

# Riga International Airport

IATA/ICAO CODE: RIX/EVRA  
 CITY: Riga  
 COUNTRY: Latvia

## AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Arnis Luhse	Dzintra Jatniece
Title:	CEO	Director of Airfield Management Department
Airport:	Riga International Airport	Riga International Airport
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ELEVATION: 34 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
18/36	3200		3	45

## NOISE ABATEMENT PROCEDURES

See AIP Latvia EVRA AD2.21 for details

### 1. Noise Abatement Departure Procedures

The following noise abatement procedure (NADP) shall be applied by all aircraft certified in accordance with ICAO Annex 16, Chapter 3

<b>Take-off and climb to 1500 ft AGL</b>	- take-off flap - climb at V2 + (10 to 20) kt
<b>At 1500 ft AGL</b>	- accelerate smoothly to en-route climb speed with flap retraction on schedule

### 2. Noise Abatement Areas

Noise abatement areas established over Jurmala as follows:

2.1 JURMALA 1 - All aircraft should not fly below 2000 FT ALT within coordinates:  
 565837N 0233528E - 565804N 0233912E - 565829N 0234502E - 570027N 0235516E -  
 565933N 0235516E - 565736N 0234855E - 565604N 0234104E - 565602N 0233907E -  
 565708N 0233443E - 565837N 0233528E.

2.2 JURMALA 2 - All turboprop and jet aircraft should not fly below 5000 FT ALT within

coordinates:  
570011N 0235352E - 565854N 0235456E - 565730N 0234851E - 565854N 0234743E - 570011N 0235352E.

2.3 Noise abatement procedures do not apply for aircraft engaged in police, medical aid, rescue operations or in emergency, or avoiding dangerous meteorological phenomena

**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS - [NONE](#)**

**PREFERENTIAL RUNWAYS - [NONE](#)**

**OPERATING QUOTA - [NONE](#)**

**ENGINE RUN-UP RESTRICTIONS**

1.1 Permission for engine run-up on stand shall be requested from “Riga Apron” on FREQ 131.600 MHz. Stand number and intended engine power thrust should be indicated.

1.2 On Apron 1 engine run-up is not permitted.

1.3 On Aprons 2, 3 and 4 engine run-up is permitted at idle power only.

**APU OPERATING RESTRICTIONS - [NONE](#)**

**NOISE BUDGET RESTRICTIONS - [NONE](#)**

**NOISE SURCHARGE - [NONE](#)**

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	Since 2009	Prepared every year

Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	No Noise Mitigation Programs are implemented at the moment

NOISE MONITORING SYSTEM  
ECAC.CEAC Doc 29 INM V 6.2 TOPSONIC

FLIGHT TRACK MONITORING SYSTEM  
ECAC.CEAC Doc 29 INM V 6.2 TOPSONIC

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS  
Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT  
From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)