Republic of Latvia

Cabinet

Regulation No. 429

Adopted 29 June 2021

**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 of the Republic of Latvia;

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

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

2. When conducting unmanned aircraft operations at a height over 120 m above the ground or water surface, an unmanned aircraft with a maximum take-off mass of over 4 kg shall be equipped with an automatic signal transmitter that, during a flight, enables continuous tracking of the location thereof by the air traffic control system.

3. The following conditions shall apply when operating an unmanned aircraft at a height up to 120 m above the ground or water surface:

3.1. the shortest and safest flight trajectory for the flight shall be selected, and also the time when the unmanned aircraft flies over a property owned by third parties, streets, and motor roads shall be reduced;

3.2. the flight over a property owned by third parties shall be operated at a height of at least 30 m above the ground or water surface and not closer than 10 m from the obstacle;

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

4. A remote pilot or, if the flight is fully autonomous, an unmanned aircraft system operator has the 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 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 as to the legality of the flight of the unmanned aircraft.

5. Commission Implementing Regulation (EU) 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 apply to a tethered unmanned aircraft with a maximum take-off mass not exceeding one kilogram.

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 geographical zones (hereinafter – the UAS geographical zone) and oversight of the operation in the Republic of Latvia in accordance with Article 17 and Article 18(a) of Regulation No 2019/947.

8. Decisions of the Civil Aviation Agency which have been taken in accordance with this Regulation may be appealed in accordance with the procedures laid down in the Administrative Procedure Law.

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

9. The UAS geographical zone shall cover aeronautical data and aeronautical information on airspace structure elements, and also unmanned aircraft flight conditions in accordance with Article 15 of Regulation No 2019/947.

10. The Civil Aviation Agency may decide on the necessity to establish an airspace structure element 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 if the Civil Aviation Agency designates certain UAS geographical zones in which unmanned aircraft operations are exempt from one or more of the open category requirements in accordance with Article 15(2) of Regulation No 2019/947.

11. The UAS geographical zones shall be established at a height up to 120 m above the ground or water surface. If such zones are established above the objects referred to in Paragraphs 35, 36, 37, 38, 39, 40, 41, and 42 of this Regulation or in the vicinity thereof and they provide for prohibitions on unmanned aircraft operations, the upper limit of the UAS geographical zone may be set at a height of 300 m above the ground or water surface.

12. If unmanned aircraft operations are intended at a height exceeding 120 m above the ground or water surface, unmanned aircraft operations shall be subject to the application of 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.

13. The conditions imposed on the UAS geographical zones shall apply to all unmanned aircraft operations and shall be adhered to in addition to the European Union regulations in the field of unmanned aircraft and this Regulation or in a standard scenario – operational conditions and procedures specified in an operational authorisation or a light UAS operator certificate (LUC), unless it has been laid down otherwise in this Regulation or the UAS geographical zone.

14. The conditions imposed on all UAS geographical zones are applied if several UAS geographical zones overlap when conducting unmanned aircraft operations.

15. The establishment of the UAS geographical zone shall be proposed by the authorities referred to in Paragraph 32 of this Regulation by assessing and taking into account the following conditions:

15.1. restrictions on unmanned aircraft operations comply with Article 15(1) of Regulation No 2019/947;

15.2. the UAS geographical zone is established for the achievement of a goal in the minimum necessary airspace for a definite and objectively justified period of operation, providing for the necessary restrictions to the minimum level possible;

15.3. assess the possibility to impose gradual restrictions in the UAS geographical zone.

16. The restrictions imposed on the UAS geographical zones, except for the prohibition on UAS operations, shall not be applied to the operation of an unmanned aircraft the maximum take-off mass of which is less than 250 g and which is a toy in accordance with the laws and regulations regarding the safety of toys.

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

17. The UAS geographical zones are established above the following civil aviation objects and in the vicinity thereof:

17.1. aerodromes;

17.2. other objects related to civil aviation and affecting flight safety and security (for example, meteorological stations, communication, navigation, and surveillance (CNS) equipment).

18. In addition to the objects referred to in Paragraph 17 of this Regulation, the Civil Aviation Agency has the right to establish the UAS geographical zones elsewhere if necessary to ensure flight safety and security (for example, unmanned aircraft operations within the scope of aviation demonstrations).

19. 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 in the cases referred to in Paragraphs 17 and 18 of this Regulation:

19.1. the owner or possessor of the relevant object;

19.2. the Civil Aviation Agency.

20. The UAS geographical zones for civil aviation objects are designated, taking into account the aspects of flight safety and security and the European Union regulations in the fields of air navigation and air traffic management.

21. Certified aerodromes have the obligation to designate the UAS geographical zones in the airspace intended for air traffic at the aerodrome. Unless it is provided for otherwise in the UAS geographical zone around the aerodrome or the UAS geographical zone has not been established, the following restrictions are complied with:

21.1. 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:

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

21.1.2. 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;

21.2. 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.

22. Unless it is provided for otherwise in the UAS geographical zone around the aerodrome or the UAS geographical zone has not been established, the following restrictions are complied with in the aerodrome traffic zone (ATZ):

22.1. unmanned aircraft operations shall be permitted if conducted under visual line-of-sight at a height of up to 50 m above the ground or water surface outside the restriction referred to in Paragraph 21 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 respective aerodrome traffic zone (ATZ);

22.2. in cases which do not correspond to the conditions referred to in Sub-paragraph 22.1 of this Regulation, unmanned aircraft operations shall be permitted if coordinated with a representative of the respective aerodrome in accordance with the conditions and coordination procedures approved by the Civil Aviation Agency.

23. Unless it is provided for otherwise in the UAS geographical zone around the aerodrome or the UAS geographical zone has not been established, the following restrictions are complied with in the airspace where air traffic services (for example, in the control zone (CTR), traffic information zone (TIZ)) are ensured:

23.1. 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 Paragraph 21 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;

23.2. 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.

24. Unmanned aircraft operations shall not be permitted in the temporary reserved area (TRA), temporary segregated area (TSA), danger area (D), restricted area (R), and prohibited area (P), except for the case where coordinated with the manager of the respective airspace structure element and the conditions and restrictions imposed on the area approved by the Civil Aviation Agency are complied with in respect of unmanned aircraft operations.

25. 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 at a height of up to 120 m above the ground or water surface are transformed into the UAS geographical zones.

**IV. Coordination of Flights with an Aerodrome Representative or an Air Traffic Service Provider**

26. Contact details of an aerodrome representative or an air traffic service provider and conditions for the coordination of unmanned aircraft operations are published in the UAS geographical zone.

27. In order to perform the coordination of flights in the UAS geographical zone with an aerodrome representative or an air traffic service provider in accordance with the conditions imposed therein and the procedures approved by the Civil Aviation Agency (hereinafter – the procedures for the coordination of flights), an unmanned aircraft system operator shall submit a request for the coordination of flights. The following information shall be provided in the request:

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

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

27.3. the number of the unmanned aircraft system operator assigned in accordance with the requirements laid down in Article 14 of Regulation No 2019/947;

27.4. the unique serial number (in the case of the certified category – the registration mark assigned to the unmanned aircraft) identifying the unmanned aircraft wherewith it is intended to conduct a flight, and also information on whether and how remote identification of the unmanned aircraft is ensured;

27.5. the personal identity number or passport number if the person does not have a personal identity number of the Republic of Latvia;

27.6. the address of the declared place of residence (for legal persons – registered office) or e-address;

27.7. the purpose, type, and nature of the intended flights.

28. If the intended flight corresponds to the procedures for the coordination of flights of an aerodrome or an air traffic service provider, after receipt of the request for coordination the aerodrome representative or air traffic service provider shall, within five working days, provide information on subsequent actions. If the intended flight does not correspond to the procedures for the coordination of flights of the aerodrome or air traffic service provider or where there are no such procedures, the time period may be extended to 30 days during which the aerodrome or air traffic service provider informs the unmanned aircraft system operator of subsequent actions in accordance with Paragraph 29 of this Regulation or refuses the coordination of the flight if it is impossible to ensure compliance of the flight with the conditions of the UAS geographical zone and the procedures for the coordination of flights, and no agreement has been reached on changes in accordance with Paragraph 29 of this Regulation.

29. During the flight coordination process, an aerodrome representative or an air traffic service provider may request an unmanned aircraft system operator to modify the intended actions, including to change the time and place of the flight, and also to implement reasonable and applicable additional risk mitigating measures to ensure the compliance of the flight with the conditions of the UAS geographical zone and the procedures for the coordination of flights.

30. If the coordination of flights is refused, an aerodrome representative or an air traffic service provider shall justify the refusal in writing, taking into account the conditions of the UAS geographical zone and the procedures for the coordination of flights.

31. Information on the performance of the procedures for the coordination of flights or the refusal of the coordination of flights shall be retained by an aerodrome representative or an air traffic service provider and an unmanned aircraft system operator for at least two years and its availability shall be ensured upon request of the Civil Aviation Agency.

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

32. 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:

32.1. a local government;

32.2. the municipal police;

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

32.4. Latvijas Banka;

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

32.5.1. the State Police;

32.5.2. the State Border Guard;

32.5.3. the State Fire and Rescue Service;

32.5.4. the Internal Security Bureau;

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

32.7. the Prison Administration;

32.8. the Nature Conservation Agency;

32.9. State security institutions;

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

32.11. 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;

32.12. the Civil Aviation Agency;

32.13. other persons or in other cases – where the establishment of the UAS geographical zone is consistent with the objective of Article 15 of Regulation No 2019/947.

33. A local government has the right to restrict unmanned aircraft operations in the administrative territory thereof above the following objects, but on a horizontal plane – up to 50 m from such objects:

33.1. the place of occurrence of a public event, meeting, procession, or picket during the occurrence of the aforementioned event, including objectively justified period of time before and after the event;

33.2. the assemblies of people during the occurrence thereof;

33.3. educational institutions;

33.4. health care institutions;

33.5. populated territories of a local government;

33.6. streets with heavy traffic;

33.7. recreational areas;

33.8. cemeteries.

34. The municipal police has the right to restrict unmanned aircraft operations above the following objects, but on a horizontal plane – up to 50 m from such objects:

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

34.2. the assemblies of people.

35. Owners, possessors, and users of industrial accident risk objects have the right to restrict or prohibit unmanned aircraft operations above industrial accident risk objects, but on a horizontal plane – up to 100 m from such objects.

36. Latvijas Banka has the right to restrict unmanned aircraft operations above the objects of Latvijas Banka, but on a horizontal plane – up to 50 m from such objects.

37. The Ministry of the Interior and the institutions subordinated thereto referred to in Sub-paragraphs 32.5.1, 32.5.2, 32.5.3, and 32.5.4 of this Regulation have the right to restrict or prohibit unmanned aircraft operations:

37.1. above infrastructure objects in their possession or ownership, but on a horizontal plane – up to 50 m from such objects;

37.2. above the places of occurrence of events organised by the institutions subordinated to the Ministry of the Interior referred to in Sub-paragraphs 32.5.1, 32.5.2, 32.5.3, and 32.5.4 of this Regulation and related to:

37.2.1. ensuring public order and safety;

37.2.2. detection of criminal offences;

37.2.3. ensuring the State border security;

37.2.4. ensuring civil defence;

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

37.4. above the assemblies of people.

38. The Ministry of Defence and the National Armed Forces have the right to restrict or prohibit unmanned aircraft operations:

38.1. 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;

38.2. 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;

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

38.4. above military aerodromes, applying the restrictions on unmanned aircraft operations laid down in Paragraphs 21, 22, and 23 of this Regulation;

38.5. 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).

39. The Prison Administration has the right to restrict unmanned aircraft operations above prisons and newly-erected buildings thereof, but on a horizontal plane – up to 500 m from such objects.

40. The Nature Conservation Agency has the right to restrict unmanned aircraft operations above the objects of specially protected nature territories, and also above micro-reserves established for the protection of specially protected birds, but on a horizontal plane – up to 100 m from such objects in order to limit noise levels and disturbance.

41. State security institutions have the right to restrict or prohibit unmanned aircraft operations:

41.1. above infrastructure objects in their ownership or possession, but on a horizontal plane – up to 50 m from such objects;

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

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

42. The Ministry of Transport and the Ministry of Economics, and also the institutions subordinated thereto and 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 restrict unmanned aircraft operations:

42.1. 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;

42.2. 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;

42.3. 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.

43. 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.

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

44. The availability of information on the UAS geographical zones shall be provided in accordance with Article 15(3) of Regulation No 2019/947.

45. The conditions for the UAS geographical zone shall become binding at the moment the information thereon is made available to the public by *valsts akciju sabiedrība “Latvijas gaisa satiksme”* [State stock company Latvian Air Traffic] (hereinafter – the Latvian Air Traffic).

46. The Latvian Air Traffic is the holder of the information referred to in Paragraph 44 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.

47. The processing and further dissemination of the information referred to in Paragraph 44 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.

48. When conducting unmanned aircraft operations at a height over 120 m above the ground or water surface, the aeronautical information available on the website https://ais.lgs.lv under the aeronautical information products published by the Latvian Air Traffic must be complied with in addition to the requirements imposed on the UAS geographical areas.

49. 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.

50. In accordance with the division referred to in Paragraph 49 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.

**VII. State Unmanned Aircraft Operations**

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

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

52.1. an unmanned aircraft system operator other than the State authority that is entitled to conduct unmanned aircraft operations, it shall not be subject to the derogations referred to in Paragraphs 55 and 56 of this Regulation from the rules and procedures for the operation laid down in Regulation No 2019/947;

52.2. 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.

53. 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:

53.1. if it is provided for by 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 of public order violations, detection, investigation, and prevention of criminal offences, border control, and coast guard, or if it is necessary for the performance of the functions and tasks of State security institutions;

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

54. 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.

55. 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:

55.1. when conducting operations with an unmanned aircraft with the take-off mass of less than 2 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;

55.2. 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.

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

56.1. 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 unmanned aircraft system operators, if necessary, to verify how compliance with the requirements referred to in this Sub-paragraph is ensured;

56.2. 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 mitigating measures, while enabling the Civil Aviation Agency, in accordance with the laws and regulations regarding the oversight of unmanned aircraft system operators, if necessary, to verify how compliance with the requirements referred to in this Sub-paragraph is ensured.

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

57.1. the prohibitions and restrictions laid down in Chapter III of this Regulation;

57.2. the prohibitions and restrictions laid down in Paragraphs 38, 39, and 41 of this Regulation, unless an agreement on other procedures has been reached with the manager of the respective UAS geographical zone which have been approved by the Civil Aviation Agency.

58. Exemptions for the use of airspace by State unmanned aircraft not referred to in Chapter VII 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.

**VIII. Closing Provisions**

59. Until the date on which the information referred to in Paragraph 44 of this Regulation becomes available:

59.1. the information necessary for conducting unmanned aircraft operations, including aeronautical information on the use of airspace, shall be ensured by the Latvian Air Traffic to users in a separate, comprehensible, electronically accessible form on the website https://ais.lgs.lv;

59.2. the owners or possessors of the objects referred to in Paragraph 19 of this Regulation, and also the Civil Aviation Agency shall, in accordance with the laws and regulations regarding the procedures for the preparation and dissemination of aeronautical information, continue to provide the Latvian Air Traffic with information on the locations of the objects and the imposed flight restrictions which have been approved by the Civil Aviation Agency in accordance with the laws and regulations regarding management and structure of the airspace and the procedures for changing thereof. Owners, possessors, or users of the objects referred to in Paragraph 32 of this Regulation may propose restrictions or prohibitions by submitting a submission to the Civil Aviation Agency in accordance with the laws and regulations regarding management and structure of the airspace and the procedures for changing thereof;

59.3. the managers of 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 in cooperation with the Civil Aviation Agency shall assess the conditions of the established airspace structure elements in respect of unmanned aircraft operations, without imposing restrictions on unmanned aircraft operations to the extent they are reasonably safe, taking into account the aspects of flight safety and security and the European Union regulations and legal acts in the fields of air navigation and air traffic management;

59.4. the owners, possessors, and users of the objects above the objects of which and in the vicinity of which restrictions on unmanned aircraft operations have been imposed in accordance with Cabinet Regulation No. 368 of 13 August 2019, Procedures for the Performance of Flights of Unmanned Aircraft and Aeroplanes of Another Type, shall assess the compliance of the imposed restrictions with this Regulations and, if necessary, propose changes;

59.5. it is prohibited to conduct unmanned aircraft operations closer than 50 m on a horizontal plane from major State motor roads, overpasses of State motor roads, bridges, overhead lines of electrical power networks with nominal voltage of 110 kV and 330 kV, their equipment and structures, and railway infrastructure, except for the following cases:

59.5.1. when operating an unmanned aircraft with the mass of less than 2 kg, overpasses of State motor roads, major State motor roads, and bridges in the open category shall be overflown along the safest and shortest flight trajectory not less than 30 m from the highest point of the object;

59.5.2. overpasses of State motor roads, major State motor roads, and bridges in the specific category shall be overflown along the safest and shortest flight trajectory, keeping a distance of at least 50 m from vehicles engaged in road traffic;

59.5.3. flights closer than 50 m on a horizontal plane and 30 m on a vertical plane from overhead lines of electrical power networks with nominal voltage of 110 kV and 330 kV, their equipment and structures, and railway infrastructure shall be conducted if written consent of the owner, possessor, or user of the respective object or civil engineering structure has been received;

59.6. flights above the objects referred to in Paragraphs 33, 34, 35, 36, 37, 38, 39, 40, 41, and 42 of this Regulation and at the specified distance from the aforementioned objects shall be coordinated in accordance with the conditions of the owner, possessor, or user of the object which have been published on the website of the owner, possessor, or user of the object.

60. The restrictions on unmanned aircraft operations specified in Paragraphs 21 and 22 of this Regulation shall be imposed by certified aerodromes where air traffic services are not provided and also by an air traffic service provider which provides services at a certified aerodrome by 1 December 2021.

61. Warning signs and supplementary signs prohibiting unmanned aircraft operations which have been installed in accordance with Paragraph 10 of Cabinet Regulation No. 368 of 13 August 2019, Procedures for the Performance of Flights of Unmanned Aircraft and Aeroplanes of Another Type, shall be valid if they comply with the conditions of UAS geographical zones.

62. The Regulation shall come into force on 1 July 2021.

Prime Minister A. K. Kariņš

Minister for Transport T. Linkaits