Republic of Latvia

Cabinet

Regulation No. 26

Adopted 12 January 2016

**Procedures for Airspace Management, Structure of the Airspace and Procedures for Change Thereof**

*Issued pursuant to*

*Section 39, Paragraph two of the Law On Aviation*

**1. General Provisions**

1. This Regulation prescribes the procedures for managing flexible usage of the airspace, the structure of the airspace, and the procedures for change thereof in the Republic of Latvia.

2. The terms used in this Regulation conform to the terms which are used in the following legal acts of the European Union:

2.1. Article 2 of Regulation (EC) No 549/2004 of 10 March 2004 of the European Parliament and the Council laying down the framework for the creation of the Single European Sky (Framework Regulation) (hereinafter – Regulation No 549/200);

2.2. Article 2 of Regulation (EC) No 2150/2005 of 23 December 2005 laying down common rules for flexible usage of airspace (hereinafter – Regulation No 2150/2005);

2.3. Article 2 of Commission Implementing Regulation (EU) No 1034/2011 of 17 October 2011 on safety oversight in air traffic management and air navigation services and amending Regulation (EU) No 691/2010 (hereinafter – Regulation No 1034/2011);

2.4. Article 2 of Commission Implementing Regulation (EC) No 1035/2011 of 17 October 2011 laying down common requirements for the provision of air navigation services and amending Regulations (EC) No 482/2008 and (EU) No 691/2010 (hereinafter – Regulation No 1035/2011);

2.5. Article 2 of Commission Implementing Regulation (EU) No 970/2014 of 12 September 2014 amending Regulation (EU) No 677/2011 laying down detailed rules for the implementation of air traffic management (ATM) network functions;

2.6. Article 2 of Commission Regulation (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management (hereinafter — Regulation No 255/2010);

2.7. Article 2 of Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (hereinafter – Regulation No 923/2012).

3. The purpose of managing flexible usage of the airspace is to ensure, to as large extent as possible, the usage of the airspace elements for different users of the airspace for their temporary needs of usage of the airspace.

4. Airspace management shall be implemented in accordance with the regulation laid down in Article 2(7) of Regulation No 549/2004.

5. The airspace structure is comprised of the following elements:

5.1. air traffic control zone (CTR) – controllable airspace that is established above an aerodrome with a defined borderline on the vertical and horizontal plane from the ground surface to a defined upper border;

5.2. air traffic control area (CTA) – a controlled airspace that is established above the ground surface with a defined borderline on the vertical plane;

5.3. aerodrome air traffic terminal control area (TMA) – defined volume of airspace, established around contact points of air traffic service routes around one or several aerodromes;

5.4. aerodrome air traffic zone (ATZ) – defined volume of airspace above an aerodrome and its adjacent territory dedicated for providing air traffic safety in the aerodrome;

5.5. flight information region (FIR) – defined volume of airspace that provides broadcasting services for flight information and emergency situations;

5.6.airway – controlled airspace or a part thereof in the form of a corridor;

5.7. conditional route (CDR) – route in which air traffic services are ensured and which can be planned and used in accordance with specific conditions;

5.8. danger zone (D) – defined volume of airspace within which for a limited time period operations are performed that are dangerous for aircraft flights;

5.9. restricted area (R) – defined volume of airspace above terrestrial area or territorial waters within which aircraft flights are limited by special conditions;

5.10. prohibited area (P) – defined volume of airspace above terrestrial area or territorial waters, within which aircraft flights are prohibited;

5.11. temporary reserved area (TRA) – defined volume of airspace that is located within the control of one aviation institution and in accordance with joint agreement is temporary reserved for performing special operations of another aviation institution. By acquiring a permit from air traffic control service controller, other aircrafts may take transit flights across the abovementioned area;

5.12. temporary segregated area (TSA) – defined volume of airspace that is located within the control of one aviation institution and in accordance with joint agreement is temporary segregated for performing special operations of another aviation institution. Other aircrafts are prohibited from taking transit flights across the abovementioned area;

5.13. cross-border area (CBA) – a temporary segregated area (TSA) or temporary reserved area (TRA) of defined volume of airspace that is created above the territory of two or more countries;

5.14. traffic information zone (TIZ) – uncontrolled airspace that is created above the aerodrome and has defined borderlines from the ground surface in horizontal and vertical plane, in which two-way radio communications are mandatory and services are provided by an operator of the air traffic information service;

5.15. traffic information area (TIA) – uncontrolled airspace that is created above the traffic information zone (TIZ) and has defined borderlines from the upper border of the traffic information zone (TIZ) in horizontal and vertical plane, in which two-way radio communications are mandatory and services are provided by an operator of the air traffic information service.

6. The purpose of change of the airspace structure is to provide equal airspace usage opportunities for all airspace users, as well as to improve aircraft flight safety and efficiency.

7. Flexible airspace structure elements shall be created in the aerodrome air traffic terminal control area (TMA) so that they do not have an impact on flight trajectories existing in the aerodrome air traffic terminal control area (TMA) and do not deteriorate flight safety and efficiency.

8. It shall only be allowed to create the prohibited area (P) and restricted area (R) above objects of national significance and elevated danger, national parks, nature reserves, and locations of public events.

9. In creating a temporary reserved area (TRA), temporary segregated area (TSA), danger zone (D), restricted area (R), and prohibited area (P), the buffer zone shall be created within these areas or zones.

**2. Airspace Structure and the Procedures for Change Thereof**

10. Borderlines shall be determined on the vertical and horizontal plane for each airspace structure element referred to in Paragraph 5 of this Regulation. On the vertical plane borderlines shall be determined in metres and feet, assuming the ground surface or specific height from the ground surface as a reference point. On the horizontal plane borderlines shall be determined in geographical coordinates DMS (degrees, minutes, seconds) format, as per World Geodetic System WGS-84.

11. The State agency “Civil Aviation Agency” (hereinafter – the Civil Aviation Agency) shall allocate an airspace class corresponding to the airspace classification of the International Civil Aviation Organisation to air traffic control districts and zones in accordance with the requirements referred to in Article SERA.6001 of Annex to Regulation No 923/2012.

12. The airspace structure shall be changed by the Civil Aviation Agency upon its initiative or upon proposal by the State stock company *Latvijas gaisa satiksme* (hereinafter – *Latvijas gaisa satiksme*), aerodrome operator, the National Armed Forces or other user of the civil airspace.

13. In order to change the airspace structure, the initiator shall submit to the Civil Aviation Agency an application for changes in airspace structure (Annex 1).

14. The following shall be appended to the application referred to in Paragraph 13 of this Regulation:

14.1. description of the current situation, the justification of the airspace structure changes, and the objective of such changes;

14.2. in conformity with the information at the disposal of the proposer – safety report on how the airspace structure changes will affect air traffic, if it is intended to implement changes in an uncontrolled airspace. The following information shall be included in the safety report:

14.2.1. a description of identified threats and risks related thereto, if the applied element of the airspace structure overlaps with another element of the airspace structure in an uncontrolled airspace in which flights are performed, or are within a distance of 5 nautical miles (9260 m) from it;

14.2.2. a description of measures provided for risk mitigation which has been co-ordinated with the parties involved, if the situation referred to in Sub-paragraph 14.2.1 of this Regulation is identified;

14.2.3. a description and proof of measures which reduce the collision risk with uninvolved aircraft, if it is intended to perform flights without pilots and flights with unmanned aerial vehicles;

14.2.4. an impact assessment of geographical location and meteorological conditions on the possibilities for the usage of the applied airspace structure element (for example, being located in State border area or direct vicinity of controlled airspace, ability to implement transition from visual flight rules to instrument flight rules);

14.2.5. a list of measures for ensuring communication, if it is necessary to ensure communication;

14.2.6. a description of risk mitigation measures if it is planned to perform flights in the applied element of the airspace structure lower than at flight heights laid down in Articles SERA.5005 and SERA.5015 of Annex to Regulation No 923/2012 and at speed laid down in Article SERA.6001 of Annex to Regulation No 923/2012;

14.3. documents which certify that activities referred to in Paragraphs 9, 10, and 11 of Annex 1 to this Regulation have been performed, if it is noted in the application that such activities are required, and documents which certify the veracity of the information referred to in Paragraphs 6, 7, 8, 12, and 13 of Annex 1 to this Regulation;

14.4. a co-ordination with local government institutions above the territories of which it is planned to create an element of the airspace structure, if the planned changes in the airspace structure provide for flights lower than the minimum heights laid down in Articles SERA.5005 and SERA.5015 of Annex to Regulation No 923/2012;

14.5. a co-ordination with the land owner, if the planned changes in the airspace structure are related to the usage of the ground surface (for example, descent of parachutists, descent of freight, acrobatic flights of aircrafts).

15. The Civil Aviation Agency shall, within five working days after receipt of the submission referred to in Paragraph 13 of this Regulation (except an application in which the objective “for military needs” is indicated and which conforms to the criteria referred to in Sub-paragraph 14.4 of this Regulation), send the information regarding changes in the airspace structure for co-ordination to such local government institutions above the territory of which it is planned to create an element of the airspace structure, if the planned changes in the airspace structure provide for flights at height lower than at the minimum heights specified in Articles SERA.5005 and SERA.5015 of Annex to Regulation No 923/2012.

16. Local government institutions shall, within 10 working days after receipt of the information referred to in Paragraph 15 of this Regulation, submit to the Civil Aviation Agency a co-ordination or a refusal to co-ordinate the relevant changes of the airspace structure, and a relevant justification. If local government institutions have not provided the abovementioned opinion within 10 working days, changes in the airspace structure shall be deemed co-ordinated.

17. If the planned changes in the airspace structure concern an airspace where *Latvijas gaisa satiksme* provides air traffic services, the Civil Aviation Agency shall, within five working days after receipt of the submission referred to in Paragraph 13 of this Regulation, assign:

17.1. the initiator to draw up the procedure for ensuring the usage of the airspace structure element, co-ordinate it with *Latvijas gaisa satiksme* and submit to the Civil Aviation Agency within 20 days, if the necessity thereof is determined by the Civil Aviation Agency for the purposes of aircraft flight safety. The expenses related to the drafting of the abovementioned procedure shall be covered by the initiator;

17.2. *Latvijas gaisa satiksme* to perform a safety evaluation of the procedure referred to in Sub-paragraph 17.1 of this Regulation within 25 days regarding the impact on the air traffic management system of the *Latvijas gaisa satiksme* in accordance with the requirements of Paragraph 3 of Annex 2 to Regulation No 1035/2011 and to submit a relevant document to the Civil Aviation Agency in accordance with the requirements laid down in Article 9 of Regulation No 1034/2011.

18. The Civil Aviation Agency shall take a decision regarding changes of the airspace structure in accordance with the requirements laid down in Article 10 of Regulation No 1034/2011. The decision taken may be contested or appealed to a court in accordance with the procedures laid down in the Administrative Procedure Law.

19. The decision to refuse to change the airspace structure shall be taken, if:

19.1. the documents referred to in Sub-paragraphs 14.1, 14.2, 14.4, and 14.5 of this Regulation have not been submitted;

19.2. if, upon evaluating the refusal received from the local government institution to co-ordinate the relevant changes of the airspace structure, it has been recognised as justified;

19.3. the changes requested in the submission of the initiator in the airspace structure do not conform to the national laws and regulations or legal acts of the European Union in the field of air navigation and air traffic management;

19.4. the procedure referred to in Sub-paragraph 17.1 of this Regulation has not been submitted or it is indicated in the safety evaluation referred to in Sub-paragraph 17.2 of this Regulation that due to changes of the airspace structure the requirements and objectives of aircraft flight safety will not be met.

20. By taking a decision regarding changes of the airspace structure, the Civil Aviation Agency shall:

20.1. approve the procedures for using the relevant airspace structure element, if such are needed in the process of changing the airspace structure;

20.2. assign the initiator of changes to prepare and submit, in accordance with the laws and regulations regarding preparation and distribution of air navigation information, for publishing information regarding changes of the airspace structure in the Integrated Aeronautical Information Package (IAIP);

20.3. if the airspace element has been created as a flexible airspace element in conformity with Paragraphs 22 and 23 of this Regulation – determine the priorities and criteria for granting thereof.

**3. Managing Flexible Usage of the Airspace**

21. Flexible usage of the airspace is implemented in accordance with the requirements of Articles 4, 5, and 6 of Regulation No 2150/2005 and it is divided in the following levels:

21.1. strategic airspace management;

21.2. pre-tactical airspace management;

21.3. tactical airspace management.

22. The elements comprising the flexible usage of airspace structure include:

22.1. temporary segregated area (TSA);

22.2. temporary reserved area (TRA);

22.3. conditional route (CDR).

23. Danger zone (D) and restricted area (R) may be created both as a flexible element of the airspace structure and as a non-flexible element of the airspace structure.

24. Other elements of the airspace structure which are not referred to in Paragraphs 22 and 23 of this Regulation are non-flexible elements of the airspace structure.

**3.1. Managing Flexible Usage of the Airspace of Strategic Level**

25. The tasks of the managing flexible usage of airspace at strategic level is implemented by the Civil Aviation Agency in accordance with the requirements laid down in Article 4(1) of Regulation No 2150/2005.

26. Issues that concern users of military airspace are implemented by the Civil Aviation Agency at strategic level, by consulting with the group of Civil-military Airspace Planning and Coordination Experts (hereinafter – the group of experts).

27. The group of experts shall include delegated representatives of the Ministry of Transport, Ministry of Defence, Civil Aviation Agency, and National Armed Forces. The group of experts shall be managed by an authorised person of the Ministry of Transport who ensures taking of minutes at the meeting of the group of experts and, within 14 days, sends the minutes of the meeting of the group of experts to responsible authorities.

28. Other specialists may be invited for performing the operations of the group of experts, and also the necessary information may be requested from other State institutions the interests of which will be affected by the use of airspace.

29. The group of experts shall take decisions in all issues within its competence by mutual agreement. The group of experts shall take decisions unanimously.

30. Meetings of the group of experts shall take place:

30.1. scheduled – not less than once in six months;

30.2. extraordinary:

30.2.1. if the authorised person referred to in Paragraph 27 of this Regulation receives a written application from a member of the group of experts, where the need for a meeting is based on any of the tasks referred to in Article 4(1) of Regulation No 2150/2005;

30.2.2. upon initiative of the Civil Aviation Agency;

30.2.3. upon initiative of the National Armed Forces regarding issues which concern military aviation.

31. The authorised person referred to in Paragraph 27 of this Regulation shall, not later than 30 days prior to the meeting of the group of experts, electronically inform other members thereof, by indicating the place, time, and agenda of the meeting.

32. The authorised person referred to in Paragraph 27 of this Regulation shall, not later than three working days prior to the extraordinary meeting, electronically inform other members of the group of experts, by indicating the place, time and agenda of the extraordinary meeting.

33. The group of experts:

33.1. in accordance with the task laid down in Article 4(1)(b) of Regulation No 2150/2005, shall, not less than once a year, revise the statistical data of requests for everyday usage of the airspace of civil and military airspace users and of actual use of the airspace. The group of experts shall reach an agreement, by negotiations, regarding the necessity to make changes in the airspace structure elements to be flexibly used and in the procedures of their usage;

33.2. shall become involved in carrying out the task laid down in Article 4(1)(a) and (g) of Regulation No 2150/2005, if:

33.2.1. it is necessary to change the distribution of competence of the responsible authorities at strategic, pre-tactical, or tactical level of the airspace, which is determined in this Regulation;

33.2.2. in relation to carrying out the tasks laid down at strategic, pre-tactical, or tactical level of the airspace management it is necessary to draft new external laws and regulations governing implementation of the strategic, pre-tactical, or tactical level of the airspace management, or to make amendments to existing laws and regulations;

33.2.3. upon revising the operational procedures approved for pre-tactical or tactical level of the airspace management which are provided for military needs, it is established that it is necessary to make changes therein;

33.3. shall become involved in carrying out the task laid down in Article 4(1)(c), (d), (e), and (f) of Regulation No 2150/2005, if:

33.3.1. disputes arise between a civil airspace user and a military airspace user in relation to the usage of the airspace structure elements provided for the needs of the National Armed Forces;

33.3.2. the National Armed Forces apply a new airspace structure element;

33.3.3. it is necessary to make changes in the procedures for usage of airspace structure elements provided for the needs of the National Armed Forces;

33.3.4. it is planned to organise aviation measures in the airspace of Latvia during operation of which the usage of airspace structure elements may be affected;

33.4. shall become involved in carrying out the task laid down in Article 4(1)(h), (i), (j), and (k) of Regulation No 2150/2005, if it is necessary to make changes in the cross-border airspace structure elements to be used flexibly or in the procedures for their use;

33.5. shall agree on the types of means of communication and their technical solutions in order to implement operative exchange of information according to the legal framework of the Single European Sky between pre-tactical and tactical level of airspace management, ensuring flight security level.

34. The decisions taken by the group of experts shall be binding in tactical and pre-tactical implementation of airspace management.

**3.2. Managing Flexible Usage of the Airspace of Pre-tactical Level**

35. Pre-tactical level includes planning of everyday usage of the airspace structure elements referred to in Paragraphs 22 and 23 of this Regulation and allocating them to airspace users.

36. Airspace management at pre-tactical level in accordance with the requirements laid down in Article 5 of Regulation No 2150/2005 shall be implemented by *Latvijas gaisa satiksme.* *Latvijas gaisa satiksme* shall implement issues concerning military aviation at pre-tactical level, together with the National Armed Forces.

37. At pre-tactical level *Latvijas gaisa satiksme* shall:

37.1. compile the applications for allocating the flexible airspace structure elements referred to in Paragraphs 22 and 23 of this Regulation for the subsequent planning period in the time period from 6.00 o'clock of the following day until 6.00 o'clock of the day after that according to the Universal Time Coordinated (UTC);

37.2. analyse and take a decision to allocate the relevant airspace structure element to an airspace user on the basis of priorities and criteria for airspace usage laid down at strategic level;

37.3. draw up an airspace daily usage plan for the next planning period;

37.4. every day by 15:00 o'clock in the winter period and 14:00 o'clock in the summer period according to the Universal Time Coordinated (UTC) distribute the airspace daily usage plan for the next planning period to all airspace users who have requested it;

37.5. compile and analyse information provided by airspace users regarding changes in the usage of allocated airspace structure element and take a decision to change the parameters for the usage of the airspace structure element allocated (for example, reducing the time for usage or reducing the vertical height of the usage of the airspace structure element);

37.6. send the airspace daily usage plan and the updated airspace usage plan to the European Organisation for the Safety of Air Navigation in conformity with the requirements referred to in Article 6(5)(e) and (h) of Regulation No 255/2010;

37.7. taking into account the airspace usage plan, prepare and issue a NOTAM notice (a notice which is sent using means of electronic communication and contains information regarding any air navigation device, service, and introduction of rules, changes or information regarding danger) regarding:

37.7.1. the planned time of usage of the airspace structure elements to be used flexibly in an uncontrolled airspace;

37.7.2. the impact of the planned activity on flexible airspace structure elements on the usage of the conditional route (CDR).

38. An airspace user shall submit to *Latvijas gaisa satiksme* an application for the usage of the flexible airspace structure elements referred to in Paragraph 23 of this Regulation (Annex 2).

39. The airspace user may submit the application referred to in Paragraph 38 of this Regulation:

39.1. not sooner than seven days prior to the planned usage of the relevant airspace structure element;

39.2. not later than by 11:00 o'clock in the winter period and 10:00 o'clock in the summer period according to the Universal Time Coordinated (UTC) of the day prior to the planned usage of the airspace structure element.

40. If two or more civil airspace users wish to use the same airspace structure element, the issue of allocating the airspace structure element shall be decided by *Latvijas gaisa satiksme* according to the priorities and criteria laid down at strategic level. If a civil and military airspace user wish to use an airspace structure element, the priority shall be given to the military airspace user.

41. If two or more military airspace users wish to use the same airspace structure element, the issue of allocating the airspace structure element shall be decided by the National Armed Forces and the decision taken shall be immediately notified to *Latvijas gaisa satiksme*.

42. *Latvijas gaisa satiksme* may agree with the airspace user regarding other time for usage of the relevant airspace structure element, if:

42.1. the abovementioned airspace structure element according to the priorities of airspace usage has been allocated to another airspace user;

42.2. the time of usage of the abovementioned airspace structure element coincides with the time of usage of an airspace structure element created for temporary needs;

42.3. the usage of the abovementioned airspace structure element at the applied time significantly affects air traffic flow in any air traffic control sector.

43. *Latvijas gaisa satiksme* shall refuse to allocate an airspace structure element to an airspace user, if:

43.1. the time period laid down in Paragraph 39 of this Regulation is not complied with;

43.2. the requested element of flexible usage is allocated to another airspace user, and the agreement referred to in Paragraph 42 of this Regulation is not reached;

43.3. the planned activities do not correspond to the objectives of the of the usage of the airspace structure element.

**3.3. Managing Flexible Usage of the Airspace Tactical Level**

44. Airspace managing at the tactical level shall be implemented by the responsible unit of *Latvijas gaisa satiksme* and the responsible unit of the National Armed Forces in accordance with the requirements laid down in Article 6 of Regulation No 2150/2005.

45. The responsible units of *Latvijas gaisa satiksme* shall enable and disable airspace structure elements that have been allocated for temporary use at pre-tactical level.

46. The responsible unit of *Latvijas gaisa satiksme* may refuse to enable the usage of a corresponding airspace element at the requested time, if it significantly affects the actual air traffic situation (for example, if it is established that the usage of the applied airspace structure element will affect the work load of the air traffic control sector or air traffic staff in a way that the usage of the applied zone may limit the possibility of efficient ensuring of air traffic flow or solving of an individual air traffic situation).

47. The responsible unit of *Latvijas gaisa satiksme* may request that the airspace user discontinues the usage of a corresponding airspace element, if it significantly affects the actual air traffic situation (for example, if it is established that the usage of the applied airspace structure element will affect the work load of the air traffic control sector or air traffic staff in a way that the usage of the applied zone may limit the possibility of efficient ensuring of air traffic flow or solving of an individual air traffic situation).

48. If the usage of the airspace structure element is refused or discontinued in the cases laid down in Paragraphs 46 and 47 of this Regulation, it does not give the right for the airspace user to use such airspace element outside the time allocated at the pre-tactical level.

**4. Closing Provisions**

49. Cabinet Regulation No. 507 of 28 June 2011, Regulations Regarding Airspace Management, its Structure and the Procedures for Change Thereof (*Latvijas Vēstnesis*, 2011, No. 102), is repealed.

50. Cabinet Instruction No. 1 of 28 February 2012, Procedures for Taking of Decisions of the Civil-military Airspace Planning and Coordination Experts (*Latvijas Vēstnesis*, 2012, No. 38), is repealed.

51. The expenses provided for in Sub-paragraph 17.1 of this Regulation which are related to the drafting of the procedure for using an airspace structure element, shall be applied in relation the initiator referred to in this Sub-paragraph from 1 January 2017.

Prime Minister Laimdota Straujuma

Acting for the Minister for Transport –

Minister for the Interior Rihards Kozlovskis

**Annex 1**

Cabinet

Regulation No. 26

12 January 2016

**Submission for Changes in Airspace Structure1**

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| 1. Given name, surname(name) |   |
| 2. Personal identity number(registration number) |   |
| 3. Contact details |   | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFAddress (declared place of residence or legal address) |   |
|   |
|   |
| http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFTelephone number |
|   |
| http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFFax number |
|   |
| http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFE-mail address |
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|   |
| 4. Description of the existing situation, basis for introduction of changes, and its objective2 |  | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFFor civil purposes: |  |
|  | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFestablishmenthttp://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFchanginghttp://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFclosing |
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| http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFFOr military purposes3: |
|  | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFestablishmenthttp://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFchanginghttp://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFclosing |
|  |  |
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|  |  |
| 5. The airspace structure element in which the changes are made | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFAirwayhttp://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFConditional route (CDR)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFDanger zone (D)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFTemporary danger zone (D)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFPermanent restricted area (R)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFTemporary restricted area (R)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFProhibited area (P)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFTemporary reserved area (TRA)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFTemporary segregated area (TSA)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFCross border area (CBA)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFAir traffic control area (CTA)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFAir traffic control zone (CTR)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFAerodrome air traffic zone (ATZ)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFTraffic information zone (TIZ)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFTraffic information area (TIA)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFAerodrome air traffic terminal control area (TMA)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFFlight information region (FIR)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFOther |
| 6. Valid procedures for the usage of an airspace structure element | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFYes4http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFNo |
| 7. Physical parameters describing the changes |  | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFRadius \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (nautical miles)http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFGeographical coordinates on the horizontal plane, or coordinates of the centre of the airspace structure element(in WGS-84 system) |  |  |
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|  |  |
| http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIF The height on the vertical plane (as number of feet or as flight levels above the transition altitude) |
|   |
| http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFOperation time (Universal Time Coordinated (UTC)) and schedule (day/month/year) |
|   |
| Detailed image of the proposed change | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFYes4http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFNo |
| 8. The time for introduction of changes to the airspace structure |  | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFTemporary: from |  |  |
| until |  |
| http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFPermanent (the planned date of coming into effect in accordance with *AIRAC* cycle) |
|  |
|  |
| 9. Consultations with the parties involved | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFHave been carried out4http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFHave not been carried out |
| 10. Safety assessment has been performed | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFHas been performed4http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFHas not been performed |
| 11. Introduction of changes is provided by air navigation, communication, and meteorological means | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFYes4http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFNo |
| 12. Impact of changes on air traffic in an uncontrolled airspace | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFYes4http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFNo |
| 13. Other information regarding the airspace structure element | http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFYes4http://www.vestnesis.lv/wwwraksti/BILDES/KVADRATS.GIFNo |

Notes.

1 If the introduction of changes to the airspace structure and procedures for usage thereof are functionally related, one application regarding all the changes shall be submitted.

2 One or several objectives shall be marked, and the justification of the changes shall be described (e.g., air traffic flow optimization, acrobatic flights, or parachutist descent, exceptionally high flights by gliders, shooting and bombing operations, flights for military training, low flights, air battle flights, reducing the adverse impact on the environment or the public, improving airspace capacity).

3The National Armed Forces shall confirm that they undertake responsibility for the operations performed in the relevant airspace structure element in accordance with the national and international laws and regulations.

4Documentary proof shall be appended to the application.

Acting for the Minister for Transport –

Minister for the Interior Rihards Kozlovskis

**Annex 2**

Cabinet

Regulation No. 26

12 January 2016

**Application for Usage of Airspace Structure Elements to be Flexibly Used**

|  |  |
| --- | --- |
| 1. |  |
|  | (name of the element or zone of the flexible usage of the airspace structure) |
| 2. |  |
|  | (planned type of the usage of the airspace element) |
| 3. |  |
|  | (requested vertical borderlines (upper/lower)) |
| 4. |  |
|  | (time and date of enabling/date and time of disabling) |
| 5. |  |
|  | (aircraft type/number of aircrafts/number of aircrafts in a group) |
| 6. |  |
|  | (distinguishing mark/for military aircraft – registration number and transponder code) |
| 7. |  |
|  | (unit of the mission control/user/representative of group users)(telephone number and fax) |
| 8. |  |
|  | (name/given name, surname/position of the unit/organisation of the applicant)(telephone number and fax) |
| 9. |  |
|  | (if necessary, other information provided by the applicant) |
| 10. | decision of the State stock company *Latvijas gaisa satiksme* |  |
|  |  |
|  |  |
|  |  |
| 11. |  |
|  | (given name, surname, position) |
| 12. |  |
|  | (other information) |

Acting for the Minister for Transport –

Minister for the Interior Rihards Kozlovskis