As a Member of the European Union, SES Regulations are binding and directly applicable to Latvia.


For Latvia,
Arnis Mužnieks
Director of the Department of Air Transport
Ministry of Transport

Signature 
Date 18.12.2009

Chapter 15 - Annual Report on the Application of FUA

15.1 National organisation and responsibilities at the 3 levels of FUA

15.1.1 At Strategic Airspace Management Level 1

<table>
<thead>
<tr>
<th>FUA Level 1 Implemented:</th>
<th>Y</th>
<th>The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>N</td>
<td>LCAA is responsible for FUA Level 1</td>
</tr>
</tbody>
</table>

There is no formal High Level Airspace Policy Body. A political document for the full implementation of FUA functions has been developed and approved by the ‘Cabinet of Ministers’ end of 2008. National regulation is being adapted to facilitate full FUA implementation.

Measures established to ensure consistency between:
- ASM and ATFM: N
- ASM and ATS: N

The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation:
N Date and Reference of the Communication:

The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above):
- Regularly review and address users’ requirements Y

Department of Air Navigation of LCAA is responsible for the tasks. Specific procedures are under development however airspace review process is carried out based on day to day operational requirements.
- Approve activities which require airspace reservation or restriction Y

LCAA is responsible for the tasks. Specific procedures are incorporated into the QMS.
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options Y

LCAA in accordance with QMS.
- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace Y

Set in Cabinet of Ministers regulations for various airspace activities.
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures N

There are plans to implement this requirement for full FUA implementation process and appropriate procedures are...
There are plans to implement this requirement for full FUA implementation process and appropriate procedures are under development for QMS. Flexible airspace structures and procedures are implemented to the maximum where operationally possible (due to lack of military ATM component).

- Define specific conditions under which the responsibility for separation between civil and military flights rests on the ATS units or on the controlling military units  
  Currently there is no military ATM unit.

- Establish mechanisms to assess performance of FUA operations
  There are plans to implement this requirement for full FUA implementation process and appropriate procedures are under development for QMS.

- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures
  N/A

- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities
  Manually in accordance with ICAO standards. There are plans to set unified requirements for archiving data specifically for FUA performance assessment.

| Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions: | Y | There is no permanently reserved airspace in Latvia. |

| Changes since previous FUA Report: | The data were corrected with regard to FUA performance assessment mechanism as well as on the outcome of this assessment. |

### 15.1.2 At Pre-tactical Airspace Management Level 2

| FUA Level 2 Implemented: | Y | Airspace Management Cell – AMC: | Y | Joint Civil-Military Cell: | N |

AMC is organised within a structure of ANSP.
Joint Civil/Military AMC is planned in accordance with full implementation plan and upon establishing military ATM.

The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:

| The established AMC (referred to above) is provided with adequate dedicated ASM supporting systems to perform and communicate the pre-tactical airspace management tasks: | N | Planned to be implemented with the full FUA implementation plan and upon joining CFMU. |

| Changes since previous FUA Report: | AMC is established. |

### 15.1.3 At Tactical Airspace Management Level 3

| FUA Level 3 Implemented: | Y | Civil and Military units are separated but they have direct and dedicated communication lines to facilitate effective activation / deactivation of airspace. |

The State has ensured that the relevant ATS Units and controlling military units:

- establish coordination procedures and communication facilities to allow the real-time activation, deactivation or reallocation of airspace allocated at pre-tactical level:

  The LGS' AMC unit and ATCOs provide the information.

- establish coordination procedures to ensure the timely and effective exchange of any modification of planned airspace reservations and the adequate notification to all affected users:

  The LGS' AMC unit and ATCOs provide the information.

- establish coordination procedures and supporting systems to ensure safety when managing
### Interactions between Civil and Military Flights:

Direct communication and surveillance between involved units.

- **Establish coordination procedures to permit direct communication of relevant information to resolve specific traffic situations where civil and military controllers are providing services in the same airspace:**
  - Position of aircraft: N/A, No plans
  - Flight intention of aircraft (e.g. exchange of Flight Plan data): N/A, No plans

All airspace reservations are released as soon as activities having caused their establishment cease: **Y**

In accordance with approved FUA procedures.

Changes since previous FUA Report: No changes since the previous FUA Report.

### 15.2 Cooperation between Member States at the 3 Levels of FUA

#### 15.2.1 At Strategic Airspace Management Level 1

The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures: **Y** With Estonia in accordance with approved FUA concept.

<table>
<thead>
<tr>
<th>Type(s) of cross-border airspace use is applied in the State:</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Cross-border area</td>
<td>Y</td>
</tr>
<tr>
<td>Shared reserved airspace (TRA and TSA)</td>
<td>Y</td>
</tr>
<tr>
<td>Conditional routes</td>
<td>N</td>
</tr>
</tbody>
</table>

The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities: **Y** In accordance with LoA between NATO and involving ATC units.

Changes since previous FUA Report: No changes in the information above since the previous FUA Report.

#### 15.2.2 At Pre-tactical Airspace Management Level 2

If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s): **N** No plans

Changes since previous FUA Report: No change in the information above since the previous FUA Report.

#### 15.2.3 At Tactical Airspace Management Level 3

The State has established a common set of procedures to manage specific traffic situations and/or to enhance the real-time airspace management between civil and military units involved in or concerned with cross-border activities: **Y** Cabinet of Ministers Instruction No 5 (16.04.2009) for coordinating use of airspace at level 3.

Changes since previous FUA Report: No change in the information above since the previous FUA Report.