



State Joint Stock Company „Latvijas gaisa satiksme”
International Airport “Riga”
Marupe region, LV-1053

ANNUAL REPORT 2011



LGS Statement

LGS facilitates the safe movement of aircraft, efficiently and cost-effectively, through the provision of air navigation services on a long-term, sustainable basis.

LGS provides air navigation services to customers in an open and transparent manner. LGS does not discriminate its customers on grounds of nationality or identity.

All the conditions of service provision are clearly identified in the relevant parts of Latvian AIP. These conditions depend on the operational limitations only. They are equal for each customer. Flight safety and customer satisfaction are the main focus of the Company.

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<p>Annual report of 2010 contains information on the main LGS activities, service quality and safety, staff policy, enterprise upgrading processes as well as financial report of 2010 provided by qualified auditors. The Report is prepared in accordance with the following legal acts: Regulation of the European Parliament and Council No.550/2004 on the provision of air navigation services in the single European sky and Commission Regulation (EC) of 12.20.2005 No. 2096/2005, laying down common requirements for the provision of air navigation services.</p>			
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Register of the document changes

The following table fixes the sequential changes of the document.

Version	Date	Cause of the changes	Corrected chapters/pages
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1. MANAGEMENT REPORT

Sphere of activity

Core business activity of the SJSC "Latvijas gaisa satiksme" (further in text LGS) is provision of air navigations services to all the airspace users within Riga Flight Information Region (FIR). Product of LGS is air navigation services.

LGS management structure

LGS shareholder is Ministry of Transport of the Republic of Latvia.

The company is managed by the Board acting in accordance with the legal acts. Board is responsible for economic activities of LGS and proper accountancy in the Company. Changes of the Board membership are reflected in the report.

The Ministry of Transport have implemented some changes in the Board of the company in 2011 and on November 30 Gints Freimanis took place of Edmunds Kancevics as a board member of LGS.

Structural changes during the report period have not been implemented and it consists of 5 departments:

- ATM Department
- Technical Department
- Administrative Department
- Development Department
- Quality Assurance Department

Main projects of the Company in 2011

Joining the EUROCONTROL

Latvia joining the EUROCONTROL was one of the most important events of the 2011 and since January 1, 2011 the Republic of Latvia is a full member of this organisation. The following process was technical integration and one of the stages was completed in March 10, when LGS was integrated into Eurocontrol system of Initial Integrated Flight Plan Processing System. The technical integration was fully completed on October 20, and this is the date since when the LGS is fully integrated into Eurocontrol Air Traffic Flow and Capacity Management system.

Certification

On April 14, 2011, the Board of LGS made a decision to commence a certification process to receive a certificate of an ATM training services provider as stated in the regulations of EU and the Republic of Latvia. State Agency "Civil Aviation Agency" (further in text – CAA) provided assessment of the submitted documents and an audit in the premises of the LGS from April 18, 2011 by June 21, 2011. During the certification audit CAA came to a conclusion that the LGS Training Unit is ready to provide the given services and the quality assurance system of the enterprise is operating with traceable evidence concerning the Training Unit.

As a result CAA presented a certificate confirming that LGS is certified, and fully complies with the Cabinet Regulations No. 563 (from July, 21, 2008) "Procedures for the Certification of Air Traffic Controller Training Instructors and Issuance of Controller Licences, Recognition and Maintaining the Validity Thereof" Chapter 9, and is authorized to provide On-the-job Training of the air traffic controllers and further training in accordance with the attachment to the certificate.

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As a new EU Regulation No.805/2011 came into force on August 10, laying down detailed rules for air traffic controllers' licences and certain certificates pursuant to Regulation (EC) No.216/2008 of the European Parliament and the Council, CAA provided a supervision audit for training organisation to check the compliance with the regulation as well as the criteria defined by ICAO and EUROCONTROL. As a result a new certificate confirming LGS compliance with the regulations of the Commission of August 10, 2011 No. 805/2011 was issued authorizing LGS to provide Air Traffic Controller Unit Training and Continuation Training in accordance with the list of courses attached to the certificate.

This certificate will allow to decrease LGS personnel qualification maintenance expenses avoiding outsourcing and using internal resources as stated in the certificate.

EURASIA RVSM ATM WG/8

The 8th working group meeting organized by International Civil Aviation Organisation (ICAO) and LGS took place in Riga on June 13-17, 2011. 26 civil aviation experts from East European Region – Russian Federation, Kazakhstan, Kyrgyzstan, Turkmenistan, Afghanistan, Poland and Latvia including LGS experts and representatives of the Ministry of Transport and CAA of LR took part in this meeting.

The main point of the meeting was single Reduced Vertical Separation Minimum between the aircrafts in the whole European Region and in accordance with the ICAO Rules applicable in Russian Federation, Kazakhstan, Kyrgyzstan, Turkmenistan and Mongolia since November 17, 2011.

Latvia implemented RVSM 300m (1000ft) between the aircrafts on January 24, 2002 along with 40 other European and North Africa countries.

NEFAB

A declaration expressing commitment to create a North European Functional Airspace Block (NEFAB) has been signed by Latvia, Estonia, Finland and Norway. On December 22, 2011, this declaration and all the necessary documents were provided to the Commission 6 months ahead to the deadline set by the EU. This gave NEFAB the opportunity to be the first FAB, invited by the Commission, to present the entire concept and framework to stakeholders. During an observation period that lasts until March 12, 2012, the EU Commission and all the stakeholders are invited to bring forward questions and remarks regarding the documentation.

It is very important to point that the most significant input in FAB establishment was carried out and will be proceeded by ANSPs either in the financial terms or experts' involvement. Working on this initiative is considered a priority. To secure high level and harmonised process funds have been allocated and leading experts recruited for NEFAB establishment, which will benefit air space users and ANSPs.

The States plan to sign the NEFAB establishment agreements in spring of 2012.

e-AIP

In March of 2011 the work on creation of the electronic AIP VFR of Latvia was successfully completed. A new aeronautical information product was developed and produced in accordance with the EUROCONTROL e-AIP specification, and for the first time it was presented to aviation audience at ATC Global 2011 in Amsterdam.

Close cooperation of AIS LGS, EAD and M-AIS (Frame APS software developer from UK) specialists facilitated the process of achieving the ultimate goal in a relatively short period of time. In the nearest future LGS in cooperation with M-AIS (UK) plans to offer to customers subscription to MOBILE AIP.

In Latvia e-AIP VFR was published on March 15, 2011, and became into force on April 7, 2011.

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Technical modernisation

Several ambitious projects were implemented in 2011 within the process of technical upgrading providing significant quality enhancement of the technological processes and flight safety. The major completed and launched projects are:

Installation of the Multilateration system in Riga TMA area within the scope of the WAMRIX project (MSS-W system);

Expansion of the A-SMGCS system adding two additional sensors in the Riga airport;

Relocation of the VHF object „Rezekne” to Vilani;

Modernisation of HIPATH 4500 telephone exchange;

New Data transmission line in RRC Riga – Radar ALANIA Riga;

Replacement of emergency radio-stations in the ATM Centre;

Tele-control and monitoring system among the communication objects of the LGS;

Connection to the CFMU using PENS network;

Supervision of ILS installation process in Tukums airport.

On-going and new projects:

ATRACC system modernisation;

Modernisation of the „air-ground” aviation mobile communications;

Construction of a high-speed optic network in the airport „Riga”;

Modernisation of the system MIDAS;

Briefing facility implementation.

SC „Latvijas Krājbanka” insolvency

On December 23, 2011, Riga Regional Court announced insolvency of the SC „Latvijas Krājbanka” (Bank). This had an important impact on the financial situation of the LGS because of the short term deposits in amount of 1 600 000 EUR (1 124 486 LVL) placed in the Bank on November of 2011.

The insolvency of the Bank is considered to be an unpredictable force majeure LGS was unable to influence or prevent.

Taking into consideration advice of LGS auditor S.Vilcane and State Revenue Service reference No.8.12/6741 as well as information on the procedures commenced against the Bank LGS classified the account balance placed in the Bank as an outstanding bill of doubtful debtor and created special loan lost provisions in amount of the outstanding bill of the Bank. After collection of the state guaranteed remuneration the outstanding bill of the Bank makes 1 181 891 LVL. Due to this situation LGS financial year ended with losses.

Further development of the company

In future LGS is going to focus on the goals mentioned in the National Performance Plan in accordance with the EU regulations. Work on NEFAB development will be continued as well. As LGS is a member of NEAP (Borealis since 2011) since March 17, 2009, the enterprise is taking active part in the activities of the organisation.

Signed:

2012, Riga

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Dauids Taurins, Chairman of the Board

Baiba Broka, Member of the Board

Ilze Aleksandrovica, Member of the Board

Elmars Svede, Member of the Board

Gints Freimanis, Member of the Board

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2. BOARD MEMBERSHIP. STRUCTURE OF LGS

In 2011 Aivita Lublina-Goldmane, representative of the Ministry of Transport of the Republic of Latvia, the only shareholder of LGS, implemented supervision in the company.

Board membership in 2011:

- Davids Taurins (Chairman of the Board) since 24.03.2010.
- Baiba Broka (Member of the Board) since 10.07.2009.
- Elmars Svede (Member of the Board) since 25.05.2010.
- Edmunds Kancevics (Member of the Board) till 30.11.2011.
- Gints Freimanis (Member of the Board) since 01.12.2011.
- Artis Birkmanis (Member of the Board) since 17.12.2010.

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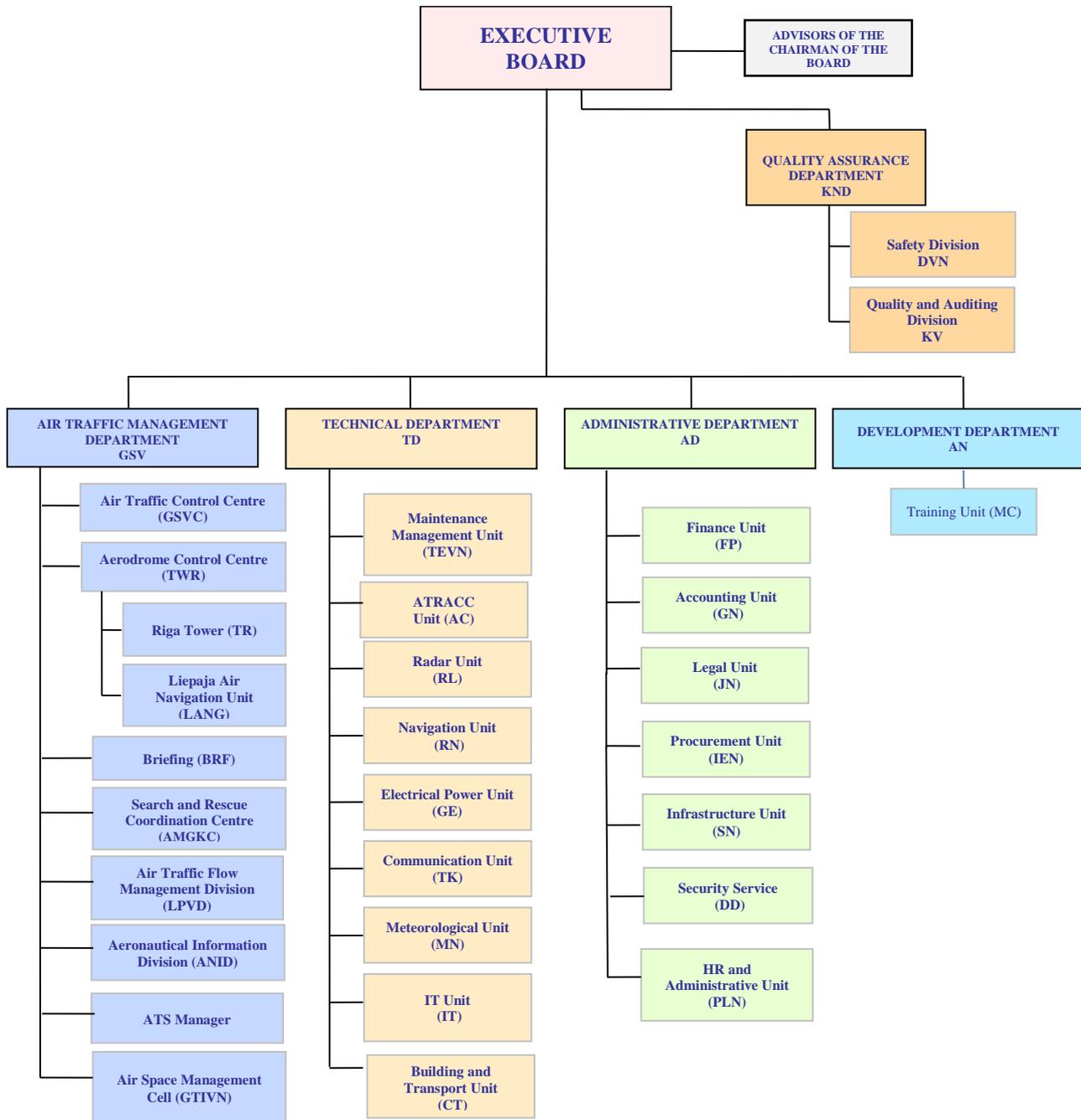


Figure No.2.1. Structure of LGS

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3. MAIN INFORMATION ON LGS AND BUSINESS CONTEXT

History and status

LGS was founded in October 21, 1991 as a 100% state owned company providing air navigation services on the basis of structure of the liquidated company „Aeroflot”. Company’s legal status was changed to a state joint stock company on July 12, 1997 keeping the name of the company. In accordance with the legal acts of the Republic of Latvia, LGS was registered in the Commercial register as an Air Space Utilization State Joint Stock Company „Latvijas gaisa satiksme” on October 11, 2004, but on February 17, 2006 the name was changed to a State Joint Stock Company „Latvijas gaisa satiksme”.

Vision

LGS aims to reach the level of the most highly estimated air navigation services provider in the region, according to the following aspects:

- safety and quality of the provided services;
- financial efficiency;
- loyalty of employees based on good job conditions, career possibilities and competitive remuneration.

Mission

LGS ensures safe aircraft traffic providing air navigation services effectively and efficiently on a stable long term basis.

Competence

LGS optimizes air space utilization providing effective and reliable air navigation services according to its competence and prioritizing flight safety at the highest level. High quality service provision for adequate and competitive price is the main business principle of the company.

As a provider of air navigation services LGS offers its customers air traffic management (ATM), meteo (MET), air navigation information (AIS), communication, navigation and surveillance services (CNS).

LGS provides air traffic services for all general air traffic (GAT) and all military flights corresponding to GAT. Aviation search and rescue coordination centre is in the competence of LGS as well.

LGS is a client oriented company operating in the market economy circumstances and supplying all the air space users within the territory of LR with services of equal quality in accordance with international standards. LGS main income source is air navigation charges for the provided services. LGS is not receiving financial support from the state budget and is one of the biggest tax payers in the Republic of Latvia.

LGS is the only provider of air traffic services in Latvia. Being a company operating in a civil aviation sector LGS is controlled by the Ministry of Transport and supervised by the Civil Aviation Agency of Latvia (LCAA).

Geographical borders

LGS provides air navigation services in the Riga FIR – an air space marked in the “European Air Navigation Plan” (ICAO Doc. 7754) commencing from the ground with no upper limit.

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Adjacent FIR/UIRs of ECAC States:

- North: Tallinn *FIR/UIR* (Estonia);
- West: Malme and Stockholm *FIR/UIR* (Sweden);
- South: Vilnius *FIR/UIR* (Lithuania).

Adjacent FIR/UIRs of non-ECAC States:

- East: Velikie Luki *FIR/UIR* (Russian Federation);
- South-east: Minsk *FIR/UIR* (Belorussia).

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4. AIR TRAFFIC IN 2011

236 364 flights were operated in 2011 in Riga FIR that is for 10% or 21 952 flight more if comparing with the previous year. Number of en route flights has increased for 12%, but terminal to/from Riga increased for 7%.

Breakdown and number of flights (Table No. 4.1.):

En route 163 695 (69% of the total number of flights);

To/from airports of Latvia: 72 669 (31% of the total number of flights).

Month	En route			To/from Riga			Total		
	2010	2011	%	2010	2011	%	2010	2011	%
January	10853	11682	8%	4852	5214	7%	15705	16896	8%
February	9796	10311	5%	4372	4668	7%	14168	14979	6%
March	11501	12123	5%	5146	5452	6%	16647	17575	6%
April	9969	13090	31%	4706	6043	28%	14675	19133	30%
May	12992	14819	14%	6225	6763	9%	19217	21582	12%
June	13503	15571	15%	6528	7029	8%	20031	22600	13%
July	14341	15999	12%	6930	7417	7%	21271	23416	10%
August	13879	15946	15%	7024	7250	3%	20903	23196	11%
September	13544	15228	12%	6365	6626	4%	19909	21854	10%
October	13409	14683	10%	5866	6129	4%	19275	20812	8%
November	11752	12245	4%	5068	5000	-1%	16820	17245	3%
December	10728	11998	12%	5063	5078	0%	15791	17076	8%
Total	146267	163695	12%	68145	72669	7%	214412	236364	10%
	68%	69%		32%	31%		100%	100%	

Table No. 4.1. Number of flights

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Seasonal character of the air traffic intensity depicted in the Figure No. 4.2

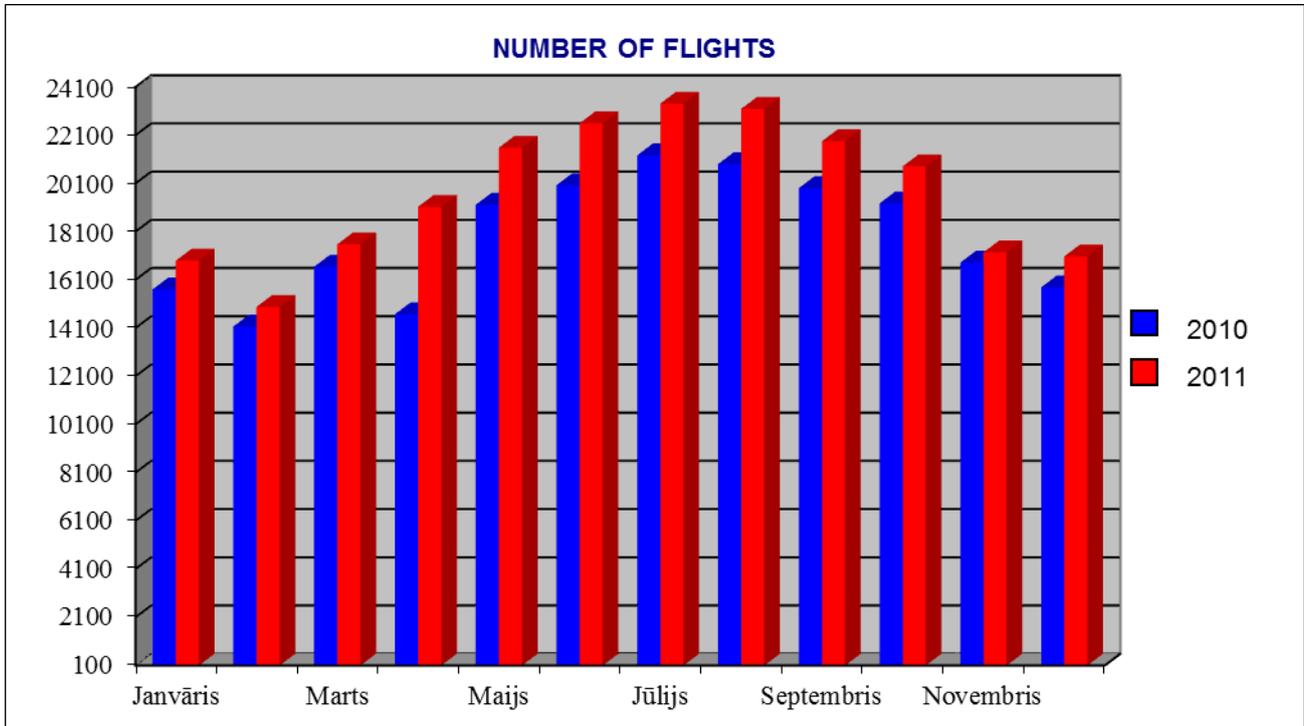


Figure No. 4.2. Seasonal character of the air traffic intensity

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5. KEY RATIOS

LGS as an ANSP acting in accordance with the quality standard *ISO 9001:2008* recognizes importance of numerically expressed service quality evaluation.

Taking into consideration standard air navigation service providers' (ANSP) quality evaluation practice based on the main performance scopes LGS has determined the following planned and actual numerically expressible key performance indicators (KPI) for 2011 (*Key Performance Indicators - KPI*).

5.1. KPI for safety and ATM services

Table No.5.1

Main performance scope	Key performance indicator	Plan	Fact
Safety	Losses of Separation risk through ATM fault ¹	Not more than 1,29x10 ⁻⁵	2,92x10 ⁻⁵
Quality of ATM services	Delay of flights	No delays through ATM fault	None
Profitability	Profit (+) or loss (-) on own capital	0.000	-0.064

The main reason for difference between fact and plan is insolvency of AS "Latvijas Krājbanka". As a result LGS established loan lost provisions in amount of about 1.2 million Lats for deposits.

¹ Calculated as proportion of losses of separation against IFR hours.

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6. QUALITY ASSESSMENT OF THE PROVIDED SERVICES

Quality system assessment is one of the LGS service level indicators. Full and objective overview can be achieved by analysing results given by external evaluators and internal or self-assessment.

In 2011 one LGS quality system audit has been carried out by the company *Bureau Veritas Certification*. No inadequacies were detected, but audit observations were performance oriented towards the processes and slips or imperfections in notes. The final report points out that the quality system meets the requirements of ISO 9001:2008 standard.

Evaluation of LGS service quality aspects in 2011 is based on achieving quality indicators defined for services and/or processes. Wider explanations are given in the management report but overall we come to the conclusion that quality indicators are fulfilled as for ATM services/processes and CNS, MET and AIS services.

There were no claims received from the clients regarding the quality of the services provided by LGS in 2011.

2011 is the first year where internal audits were performed as integrated quality, safety, security and local control system audits as one united audit based on processes instead of auditing separate units. Despite this was a new way of auditing the results lead us to conclusions that LGS management system including quality system can provide the quality level required for air navigation services provided by LGS.

It must be pointed out that 2011 was significant in the scope of management system improvement either with the job done in actualization and optimization of the management system or explanatory job for different management levels of the company. A very important aspect is management involvement in management system evaluation and vision how to improve management system to make it more understandable and easier to fulfil.

Nevertheless the LGS management system can provide the declared quality level of the service further Quality system improvement is related to improvement of the service management mechanisms including either overview and description of interaction of basic and supporting processes or specification of liabilities for these processes. This improvement was commenced in 2011 and it is planned to complete it not later than in 2014.

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7. AIR TRAFFIC SAFETY

The LGS air navigation service quality assurance system ensures reaction to the flight safety occurrences as well as investigation of these occurrences and definition of the corrective activities. It enables to learn from these cases and leads to evaluation of threats and risks before inventing any changes in air navigation services. The main goal of LGS in safety management in 2011 was to maintain the existing safety level, to minimize the number of occurrences and proceed with safety management system improvement and development.

In 2011 LGS proceeded with safety management personnel training and qualification raise and employees attended 7 safety management workshops, 1 conference and 9 training courses in Luxembourg as well as NEFAB working groups on safety issues.

Safety cases prepared in 2011:

- Flights of German Air force military air crafts to Riga airport
- Safety case. Crash alarm system
- Usage of „Multiple line-ups” procedure in the airport Riga
- Changes in the runway utilization procedure in the airport Riga
- Safety assessment. Simultaneous activity of EVR5 and TRA5 areas in the controllable air space.
- Initial safety assessment. Change of the vertical separation interval within the Riga approach (TMA) area.
- Initial safety assessment. Changes in the arrival and approach procedures of the airport Riga.
- "MSS-A RIX" airfield surveillance system
- "MSS-W RIX" territorial surveillance system
- CVOR431/DME435 radio beacon Smarde (TUK)
- Replacement of emergency radio stations in Riga KDP
- Connecting of Motorola BS770 radio station to ICS200/60 in the airport „Ventspils”
- Initial safety case. Relocation of VHF system "Rohde&Schwarz Series 200" object "Rezekne" to LVRTC "Vilani"

There were 261 different air traffic safety occurrences reports received from air traffic controllers in 2011. Referring to the total number of flights it makes $1,19 \times 10^{-3}$ safety occurrences per one flight in Riga area.

10 occurrences referable to LGS activities were stated in 2011, 3 of them due to LGS personnel and 7 as a result of co-responsibility.

Basic KPI of safety assessment in 2011 were 1,29 losses of separation per 100 000 IFR hours. Actual indicator was 2,29 losses of separation per 100 000 IFR hours.

Technical department has detected 1265 occurrences related to nav aids on exploitation in 2011. All the registered occurrences were reacted to timely.

Since January 1, 2011 Latvia is a member state of EUROCONTROL and LGS proceeded to participate in working groups of EUROCONTROL and NEFAB.

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8. LATVIA AND LGS IN EUROPE

As an EU and ICAO member state, Latvia is obliged to fulfil certain liabilities and carry out integration of the ratified standards.

Basic platform the whole state air navigation system stands on is Chicago Convention of 1944 on International Civil Aviation and accordant annexes.

As EU and ECAC (European Civil Aviation Conference) member state Latvia has to fulfil certain obligations. SES and European Single Sky Implementation Plan (ESSIP) were the main external factors influencing LGS development.

Air navigation services provided by LGS fully correspond to Regulation of European Commission 2096/2005 and it is approved by the certificate received on December 20, 2010 valid through December of 2016. This certificate allows offering air navigation services in all the EU member states.

On January 1, 2011 Latvia became the 39th member state of EUROCONTROL opening new development opportunities in the field of flight safety and effectiveness of the services provided thus proceeding with the harmonization of the air navigation systems of Latvia in European region. It was the most important event for LGS in 2011. As ANSP LGS has changed tariffication system, solved operational and technical issues as well as started to use EUROCONTROL system allowing connecting to the CFMU.

Within the membership of EUROCONTROL LGS plans to increase effectiveness of the services provided and to continue using ESSIP/LSSIP as monitoring tool for planning harmonization and development, optimization of participation of LGS employees in newly established working groups due to reorganization of the EUROCONTROL and to continue qualification rise in IANS EUROCONTROL.

Within SES and in accordance with the Regulation No. 551/2004 of European Parliament and Council "On the organisation and use of the airspace in the single European sky" LGS continued to work in *North European ANS Providers (NEAP)* alliance together with the following companies:

AVINOR (Norway);

LFV (Sweden);

FINAVIA (Finland);

NAVIAIR (Denmark);

EANS (Estonia);

ISAVIA (Iceland);

IAA (Ireland)

NATS (United Kingdom)

LGS (Latvia)

On the second part of the 2011 NEAP commenced transition activities to create a more effective model of the Alliance and called it Borealis.

To comply with the requirements of SES LGS has started several activities to create a FAB. This turned out to be more complicated when the number of participants changed as Denmark and Sweden created their own SE/DK FAB. Finland, Norway, Estonia and Latvia decided to organize NEFAB. All the necessary information was prepared for CAA and the

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Ministry of Transport and all the documentation was sent to the European Commission in December, 6 months prior the deadline.

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9. HUMAN RESOURCES

To ensure the company is still moving on as a competitive and dynamic air navigation services company based on knowledge and experience with a sustainable economic growth, and working places becoming more attractive for employees offering wider social connection between the highest management and employees, in 2011 LGS continued to execute the personnel policy anticipating continuous development and maintenance of professional competence.

One of the elements of personnel competence maintenance in 2011 was to promote retention of qualified, educated staff able to adapt to a changeable work environment and to ensure its development.

Staff, its competence and professional growth is in the basis of security and stability of air navigation services provided by LGS. There were 352 employees in LGS by the end of the 2011.

Personnel's professional maintenance takes constant investments and the main activity of LGS – air traffic management as a continuous process requires specific staff selection and amount criteria. LGS feels highly responsible for preparation of professionals providing training of new air traffic controllers annually. 12 new air traffic controllers/students received qualification rating in 2011 and started to work independently.

The Company's profile demands specific training often obtainable only abroad. To continue professional growth LGS specialists are attending different trainings abroad.

Training of employees of Administrative, Development and Quality Assurance Departments in 2011 were mostly connected with changes in legislation and current events related to the job specification.

Fulfilling SES requirements LGS takes active part in NEFAB programme and activities connected with its establishment. Employees and the Board of the LGS took part in 60 different activities related to NEAP and NEFAB initiatives.

Professional growth of all the personnel is in the basis of company stability. LGS supports and promotes increase of the level of general education of the employees disbursing studies to obtain master and doctor degree in the field of speciality.

Professionalism of LGS specialists has been estimated by international aviation institutions delegating to lead high level working groups – head of ICAO ATMG working group and secretary of Aeronautical information management working group are LGS experts and NEFAB financial control is entrusted to the employee of LGS.

In 2011 LGS provided an employees' satisfaction research to find out the opinion of employees on the most important work issues, values and understanding of company values. Summarizing the results of this research made it possible to find out which issues need to be improved to promote personnel satisfaction and further development of the company. Understanding the personnel attitude and opinion will help to define key points in working with human resources and to make reasonable and well considered decisions.

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10. OFFICIAL CONSULTATION PROCESS WITH THE CUSTOMERS

LGS is a client oriented company regularly analysing customers' feedback.

LGS is providing services in an open and transparent manner not discriminating on the grounds of nationality or identity as well as avoiding activities that might lead to dishonest competition or conflict with EC legislation.

In the previous year LGS proceeded to provide effective air navigation services to all users of the LR air space. Main users of the LR air space in 2011 are specified in the figure 10.1.

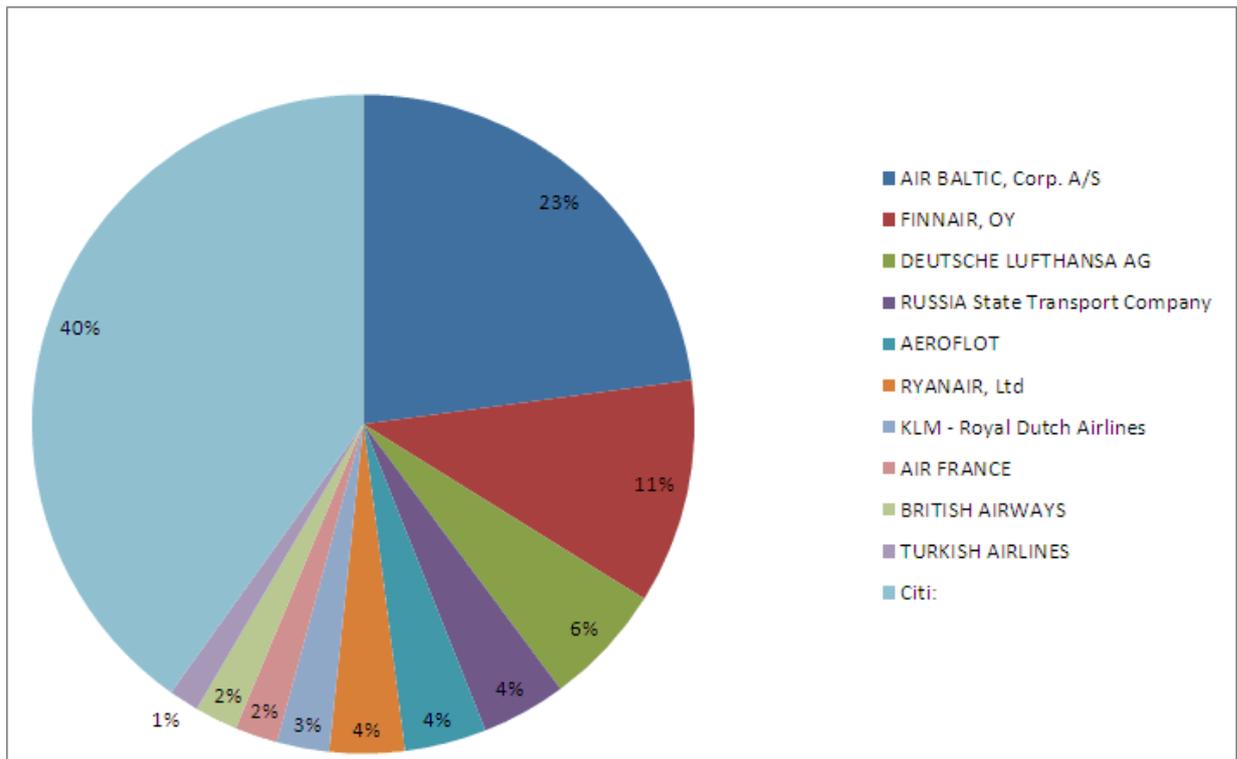


Figure No 10.1. The main users of LR airspace – LGS clients in 2011

Development and implementation of new services in LGS is defined and executed in accordance with operational necessities (purposeful safety improvement) or requirements of the customers. LGS is using a prosperous business approach providing consultations with customers on novelties before making final decisions. Usually that kind of consultations is a part of a pre-implementation stage of the project. LGS often uses a questionnaire method to receive feedback from airlines and other air space users. Usual questionnaire includes questions on satisfaction, plans, priorities and air craft equipment. LGS is organizing meetings with the clients reviewing the received information and implementing the clients' requests as far as it is possible.

LGS activities to satisfy requirements of the clients and development trends can be characterized by the following:

- LGS is investigating requirements of the Air space users within the project „Latvian ATM – Advanced Modernization Programme 2011-2018’. Feedback from users is the main impulse of LGS development. *Air Baltic* and

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Smartlynx chief pilots were questioned within the Project and Business Aviation segment is still pointed out. To continue effective implementation of the requirements LGS proceeded with consultation process with the representatives of the user group started during the previous years.

LGS is regularly organizing meetings with the national airline (*airBaltic*) thus promoting experience exchange and to determining fields needing improvements and innovations.

LGS regularly informs its personnel on the requirements of the air space users. Well informed ATCO can be more effective in his job.

To promote personnel awareness LGS used to implement practice when almost each of the ATCOs could spend a flight (regular flight) in the cock-pit of Air Baltic air craft where he was able to follow ATCO-pilot collaboration and take into account actions that might need to be changed or improved. The agreement on this initiative is still in force.

LGS is not saving resources and means to develop improved, binding and well-coordinated working procedures and technologies. Therefore LGS is organizing necessary workshops, working groups and classes (in close cooperation with air space users) before each and every practical activity and invention.

LGS defines unit rate in a transparent and honest manner providing consultations with customers before unit rate ratification. Unit rate is revised regularly. LGS makes sure that all the air space users have received all the necessary information and opinion and notes provided by clients have been understood and taken into account before unit rate consultations.

A very important job was done within the project of Tukums airport. This is a brand new practice in LR when LGS collaborates with private companies KS Avia and Tukums airfield to commence provision of air traffic services as well as installation and further maintenance of nav aids and systems. Lots of meetings with involved parties (Tukums airport, KS Avia, CAA, LGS) regarding the necessary changes in the air traffic design and elaboration and implementation of procedures were organized in 2011 within the project.

LGS supports activities of Military aviation and takes active part in Civil and Military aviation collaboration. NATO training - Baltic region Training Event – BRTE VIII, IX and X were provided in 2011.

Different projects have been commenced or realized in the scope of aeronautical information and flight procedures in co-operation with customers in 2011:

- *VFR aeronautical chart Latvia ICAO 1:500 00 5th edition - EFF. Date 25.08.2011-* developed, prepared and published.;
- Arrival procedures using VOR Tukums were implemented for convenience of Riga Terminal Control Area;
- New, modern aeronautical information service Mobile AIP was implemented for use in tablet PCs. Potential users of this service are flight personnel including flight crew, ANSP responsible for flight information services, airfield flight information services and pre-flight information services;
- EAD Briefing Facility (EAD BF) first stage.

This system anticipates provision of self-instruction possibility for LR air space users as unified approach to aeronautical and meteo information (data) together with flight planning activities (FPL/RPL)

To implement this system successfully an EAD BF migration plan was established to provide timely fulfilment of new standards of ICAO Annex 15 regarding self-instruction services.

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The planned EAD BF system use in Latvia shows solution found by EUROCONTROL member states in provision of this service.

LGS maintains a continual link with airspace users regarding all the aforementioned issues, and in case of an air traffic incident LGS provides interested clients with all the necessary information obtained during the control process. LGS collaborates with clients, helping them to obtain the correct data, comprehensive incident analysis and providing objective evidence.

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11. ATM ACTIVITIES IN 2011

In 2011 ATM department provided air traffic control in Riga FIR.

ATM specialists took active part in projects related to NEFAB and Borealis alliance through all the 2011.

In 2011 head of AIN unit V.Tumarkin fulfilled his obligations as a secretary of ICAO European Air Navigation Planning Group (EANPG) Programme Coordinating Group (COG)/Aeronautical Information Management (AIM) and ATS Manager V.Karetnikov fulfilled his obligations as a Chairman of the ICAO Air Traffic Management Group East (ATMGE).

Two new routes were implemented between Latvia and Sweden and Lithuania and Latvia, as well as 3 sea mile distance interval was implemented within Riga Approach area. Functionality of ATCOs work station was modernized within ATM system ATRACC+.

NATO Baltic Regional Training Event - BRTE VIII, IX and X was also ensured in 2011.

Employees of AIN Unit took part in revision of the Cabinet rules No. 775/2008. Requirement of an independent expertise for all the geodesic works related to aviation were included. Second phase "going digital" of the transition of the National Plan from AIS to AIM was realized.

Processing of Flight Planning Procedures through EUROCONTROL IFPS (Initial Integrated Flight Plan Processing System) was started on March 10, 2011. Letter of Agreement with CFMU was signed on April 12, 2011 and an Air Traffic Flow and Capacity Management through EUROCONTROL CFMU started on October 20.

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12. TECHNICAL MODERNIZATION IN 2011

Besides the basic activity – technical exploitation maintenance of nav aids - the Technical Department has provided planned works within different projects related to improvement of air navigation service quality.

Projects completed in 2011:

- Installation of Multilateration System in Riga TMA zone within the project WAMRIX (MSS-W system);
- Replacement of emergency radio-stations in the ATM Centre;
- Expansion of the A-SMGCS system adding two additional sensors in the Riga airport;
- A-SMGCS information supply to Airport Riga;
- Integration into PanEuropean communication network (EAD, CFMU);
- ILS installation in the airfield „Tukums” (according to separate agreement)

On-going projects:

- CATII certification in the Airport „Riga”;
- Connection of A-SMGCS and airport lighting system in the airport „Riga”;
- ATRACC modernization;
- Modernization of LGS communication infrastructure;
- Replacement of hardware and peripheral equipment due to depreciation.

New projects:

- AWOS software modernization in the airport „Riga” un „Liepaja”;
- ANOF modernization;
- Relocation of VHF object „Rezekne”;
- Modernization of HI Path 4500 telephone exchange;
- Modernization of data transmission network with Tallinn ATM Centre;
- Modernization of LR aviation VHF system;
- High speed network construction (airport „Riga”).

As LGS is a participant of NEAP/NEFAB organisations employees of the TD took part in the working groups of NETECH within the scope of their competence: COM (AMHS, NETWORKS, Data links) and SUR.

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13. 2011 BUDGET IMPLEMENTATION OVERVIEW

Income

Total income in 2011 is 16 820 th. LVL and this is for 120 th. LVL (0.7%) less than planned in the budget of 2011 but it for 1 438 th. LVL (9.3%) more than the fact of 2010.

Income from air navigation services makes the main part (95%). The budget of 2011 was based on the optimistic scenario. Thus nevertheless the income from air navigation services was behind the plan for 1.2% (199 th. LVL) growth against the 2010 was positive.

Recovering from the aviation crisis number of flights in 2011 has increased for 10.2% against the fact of 2010 and for 0.5% against the plan of 2011.

Number of flights in 2011

Table No.13.1.

Flight type	Plan 2011	Fact 2011	Changes, %	Fact 2010	Changes %
En-route	154 467	163 695	106.0	146 267	111.9
Flight to/from Riga	70 680	72 669	102.8	68 145	106.6
Total	225 147	236 364	105.0	214 412	110.2

Figure 13.1 depicts the relative ratio between flights to/from Riga and en-route. As we can see en-route increase has been more rapid than flights to/from Riga.

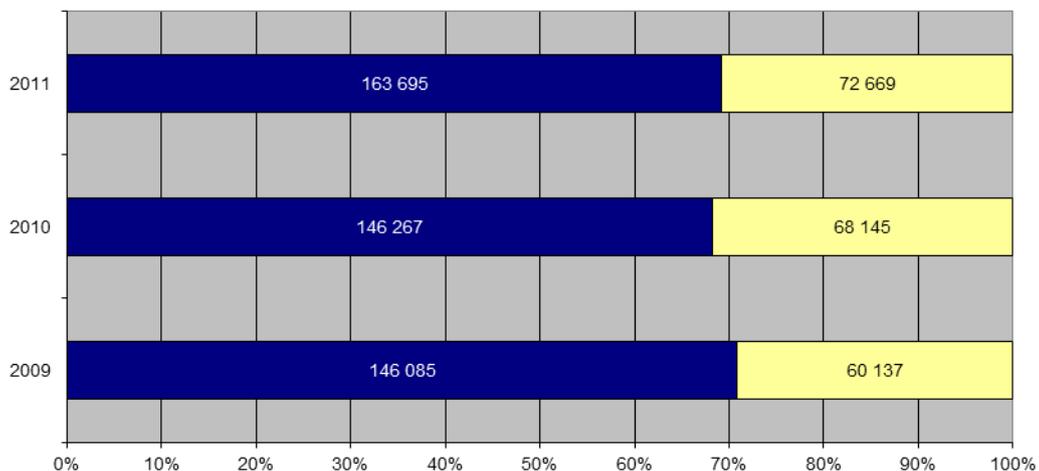


Figure 13.1. Relative ratio of flights in 2011 to 2010 and 2009

There were no substantial changes in unit rate specification and charging. It was stated by the rules of the Cabinet No.1661 "Procedure for the Distribution of Charges for Air Navigation Services" and No.1662 „Procedures for the Specification of Charges for Air Navigation Services and for Services Provided by Civil Aviation Aerodromes of State Significance". As the Republic of Latvia became a member state of the EUROCONTROL on the January 1st, 2011 LGS started to implement EUROCONTROL legal acts.

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Improvement of the aviation industry started in 2010 and continued in 2011. As it was mentioned a new trend has started in 2011 – number of en-route flights has increased more rapidly than the flights to/from airport of Latvia. It might be anticipated that this tendency is going to continue in 2012 and henceforth taking into consideration problematic financial situation of Latvian national airline. Analysing flight data of 2011 it must be taken into consideration that there was an Iceland volcano crisis in April of 2010 as a result there were no flights in the air space for more than a week. It resulted in a very low flight base of 2010 and due to that there was a 30.4% intensity increase in April of 2011. Deselecting this month the most rapid increase was in June of 2011 – 12.8% and the less increase 2.5% was in November of 2011. It was the first time when during the past several years when intensity fall was registered in November. Although it went back to the normal level in December it was still a new tendency for 2012.

Figure 13.2. shows number of flights each month showing the total amount per 12 months.

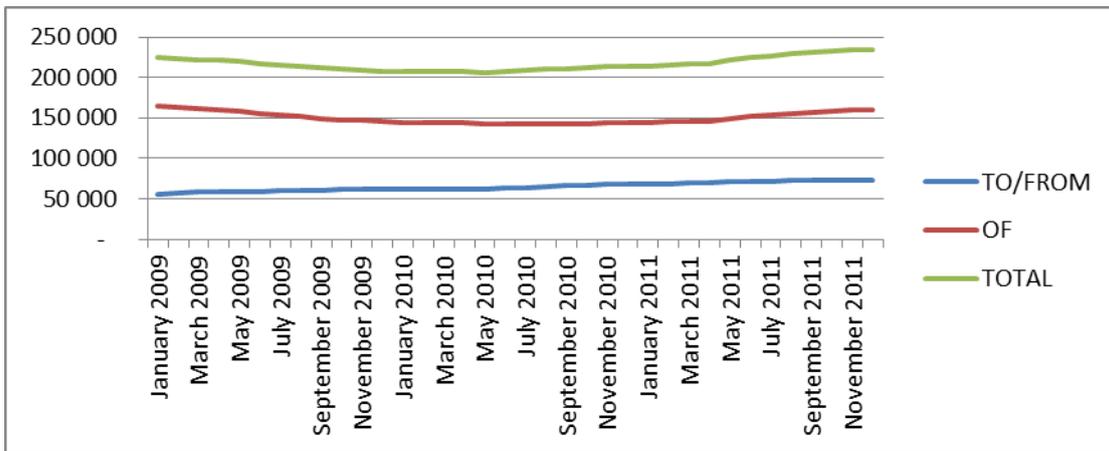


Figure 13.2. Changes of intensity 2009 through 2011 counting total amount per previous 12 months

Comparing gross and net income of the company the above mentioned changes in legal acts must be taken into account.

One of the major changes is implementation of the Eurocontrol regulations – route charge expressed in LVL using Reuters weighted average value. Thereby one more variable is added to the correlation between the number of flights and income.

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Income from air navigation services in 2011, th. LVL

Table No.13.2.

No.	Name	Plan of 2011	Fact of 2011	(4) / (3), (%)	Fact of 2010	(4) / (6), (%)
1	2	3	4	5	6	7
1.1	Income from en-route, gross	14.726	14.527	98.6	13.158	110.4
1.2	Income from en-route, net	14.726	14.527	98.6	13.158	110.4
1.3	Income from terminal, gross	2.034	2.034	100.0	2.034	100.0
1.4	Income from terminal, net	2.034	2.034	100.0	2.027	100.3
	Gross total	16.760	16.561	98.8	15.192	109.0
	Net total	16.760	16.561	98.8	15.185	109.1

The next figure (No.13.3) shows LGS income structure in 2011 comparing with 2010.

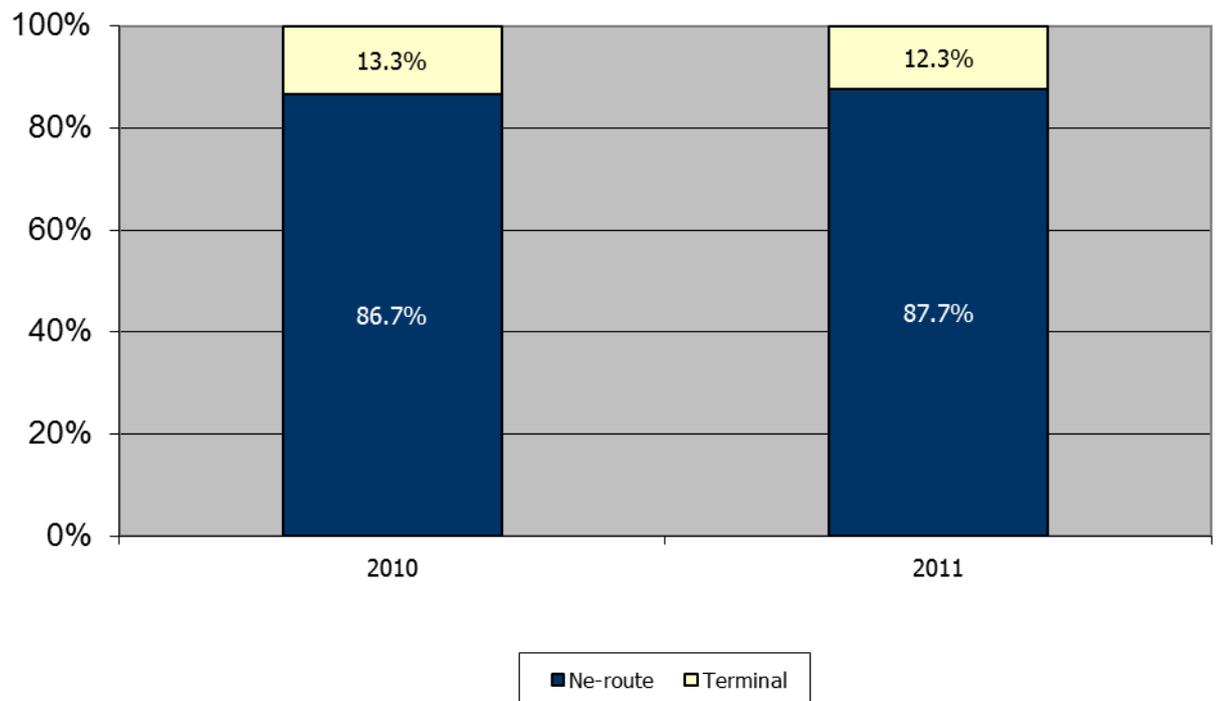


Figure No.13.3. Comparison of LGS income structure

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Other income

Other income in 2011 to compare with the plan has increased for 79 thousand LVL (43.9%) while to compare with the 2010 the increase is 62 th. LVL (31.5%).

Expenses

Total expenses of the core business in 2011 were 17 934 th. LVL. To compare with 2010 expenses have increased for 2.691 th. LVL (17.7%). To compare with the plan of 2011 expenses have increased for 1 310 th. LVL (7.9%).

Detailed expenses breakdown depicted in the Chapter 14.

Implementation of the investment plan

The investment amount in 2011 was acquired by purchasing new material values and received services in amount of 2 768 th. LVL, including:

Fixed assets put into operation	- 806 th. LVL;
Investments into capital expenses	- 108 th. LVL;
Fixed assets under construction	- 499 th. LVL:
Prepayments	- 1 355 th. LVL.

Completed projects out into operation, th. LVL

Table No.13.3.

Name	Amount
Data retention with switch exchange	181
Spare parts for THALES radar in Riga	116
Multilateration system MSS – WRIX , Radio Transmission Centre Babite	64
MSS system expansion with two sensors	57
Jotron emergency radio-stations with chargers	53
Reserve modules for Aviation VHF system	47
Hardware and network equipment	42
Multiplexers and radio relay equipment in Riga, THALES radar	41
Multiplexers and radio relay equipment in Radio Transmission Centre Babite	24
Furniture, household equipment, inventory	21
Spare parts for the airfield multilateration system (MSS - A RIX)	18
Power supply stabilisation complex for ILS in Riga and Liepaja	13
Multiplexers and spare parts, Riga	12
UPS chargers for KDP and briefing	11
Server and monitors for ATRACC system	10
Water treatment facility for KDP building	10
Continuous power supply system for administration building	9
Software	9
Fluke thermograph set	6
Multiplexers for Ezerlici	6
Video equipment for ASMGCS system	5
Software RADview - EMS	5
Communication equipment for MIDAS	5
Telephones	5
SASS- C system working station with monitors	5

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AFTN asynchronous servers	4
Multiplexers for Vilani	4
Video equipment for Alenia Riga	3
Tele-control and monitoring systems for communication objects	3
LGS web-site management system	3
Digital cameras	2
Conditioners for the training class	2
Software for the beacons	2
Safe	1
Equipment cabinet for ATRACC test room	1
Battery chargers, control board for diesel generators	1
Conditioners for Babite	1
Tool sets	1
Hardware for Liepaja	1
Recuperation supply junction for the Tower ventilation system	1
Other	1
TOTAL:	806

Capital expenses, th. Ls.

Table No. 13.4

Name	Amount
Reconstruction of technical buildings in Ezerlici	50
Modernization of telephone exchange	21
Repair of the roof for the sanitary building in Ezerlici	9
Modernization of MSS system CPS cabinet	8
Modification of document management system IMPULSS	5
Upgrade of Arc View software	3
Additional core for the servers	2
Replacement of the control panel for diesel generator in Ventspils	2
Replacement of batteries for telephone exchanges in Riga, Ventspils, Liepaja, Ezerlici	1
Vehicle spare parts	1
Replacement of conditioner compressor	1
Radio transmitter control module replacement in Radio Transmission Centre Liepaja	1
Security systems for the weaponry storage (KDP, room 29)	1
Other	3
TOTAL:	108

Fixed assets under construction, th. Ls.

Table No. 13.5

Name	Amount
ATRACC modernization	254
ANOF Plus system modernization	185
AWOS software modernization	48
Hardware	4
Monitors for ATRACC system	8

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TOTAL:	499
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Prepayments within projects – 1 355 th. LVL.

Conclusions

The number of flights in 2011 to compare with the plan has increased for 5.0% but to compare with the fact of the previous year the number of flights has increased for 10.2%. Increase is due to the ending of the aviation crisis in Europe.

Income from the core business is for 9.1% higher if to compare with the plan of the 2010 and lower for 1.2% against the plan of 2011.

Losses in 2011 are 1 061 th. LVL if to compare with the planned profit of 21 th. LVL. The main reason must be pointed out is necessity of loan lost provisions as a result of the insolvency of the SC „Latvijas Krājbanka”.

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14. BUDGET EXECUTION OF 2011

Table No.14.1.

No.	Name	Plan of 2011	Fact of 2011	Relative difference (%)	Absolute difference	Fact of 2010	Relative difference (%)	Absolute difference
1	2	3	4	5	6	4	5	6
1.1.	Operating income	16.760	16.561	(1.2)	(199)	15.185	9.1	1.376
1.2.	Other income	180	259	43.9	79	197	31.5	62
1.	Total income	16.940	16.820	(0.7)	(120)	15.382	9.3	1.438
3.1.	Wage/salary	(7.980)	(7.927)	0.7	53	(7.321)	(8.3)	(606)
3.2.	Other personnel expenses	(119)	(119)	-	-	(99)	(20.2)	(20)
3.	Total personnel expenses	(8.099)	(8.046)	0.7	53	(7.420)	(8.4)	(626)
4.	Depreciation costs	(3.580)	(3.531)	1.4	49	(3.659)	3.5	128
5.	Payments to CAA and TAIIB	(1.317)	(1.317)	-	-	(1.206)	(9.2)	(111)
6.	Operating expenses	(1.120)	(1.104)	1.4	16	(1.081)	(2.1)	(23)
7.	Training	(699)	(688)	1.6	11	(676)	(1.8)	(12)
8.	Payments to Eurocontrol	(610)	(610)	-	-	-	-	(610)
9.	Administration costs	(306)	(324)	(7.8)	(18)	(364)	11.0	40
10.	Business trips	(300)	(328)	(9.3)	(28)	(275)	(19.3)	(53)
11.	Insurance	(221)	(222)	(0.5)	(1)	(218)	(1.8)	(4)
12.	Other expenses	(372)	(1.764)	(374.2)	(1.392)	(344)	(412.8)	(1.420)
	Total of other exploitation expenses	(4.945)	(6.357)	(28.6)	(1.412)	(4.164)	(52.7)	(2.193)
2.	Total operating expenses	(16.624)	(17.934)	(7.9)	(1.310)	(15.243)	(17.7)	(2.691)
12.	Profit / (loss) from operating activities	316	(1.114)	-	(1.430)	139	-	(1.253)
13.	Interest income and other income	82	81	(1.2)	(1)	274	(70.4)	(193)
14.	Interest expenses and other expenses	(168)	(169)	(0.6)	(1)	(114)	(48.2)	(55)
15.	Profit / (loss) before taxes	230	(1.202)	-	(1.432)	299	-	(1.501)
16.	Total taxes	(209)	141	-	350	(30)	-	171
16.1	Enterprise income tax	(180)	(138)	23.3	42	(94)	(44.7)	(44)
16.2	Postponed tax	-	309	-	309	93	232.3	216
16.3	Real estate income	(29)	(30)	(3.4)	(1)	(29)	(3.4)	(1)
17.	Net profit / (loss)	21	(1.061)	-	(1.082)	269	-	(1.330)

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15. EXPLANATIONS TO BUDGET EXECUTION

This chapter keeps the numeration given in the table No.14.1

1. Total income

Operating income constitutes the main part of company income and the relative share of the total income in 2011 was 98.5%. In 2010 it was 98.7%

1.1. Operating income

Detailed description of operating income is given in the Chapter 13 of this document. The increase was caused by ending of the aviation crisis.

1.2. Other income

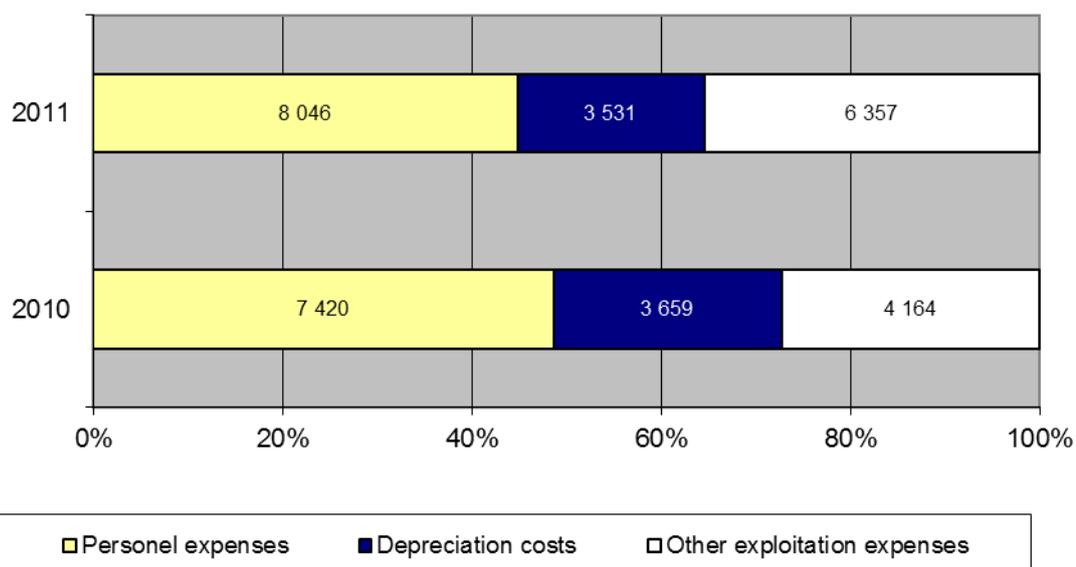
Other income in 2011 has increased if to compare with the plan of 2011 for 79 th. LVL (43.9%), but to compare with the fact of 2010 the increase was 62 th. LVL (31.5%).

2. Total operating expenses

Operating expenses for 2011 were planned in amount of 16 624 th. LVL, the fact is 17 934 th. LVL showing excess expenditure of 1 310 th. LVL. The main reason of the excess expenditure is growth of other expenses for 1 392 th. LVL (instead of the planned 372 th. LVL, fact – 1 764 th. LVL). In 2011 loan lost provisions were created in amount of 1 548 th. LVL. Including 1 182 th. LVL for Latvijas Krājbanka and 366 th. LVL for air navigation services provided to Ryanair and other doubtful debtors.

Relative distribution of operating expenses for 2010-2011

Figure No.15.1

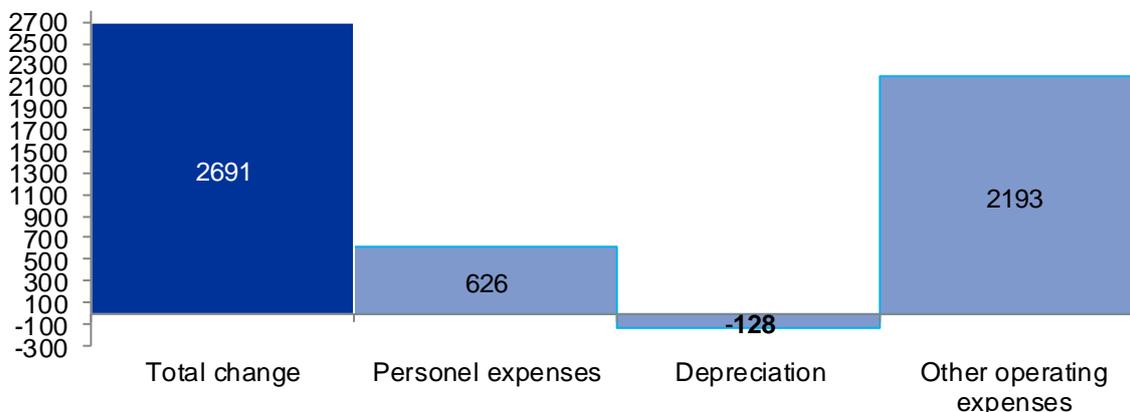


Total changes of operating expenses in 2011 are depicted in the Figure No.15.2

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Changes in operating expenses 2010-2011, th. LVL

Figure No.15.2



3. Total personnel expenses

Real personnel expenses in 2011 were 8 046 th. LVL that is for 53 th. LVL (0.7%) less than planned and for 626 th. LVL (8.4%) more if to compare with the fact of 2010. Increase was due to new employees and raise of salaries.

4. Depreciation costs

These expenses in 2011 made 3 531 th. LVL that is for 49 th. LVL (1.4%) less than planned and for 128 th. LVL (3.5%) less that the fact of 2010. The main reason of the economy was postponement of investment terms and exploitation. The planned investment cash flow amount was 5 407 th. LVL and the fact was 2 768 th. LVL.

5. Payments to CAA and TAIIB

Payments to CAA and TAIIB are made in accordance with the Cabinet Regulations No. 1661 and 1662. These expenses are depicted very precisely as they are predictable while working on the budget. These payments are 1/12 of the approved year budget per month.

6. Operating expenses

Operating expenses has decreased if to compare with the plan of 2011 for 16 th. LVL or 1.4%. The main economy is due to postponed purchase procedure on repair works.

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Table No.15.1, th. LVL

No.	Name	Plan of 2011	Fact of 2011	(4) / (3), (%)	Fact of 2010	(4) / (6), (%)
1	2	3	4	5	6	
6.1	<i>Meteo services</i>	231	231	100.0	211	109.5
6.2	<i>Electricity payments</i>	201	207	103.0	192	107.8
6.3	<i>Communication services</i>	145	139	95.9	141	98.6
6.4	<i>Technical maintenance and repair of fixed assets</i>	73	78	106.8	23	3.4 times
6.5	<i>Short term software licences</i>	62	62	100.0	39	1.6 times
6.6	<i>Flight measurements of radio equipment</i>	59	47	79.7	46	102.2
6.7	<i>Transport services</i>	48	52	108.3	35	148.6
6.8	<i>Air navigation information expenses</i>	47	44	93.6	76	57.9
6.9	<i>Land lease</i>	42	42	100.0	42	100.0
6.10	<i>Operative leasing of vehicles</i>	35	35	100.0	36	97.2
6.11	<i>Hardware service</i>	32	31	96.9	31	100.0
6.12	<i>Spare parts and materials</i>	25	25	100.0	31	80.6
6.13	<i>Building maintenance</i>	25	17	68.0	96	17.7
6.14	<i>Other expenses</i>	95	94	98.9	82	114.6
	Total:	1.120	1.104	98.6	1.081	102.1

Transport expenses in 2011 have grown most rapidly due to increase of the fuel price, as well as technical maintenance and repair of fixed assets due to implementation of the planned repair works for the existing equipment, and electricity expenses.

7. Training

Training expenses in 2011 if to compare with the plan have fallen for 11 th. LVL (1.6%). The reason is postponed training. To compare with the fact of 2010 substantial economy has been in the sector of qualification maintenance training as the company has received a certificate allowing provision of training using the company resources. The main positions of training expenses are depicted in the table No.14.2.

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Table No.15.2, th. LVL

No.	Name	Plan of 2011	Fact of 2011	(4) / (3), (%)	Fact of 2010	(4) / (6), (%)
1	2	3	4	5	6	7
7.1	<i>Preparation of new ATCO</i>	417	431	103.4	121	3.6 times
7.2	<i>Rating training (ANS.MC, CAA)</i>	110	109	99.1	315	34.6
7.3	<i>Training abroad and within the investment projects</i>	108	100	92.6	150	66.7
7.4	<i>Other training</i>	64	48	77.4	90	53.3
	Total:	699	688	98.4	676	101.8

9. Administration expenses

Table No.15.3, th. LVL

No.	Name	Plan of 2011	Fact of 2011	(4) / (3), (%)	Fact of 2010	(4) / (6), (%)
1	2	3	4	5	6	7
8.1	<i>Lease of premises and other objects and fixed assets</i>	65	65	100.0	63	103.2
8.2	<i>Representation expenses</i>	46	38	82.6	39	97.4
8.3	<i>Territory improvement</i>	38	34	89.5	17	2.0 times
8.4	<i>Maintenance of premises</i>	36	36	100.0	35	102.9
8.5	<i>Membership fee</i>	25	61	2.4 times	30	2.0 times
8.6	<i>Legal services</i>	22	20	90.9	45	44.4
8.7	<i>Security expenses</i>	21	20	95.2	21	95.2
8.8	<i>Experts' services</i>	8	8	100.0	68	11.8
8.9	<i>Other expenses</i>	45	42	93.3	46	91.3
	Total:	306	324	105.9	364	89.0

Administration expenses in 2011 have risen for 18 th. LVL (7.8%) if to compare with the plan of 2011, but these expenses have decreased for 40 th. LVL (11.0%) if to compare with the fact of 2010. The main reason is depicted in the membership fees paid to NEFAB.

10. Business trips

If to compare with the plan of 2011 expenses in this position have risen for 28 th. LVL (9.3%) and for 53 th. LVL (19.3%) if to compare with the fact of 2010.

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11. Insurance

Insurance costs have risen for 4 th. LVL if to compare with the fact of 2010. Main positions of insurance costs are depicted in the table No. 15.4.

Table No.15.4, th. LVL

No.	Name	Plan of 2011	Fact of 2011	(4) / (3), (%)	Fact of 2010	(4) / (6), (%)
1	2	3	4	5	6	7
11.1	<i>GKV civil liability insurance</i>	215	215	100.0	210	102.4
11.2	<i>Other insurance</i>	6	7	116.7	8	87.5
	Total:	221	222	100.5	218	101.8

12. Other expenses

Tabula nr.15.5, th. LVL.

No.	Name	Plan of 2011	Fact of 2011	(4) / (3), (%)	Fact of 2010	(4) / (6), (%)
1	2	3	4	5	6	7
12.1	<i>Expenses nonrelated to economic operations</i>	41	47	114.6	59	79.7
12.2	<i>Remaining expenses</i>	9	8	88.9	7	114.3
12.3	<i>Other expenses</i>	12	161	13.4 times	278	57.9
14.4	<i>Loan lost provisions due to the doubtful debtors for the air navigation services</i>	310	366	118.1	-	-
12.5	<i>Loan lost provisions (provisions in Latvijas Krājbanka)</i>	-	1.182	-	-	-
	Total:	372	1.764	4.7 times	344	5.1 times

Expenses in this position have risen for 1 392 th. LVL due to the loan lost provisions for the doubtful debtors (Latvijas Krājbanka) unpredictable at the moment of planning.

13. Profit / (loss) from operating activities

As total income from operating activities in 2011 has decreased for 120 th. LVL if to compare with the plan, and expenses from operating activities have increased for 1 310 th. LVL, profit from operating activities has decreased for 1 430 th. LVL if to compare with the approved plan. Actual loss from the operating activities is 1 114 th. LVL.

14. Interest income and similar

Planned income for the 2011 was 82 th. LVL, the fact is 81 th. LVL. If to compare with the fact of 2010 interest income and similar income has decreased for 1 th. LVL (1.2%).

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15. Interest costs and similar costs

Planned expenses in 2011 were 168 th. LVL, fact of 2011 makes 169 th. LVL. If to compare with the 2010 interest costs and similar costs have risen for 1 th. LVL (0.6%). The main reason is currency exchange rate causing losses instead of profit in 2011.

16. Profit / (loss) before taxes

The planned profit before taxes in 2011 was 230 th. LVL, the fact shows losses in amount of 1 202 th. LVL. In 2010 profit before taxes was 299 th. LVL (decrease for 1 501 th. LVL).

17. Taxes

The planned taxes in 2011 – 209 th. LVL, in fact taxes in 2011 were calculated for 350 th. LVL less. This was the result of regress calculation of postponed tax due to provisions made in 2011.

18. Net profit / (loss)

The planned profit in 2011 was 21 th. LVL. In fact losses from operating activities made 1 061 th. LVL. The main reasons are described in this document.

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ANNEX 1. FINANCIAL REPORT 2011

Financial report for 2011 prepared in accordance with the international standards of EU attached in the Annex No.1 (Financial_Report_2011_Annex1LV.pdf).

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ANNEX 2. ABBREVIATIONS

ACC	Area Control Centre	Reģionālais vadības centrs
AFIPS	Airport Flight Information Processing System	Lidostu lidojumu informācijas apstrādes sistēma
AFTN	Aeronautical Fixed Telecommunication Network	Aeronavigācijas fiksēto telekomunikāciju tīkls
AIC	Aeronautical Information Circular	Aeronavigācijas Informācijas Cirkulārs
AIP	Aeronautical Information Publication	Aeronavigācijas informācijas publikācija
AIP AMDT	AIP Amendment	AIP Labojums
AIP SUP	AIP Supplement	AIP Papildinājums
AIRAC	Aeronautical Information Regulation and Control	Aeronavigācijas informācijas regulēšana un vadība
AMHS	ATS Message Handling System	ATS ziņojumu apstrādes sistēma
ANID	Aeronautical Information Division (LGS Unit)	Aeronavigācijas informācijas daļa
A-SMGCS	Advanced Surface Movement Guidance and Control Systems	Automātiskā zemes kustības vadības un kontroles sistēma
ASV	United States of America	Amerikas Savienotās Valstis
ATM	Air Traffic Management	Gaisa satiksmes vadība
ATMG	ATM Group	ICAO Gaisa satiksmes vadības pārvaldības grupa
ATRACC	ATM system used in LGS	LGS izmantotās GSV sistēmas
ATSEP	Air Traffic Safety Electronics Personnel	Inženiertehniskais personāls
CAA	Civil Aviation Agency	Civilās aviācijas aģentūra
CAT	Category	Kategorija
CFMU	Central Flow Management Unit	Galvenā plūsmas regulēšanas struktūrvienība
CNS	Communications, Navigation and Surveillance	Sakari, navigācija un novērošana
CRCO	Central Route Charges Office (Eurocontrol)	Centrālais (Eurocontrol) maršrutu maksājumu birojs
CVOR	Conventional VOR	Parastais VOR
DME	Distance Measuring Equipment	Attāluma mērīšanas iekārta
DVOR	Doppler VOR	Doplera VOR
ECAC	European Civil Aviation Conference	Eiropas civilās aviācijas konference
ES	European Union	Eiropas Savienība
ESSIP	European Single Sky Implementation	Eiropas vienotās gaisa telpas ieviešanas plāns
EUROCONTROL	European Organization for the Safety of Air Navigation	Eiropas aeronavigācijas drošuma organizācija
FAB	Functional Airspace Block	Funkcionālais gaisa telpas bloks
FIR	Flight Information Region	Lidojuma informācijas rajons
FPMS	Flight Plan Management System	Lidojumu plānu vadības sistēma
GAT	General Air Traffic	Vispārējā gaisa satiksme

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GSVD	<i>Air Traffic Management Department (LGS Unit)</i>	Gaisa satiksmes vadības departaments
IAIP	<i>Integrated Aeronautical Information Package</i>	Integrētā aeronavigācijas informācijas pakete
ICAO	<i>International Civil Aviation Organization</i>	Starptautiskā civilās aviācijas organizācija
ISO	<i>International Standards Organisation</i>	Starptautiskā standartu organizācija
KDP	<i>LGS Operational Building</i>	LGS biroja ēka
KPI	<i>Key Performance Indicator</i>	Galvenais izpildes rādītājs
LCAA	<i>Latvian Civil Aviation Agency</i>	Latvijas civilās aviācijas aģentūra
LIR	<i>Flight Information Region</i>	Lidojuma informācijas rajons
LR	<i>The Republic of Latvia</i>	Latvijas Republika
LSSIP	<i>Latvian Single Sky Implementation</i>	Latvijas vienotās gaisa telpas ieviešanas plāns
MET	<i>Meteo</i>	Meteo
MK	<i>Cabinet of Ministers</i>	Ministru Kabinets
NEAP	<i>North European ANS Providers</i>	Ziemeļeiropas aeronavigācijas pakalpojumu sniedzēji
NOTAM	<i>Notice to Airmen</i>	Ziņojums lidotājiem
OLDI	<i>On - Line Data Interchange Operational Meteo</i>	Tiešsaistes datu apmaiņa Operatīvā meteoroloģiskā informācija
OPMET	<i>Pan European Network Service</i>	Paneiropas komunikāciju tīkla pakalpojumu sniedzējs
PEN	<i>Precision RNAV</i>	Precīzais RNAV
P-RNAV	<i>Radar Unit (LGS Unit)</i>	Radiolokācijas nodaļa
RL	<i>Navigation Unit (LGS Unit)</i>	Radionavigācijas nodaļa
RN	<i>Single European Sky</i>	Vienotā Eiropas gaisa telpa
SES	<i>Single European Sky ATM Research</i>	SES GSV izpēte
SESAR	<i>Limited company</i>	Sabiedrība ar ierobežotu atbildību
SIA	<i>Ministry of Transport</i>	Satiksmes Ministrija
SM	<i>TACTical Air Navigation</i>	Militārās mobilās navigācijas iekārtas
TACAN	<i>Communication Unit (LGS Unit)</i>	Sakaru nodaļa
TK	<i>Terminal Area</i>	Lidlauka vadības rajons
TMA	<i>Team Resource Management</i>	Komandas resursu pārvaldība
TRM	<i>Upper Information Region</i>	Augšējā informācijas zona
UIR	<i>VHF Omni - directional Radio Range</i>	Ļoti augstas frekvences visvirzienu radiobāka
VOR		

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