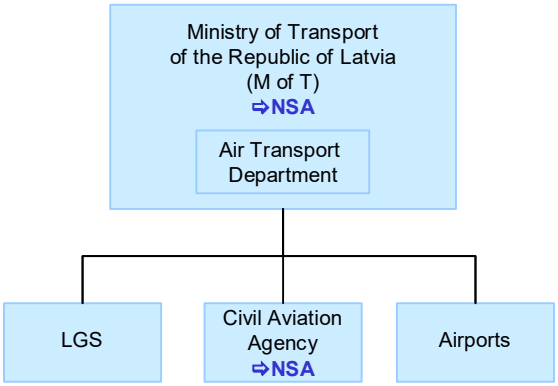
LGS, Latvia

SJSC Latvijas Gaisa Satiksme

www.lgs.lv

Institutional arrangements and links (2022)



Status (2022)

- Joint-stock company since 1997
- 100% State-owned (Ministry of Transport)

National Supervisory Authority (NSA):

- MoT (for policy and economic issues)
- Civil Aviation Agency (for safety, operational aspects, certification and licensing issues)

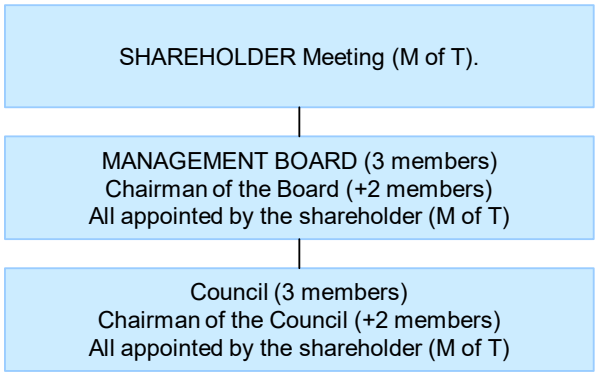
Body responsible for:

Safety Regulation
Civil Aviation Agency

Airspace Regulation
Civil Aviation Agency

Economic Regulation
Air Transport Department and Cabinet of Ministers (Government)

Corporate governance structure (2022)



LGS (2022)

SHAREHOLDER'S REPRESENTATIVE:
Ilonda Stepanova (State Secretary)

CHAIRMAN OF THE BOARD:
Davids Taurins

CHAIRMAN OF THE COUNCIL:
Dins Merirands

Scope of services (2020)

☑ GAT	☑ Upper Airspace	☐ Oceanic ANS
☐ OAT	☑ Lower Airspace	☑ MET

- ATC services delegated to Latvia by Lithuania over a part of the Baltic Sea

Operational ATS units (2020)

1 ACC (Riga)
2 APPs (Riga, Liepaja)
1 TWR (Riga)
1 AFIS/FIC* (Liepaja)

*FIC for western part of Riga FIR

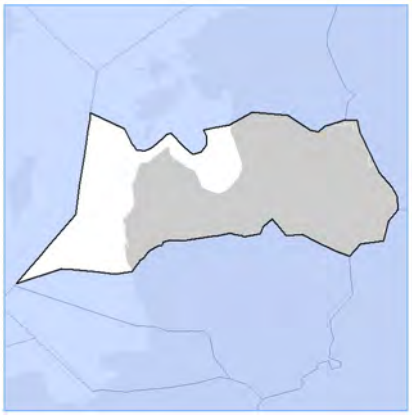
Key financial and operational figures (ACE 2020)

Gate-to-gate total revenues (M€)	17
Gate-to-gate total costs (M€)	26
Gate-to-gate ATM/CNS provision costs (M€)	22
Gate-to-gate total ATM/CNS assets(M€)	27
Gate-to-gate ANS total capex (M€)	4
ATCOs in OPS (FTEs)	73
Gate-to-gate total staff (incl. MET staff*)	358
Total IFR flight-hours controlled by ANSP ('000)	39
IFR airport movements controlled by ANSP ('000)	36
En-route sectors open at maximum configuration	3
Minutes of ATFM delays (post-OPS adjusted, '000)	0

** if applicable*

Size (2020)

Size of controlled airspace: 96 000 km²



LGS (Latvia) – Cost-effectiveness KPIs (€2020)

Contextual economic information

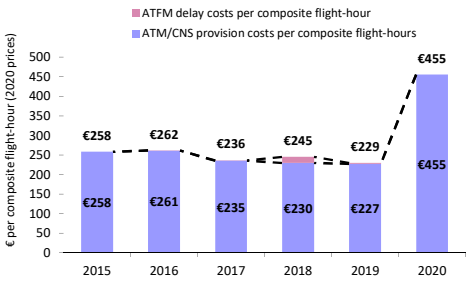
Exchange rate: Latvia is within the EURO Zone

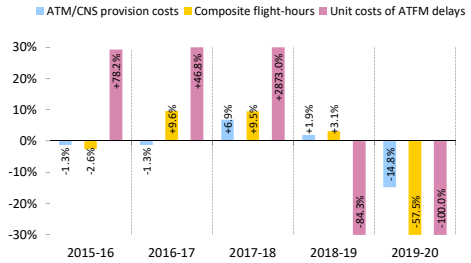
LGS represents 0.27% of European system gate-to-gate ATM/CNS provision costs

ATM/CNS provision costs breakdown %

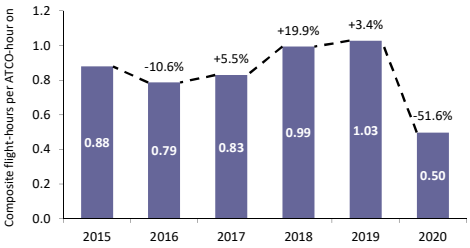
Staff costs	61.2%
Non-staff operating costs	15.9%
Depreciation costs	14.7%
Cost of Capital	8.3%
Exceptional costs	0.0%

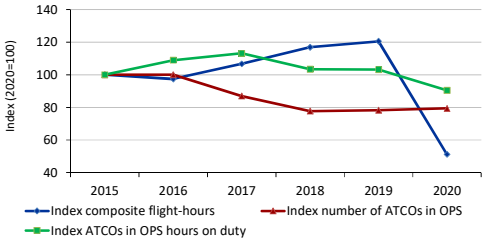
Trend in gate-to-gate economic cost-effectiveness (all financial data in €2020 prices)



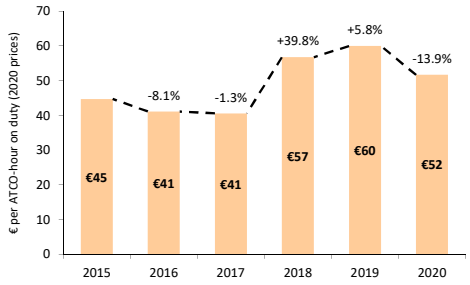


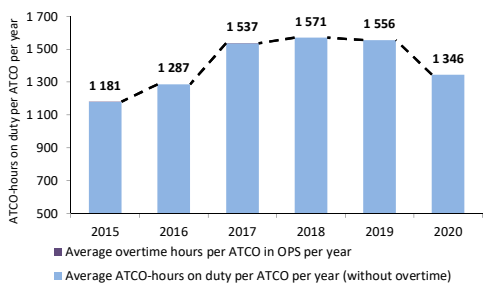
Trend in gate-to-gate ATCO-hour productivity



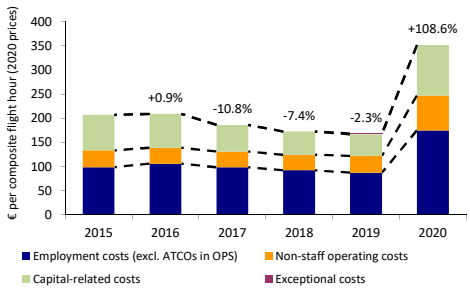


Trend in gate-to-gate employment costs per ATCO-hour

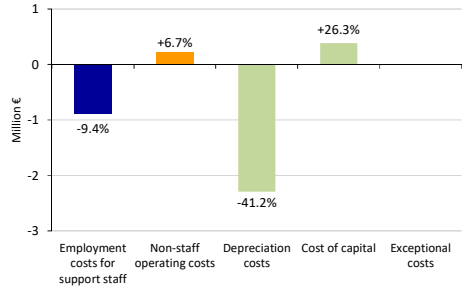




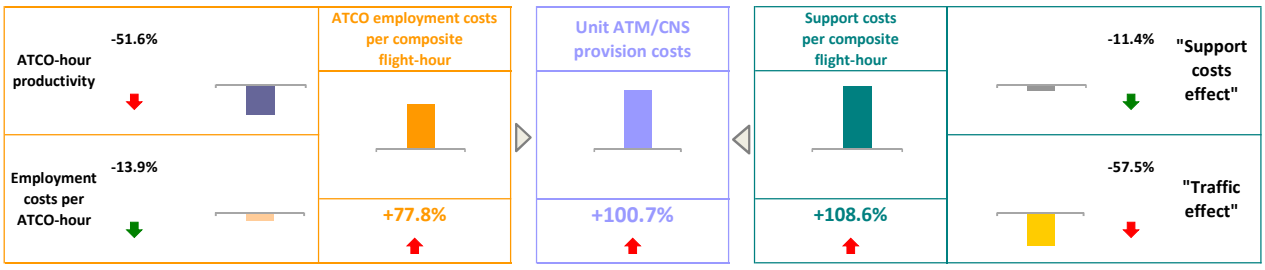
Trend in support costs per composite flight-hour



Changes in components of support costs (2015-2020)



Changes in financial cost-effectiveness (2019-2020)

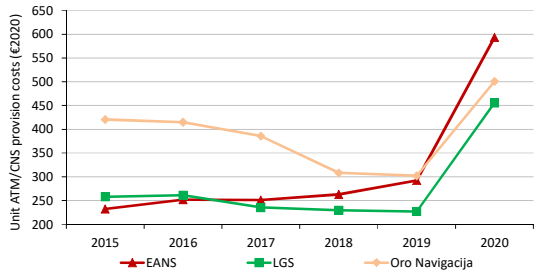


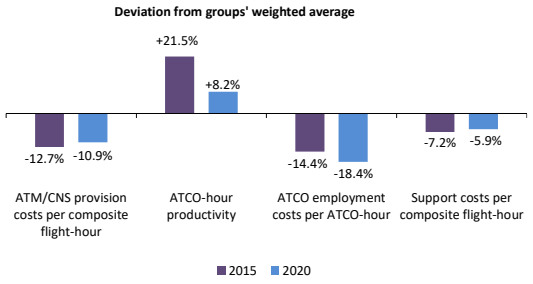
ATCO employment costs represent 24% of total ATM/CNS provision costs

Support costs represent 76% of total ATM/CNS provision costs

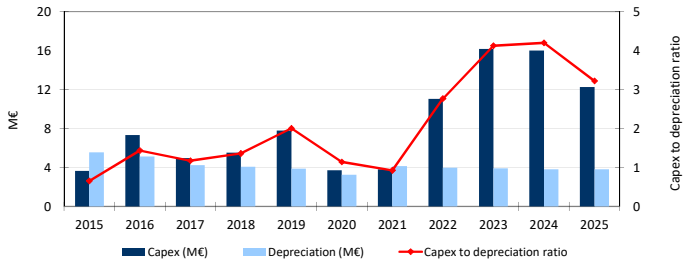
LGS (Latvia) – Cost-effectiveness KPIs (€2020)

Changes in unit gate-to-gate ATM/CNS provision costs within comparator group





Capital expenditures and depreciation costs



Information on major capex projects and ATM systems upgrades/replacements

ATM	COM	NAV	SUR	Buildings	Other	Years	FDPS	RDPS	HMI	VCS
							C: 1999*	C: 1999*	C: 1999*	C: 2004*
€35.7M (2013-2027)	€3.7M			€34.1M (2016-2027)	€3.5M (2013-2016)	2015				
						2016				
			€5.4M		€1.0M**	2017				
		€3.5M				2018				
						2019				
						2020				
						2021				
						2022				
						2023				
						2024				
						2025				

** Project related to MET

* C = Commissioning Upgrade Replacement

Focus on the top five capex projects

Project number	Name of the project	Domain	Capex spent between start and end dates (€M)	Start date	End date
1	Construction of new Tech building & TWR (incl. Modernization)	BUILDINGS	34.1	2016	2027
2	NEW ATC system	ATM	9.5	2021	2027
3	Implementation of Tower integrated systems	ATM	8.0	2023	2027
4	Modernization of VOR/DME in order to support PBN	NAV	3.5	2018	2022
5	Air Traffic Control System ATRACC extension	ATM	3.5	2014	2016