do not see the aircraft that you are supposed to follow into the runway, notify ATC immediately.
- After departure you **MUST** switch to the next frequency yourself before passing 1500 ft, or as soon as reasonably practicable. If you are unsure who to contact, ask Riga Tower **before** lining up on the runway or follow the order of stations in the ATC Position List in EVRR (Riga) FIR.

3.3 Radar Control

When first contacting a radar controller after departure you **MUST** report your passing (current) altitude in feet. Without this it is impossible to identify you on a controller's radar.

Please execute all ATC instructions as soon as reasonably practicable. If you are unable to do so, notify ATC immediately.

4 Arrivals

4.1 Initial Contact

You should expect to receive quite a long clearance containing your STAR, altitude/FL, and a direct, or a vector on initial contact with Latvian ATC. You should expect to receive directs to points that are not in your flight plan. If you are unsure what to do, just ask the controller and we will try to help you out.

4.2 Initial Approach

When approaching Rīga remember the following:

- Please execute all ATC instructions as soon as reasonably practicable. If you are unable to do so, notify ATC immediately.
- If Riga Approach B sector (EVRA_B_APP) is online and you are instructed to contact them on frequency 134.850 MHz, report your **CALLSIGN ONLY**.
- If you report “field in sight”, “runway in sight”, “(lights) in sight”, or “visual”, ATC will treat this as a request for visual approach to the active runway.

4.3 Approach Clearance and Final Approach

When approaching your initial approach fix (IAF) remember the following:

- You may receive an approach clearance quite early (even above FL100).
- An approach clearance does not cancel existing speed restrictions. If you are unsure about what speed to hold, ask the controller for help.

When already established on final to the active runway remember the following:

- If you miss your approach, or need to go around for any reason, notify ATC immediately and report the reason for your go around. Unless otherwise instructed, follow the procedures outlined in the Instrumental Approach Types section.
- If you are on a VOR approach, you **MUST** maintain 160 kts until D5.4 RIA unless otherwise instructed.

4.4 Vacating the Runway

Welcome to Rīga! Please vacate the runway as soon as reasonably practicable. It is best to do so via the so-called ‘rapid-exit taxiways’ (RETs) – D for runway 36, and Y for runway 18. If you are unable to vacate the runway promptly, notify ATC immediately.

Be aware that most of the time you will either not receive a handoff to Riga Ground or will receive something along the lines of "Air Baltic 123, welcome to Rīga, contact Ground, visu labu[6]!" Make sure to follow the latest ATIS information to know if you are supposed to stay on the Tower frequency or switch to Ground.

4.5 VFR

Most airspace in Latvia is class C or G. This means that you **WILL NOT** be separated from other traffic. Please maintain visual separation at all times.

When flying in a circuit, always maintain 3 NM from the field on downwind and comply with all ATC instructions as soon as reasonably practicable. If you are unable to do so, notify ATC immediately.

Keep in mind that IFR traffic may and will be given priority over VFR traffic. To find out more about VFR procedures, take a look in the respective sections of the AIP (see Additional Reading Materials).

[6] "visu labu" means "wish you all the best" in Latvian

5 Conclusion

If you have any questions, please contact Latvia vACC Staff or ask your current controller when flying through Latvian airspace!

Here are a few links to Latvia vACC mediums to learn more:

- Latvia vACC website: lv-vacc.org
- Latvia vACC Discord server: discord.gg/rr5dpuh
- Latvia vACC X (Twitter): x.com/EVRR_FIR