

**REPUBLIC OF LATVIA**

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State Joint-stock Company
“Latvijas gaisa satiksme”
Aeronautical
Information Service.
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Lidosta “Rīga”
Mārupes pag., Mārupes nov.
LV-1053, Latvija

AIP SUP 007/2025
Effective from 08 APR 2025
to 14 MAY 2025
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AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT CHANGES

REF: AIP ENR 1.1, AIP ENR 1.9

The information included in this AIP SUP is the published ENR 1.1 section 2, that is updated and relocated to ENR 1.9 with the effective date 15 MAY 2025 and to be read as follows:

**4. INFORMATION ON OVERALL RESPONSIBILITY REGARDING AIRSPACE MANAGEMENT
WITHIN FIR(S), DETAILS OF CIVIL/MILITARY AIRSPACE ALLOCATION AND MANAGEMENT
COORDINATION, STRUCTURE OF MANAGEABLE AIRSPACE (ALLOCATION
AND CHANGES TO ALLOCATION) AND GENERAL OPERATING PROCEDURES**

4.1 Overall responsibility within FIR

The overall responsibility for Airspace Management (ASM) in the Riga FIR lies with the Civil Aviation Agency of Latvia.

Day-to-day allocation of airspace is managed, when necessary, by the Airspace Management Cell (AMC).

4.2 AMC location and contact information

The AMC of Latvia is located in the Riga Area Control Centre.

Post:

AMC Latvia, SJSC “Latvijas gaisa satiksme”

Muzeju iela 3, Lidosta “Rīga”

Mārupes pagasts, Mārupes novads, LV-1053

Latvija

Tel: +371 67300995 - for airspace planning purposes

+371 67300996 - for airspace activation/deactivation purposes

Back-up telephone:

H24: +371 67783762

The communication lines below should only be used if the back-up telephone (+371 67783762) is technically unserviceable:

0700 (0600) - 1620 (1520) UTC: +371 67300997; and

1620 (1520) - 0700 (0600) UTC: contact Riga ACC, Riga APP or Riga FIC as specified in [GEN 3.3.6](#) (for airspace activation/deactivation purposes only).

Fax/eFax: +371 67300657

Email: amc@lgs.lv

AFS: EVRRZAMC

4.3 Lead AMC responsibilities

NIL

4.4 Structure of manageable airspace (allocation and changes to allocation)

On a day-to-day basis, AMC performs the following airspace management tasks:

- collection and analysis of requests for published airspace structures that are subject to AMC management (AMC manageable areas), for the following day;
- allocation of published airspace structures for the following day;
- participating in European Airspace Use Planning and Restriction rolling process by promulgating AUP/UUP to network manager (NM);
- promulgation of a National ASM bulletin (National Airspace Use Plan - NUP) not later than 1500 (1400) UTC on the day before the day of planned activities (the NUP can be obtained from the AMC and Riga Briefing Office and may be requested to be sent by e-mail);
- collection and analysis of cancellations of previously allocated AMC manageable areas, if their need is terminated by the appropriate users;
- application of necessary changes to the airspace allocation on the day of planned activities;
- promulgation of an Updated National ASM bulletin (updated NUP) during the time period from 0730 (0630) UTC till 1500 (1400) UTC on the day of planned activities, if any changes to airspace allocation are necessary;*
- activation and deactivation of the AMC manageable areas, according to the NUP.**

* Updated NUP contains only planned information, which may differ from actual airspace structures utilization. The actual situation may be requested from the AMC by telephone.

** Not all AMC manageable areas are activated/deactivated through the AMC (see [ENR 5.1](#), [ENR 5.2](#) for details).

4.4.1 Format and contents of National ASM bulletin (National Airspace Use Plan - (NUP))

MESSAGE TYPE	NUP/NATIONAL USE PLAN
ORIGINATOR - REFERENCE	AMC NAME/AFS ADDRESS
VALIDITY PERIOD	D0/0600 D+1/0600
TIME OF TRANSMISSION	D-1/1500 (1400) UTC the latest

ALPHA

Available Category 2 CDRs				
NUMBER	DESIGNATOR	FLIGHT LEVEL BLOCK	VALIDITY PERIOD	REMARKS
<i>Sequence number starting from 1</i>	<i>Route designator and AWY segments described by navigation points</i>	<i>Upper and lower limits inclusive of the IFR flight levels given</i>	<i>Start and the end of the period of use</i>	<i>Additional information (plain language)</i>

BRAVO

Closed ATS Routes and Category 1 CDRs				
NUMBER	DESIGNATOR	FLIGHT LEVEL BLOCK	VALIDITY PERIOD	REMARKS
<i>Sequence number starting from 1</i>	<i>Route designator and AWY segments described by navigation points</i>	<i>Upper and lower limits inclusive of the IFR flight levels given</i>	<i>Start and the end of the period of use</i>	<i>Additional information (plain language)</i>

CHARLIE

AMA Manageable Areas (FUA Level 2) and Dynamic NAMs (NAM areas which needs to be managed similar as AMA due to service reasons)							
NUMBER	DESIGNATOR	VERTICAL LIMITS	VALIDITY PERIOD	RESPONSIBLE UNIT	Is NOTAM REQUIRED	Is AMC	REMARKS
<i>Sequence number starting from 1</i>	<i>Airspace designator</i>	<i>Altitude block expressed in FL or feet</i>	<i>Start and the end of the period of use</i>	<i>Name of the responsible airspace user during the time indicated by the validity period</i>	TRUE/ FALSE <i>Indicates whether the reservation exceeds the pre-defined vertical or time limits by specially published NOTAM</i>	TRUE/ FALSE <i>Indicates if the area is the AMC negotiable or not</i>	<i>Additional data in plain language, e.g. number and type of aircraft</i>

DELTA

NAM Manageable Areas (FUA Level 1)					
NUMBER	DESIGNATOR	VERTICAL LIMITS	VALIDITY PERIOD	RESPONSIBLE UNIT	REMARKS
<i>Sequence number starting from 1</i>	<i>Airspace designator</i>	<i>Altitude block expressed in FL or feet</i>	<i>Start and the end of the period of use</i>	<i>Name of the responsible airspace user during the time indicated by the validity period</i>	<i>Additional information (plain language)</i>

ECHO

Closed SIDs and STARs

Note: This field is reserved, but not populated.

FOXTROT

Additional information

Additional information (plain language).

4.4.2. National ASM bulletin (NUP) example

MESSAGE TYPE: National Use Plan
 AMC: EVRRZAMC
 VALIDITY PERIOD: 10/12/2024 06:00:00 - 11/12/2024 06:00:00
 TIME OF TRANSMISSION: 09/12/2024 13:38:00

Available Category 2 CDRs:
 NUMBER DESIGNATOR FLIGHT LEVEL BLOCK VALIDITY PERIOD REMARKS

Closed ATS Routes and Category 1 CDRs:
 NUMBER DESIGNATOR FLIGHT LEVEL BLOCK VALIDITY PERIOD REMARKS

AMA Manageable Areas (FUA Level 2):
 NUMBER DESIGNATOR FLIGHT LEVEL BLOCK VALIDITY PERIOD RESPONSIBLE UNIT NOTAM Required IsAMC REMARKS

1	EVD43	FLGND - FL095	10/12/2024 06:10:00 - 10/12/2024 17:30:00	EVRRZAMC	FALSE	FALSE	NIL
2	EVD44	FL095 - FL580	10/12/2024 08:55:00 - 10/12/2024 15:50:00	EVRRZAMC	FALSE	FALSE	NIL
3	EVR18	FLGND - FL030	10/12/2024 06:00:00 - 10/12/2024 07:00:00	EVRRZAMC	TRUE	TRUE	NIL
4	EVR18	FLGND - FL030	11/12/2024 00:00:00 - 11/12/2024 05:59:00	EVRRZAMC	TRUE	TRUE	NIL
5	EVR25	FLGND - FL040	10/12/2024 10:00:00 - 10/12/2024 16:00:00	EVRRZAMC	TRUE	TRUE	NIL
6	EVTRA3	FL010 - FL060	10/12/2024 06:10:00 - 10/12/2024 18:00:00	EVRRZAMC	TRUE	TRUE	NIL

NAM Manageable Areas (FUA Level 1):
 NUMBER DESIGNATOR FLIGHT LEVEL BLOCK VALIDITY PERIOD RESPONSIBLE UNIT REMARKS

1	EVR15A	FLGND - FL030	10/12/2024 06:00:00 - 11/12/2024 00:00:00	EVRRZAMC	NIL
2	EVR15A	FLGND - FL030	11/12/2024 00:00:00 - 11/12/2024 06:00:00	EVRRZAMC	NIL
3	EVR374	FLGND - FL095	10/12/2024 06:00:00 - 11/12/2024 00:00:00	EVRRZAMC	NIL
4	EVR374	FLGND - FL095	11/12/2024 00:00:00 - 11/12/2024 06:00:00	EVRRZAMC	NIL
5	EVR375	FLGND - FL095	10/12/2024 06:00:00 - 11/12/2024 00:00:00	EVRRZAMC	NIL
6	EVR375	FLGND - FL095	11/12/2024 00:00:00 - 11/12/2024 06:00:00	EVRRZAMC	NIL
7	EVR41	FLGND - FL005	10/12/2024 06:00:00 - 10/12/2024 19:00:00	EVRRZAMC	NIL

Closed SIDs and STARs:
 NUMBER DESIGNATOR FLIGHT LEVEL BLOCK VALIDITY PERIOD RESPONSIBLE UNIT REMARKS

Additional information:
 NIL

4.5 General operating procedures

4.5.1 Overall

AMC manageable areas are only subject to booking and utilisation for users and purposes specified in their respective Letters of Agreement, individual cooperation instructions between the individual airspace user and Latvijas gaisa satiksme, in accordance with Civil Aviation Agency permission or in accordance with the Cabinet of Ministers regulations of the Republic of Latvia.

AMC manageable areas shall be booked with the AMC not later than 1100 (1000) UTC for the following day.

Requests for AMC manageable areas submitted earlier than 6 days before the day of planned activities will not be considered or reviewed by the AMC. These requests will neither be responded to by confirmation nor by rejection, nor do they grant the airspace user any submission time priority. In order to book the appropriate airspace structure these requests should be resubmitted with the AMC not later than 1100 (1000) UTC for the following day.

Every particular AMC manageable area should be planned only for the time period necessary to perform the intended task.

Users are obliged to specify precisely a period (periods) of the activity of the selected area and all timely suspensions of the activity between these periods.

A submission time priority rule applies to the conflicting airspace requests, unless otherwise prescribed in Letters of Agreement, individual cooperation instructions between the specific airspace user and Latvijas gaisa satiksme, or in accordance with the Civil Aviation Agency permission and Cabinet of Ministers regulations of the Republic of Latvia.

The AUP containing data of allocated AMC-manageable airspace elements and FUA Restrictions is promulgated to NM by the AMC by 1500 (1400) UTC, at the latest, on the day preceding the planned activities.

The National ASM bulletin (NUP) containing data of allocated non-permanent airspace reservations/restrictions is promulgated by the AMC by 1500 (1400) UTC, at the latest, on the day preceding the planned activities.

On the day of operation, before commencing the planned activities (according to NUP) users are obliged to coordinate with Latvijas gaisa satiksme the exact start time or cancellation of the activities in the area. Users are to inform Latvijas gaisa satiksme immediately when the activity is completed.

Activation time and requested vertical limits of the airspace structure elements published in the NUP and constituting the restriction in class "G" airspace, may only be decreased within the originally requested time and vertical limit block or cancelled altogether.

Airspace users requesting the published airspace structure elements may cancel earlier submitted requests on the day of planned activities.

During the time period from 0730 (0630) - 1500 (1400) UTC on the day of planned activities, as soon as any airspace structure element reallocation is performed, the AMC will promulgate the updated NUP covering the time period starting from at least 30 minutes after NUP promulgation time till the end of the period of the appropriate initial NUP.

4.5.2 TSA RESERVATION

The Temporary Segregated Areas (TSAs) are established for the reservation of airspace for the exclusive use of military users during a determined period of time. ICAO airspace classification is not applicable to operational air traffic operating within an active TSA.

TSA booking procedures:

Except the ad-hoc activation procedure, the TSA is to be reserved by 1100 (1000) UTC on the last working day prior to the day for which activation of the TSA is requested.

The TSA application shall be submitted to Latvijas gaisa satiksme stating the following details:

- TSA name;
- Activation/deactivation time;
- Flight levels to be used (upper/lower limits);
- Aircraft type/number of aircraft;
- Call signs/squawks;

The response will be provided no later than D-1 1500 (1400) UTC.

Utilisation of TSAs:

TSAs are not permanently active. Activation of a TSA is based on the availability of airspace and the application of the principles of the Flexible Use of Airspace.

Flight plans (FPLs):

FPLs and flight plan related messages (DEP; DLA; CHG; CNL) shall be submitted after booking of the TSA, directly to the Riga ATC Centre either 60 minutes prior to the planned flight, in accordance with ICAO standards or at least 30 minutes prior to the planned flight.

4.5.3 UTILISATION OF TEMPORARY RESERVED AREAS FOR AEROBATIC FLIGHTS WITHIN RIGA FIR

4.5.3.1 General

Temporary reserved areas (TRA) for aerobatic flights may be established within the Riga FIR in accordance with the published Cabinet of Ministers regulation Nr 824.

Upper limits to the defined altitude measured in AMSL or in flight levels (FL) above the transition altitude (5000 FT), shall be established.

Information about established TRAs is available in the AIP of Latvia.

TRAs which are situated over aerodromes, may be utilised as follows:

- a. Not below 1000 FT (or not below the published ATZ upper limit), if AFIS is not provided by licensed personnel;
- b. As published, if AFIS is provided by licensed personnel.

Specific areas for aerobatic flights may be requested. Requests shall be submitted to the Civil Aviation Agency of Latvia in accordance with the published Cabinet of Ministers regulations and in accordance with ICAO and EU requirements. Requests for permissions for aerobatic flying displays shall be submitted to the Civil Aviation Agency of Latvia in accordance with Cabinet of Ministers regulation Nr 819.

Information on specific TRAs for aerobatic flights will be published by NOTAM.

Aerobatic flights shall be conducted:

- during the time period from SR to SS;
- within the established aerobatic areas;
- with the appropriate pilot's qualification.

Aircraft involved in aerobatic flights shall be equipped with:

- Operational Mode A/C transponder;
- VHF radio for ground-to-air communication.

Only one aircraft may perform the aerobatic flight within the established TRA except in cases when aerobatic flights in group are performed.

In case of aerobatic flights in a group:

- Only a group leader shall have the Mode A/C transponder operating. All other aircraft shall have the Mode A/C transponder switched off;
- All aircraft in a group shall be equipped with VHF radio.

4.5.3.2 Application submission/approval procedure for TRA utilization

An application for the utilisation of the TRA for aerobatic flights shall be submitted by 1100 (1000) UTC on the day before the planned activities.

An application for planned activities within the TRA for aerobatic flights shall be submitted to the Airspace Management Cell of the Latvian ANSP (further in text AMC) by telephone: +371 67300995 (+371 67783762 - back-up telephone) or by fax +371 67300657.

An application shall contain the following information:

- TRA name;
- type of activity;
- requested vertical limits of TRA (within the published airspace volume);
- planned area utilisation start date and time; end date and time;
- type of aircraft;
- other information (if applicable);
- pilot-in-command (PIC) name;
- PIC telephone number.

The submission time priority rule applies to conflicting airspace requests - earlier submitted requests shall be given higher priority, unless otherwise prescribed.

By D-1 1500 (1400) UTC the AMC informs the requestor on the decision regarding the requested TRA utilisation. If the requested TRA utilisation time is not approved, the AMC shall provide justification for such a decision.

If the requested TRA utilisation cannot be approved due to higher priority stipulations or airspace capacity demands, the AMC may propose alternative utilisation times.

If multiple consecutive airspace utilisation requests are submitted for the same TRA from various users, the time between two approved consecutive airspace requests will not be less than 1 hour.

Each TRA should only be planned to be utilised for the time period necessary to perform the intended activities.

4.5.3.3 TRA utilisation within uncontrolled airspace

No later than 30 minutes before take-off, the PIC shall submit a standard ICAO flight plan (FPL).

No later than 30 minutes before the planned TRA utilisation start time, the PIC shall coordinate with the AMC by telephone +371 67300995 (+371 67783762 - back-up telephone) regarding the exact start time or cancellation of the activities in the area.

All non-participating aircraft within uncontrolled airspace are to avoid an active TRA when aerobatic flights are in progress in accordance with the published VFR rules.

As soon as activities within the TRA are complete, but no later than 30 minutes after completion, the PIC shall inform the AMC by telephone +371 67300995 (+371 67783762 - back-up telephone) about the completion of activities.

After the completion of aerobatic flights, the PIC shall close the submitted FPL.

4.5.3.4 Aerobatic flight procedures within controlled airspace

No later than 30 minutes before take-off, PIC shall submit a standard ICAO flight plan (FPL).

ATC clearance to enter the controlled airspace is required.

As soon as ATC clearance is obtained, the PIC or the group leader shall report the readiness to start the aerobatic flight and the expected flying time.

An aerobatic flight may only be started when clearance from the ATC unit is received.

An aerobatic flight may be interrupted by the ATC unit due to emergency aircraft or an abnormal situation. In such a case, the PIC shall follow the ATC unit instructions.

Completion of the aerobatic flight shall be reported to the ATC unit.

The PIC shall report to the ATC unit when leaving the controlled airspace.

For the period between issuing the clearance to start the aerobatic flight and the completion of the aerobatic flight, the necessary radar separation minimum from the area boundary will be provided by the ATC unit. Individual navigation warnings may be issued to other flights.

After the completion of aerobatic flights, the PIC shall close the submitted FPL.

4.5.3.5 Altitude control within TRAs for aerobatic flights

4.5.3.5.1 TRAs within Riga TMA boundaries.

If the aerobatic flight is performed above the transition altitude (5000 FT), in order to control a vertical position of aircraft within the TRA, the PIC shall use the actual QNH value at Riga (EVRA) and recalculate the upper limit (FL) of the TRA to the highest available altitude in accordance with the Table:

FL/QNH	901-942	943-959	960-977	978-995	996-1013	1014- 1031	1032- 1050	1051- 1099
250	22500	23000	23500	24000	24500	25000	25500	26000
245	22000	22500	23000	23500	24000	24500	25000	25500
240	21500	22000	22500	23000	23500	24000	24500	25000
235	21000	21500	22000	22500	23000	23500	24000	24500
230	20500	21000	21500	22000	22500	23000	23500	24000
225	20000	20500	21000	21500	22000	22500	23000	23500
220	19500	20000	20500	21000	21500	22000	22500	23000
215	19000	19500	20000	20500	21000	21500	22000	22500
210	18500	19000	19500	20000	20500	21000	21500	22000
205	18000	18500	19000	19500	20000	20500	21000	21500
200	17500	18000	18500	19000	19500	20000	20500	21000
195	17000	17500	18000	18500	19000	19500	20000	20500
190	16500	17000	17500	18000	18500	19000	19500	20000
185	16000	16500	17000	17500	18000	18500	19000	19500

FL/QNH	901-942	943-959	960-977	978-995	996-1013	1014- 1031	1032- 1050	1051- 1099
180	15500	16000	16500	17000	17500	18000	18500	19000
175	15000	15500	16000	16500	17000	17500	18000	18500
170	14500	15000	15500	16000	16500	17000	17500	18000
165	14000	14500	15000	15500	16000	16500	17000	17500
160	13500	14000	14500	15000	15500	16000	16500	17000
155	13000	13500	14000	14500	15000	15500	16000	16500
150	12500	13000	13500	14000	14500	15000	15500	16000
145	12000	12500	13000	13500	14000	14500	15000	15500
140	11500	12000	12500	13000	13500	14000	14500	15000
135	11000	11500	12000	12500	13000	13500	14000	14500
130	10500	11000	11500	12000	12500	13000	13500	14000
125	10000	10500	11000	11500	12000	12500	13000	13500
120	9500	10000	10500	11000	11500	12000	12500	13000
115	9000	9500	10000	10500	11000	11500	12000	12500
110	8500	9000	9500	10000	10500	11000	11500	12000
105	8000	8500	9000	9500	10000	10500	11000	11500
100	7500	8000	8500	9000	9500	10000	10500	11000
095	7000	7500	8000	8500	9000	9500	10000	10500
090	6500	7000	7500	8000	8500	9000	9500	10000
085	6000	6500	7000	7500	8000	8500	9000	9500
080	5500	6000	6500	7000	7500	8000	8500	9000
075	5000	5500	6000	6500	7000	7500	8000	8500
070	-	5000	5500	6000	6500	7000	7500	8000
065	-	-	5000	5500	6000	6500	7000	7500
060	-	-	-	5000	5500	6000	6500	7000
055	-	-	-	-	5000	5500	6000	6500
050	-	-	-	-	-	5000	5500	6000
045	-	-	-	-	-	-	5000	5500
040	-	-	-	-	-	-	-	5000

4.5.3.5.2 TRAs outside Riga TMA boundaries.

If the aerobatic flight is performed above the transition altitude (5000 FT), in order to control the vertical position of the aircraft within the TRA, the PIC shall use the actual QNH (area QNH) value of the respective area (AIP Latvia, GEN 3.5 Figure 1. GAMET/AIRMET AREAS) and recalculate the upper limit (FL) of the TRA to the highest available altitude, in accordance with the Table:

FL \ QNH	901-942	943-959	960-977	978-995	996- 1013	1014- 1031	1032 -1050	1051- 1099
250	22500	23000	23500	24000	24500	25000	25500	26000
245	22000	22500	23000	23500	24000	24500	25000	25500
240	21500	22000	22500	23000	23500	24000	24500	25000
235	21000	21500	22000	22500	23000	23500	24000	24500
230	20500	21000	21500	22000	22500	23000	23500	24000
225	20000	20500	21000	21500	22000	22500	23000	23500

FL \ QNH	901-942	943-959	960-977	978-995	996-1013	1014-1031	1032-1050	1051-1099
220	19500	20000	20500	21000	21500	22000	22500	23000
215	19000	19500	20000	20500	21000	21500	22000	22500
210	18500	19000	19500	20000	20500	21000	21500	22000
205	18000	18500	19000	19500	20000	20500	21000	21500
200	17500	18000	18500	19000	19500	20000	20500	21000
195	17000	17500	18000	18500	19000	19500	20000	20500
190	16500	17000	17500	18000	18500	19000	19500	20000
185	16000	16500	17000	17500	18000	18500	19000	19500
180	15500	16000	16500	17000	17500	18000	18500	19000
175	15000	15500	16000	16500	17000	17500	18000	18500
170	14500	15000	15500	16000	16500	17000	17500	18000
165	14000	14500	15000	15500	16000	16500	17000	17500
160	13500	14000	14500	15000	15500	16000	16500	17000
155	13000	13500	14000	14500	15000	15500	16000	16500
150	12500	13000	13500	14000	14500	15000	15500	16000
145	12000	12500	13000	13500	14000	14500	15000	15500
140	11500	12000	12500	13000	13500	14000	14500	15000
135	11000	11500	12000	12500	13000	13500	14000	14500
130	10500	11000	11500	12000	12500	13000	13500	14000
125	10000	10500	11000	11500	12000	12500	13000	13500
120	9500	10000	10500	11000	11500	12000	12500	13000
115	9000	9500	10000	10500	11000	11500	12000	12500
110	8500	9000	9500	10000	10500	11000	11500	12000
105	8000	8500	9000	9500	10000	10500	11000	11500
100	7500	8000	8500	9000	9500	10000	10500	11000
095	7000	7500	8000	8500	9000	9500	10000	10500
090	6500	7000	7500	8000	8500	9000	9500	10000
085	6000	6500	7000	7500	8000	8500	9000	9500
080	5500	6000	6500	7000	7500	8000	8500	9000
075	5000	5500	6000	6500	7000	7500	8000	8500
070	-	5000	5500	6000	6500	7000	7500	8000
065	-	-	5000	5500	6000	6500	7000	7500
060	-	-	-	5000	5500	6000	6500	7000
055	-	-	-	-	5000	5500	6000	6500
050	-	-	-	-	-	5000	5500	6000
045	-	-	-	-	-	-	5000	5500
040	-	-	-	-	-	-	-	5000

Note: Information on real-time activity within the TRA for aerobatic flights may be obtained from the ATC unit, as published in the AIP of Latvia, or through the AMC telephone +371 67300995 (+371 67783762 - back-up telephone).

4.5.4 UTILISATION OF TEMPORARY RESERVED AREAS FOR PARACHUTE DROPPING WITHIN RIGA FIR

4.5.4.1 General

Temporary reserved areas for parachute dropping may be established within the Riga FIR, normally with abe established from GND to the defined altitude measured in AMSL or flight levels above the transition altitude (5000 FT).

Information about the established temporary reserved areas is available in the AIP of Latvia.

For separate exercises, specific temporary reserved parachute dropping areas may be requested. Requests shall be submitted to the Civil Aviation Agency of Latvia in accordance with the published Cabinet of Ministers regulations and in accordance with ICAO and EU requirements.

Information on specific temporary reserved parachute dropping areas will be published by NOTAM.

Aircraft involved in parachute dropping activities shall have:

- Operational Mode A/C transponder;
- VHF radio for ground-to-air communication.

Utilisation of the established parachute dropping areas should be arranged through the following Civil Aviation Agency of Latvia Approved Agencies (AA):

- Riga parachute jumping sport club;
- Riga aeroclub;
- Air Force of the Republic of Latvia.

Other organisations wishing to perform parachute dropping within the established parachute dropping areas shall apply for a permission from the Civil Aviation Agency of Latvia or perform parachute dropping exercises in coordination with and under the responsibility of a current AA.

4.5.4.2 Application submission/approval procedure for TRA utilisation

An application for the utilisation of the TRA for parachute dropping shall be submitted by 1100 (1000) UTC on the day before the planned activities.

An AA responsible representative shall submit a request/application for the planned activities within the established parachute dropping area to the AMC by telephone +371 67300995 (+371 67783762 - back-up telephone) or by fax +371 67300657. An application shall contain the following information:

- area name;
- type of activity;
- AA name;
- requested vertical limits of the area (within the published airspace volume);
- planned area utilisation start date and time; end date and time;
- other information (if applicable);
- name of the AA responsible representative;
- AA responsible representative's telephone number.

The submission time priority rule applies to conflicting airspace requests - earlier submitted requests shall be given higher priority, unless otherwise prescribed.

By D-1 1500 (1400) UTC the AMC informs the AA responsible representative on the decision regarding the requested parachute dropping area utilisation. If the requested airspace utilisation time is not approved, the AMC shall provide justification for such a decision.

If the requested parachute dropping area utilisation cannot be approved due to higher priority stipulations on airspace capacity demands, the AMC may propose alternative utilisation times.

If multiple consecutive airspace utilisation requests are submitted for the same area from various AAs, the time between two approved consecutive airspace requests will not be less than 1 hour.

Every parachute dropping area should only be planned to be utilised for the time period necessary to perform the intended activities.

4.5.4.3 Parachute dropping area utilization within uncontrolled airspace

No later than 30 minutes before the planned area utilisation, the AA responsible representative shall coordinate by telephone +371 67300995 (+371 67783762 - back-up telephone) with the AMC regarding the exact start time or cancellation of the activities in the area.

All non-participating aircraft within uncontrolled airspace are to avoid active parachute dropping areas when parachute dropping is in progress, in accordance with the published VFR rules.

As soon as the parachute dropping activities are complete, but not later than 30 minutes after completion, the AA responsible representative shall inform the AMC by telephone +371 67300995 (+371 67783762 - back-up telephone) about the completion of activities.

4.5.4.4 Parachute dropping procedures within controlled airspace

No later than 30 minutes before take-off, the PIC shall submit a standard ICAO flight plan (FPL).

ATC clearance to enter the TRA portion within controlled airspace is required.

As soon as the aircraft enters the TRA portion within controlled airspace, the PIC shall follow ATC instructions.

Once established at the altitude (FL), the captain shall report to the ATC unit the readiness to start the parachute dropping and expected parachute descent time, if more than 3 minutes. By that time, the ATC unit will clear the airspace for the participating aircraft at or below the requested altitude (FL) in the TRA portion within controlled airspace .

ATC clearance for non-participating aircraft shall not be issued for TRA tactical crossing at or below altitude (FL) of the participating aircraft if the PIC has reported about the readiness to start the parachute dropping.

Information about observed traffic within the active TRA portion in uncontrolled airspace will be provided by the ATC unit to the participating PIC if available.

Parachute dropping may only be started when dropping confirmation from the ATC unit is received. The ATC unit confirms dropping start by the phrase "ROGER. READY FOR DROPPING. REPORT COMPLETED" or postpones dropping by the phrase "STAND BY" if there is a non-participating aircraft at or below the altitude (FL) of the participating aircraft within the TRA portion of controlled airspace.

For the period between the dropping confirmation and, unless otherwise agreed, 3 minutes after completion of the parachute dropping activities, the necessary radar separation minimum from the TRA boundary will be provided by the ATC unit. Individual navigation warnings may be issued to other flights in uncontrolled airspace.

Only one participating aircraft or formation flight according to the submitted FPL is allowed within the active TRA portion of controlled airspace.

Parachute dropping completion shall be reported to the ATC unit.

After completion of the parachute dropping activities, the PIC shall report to the ATC unit start of the aircraft's descent.

Aircraft descent shall be performed within the area limits.

The captain of the aircraft shall report to the ATC unit when leaving the TRA portion of controlled airspace.

After the last parachute drop, the PIC shall close the submitted FPL.

Note: Information on real-time parachute dropping area activity may be obtained from the ATC unit, as published in the AIP of Latvia or through the AMC, by telephone +371 67300995 (+371 67783762 - back-up telephone). Approval for the arrival at the airfield over which parachute dropping activities are planned shall be obtained from the airfield authorities in advance.

Replaces AIP SUP 006/2025

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