Republic of Latvia

Cabinet

Regulation No. 248

Adopted 23 April 2024

**Regulations Regarding Unmanned Aircraft Operations**

*Issued pursuant to*

*Section 117.6, Paragraphs two and three of the law On Aviation*

**I. General Provisions**

1. The Regulation prescribes:

1.1. the provisions for unmanned aircraft operations in the airspace intended for flights;

1.2. the criteria for the facilitation, restriction, and prohibition of flights and the procedures for unmanned aircraft operations in the airspace intended for flights;

1.3. the procedures for the circulation of information and for ensuring the financing of its availability.

2. When conducting unmanned aircraft operations, the following conditions shall be met:

2.1. flying over people, vehicles in traffic, and also animals, buildings, and civil engineering structures shall be avoided to the extent possible;

2.2. flying over property owned by third persons shall be conducted, providing for the shortest time required for the flight and the safest path.

3. A remote pilot or, if the flight is fully autonomous, an unmanned aircraft system operator has an obligation to stop the operation of an unmanned aircraft immediately, and also to present a personal identification document upon request of the official of the State agency Civil Aviation Agency (hereinafter – the Civil Aviation Agency), the State Police, the municipal police, the State Security Service, the State Border Guard, the Prison Administration, the State Fire and Rescue Service, the Nature Conservation Agency, the State Forest Service, the National Armed Forces or upon request of such national guardsman who guards military objects or other objects and persons. The requirements referred to in this Paragraph are applied if the official or national guardsman has justified doubts regarding the conformity of the unmanned aircraft operations with the requirements of the laws and regulations in the field of unmanned aircraft.

4. Commission Implementing Regulation (EU) No 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft (hereinafter – Regulation No 2019/947) and this Regulation shall be applicable also to the unmanned aircraft specified in point 2(b) of Annex 1 to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91.

5. The Civil Aviation Agency may take the decision on the equipment of an unmanned aircraft with an automatic signalling device that ensures an opportunity for the air traffic control system to determine its location without interruption during the time of flight if, based on the risk assessment referred to in Article 11 of Regulation No 2019/947, it is concluded that the implemented mitigations are insufficient to ensure a reasonable safety level of operation.

6. The documents Acceptable Means of Compliance and Guidance Material developed by the European Aviation Safety Agency which are intended for the application of Articles 1, 2, 3, 4, 5, 6, 7, 9, 15, and 17 of Regulation No 2019/947 have been translated into Latvian and are published on the website of the Civil Aviation Agency.

7. The Civil Aviation Agency is the competent authority in respect of the introduction of unmanned aircraft system (hereinafter – the UAS) geographical zones and oversight of the operation in the Republic of Latvia in accordance with Article 17 and Article 18(a) of Regulation No 2019/947.

**II. General Conditions for Establishing the UAS Geographical Zones**

8. The UAS geographical zones shall be established in accordance with Article 15 of Regulation No 2019/947, complying also with the general provisions on unmanned aircraft operations, including informative zones, referred to in Regulation No 2019/947 and this Regulation as well as taking into account the air navigation information which is published in air navigation information products in accordance with the laws and regulations regarding the procedures for the preparation and distribution of air navigation information and relates to unmanned aircraft operations.

9. For the facilitation, restriction, prohibition, and informing unmanned aircraft operations, the following unmanned aircraft system UAS geographical zones shall be distinguished:

9.1. the facilitated UAS geographical zone – one or several requirements laid down in the laws and regulations governing the field of the UAS are not applicable;

9.2. the restricted UAS geographical zone – unmanned aircraft operations are restricted, providing for any of the following requirements defined for the specific UAS geographical zone:

9.2.1. to agree on the flight with the manager of the UAS geographical zone;

9.2.2. to meet the following conditions:

9.2.2.1. to notify of unmanned aircraft operations;

9.2.2.2. to ensure conformity with the requirements laid down for the UAS geographical zone by the UAS geographical zone initiator (for example, requirements for the UAS technical, operational or remote pilot qualification);

9.3. the excluded UAS geographical zone – unmanned aircraft operations are prohibited and the procedures for the agreeing on flights or the conducting of flights are not provided for, except for the cases where the initiator of the UAS geographical zone has indicated exceptions whereto this prohibition is not applicable;

9.4. the informative UAS geographical zone – provides information without establishing additional restrictions or conditions for unmanned aircraft operations.

10. The UAS geographical zones referred to in Paragraph 9 of this Regulation in which one or several applicable requirements for unmanned aircraft operations are not applicable in accordance with Article 15(2) of Regulation No 2019/947 shall be determined by the Civil Aviation Agency. If the impact on the civil aviation aircraft flight security and civil aviation security is detected, the Civil Aviation Agency may decide on the establishment of an airspace structure elements in accordance with the laws and regulations governing the procedures for the management of the airspace, the structure of the airspace, and the procedures for the change thereof.

11. The UAS geographical zones shall be established at a height up to 120 m above the ground or water surface (above the ground level), except for:

11.1. above the objects referred to in Paragraphs 19, 24, 25, 26, 27, 28, 29, and 32 of this Regulation and in their proximity;

11.2. the case where the Civil Aviation Agency has, on objective grounds, taken the decision on establishing a UAS geographical zone at a height exceeding 120 m above the ground or water surface (above the ground level).

12. The conditions imposed on all UAS geographical zones are applied if several UAS geographical zones overlap when conducting unmanned aircraft operations. The exception is UAS geographical zones where facilitations are defined if deviations from the conditions for other UAS geographical zones are indicated therein.

13. The UAS geographical zones shall be determined by assessing and considering the following conditions:

13.1. the UAS geographical zone conforms to its objective to avert or mitigate the risks associated with the safety, security, privacy of unmanned aircraft operations, personal data protection, or environmental considerations;

13.2. the UAS geographical zone is established for the achievement of an objective in the minimum necessary airspace for a definite and objectively justified period of operation, providing for minimum restrictions;

13.3. in the UAS geographical zone, the objectively necessary restrictions are determined by assessing the achievable objective as well as the administrative and financial burden for the conformity with the requirements;

13.4. the long-term UAS geographical zones are established for a period not exceeding two years, except for the case if the UAS geographical zone is established in accordance with Paragraph 15 of this Regulation.

14. If it is intended to impose prohibitions, restrictions or to bring forward other conditions for unmanned aircraft and piloted aviation operations, the laws and regulations governing the procedures for the management of the airspace, the structure of the airspace, and the procedures for the change thereof at the height up to 914.4 meters (3000 feet) above mean sea level shall be complied conformed to, also providing for the conditions for unmanned aircraft flight operations in the decision in accordance with Article 15 of Regulation No 2019/947 and Paragraphs 9, 12, 13, 15, 16, 18, 36, 39, 43, and 44 of this Regulation. Upon request of the Civil Aviation Agency, the applicant who has prepared the application in accordance with the laws and regulations governing the procedures for the management of the airspace, the structure of the airspace, and the procedures for the change thereof has an obligation to prepare the information required for describing the conditions for unmanned aircraft operations as a UAS geographical zone and submit them on the website of *valsts akciju sabiedrība “Latvijas gaisa satiksme”* [State joint-stock company Latvian Air Traffic] (hereinafter – the Latvian Air Traffic), including a reference to the application identifier.

15. The Latvian Air Traffic shall transform the conditions relating to unmanned aircraft operations in the airspace structure elements that are established in the airspace of the Republic of Latvia in accordance with the laws and regulations governing the procedures for the management of the airspace, the structure of the airspace, and the procedures for the change thereof as well as air navigation information thereon which is published in the air navigation information products in accordance with the laws and regulations regarding the procedures for the preparation and distribution of air navigation information and affects the unmanned aircraft operations – into UAS geographical zones according to the decision of the Civil Aviation Agency.

16. The Latvian Air Traffic shall make available to the public the information on the UAS geographical zone specified in Paragraph 15 of this Regulation and the relevant air navigation information which is published in the air navigation information products in accordance with the laws and regulations regarding the preparation and distribution of air navigation information and shall ensure its consistency.

17. The initiators of the establishment of the UAS geographical zones and the managers of the established UAS geographical zones, including the managers of airspace structure elements transformed into the UAS geographical zones, have the obligation to cooperate in order to avoid, to the extent possible, any conflicts between the conditions of the UAS geographical zones where the aforementioned zones overlap.

18. In order to ensure systemic, uniform, and commensurate approach to the establishment of the UAS geographical zones, the Civil Aviation Agency shall consult with airspace users, non-governmental organisations in the field of unmanned aircraft, State authorities entrusted with the supervisory function in the field of unmanned aircraft, and local governments.

**III. Conditions for Unmanned Aircraft Operations above Civil Aviation Objects and in the Vicinity Thereof**

19. The establishment of the UAS geographical zones, the changes in the conditions for the UAS geographical zone, and the termination of the operation thereof above civil aviation objects and in their vicinity in order to ensure flight safety and security may be proposed by:

19.1. owners or possessors of aerodromes;

19.2. the Civil Aviation Agency;

19.3. the Latvian Air Traffic;

19.4. other entities:

19.4.1. owners, possessors, or users of objects relating to civil aviation and affecting flight safety and security;

19.4.2. above sites of civil aviation events.

20. Certified aerodromes have an obligation to designate the UAS geographical zones in the airspace intended for air traffic at the aerodrome for the purpose of flight safety in the airspace for air traffic at the aerodrome. Certified aerodromes without the airspace established for the purpose of flight safety in the airspace at the aerodrome have an obligation to designate the UAS geographical zones in accordance with Chapter V of this Regulation.

**IV. Conditions for Unmanned Aircraft Operations above Other Objects Related to the Interests of the State and the Public and in the Vicinity Thereof**

21. The following entities have the right to propose the establishment of the UAS geographical zone, changes in the conditions for the UAS geographical zone, and termination of the operation thereof:

21.1. a local government;

21.2. the municipal police;

21.3. owners, possessors, and users of industrial accident risk objects listed on the website of the State Environmental Monitoring Bureau;

21.4. the Corruption Prevention and Combating Bureau;

21.5. Latvijas Banka;

21.6. the Ministry of the Interior and the following institutions subordinated to the Ministry of the Interior:

21.6.1. the State Police;

21.6.2. the State Border Guard;

21.6.3. the State Fire and Rescue Service;

21.6.4. the Internal Security Bureau;

21.7. the Ministry of Defence and the National Armed Forces;

21.8. the Prison Administration;

21.9. the Nature Conservation Agency;

21.10. the State Forest Service;

21.11. State security institutions;

21.12. the Ministry of Transport, the institutions subordinated thereto, except for the Civil Aviation Agency, and the capital companies in which the Ministry of Transport is the holder of State capital shares – for the objects of the transport and communication infrastructure in ownership, possession, and use;

21.13. the Ministry of Economics, the institutions subordinated thereto, and the capital companies in which the Ministry of Economics is the holder of State capital shares – for energy infrastructure objects in ownership, possession, and use, and also licensed electricity transmission and distribution system operators, regardless of subordination;

21.14. the Civil Aviation Agency;

21.15. other legal persons or in other cases – if the establishment of the UAS geographical zone conforms to the objective of Article 15 of Regulation No 2019/947 and the person has been granted access for work in the Unmanned Aircraft Information System (hereinafter – the portal) in accordance with Paragraph 35 of this Regulation. If the UAS geographical zone corresponds to the scope of Chapter IV of this Regulation, the person has an obligation to first address the relevant initiator referred to in Sub-paragraphs 21.1, 21.2, 21.3, 21.4, 21.5, 21.6, 21.7, 21.8, 21.9, 21.10, 21.11, 21.12, and 21.13 of this Regulation.

22. A local government has the right to propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2 and 9.4 of this Regulation in its administrative territory above such objects, but on a horizontal plane during the period of their active operation, including objectively justified time before and after, if applicable – up to 50 m away from them:

22.1. the place of occurrence of a public event, meeting, procession, or picket;

22.2. the assemblies of people;

22.3. educational institutions;

22.4. health care institutions;

22.5. populated territories of a local government;

22.6. streets or street sections with intensive traffic;

22.7. children’s playground and recreational areas;

22.8. cemeteries.

23. The municipal police has the right to propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2 and 9.4 of this Regulation above the following objects, but on a horizontal plane – up to 50 m from such objects:

23.1. the place of occurrence of a public event, meeting, procession, or picket;

23.2. the assemblies of people.

24. Owners, possessors, and users of industrial accident risk objects have the right to propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2, 9.3, and 9.4 of this Regulation above the industrial accident risk objects, but on a horizontal plane – up to 100 m from such objects.

25. The Corruption Prevention and Combating Bureau has the right to propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2, 9.3, and 9.4 of this Regulation above the infrastructure objects in the ownership, possession, or use of the Corruption Prevention and Combating Bureau, but on a horizontal plane – up to 50 m from such objects.

26. Latvijas Banka has the right propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2 and 9.4 of this Regulation above the objects of Latvijas Banka, but on a horizontal plane – up to 50 m from such objects.

27. The Ministry of the Interior and its subordinate institutions referred to in Sub-paragraphs 21.6.1, 21.6.2, 21.6.3, and 21.6.4 of this Regulation have the right to propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2, 9.3, and 9.4 of this Regulation:

27.1. above the infrastructure objects in their ownership, possession, or use, but on a horizontal plane – up to 50 m from such objects, or if the infrastructure objects are related to important State and public security interests, up to 500 m from such objects;

27.2. above the places of occurrence of events organised by the institutions subordinated to the Ministry of the Interior referred to in Sub-paragraphs 21.6.1, 21.6.2, 21.6.3, and 21.6.4 of this Regulation to ensure:

27.2.1. public order and security;

27.2.2. detection of criminal offences;

27.2.3. State border security;

27.2.4. civil defence;

27.3. above the place of occurrence of a public event, meeting, procession, or picket;

27.4. above the assemblies of people.

28. The Ministry of Defence and the National Armed Forces have the right to propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2, 9.3, and 9.4 of this Regulation:

28.1. above military and national defence objects used for the purposes of the National Armed Forces, but on a horizontal plane – up to 500 m from such objects;

28.2. above static warships in the port basin, but on a horizontal plane – up to 500 m from such objects. If the warship is in motion, the restrictions for an unmanned aircraft shall be determined in accordance with the laws and regulations governing the procedures for the management of the airspace, the structure of the airspace, and the procedures for the change thereof;

28.3. above the places of military events and in other cases where the National Armed Forces guard certain objects and persons;

28.4. above military aerodromes, applying the restrictions on unmanned aircraft operations specified in Paragraph 20 of this Regulation;

28.5. above military objects related to military aviation and affecting flight safety and security of military aviation (for example, meteorological stations, communication, navigation, and surveillance (CNS) equipment).

29. The Prison Administration has the right to propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2, 9.3, and 9.4 of this Regulation above prisons and the newly erected buildings thereof, but on a horizontal plane – up to 500 m from such objects.

30. The Nature Conservation Agency has the right to propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2 and 9.4 of this Regulation above the objects of specially protected nature territories and also above micro-reserves established for the protection of specially protected birds and the buffer zones thereof, but on a horizontal plane – up to 100 m from such objects in order to limit the noise level and disturbance.

31. The State Forest Service has the right to propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2 and 9.4 of this Regulation above forest fire-fighting stations, but on a horizontal plane – up to 100 m from such objects and above the fire control towers, but on a horizontal plane – up to 50 m from such objects to prevent interference with their operations.

32. The State security institutions have the right to propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2, 9.3, and 9.4 of this Regulation:

32.1. above the infrastructure objects in their ownership, possession, or use, but on a horizontal plane – up to 50 m from such objects or, if the infrastructure object is related to important State and public security interests, up to 500 m from such objects;

32.2. above the places of occurrence of events organised by State security institutions according to their competence;

32.3. above objects and places where it is necessary to protect the interests of national security.

33. The Ministry of Transport and the Ministry of Economics and also the institutions subordinated thereto and the capital companies in which the Ministry of Transport and the Ministry of Economics are holders of State capital shares, the owners, possessors, and users of transport, communication, and energy infrastructure objects, and also licensed electricity transmission and distribution system operators, regardless of subordination, have the right to propose the establishment of the UAS geographical zones referred to in Sub-paragraphs 9.2 and 9.4 of this Regulation:

33.1. for owners, possessors, and users of transport infrastructure objects – above the overpasses of State motor roads, major State motor roads, State regional motor roads, bridges, railway infrastructure objects, but on a horizontal plane – up to 50 m from the aforementioned objects, taking into account the traffic volume and other conditions which are likely to have an impact on traffic safety;

33.2. for owners, possessors, and users of communication infrastructure objects – above communication infrastructure objects, but on a horizontal plane – up to 50 m from the aforementioned objects;

33.3. for owners, possessors, and users of energy infrastructure objects and also licensed electricity transmission and distribution system operators – above the overhead lines of electrical power networks with nominal voltage of 110 kV and 330 kV, and also their equipment and structures, but on a horizontal plane – up to 50 m from the aforementioned objects.

**V. Procedures for Designation, Establishment, and Management of the UAS geographical zones**

34. An application for the establishment of a UAS geographical zone, for the changes in the conditions for the UAS geographical zone, and for the termination of the operation thereof is made in the portal or submitted to the Civil Aviation Agency in accordance with this Regulation, except for the cases if the UAS geographical zone is established in accordance with Paragraphs 14 and 15 of this Regulation.

35. The initiator of the UAS geographical zone is a legal person who, in accordance with this Regulation, has the right to propose the designation, establishment of the UAS geographical zone, the changes in the conditions of the UAS geographical zone, and the termination of the operation. In order to gain access for work in the portal, the initiator of the UAS geographical zone has an obligation to submit the following information to the Civil Aviation Agency:

35.1. the name and registration number of the legal person;

35.2. the contact details (e-mail, telephone number);

35.3. the given name, surname, personal identity number of the authorised representative (natural person who has the right to act on behalf of the initiator);

35.4. the initiators referred to in Sub-paragraphs 19.3 and 21.15 of this Regulation shall additionally submit information on the objective and justification for the establishment of the UAS geographical zone in accordance with Sub-paragraph 8 of this Regulation.

36. The following information shall be indicated in the application for the establishment of the UAS geographical zone referred to in Paragraph 34 of this Regulation:

36.1. the objectives and justification for the establishment of the UAS geographical zone;

36.2. the airspace boundaries of the UAS geographical zone:

36.2.1. the geometry of the boundaries of the horizontal plane expressed as one or several areas, indicating the coordinates in degrees and decimal degrees in the WGS84 reference system (EPSG:4326) with the resolution up to 6 decimal digits after the comma;

36.2.2. the boundaries on the vertical plane (upper and lower limit) above the ground or water surface. The upper and lower corridor shall be expressed as integers, rounding the values up to the whole tenths or with a precision of up to 10 (for example, 50 m, 120 m);

36.3. the period of active operation of the UAS geographical zone:

36.3.1. the start date and time;

36.3.2. the end date and time;

36.3.3. the active operation schedule for various days of the week if applicable;

36.4. the conditions for the UAS geographical zone:

36.4.1. flights are prohibited – a procedure for the agreeing on flights is not provided for (if exceptions are applicable, a specific user or group of users to whom this prohibition is not applicable shall be indicated);

36.4.2. flights must be agreed on in advance – flights are permitted after receipt of agreement thereon from the manager of the UAS geographical zone (the minimum time interval between the sending-in of the application and the agreeing on flights (minutes, hours, or days) as well as, if applicable, the coordination procedure referred to in Paragraph 37 of this Regulation shall be indicated);

36.4.3. flights are permitted if the abovementioned conditions are met (conditions shall be indicated):

36.4.3.1. information on the intended flight must be provided – flights are permitted if an application has been sent to the manager of the UAS geographical zone in conformity with the indicated time limits (the minimum time interval between the sending-in of the notification and the start of the flights – minutes, hours, or days – shall be indicated);

36.4.3.2. the technical requirements for the UAS;

36.4.3.3. the competence requirements for a remote pilot;

36.4.3.4. the operational requirements or restrictions – the type of flights (flights only within visual line of sight (VLOS) or beyond visual line of sight (BVLOS)), the category of operation (an open category or its specific subcategory, a specific category or corresponding to a specific standard scenario, pre-defined risk assessment, or permit of another competent authority);

36.4.4. flights are not restricted – an informative zone to warn of hazards to safe UAS operation or to inform of other conditions relating to the UAS operation without bringing forward additional restrictions on the use of airspace;

36.5. the manager of the UAS geographical zone (legal person which agrees on unmanned aircraft operations, receives notifications, or ensures information on the conditions for the UAS geographical zone according to its assigned role):

36.5.1. the contact details (name, website, e-mail, telephone number);

36.5.2. the role in accordance with the conditions for the UAS geographical zone (to be indicated if there are several managers of the UAS geographical zone):

36.5.2.1. the party that accepts and agrees on the applications for unmanned aircraft operations;

36.5.2.2. the party that accepts notifications on the applications for unmanned aircraft operations;

36.5.2.3. the party that performs the functions of the contact point;

36.5.3. if a third person is indicated as the manager of the UAS geographical zone, the agreement of this person;

36.6. other information (if applicable).

37. The initiator of the UAS geographical zone may define the procedure for the coordination of unmanned aircraft operations whereof the UAS operator is informed when applying for the agreement on flights. The procedure for the coordination of flights is different from agreement thereon because:

37.1. agreement on a flight is the approval of an application for a flight performed when planning a specific time of flight before commencing the flight;

37.2. coordination of a flight is the activities which are performed in addition to agreement right before commencing the flight or flight series, during the flight, or immediately after completion of the flight.

38. The application referred to in Paragraph 34 of this Regulation shall be submitted in conformity with the following time limits:

38.1. for the establishment of a UAS geographical zone:

38.1.1. not later than 10 working days before entering into effect of the conditions for the UAS geographical zone if the period of operation of the UAS geographical zone does not exceed 30 calendar days;

38.1.2. not later than 30 days before entering into effect of the conditions for the UAS geographical zone if the period of operation of the UAS geographical zone exceeds 30 calendar days;

38.2. for making of the changes in the conditions for the UAS geographical zone or termination of the operation thereof – within the time limits indicated in Sub-paragraph 38.1 of this Regulation, except for the case if the information on the manager of the UAS geographical zone is changed.

39. The decision on the establishment of the UAS geographical zone shall be taken by the Civil Aviation Agency in conformity with the following time limits:

39.1. in the case specified in Sub-paragraph 38.1.1 of this Regulation – not later than one day before the time of commencement of active operation of the UAS geographical zone;

39.2. in the case specified in Sub-paragraph 38.1.2 of this Regulation – not later than 10 days before the time of commencement of active operation of the UAS geographical zone.

40. In exceptional cases and in cases of emergency, for determination of temporary restrictions, the authorities indicated in Sub-paragraphs 40.1, 40.2, and 40.3 of this Regulation need not comply with the requirements of Paragraph 38 of this Regulation. In these cases, the decision on the establishment of the UAS geographical zone shall be taken:

40.1. for ensuring safety and security of the flights – by the Civil Aviation Agency;

40.2. for ensuring public order and security – by the State Police;

40.3. for ensuring emergency search and rescue – by the Aeronautical Search and Rescue Coordination Centre.

41. The initiator of the UAS geographical zone has an obligation to maintain updated information on the UAS geographical zone. If long-term restrictions have been established, the initiator of the UAS geographical zone shall assess the topicality of the restrictions not less than once a year and, if necessary, propose changes in conformity with the following procedures and conditions:

41.1. if the information on the manager of the UAS geographical zone has been changed, the initiator of changes shall make changes in the portal without agreement of the Civil Aviation Agency. Such information is updated and published automatically;

41.2. in other cases, any changes in the UAS geographical zone are proposed in conformity with the time limits specified in Paragraph 38 of this Regulation. The changes shall be approved by the Civil Aviation Agency.

42. Upon request of the Civil Aviation Agency, the initiator of the UAS geographical zone has an obligation to evaluate whether the UAS geographical zone with its conditions is still topical and corresponds to the objective of its establishment. If the evaluation is not provided within the specified time limit or it is established that the conditions for the UAS geographical zone do not correspond to the objective of its establishment and the general principles of the establishment of UAS geographical zones referred to in Paragraph 13 of this Regulation, the decision on changes in the UAS geographical zone or termination of the operation thereof is taken.

**VI. Procedures for the Circulation of Information and for Ensuring the Financing of its Availability**

43. The availability of information on the UAS geographical zones is ensured as a data set in accordance with Article 15(3) of Regulation No 2019/947.

44. The conditions for the UAS geographical zone shall be binding from the moment when the Latvian Air Traffic makes the relevant information publicly available on the website of the Latvian Air Traffic.

45. The Latvian Air Traffic is the holder of the information referred to in Paragraph 43 of this Regulation and shall ensure that the information is available free of charge, unless it is processed and further disseminated to third parties for commercial gain.

46. The processing and further dissemination of the information referred to in Paragraph 43 of this Regulation for commercial purposes shall be permitted by means of concluding a relevant agreement with the Latvian Air Traffic. In such case, the Latvian Air Traffic has the right to specify a fee for the use of the information under equitable conditions.

47. The costs related to the provision of information necessary for unmanned flight operations shall be covered by the fee collected by the Civil Aviation Agency for the registration of unmanned aircraft operators. The share of the fee due to the Latvian Air Traffic shall be 25 % of the total fee collected by the Civil Aviation Agency for this purpose.

48. In accordance with the division referred to in Paragraph 47 of this Regulation, the Civil Aviation Agency shall, by 15 January of each year, transfer the share of the fee due to the Latvian Air Traffic for the previous year to the account indicated thereby.

49. The Latvian Air Traffic shall keep the information on the UAS geographical zones for at least two years after expiry of the period of operation of a UAS geographical zone or the termination thereof.

50. In addition to the conditions of Paragraph 43 of this Regulation, the Latvian Air Traffic shall ensure the visualisation of the UAS geographical zones in the form of an interactive map.

51. In addition to the conditions of Paragraph 43 of this Regulation, the Civil Aviation Agency and the Latvian Air Traffic shall perform automatic establishment of the UAS geographical zones, making of changes in the conditions for the UAS geographical zones, and exchange of information relating to expiry of the period of its operation in digital format.

**VII. Application for, Agreement on and Coordination of Flights with the Manager of the UAS Geographical Zone**

52. The conditions for a UAS geographical zone, including the time limit for the agreeing on an application for unmanned aircraft operations, as well as the information on the coordination procedure (if applicable) and the contact details of the manager of the UAS geographical zone are published in the data set referred to in Paragraph 43 of this Regulation.

53. Before commencing a flight or series of flights, the UAS operator and the manager of the UAS geographical zone have an obligation to register in the portal the information indicated in Paragraph 54 of this Regulation and the information on the decision taken in accordance with the procedures laid down in Paragraph 56 of this Regulation.

54. The application for unmanned aircraft operations shall be submitted in the portal or to the Civil Aviation Agency by the UAS operator registered in the portal, its authorised representative or designated remote pilot, indicating the following information:

54.1. on the UAS operator:

54.1.1. the registration number of the UAS operator assigned in accordance with the requirements of Article 14 of Regulation No 2019/947;

54.1.2. the given name and surname (for legal persons – the name and given name and surname of the authorised representative);

54.1.3. the contact details (e-mail address and telephone number);

54.2. on the remote pilot:

54.2.1. the number of the remote pilot assigned in the portal;

54.2.2. the given name and surname of the passenger;

54.2.3. the contact details (e-mail address and telephone number);

54.3. on the UAS:

54.3.1. the UAS number assigned in the portal;

54.3.2. the manufacturer and model of the unmanned aircraft;

54.3.3. the UAS class;

54.3.4. the remote identification device and its serial number;

54.4. on the planned flight or series of flights:

54.4.1. the geography of flights (one or several zones where it its intended to conduct the flight shall be indicated);

54.4.2. the log-in and log-off date and time for the connection;

54.4.3. the maximum height of the flight;

54.4.4. the objective of the flight;

54.4.5. if the flight is conducted within the scope of a specific category – the type and number of the licence for the operation of unmanned aircraft of the specific category issued by the Civil Aviation Agency.

55. The manager of the UAS geographical zone may request additional information if it is provided for in the laws and regulations governing the field or the coordination procedure referred to in Paragraph 37 of this Regulation.

56. If the UAS geographical zone provides for the agreeing on unmanned aircraft operations, the manager of the UAS geographical zone has an obligation to respond within the time limit indicated in the conditions for the UAS geographical zone, indicating whether the decision is:

56.1. agreed on;

56.2. agreed on with additional conditions, indicating the conditions brought forward in digital format (for example, by describing or indicating a reference to the coordination procedure);

56.3. not agreed on, justifying the refusal in digital format in accordance with the conditions for the UAS geographical zone and the coordination procedures of flights.

57. During the agreeing on and coordination process of flights, the manager of the UAS geographical zone may request the UAS operator to make changes in the intended actions, including to change the time and place of the flight, and also to introduce justified and applicable additional risk mitigation measures to ensure the compliance of the flight with the conditions for the UAS geographical zone and the coordination procedures of flights.

58. If it is intended to conduct the agreed-on flight in a geographical zone established to ensure safety of civil aviation aircraft flights, the manager of the UAS geographical zone shall coordinate the flight in accordance with the coordination procedure approved by the Civil Aviation Agency. The aerodrome or air traffic service provider shall assess the conformity of the flight applied with the coordination procedure within the time limit intended for agreeing on the flight which does not exceed five working days. If it is necessary to make changes in the planned activities, including to change the time and place of the flight as well as to introduce justified and applicable additional risk mitigation measures for the flight to meet the conditions for the UAS geographical zone and the coordination procedures of flights, the time limit may be extended up to 30 days.

59. In order to conform to the requirements of Paragraph 53 of this Regulation, other information systems may also be used if:

59.1. another information system ensures functionality of at least the same level as the portal and conforms to the regulatory framework regarding the procedures for ensuring conformity of the systems of information and communication technologies with the minimum safety requirements;

59.2. an agreement on data processing in the portal has been concluded with the Civil Aviation Agency.

60. The information on the applications for flights and the decisions taken shall be kept in the portal for at least two years and shall be available to:

60.1. the UAS operator and the remote pilot related to the flight;

60.2. the initiator of the UAS geographical zone;

60.3. the manager of the UAS geographical zone;

60.4. the Civil Aviation Agency;

60.5. other authorities for which competence in the administrative offence proceedings in the field of unmanned aircraft is determined in the law On Aviation.

**VIII. State Unmanned Aircraft Operations**

61. State authorities have the right to permit the derogations referred to in this Chapter when conducting unmanned aircraft operations.

62. If a State authority which is entitled to conduct State unmanned aircraft operations involves the following for conducting such operations:

62.1. the UAS operator other than the State authority which is entitled to conduct State unmanned aircraft operations, it is not subject to the derogations referred to in Paragraphs 65 and 66 of this Regulation from the rules and procedures for the operation laid down in Regulation No 2019/947;

62.2. an authority entitled to conduct military unmanned aircraft operations, military unmanned aircraft operations shall be conducted in accordance with Section 117.9 of the law On Aviation.

63. When conducting State unmanned aircraft operations, an unmanned aircraft may be without the required marking and without an active and updated direct remote identification system and geo awareness function in one of the following cases:

63.1. if it is provided for in the laws and regulations which prescribe the functions and tasks of State authorities in the fields of customs, police, national security, search and rescue, fire-fighting, civil defence, arrest as means of security and imprisonment as securing the execution of a criminal sentence, detection, investigation, and prevention of public order violations, criminal offences, border control, and coast guard, or if it is necessary for the performance of the functions and tasks of State security institutions;

63.2. if there is another way to identify that operations are conducted with a State unmanned aircraft.

64. When conducting State unmanned aircraft operations in the open category, during the dark hours of the day flashing green lights may be replaced by flashing lights of another colour. When conducting operations at a height up to 120 m above the ground or water surface during the dark hours of the day in airspace where air traffic control services are not provided, the State unmanned aircraft of a State authority the task of which is to perform investigation, special intelligence, or operational activities need not be equipped with flashing lights.

65. When conducting State unmanned aircraft operations, if a remote pilot has a competency level that corresponds or is equivalent to that specified in point UAS.OPEN.030(2) of Part A of Annex to Regulation No 2019/947 and, in addition to the statement declared by the remote pilot on practical skills, the respective State authority ascertains the adequacy of practical skills of the remote pilot, the following derogations from the open category requirements shall be permitted:

65.1. when conducting operations with an unmanned aircraft with the take-off mass of less than 4 kg and a maximum flight speed below 19 m/s, it shall be permitted to fly over uninvolved persons, but not above the assemblies of people;

65.2. when conducting operations with an unmanned aircraft with the take-off mass of less than 25 kg, a distance of 30 m from third parties shall be kept on a horizontal plane.

66. When conducting operations with State unmanned aircraft in the specific category, a State authority shall not be required to:

66.1. submit a declaration of the intended flights in accordance with Article 5(5) of Regulation No 2019/947 if the State unmanned aircraft operations comply with the standard scenario as defined in Appendix 1 to Annex to Regulation No 2019/947, while enabling the Civil Aviation Agency, in accordance with the laws and regulations regarding the oversight of UAS operators, if necessary, to verify how compliance with the requirements referred to in this Sub-paragraph is ensured;

66.2. obtain an operational authorisation but has the obligation to conduct an operational risk assessment in accordance with Article 11 of Regulation No 2019/947 and to ensure adequate operational risk mitigation measures, while enabling the Civil Aviation Agency, in accordance with the laws and regulations regarding the oversight of UAS operators, if necessary, to verify how compliance with the requirements referred to in this Sub-paragraph is ensured.

67. State unmanned aircraft operations may disregard the prohibitions and restrictions imposed on the UAS geographical zones, except for:

67.1. the prohibitions and restrictions defined above the aerodromes and in their proximity as well as airspace structure elements established in accordance with the laws and regulations governing the procedures for the management of the airspace, the structure of the airspace, and the procedures for the change thereof;

67.2. the prohibitions and restrictions laid down in Paragraphs 28, 29, and 32 of this Regulation unless an agreement on other procedures has been reached with the manager of the respective UAS geographical zone.

68. Exemptions for the use of airspace by State unmanned aircraft not referred to in Chapter VIII of this Regulation shall be granted by the Civil Aviation Agency upon request of the authority conducting State unmanned aircraft operations on the basis of the proof provided by the aforementioned authority of ensuring comparable flight security and safety.

**IX. Closing Provisions**

69. If the airspace structure elements are established in accordance with the laws and regulations governing the procedures for the management of the airspace, the structure of the airspace, and the procedures for the change thereof until the moment of coming into force of this Regulation, the Civil Aviation Agency in cooperation with the manager of the airspace structure elements shall, by 31 December 2024, assess and ensure the transformation of the information included in the airspace structure elements into the format of the UAS geographical zone in conformity with Paragraphs 70, 71, and 72 of this Regulation.

70. The Civil Aviation Agency shall designate in the portal the airspace structure elements that do not affect piloted aviation as UAS geographical zones by 1 July 2024 in conformity with the procedures laid down in this Regulation.

71. The Civil Aviation Agency in cooperation with aerodromes and the air traffic service provider shall, by 31 December 2024, ensure the establishment of the UAS geographical zones above aerodromes and in their proximity in conformity with the following conditions:

71.1. if a UAS geographical zone is not established around a certified aerodrome, until the establishment of the UAS geographical zone but not later than 31 December 2024, the following restrictions stipulated by the Civil Aviation Agency in cooperation with the aerodrome as the UAS geographical zone shall be conformed to:

71.1.1. unmanned aircraft operations closer than 5000 m on a horizontal plane from such runway threshold of a certified aerodrome or control point of the heliport where flights are organised in accordance with the Instrument Flight Rules (IFR) shall be permitted:

71.1.1.1. in the open category – if the take-off mass of an unmanned aircraft is less than 2 kg and flights are coordinated with the air traffic service provider in accordance with the conditions and coordination procedures approved by the Civil Aviation Agency;

71.1.1.2. in the specific category – if flights are coordinated with an air traffic service provider in accordance with the conditions and coordination procedures approved by the Civil Aviation Agency;

71.1.2. unmanned aircraft operations closer than 3000 m on a horizontal plane from such certified runway threshold of a certified aerodrome where flights are organised in accordance with the Visual Flight Rules (VFR) and closer than 1000 m on a horizontal plane from such control point of a certified heliport where flights are organised in accordance with the Visual Flight Rules (VFR) shall be permitted if flights are coordinated with an aerodrome representative in accordance with the conditions and coordination procedures approved by the Civil Aviation Agency;

71.2. if a UAS geographical zone is not established around the aerodrome air traffic zone (ATZ), until the establishment of the UAS geographical zone but not later than 31 December 2024, the following restrictions stipulated by the Civil Aviation Agency in cooperation with the aerodrome as a UAS geographical zone shall be conformed to:

71.2.1. unmanned aircraft operations shall be permitted if they are conducted within visual line of sight at a height of up to 50 m above the ground or water surface outside the restriction referred to in Sub-paragraph 71.1.2 of this Regulation, except for the case where it is otherwise provided for in the procedures published in the Aeronautical Information Publication (AIP) which apply to unmanned aircraft operations in the particular aerodrome traffic zone (ATZ);

71.2.2. in cases which do not meet the conditions referred to in Sub-paragraph 71.2.1 of this Regulation, unmanned aircraft operations shall be permitted if they are coordinated with a representative of the respective aerodrome in accordance with the conditions and coordination procedures approved by the Civil Aviation Agency;

71.3. if a UAS geographical zone is not established around an aerodrome in the airspace in which air traffic services (for example, air traffic control zone (CTR), flight information zone (FIZ)) are provided, until the establishment of the UAS geographical zone but not later than 31 December 2024, the following restrictions stipulated by the Civil Aviation Agency in cooperation with the aerodrome as a UAS geographical zone and the air traffic service provider shall be conformed to:

71.3.1. unmanned aircraft operations shall be permitted in the open category if the take-off mass of an unmanned aircraft is less than 2 kg, the flight is conducted at a height of not more than 50 m above the ground or water surface and outside the restriction referred to in Sub-paragraph 71.2 of this Regulation, except for the case where it is otherwise provided for in the procedures published in the Aeronautical Information Publication (AIP) which apply to unmanned aircraft operations in the airspace where air traffic services are ensured;

71.3.2. unmanned aircraft operations shall be permitted in the specific category if coordinated with an air traffic service provider in accordance with the conditions and coordination procedures approved by the Civil Aviation Agency.

72. If conditions in relation to unmanned aircraft operations in airspace structure elements established in the airspace of the Republic of Latvia in accordance with the laws and regulations governing the procedures for the management of the airspace, the structure of the airspace, and the procedures for the change thereof have not be transformed into UAS geographical zones in accordance with Paragraph 15 of this Regulation, unmanned aircraft operations shall not be permitted in a temporary reserved area (TRA), temporary segregated area (TSA), dangerous area (D), restricted area (R), and prohibited area (P) until 31 December 2024, except for the case where they are agreed on with the manager of the relevant airspace structure element and the conditions and restrictions in relation to unmanned aircraft operations defined for the zone and approved by the Civil Aviation Agency are conformed to.

73. The requirements of Paragraph 53 of this Regulation are applicable from 1 January 2025.

74. Warning symbols and additional symbols prohibiting unmanned aircraft operations installed until 30 June 2021 shall be valid if they meet the conditions for the UAS geographical zones.

75. Cabinet Regulation No. 429 of 29 June 2021, Regulations Regarding Unmanned Aircraft Operations (*Latvijas Vēstnesis*, 2021, No. 123A), is repealed.

Prime Minister E. Siliņa

Minister for Transport K. Briškens