
ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

ENR 1.4.1 ATS AIRSPACE CLASSIFICATION

ATS airspaces are classified and designated in accordance with the following:

Class A: IFR flights only are permitted. All flights are provided with ATC service and are separated from each other. Continuous air-ground voice communications are required for all flights. All flights shall be subject to ATC clearance.

Class B: IFR and VFR flights are permitted. All flights are provided with ATC service and are separated from each other. Continuous air-ground voice communications are required for all flights. All flights shall be subject to ATC clearance.

Class C: IFR and VFR flights are permitted. All flights are provided with ATC service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights. For VFR flights a speed limitation of 250 kt indicated airspeed (IAS) applies below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.

Class D: IFR and VFR flights are permitted and all flights are provided with ATC service. IFR flights are separated from other IFR flights, receive traffic information in respect of VFR flights and traffic avoidance advice on request. VFR flights receive traffic information in respect of all other flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights and a speed limitation of 250 kt IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.

Class E: IFR and VFR flights are permitted. IFR flights are provided with ATC service and are separated from other IFR flights. All flights receive traffic information, as far as is practical. Continuous air-ground voice communications are required for IFR flights. A speed limitation of 250 kt IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All IFR flights shall be subject to ATC clearance. Class E shall not be used for control zones.

Class F: IFR and VFR flights are permitted. All participating IFR flights receive an air traffic advisory service and all flights receive FIS if requested. Continuous air-ground voice communications are required for IFR flights participating in the advisory service and all IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kt IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. ATC clearance is not required.

Class G: IFR and VFR flights are permitted and receive FIS if requested. All IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kt IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. ATC clearance is not required.

Table 1: ATS AIRSPACE CLASSES - SERVICES PROVIDED AND FLIGHT REQUIREMENTS

Class	Type of flight	Separation provided	Service provided	Speed limitation ¹	Radio communication capability requirement	Continuous two-way air-ground voice communication required	Subject to an ATC clearance
A⁴	IFR only	All aircraft	Air traffic control service	Not applicable	Yes	Yes	Yes
B⁴	IFR	All aircraft	Air traffic control service	Not applicable	Yes	Yes	Yes
	VFR	All aircraft	Air traffic control service	Not applicable	Yes	Yes	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Yes	Yes	Yes
	VFR	VFR from IFR	(1) Air traffic control service for separation from IFR (2) VFR-VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3 050 m (10 000 ft) AMSL	Yes	Yes	Yes
D⁴	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	250 kt IAS below 3 050 m (10 000 ft) AMSL	Yes	Yes	Yes
	VFR	NIL	IFR/VFR and VFR/IFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3 050 m (10 000 ft) AMSL	Yes	Yes	Yes

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Class	Type of flight	Separation provided	Service provided	Speed limitation ¹	Radio communication capability requirement	Continuous two-way air-ground voice communication required	Subject to an ATC clearance
E⁴	IFR	IFR from IFR	Air traffic control service and, as far as practical, traffic information about VFR flights	250 kt IAS below 3 050 m (10 000 ft) AMSL	Yes	Yes	Yes
	VFR	NIL	Traffic information as far as practical	250 kt IAS below 3 050 m (10 000 ft) AMSL	No ²	No ²	No
F⁴	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service if requested	250 kt IAS below 3 050 m (10 000 ft) AMSL	Yes ³	No ³	No
	VFR	NIL	Flight information service if requested	250 kt IAS below 3 050 m (10 000 ft) AMSL	No ²	No ²	No
G	IFR	NIL	Flight information service if requested	250 kt IAS below 3050 m (10 000 ft) AMSL	Yes ²	No ²	No
	VFR	NIL	Flight information service if requested	250 kt IAS below 3050 m (10 000 ft) AMSL	No ²	No ²	No

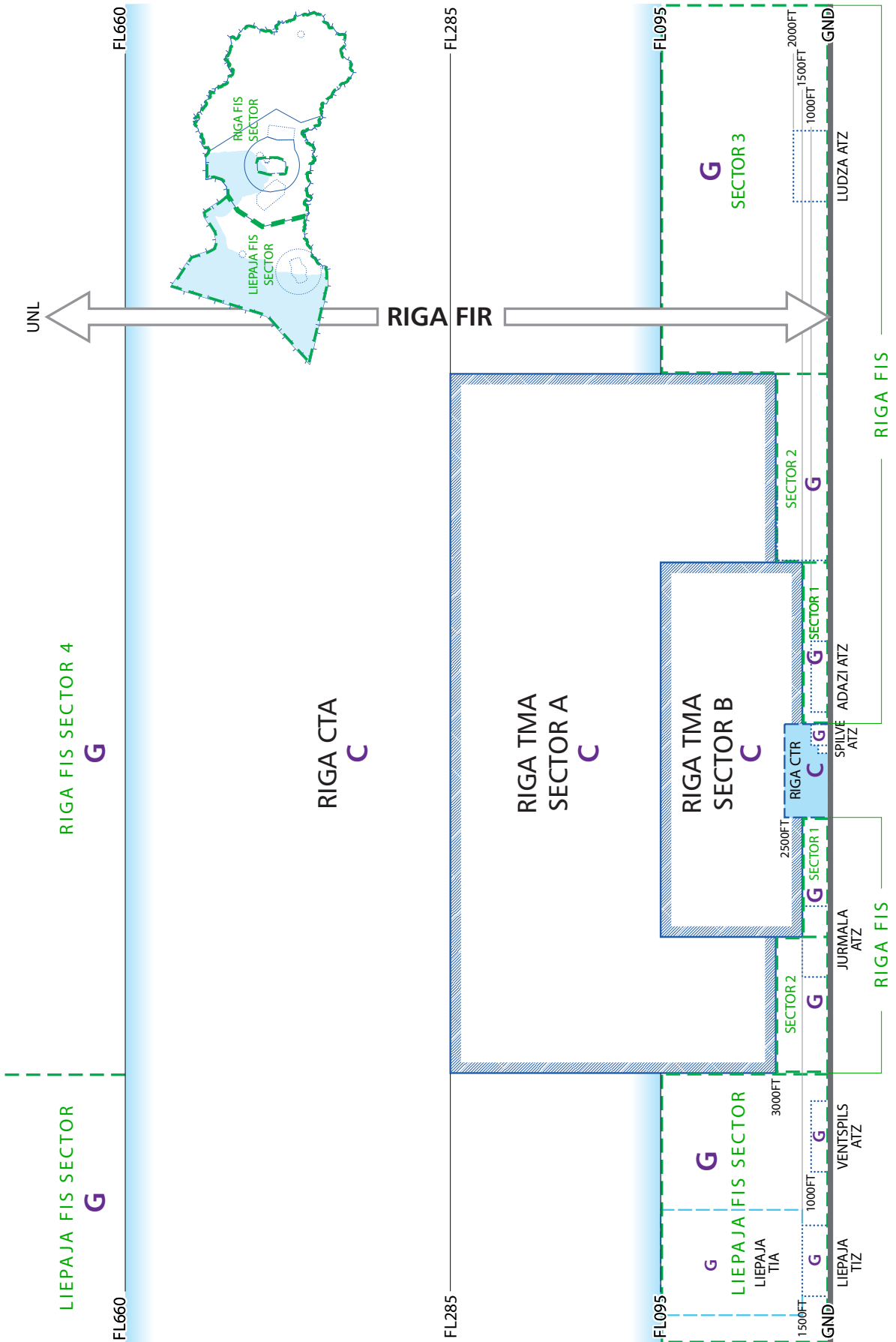
Table 1: ATS AIRSPACE CLASSES - SERVICES PROVIDED AND FLIGHT REQUIREMENTS

Class	Type of flight	Separation provided	Service provided	Speed limitation ¹	Radio communication capability requirement	Continuous two-way air-ground voice communication required	Subject to an ATC clearance
1.	When the transition altitude is lower than 3050 m (10000 ft) AMSL, FL100 should be used in lieu of 10000 ft. The competent authority may also exclude aircraft types which, for technical or safety reasons, cannot maintain speed.						
2.	Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in RMZ.						
3.	Air-ground voice communication is mandatory for flights participating in the advisory service. Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in RMZ.						
4.	Classes A, B, D, E and F are not used in the Riga FIR.						

ENR 1.4.2 ATS AIRSPACE DESCRIPTION

NIL

ATS AIRSPACE CLASSIFICATION



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