**LETTER OF AGREEMENT**

**AMONG**

**NORTH ATLANTIC TREATY ORGANISATION**

**AND**

**THE MINISTRY OF DEFENCE OF THE REPUBLIC OF ESTONIA, THE MINISTRY OF ECONOMIC AFFAIRS AND COMMUNICATIONS OF THE REPUBLIC OF ESTONIA,**

**THE GOVERNMENT OF THE REPUBLIC OF LATVIA AND THE GOVERNMENT OF THE REPUBLIC OF LITHUANIA,**

**ON AIRSPACE MANAGEMENT ARRANGEMENTS IN SUPPORT OF THE**

**NATO AIR POLICING MISSION AND OTHER AIR ACTIVITIES IN THE BALTIC STATES**

The North Atlantic Treaty Organisation (NATO) and the Ministry of Defence of the Republic of Estonia, the Ministry of Economic Affairs and Communications of the Republic of Estonia, the Government of the Republic of Latvia, and the Government of the Republic of Lithuania, hereinafter jointly referred to as, the Participants, have reached the following agreement as set out below.

1. **INTRODUCTION**
	1. In 2004, the Republics of Estonia, Latvia and Lithuania (hereinafter called Baltic States), among other Nations, joined NATO. In order to strengthen the defence capabilities of these three new Allies and to ensure an equal level of security across the Alliance, the North Atlantic Council agreed to establish a Baltic Air Policing (BAP) arrangement, whereby the national air defence capabilities of Baltic States are integrated, as appropriate, with the continuous presence of Air Policing (AP) aircraft of other Allies, on the basis of voluntary rotations.
	2. In order to provide the required capabilities, based on a single standard of 24/7 coverage, NATO nations participating in the NATO AP mission in the Baltic States, on a voluntarily basis, deploy and operate AP aircraft, while air surveillance and control is ensured by NATO Air Command and Control (C2) capability.

1.3 In 2014, in light of the changed security environment, NATO BAP was enhanced with additional military air detachments deployed at operational airbases in the Baltic States, whereby increased air activities were necessary to ensure the security of the entire NATO airspace and a credible deterrence posture.

1. **AIM**
	1. The aim of this Letter of Agreement (LoA) is to lay down an agreement between NATO and the relevant civil and military authorities of Baltic States, as indicated above, on roles, responsibilities and general procedures related to airspace management, for the execution of the NATO AP mission and other air activities within the Baltic States.
	2. This LoA does not create any rights and obligations under international law.
2. **PURPOSE**

3.1. The purpose of this LoA is to enshrine the overarching provisions for the execution of the NATO AP mission and other air activities, while ensuring a safe and efficient airspace utilisation to meet the requirements of civil and military users.

3.2. National civil-military airspace coordination procedures will be determined in separate agreements signed by respective national authorities of the Baltic States. These agreements are enclosed to this LoA as National Technical Annexes (NTAs).

1. **RESPONSIBILITIES**

4.1. The aim of the NATO AP mission in peacetime is to preserve integrity of NATO airspace part of Alliance airspace. To do that, it is necessary to detect any violation or infringement of the NATO airspace part of Alliance airspace, to intercept, interrogate, and/or identify any unidentified aerial object or take other actions in accordance with current NATO procedures. The NATO AP mission demonstrates Alliance resolve and solidarity prior to any crisis situation. The objective is to have deployed forces and use a dedicated C2 infrastructure to conduct all aspects of the mission. AP operations could be sustained for an extended period of time, however, Quick Reaction Alert (QRA (I)) assets and other required personnel and equipment will need to be rotated.

4.2. The responsibilities of NATO Commanders and the procedures for the conduct of the AP mission are established by relevant NATO documents. In particular, the Supreme Allied Commander Europe (SACEUR) is responsible for the overall implementation of the NATO BAP mission, in accordance with relevant decisions of North Atlantic Council, NATO Military Committee and the existing Strategic Directive. The Allies contributing to BAP are responsible for the deployment of their forces and support elements. The deployed AP assets are under SACEUR Operational Command (OPCOM). The NATO Military Authorities (NMAs) are responsible to facilitate the force generation process, the Host Nation Support and the co-ordination with deployed forces and supporting elements, as required.

4.3 Baltic States’s airspace is part of a defined Air Policing Area and is assigned to the NATO Combined Air Operations Centre (CAOC) Uedem, Germany. Commander CAOC Uedem exercises Tactical Command (TACOM) over assigned assets. CAOC Uedem will exercise TACOM over QRA(I) assets at the operating airbases in the Baltic States[[1]](#footnote-1), as well as the Control and Reporting Centres (CRCs), Control and Reporting Posts (CRPs), Air Control Centre (ACC)/Recognised Air Picture (RAP) Production Centre (RPC)/Sensor Fusion Post (SFP)(ARS), Deployable ACC/RPC/ SFP (DARS) and NATO Airborne Early Warning & Control (NAEW&C).

4.4 Within the Baltic States, CRC Karmėlava will act as the primary Mission Control Unit (MCU) and will exercise Tactical Control (TACON) over the QRA(I). Pending on operational needs, NATO approval and available capabilities, other MCUs (including CRCs, CRPs, ARS, DARS, DCRCs or NAEW&C) could assume responsibilities for QRA(I), other NATO military air activities such as exercises and regular flight training, and/or operate as backup for CRC Karmėlava, as appropriate. CRC Karmėlava will notify all appropriate Air Traffic Control Units (ATC Units) in case of delegation of TACON to different military control units.

4.5 The Baltic States ATC Units within Tallinn, Riga and Vilnius Flight Information Regions (FIRs) are responsible to provide Air Traffic Services (ATS), in accordance with the assigned International Civil Aviation Organization (ICAO) airspace classification, within lateral and vertical limits of areas of responsibility, as published in the respective national Aeronautical Information Publications (AIPs). These ATC Units will provide ATS to NATO AP aircraft or other military flights, in accordance with national civil-military procedures and regulations described in the NTAs to this LoA.

4.6 The provisions of this LoA apply also to the military ATC Units, when they are required to provide ATS to NATO military aircraft.

1. **DEFINITIONS AND ASSUMPTIONS**

5.1 The operations of military, and other state aircraft, require skills and capabilities for aircrews, Air Traffic Management (ATM) and Air Defence (AD) personnel beyond the scope of civil aviation. In order to acquire and maintain such high levels of proficiency, readiness and effectiveness, not all military aerial activities can be conducted in compliance with ICAO rules and procedures for civil aviation (General Air Traffic). While safeguarding the overall safety of air navigation, these specific military aerial activities are executed under Operational Air Traffic (OAT) rules and procedures. These encompass the full range of operational and training missions, including but not limited to, Air-to-Air Refuelling, Formation Flying, Air Combat Manoeuvring, Low-Level and Air-to-Ground flights, and Airborne Early Warning (AEW).

5.2 For the scope of this LOA, the following definitions and assumptions shall apply:

5.2.1 General Air Traffic (GAT): “A flight conducted in compliance with relevant standard and recommended practices of ICAO and/or national civil aviation rules and procedures”. Military aircraft of NATO nations and other NATO aircraft will fly in accordance to GAT rules when:

* Flying from/to a military Special Use Airspace (SUA);
* Flying en-route training flights;
* Performing other military flights;
* Flying from/to operating bases and alternate aerodromes;
* Performing a TANGO Scramble (T-SCR) before entering a designated area;
* Conducting a ROMEO Scramble (R-SCR) outside military SUAs.

Normally, such typologies of NATO military air activities will not be granted with special priority over other traffic.

5.2.2 Operational Air Traffic (OAT): “A flight, involved in the Air Policing or other military manoeuvres and operations, which do not comply with GAT rules”. In particular, a military aircraft from NATO nations will fly OAT when:

* Conducting an ALPHA Scramble (A-SCR);
* Flying within a military SUA and under the control of a MCU in accordance with respective national regulations as specified in the NTAs.

5.2.3 Civil and military aerodromes can be used as alternates. A civilian aerodrome can be used as an alternate for military aircraft in accordance with national procedures published in AIPs and reflected in the NTAs. If the military aircraft operators cannot comply with such procedures, they will be responsible for developing alternative measures. These alternative measures will have to be approved by the responsible CAA at least 30 working days in advance. Approach and landing will be conducted under civil Air traffic control (ATC) instructions. Nominated Detachment Liaison Officers (DLO) are to ensure that standard operating procedures for deployed military aircraft (including emergencies) are provided to the relevant aerodrome staff via national points of contact (POC) as specified in the NTAs. The DLO should also arrange for aircraft ground handling training to be provided to the airdrome staff.

5.2.4. For other air activities than AP mission specially designated military and civil airfields can be used in accordance with national procedures published in AIP or reflected in Technical Annexes.

5.3 The defined Area of Common Interest is the airspace within Tallinn, Riga and Vilnius FIRs as published in national AIPs.

1. **NATO AIR POLICING MISSION**

6.1 NATO AP is a standing peacetime mission involving the use of the Air Surveillance and Control System, Air C2 and appropriate Air Defence assets, including interceptors and AEW, for the purpose of preserving the integrity of the NATO airspace part of Alliance airspace on a 24/7 basis.

6.2 It is the responsibility of the appropriate civil ATC Units to provide a safe separation of other traffic from the radar-identified military aircraft involved in ALPHA-SCR, when essential information of the mission, such as required heading(s) and level(s), are acknowledged. The air traffic coordination will follow the procedures described in paragraphs below.

6.3 Military aircraft of NATO nations and other NATO aircraft involved in AP missions do not require border-crossing clearance within the Baltic States. However, this clearance might be needed in case of diversion to airfields outside the Baltic States. In general, the procedures for border-crossing will adhere to existing bilateral agreements between Nations.

6.4 Special provisions related to ALPHA-SCR within the Area of Common Interest

6.4.1 An ALPHA-SCR is a real Air Defence mission launched to intercept, interrogate, identify, intervene and possibly engage a potential air threat. The ALPHA-SCR has priority in the use of the airspace over all other traffic, except aircraft in emergency. The ALPHA-SCR missions are conducted in accordance with OAT rules and do not require the submission of a flight plan.

6.4.2 Responsibilities and Coordination Procedures.

6.4.2.1 In the execution of ALPHA-SCR missions, the designated MCU will assume the responsibility for the provision of fighter control to the AP aircraft during the mission within the airspace of the Tallinn, Riga and Vilnius FIRs.

6.4.2.2 The MCU will ensure that appropriate safety standards are preserved. During an ALPHA-SCR mission, MCU Master Controllers are required to maintain the safest separation between the air policing aircraft and all other traffic flying in their proximity.

6.4.2.3 The MCU Master Controller will act in the safest manner against all the other traffic within the involved portion of the airspace. In accordance with the available information received by ATC Units, the MCU Master Controller will ensure that the safety of other aircraft in the area will be not endangered.

6.4.2.4 When an ALPHA-SCR order has been issued, the MCU Master Controller, or his designated representative, will ensure the maximum level of coordination with the appropriate ATC Units during all phases of the mission. Immediately before the initiation of an ALPHA-SCR mission, the following information shall be issued to the relevant ATC Unit:

1. Airbase of departure of the AP aircraft;
2. Position and identity (SSR Mode 3 A/C Code if available) of aerial target against which the scramble was ordered;
3. Callsign and SSR Mode 3 A/C Code of the AP aircraft;
4. Requested heading and Flight Level to reach the target in the shortest way;
5. Information in case a supersonic run is needed;
6. Any other additional information as required.

6.4.2.5 The civil ATC Units will be responsible to avoid any potential conflicts with the ALPHA-SCR aircraft/formation, maintaining standard separation between GAT traffic under their control and providing the best possible separation from radar-identified military aircraft involved in an ALPHA-SCR mission.

6.4.2.6 The ATC Unit shall acknowledge the information on an ALPHA-SCR mission received by the MCU and shall provide the necessary support to ensure the required priority to the ALPHA-SCR mission in the use of the airspace.

6.4.2.7 The ATC Unit shall acknowledge the heading and level required to fulfil the ALPHA-SCR mission and shall make every effort to ensure that these requirements are met. In case of exceptional circumstances when the required level is not available for impellent safety reasons, the ATC Unit must allocate an alternative level which will have the minimal impact on the departing QRA(I) aircraft. In this exceptional case, the requested level must be allocated as soon as possible once air traffic flow conditions permit.

6.4.2.8 Once the ALPHA-SCR mission is airborne, the MCU shall inform relevant civil ATC Units about radar identification of the AP aircraft, reporting SSR Codes and position, as well as crossing flight levels and other relevant information, as appropriate. The relevant civil ATC Units will normally have no responsibility for the separation of the AP aircraft executing an ALPHA-SCR mission but they will provide available air traffic information to all other aircraft in the vicinity of the AP aircraft.

6.4.2.9 The relevant civil ATC Units will take any required actions to avoid or coordinate any possible conflicts between aircraft under their control, or otherwise known, and ALPHA-SCR flights.

6.4.2.10 Other applicable national procedures are specified in the NTAs.

6.5 Use of Transponder

6.5.1 ALPHA-SCR will squawk the SSR Mode 3 A/C Code assigned by the MCU as specified by AIRCOM and reflected in the NTAs.

6.5.2 In the case of military formation flights, the lead aircraft shall squawk the assigned SSR Mode 3A/C Code, except when the formation splits for operational reasons. Other aircraft are to squawk “standby”. In this case, immediate information must be provided to the appropriate ATC Unit.

6.5.3 When an aircraft experiences problems with its SSR transponder, the Fighter Allocator or designated representative at the MCU shall inform the respective civil ATC Unit whether they will continue with the mission without the use of a serviceable SSR Mode 3A/C Code.

6.5.4 After coordination between MCU and relevant civil ATC units, the MCU may instruct the ALPHA-SCR aircraft to turn off their SSR transponders according with military rules or when operational reasons require so.

6.5.5 When the SSR transponder is turned off, the MCU will ensure the safety between the GAT traffic and ALPHA-SCR aircraft. The MCU remains responsible for maintaining the highest standard of safety according to mission requirements in order not to endanger the safety of any other flights within the interested portion of the airspace.

6.5.6. When the transponder will be turned on again, MCU shall inform immediately the appropriate ATC Unit.

6.6. In case of interception of a civilian aircraft, ALPHA-SCR aircraft, supported by MCU fighter controlling agencies and in co-ordination with ATC Units, shall take appropriate measures to avoid activating the Airborne Collision Avoidance System (ACAS) before an alarm is initiated by the system.

6.7 Once the ALPHA-SCR mission is complete, the MCU shall inform the relevant ATC Unit(s) about the current position of the military aircraft and shall request a flight route/level to return back to the operating airbase or destination aerodrome. Whenever convenient, the responsible MCU should change the scramble status from ALPHA to TANGO and hand over the mission to the relevant ATC Unit for standard ATS provision as GAT.

6.8 Before handing over the military aircraft, an initial ATC clearance should be requested if necessary.

6.9 In the event of a loss of communication with the MCU, the ALPHA-SCR mission shall be normally terminated and the AP aircraft/formation shall contact the relevant ATC Unit for standard ATS provision as GAT.

ScrambleStatus – Change Procedures

* + 1. An operational situation could demand that a T-SCR needs to be changed to an ALPHA at any time. In such a case, the MCU shall inform the relevant ATC Unit(s) with the minimum possible delay. Once informed, relevant ATC Unit(s) will ensure a swift response to a change in status of the military flight.
		2. If the TANGO-SCR is flying within an active military SUA, the MCU shall report to the ATC Unit the relevant information, as described at paragraph 6.4.2.4, as well as the indication of the exit time from the active SUA (if applicable) and the assigned new SSR Code. The MCU will assume responsibility for the new ALPHA-SCR mission applying the procedures at paragraph 6.4.2.

6.10.3 When the level and route/heading have been agreed between ATC Unit and the responsible MCU, the ALPHA-SCR will execute its mission and the MCU will confirm the vacation of the military SUA.

1. **TRAINING ACTIVITIES**

7.1 Generalities

7.1.1 In order to acquire and maintain required readiness levels to successfully operate AP missions and support other air activities, it is vital that military aircraft within or deployed to the Baltic States have adequate access to airspace for training.

7.1.2 T-SCR missions under NATO command and national training/exercise flights with centre of gravity on intercept-type profiles, will be conducted on a regular basis within the Riga, Tallinn and Vilnius FIRs.

7.1.3 Additional flying training profiles can be conducted for aircrew proficiency purposes, in close coordination with Host Nation (HN) and according with national procedures. NATO Nations participating in AP in the Baltic States are requested to provide some missions to support HN operational and surveillance personnel and currency training. The QRA(I) alert posture and all training missions planned by the participating Nations will be tasked in coordination with AIRCOM.

7.1.4 All Participants shall assure the maximum effort in order to allow training activities as requested.

7.1.5 Flights within an activated military SUA, which forms part of the published airspace structure, shall be conducted in accordance with applicable national regulations and operating procedures, with the exception of the aircraft transiting the areas with an ATC clearance.

7.1.6 Training flights of military aircraft, including the ones involved in NATO AP mission (T-SCR), shall be performed in accordance with applicable national regulations and operating procedures, primarily within an assigned military SUA, as published in national AIPs and/or reflected in the NTAs.

7.1.7 The Baltic States, through civil-military coordination at the national level and with the involvement of relevant NATO entities, will ensure additional airspace, as far as possible, to accommodate other specific NATO military operations and training requirements. When possible, this coordination shall be conducted well in advance.

7.1.8 The MCU is responsible for the fighter control provision within an active military SUA, while civil ATC Units are responsible for the provision of ATS to military aircraft flying to/from active military SUAs.

7.2 Flight Plan

7.2.1 When conducting a training flight, a GAT-IFR/VFR Flight Plan, using the ICAO Flight Plan format, shall be filed in accordance with ICAO Flight Plan filing requirements and, if necessary, additional requirements established by the State to be entered or transited.

7.2.2 Standard Flight Plan-related messages shall be used.

7.3 Utilisation of military SUAs and Booking Procedures

7.3.1 SUAs in the Tallinn, Riga and Vilnius FIRs are available in accordance with national publications and must be booked through the appropriate civil ATC Unit/Airspace Management Cell (AMC). The military scheduler agency will be responsible to collect the daily requests and act as coordination unit in accordance with procedures described in the NTAs.

7.3.2 The activation of a SUA is based on availability of airspace, after evaluation by the civil ATC Unit/AMCs and applying the principles of Flexible Use of Airspace (FUA). The ATC Unit/AMCs should assure, to the maximum extent possible, the availability of military SUAs when requested in accordance with their airspace management priorities.

7.3.3 If a military SUA is not available as requested, alternative timings should be offered.

7.3.4. ICAO airspace classification is not applicable to OAT operating within an active military SUA.

7.4 Use of Transponder

7.4.1 Within Tallinn, Riga and Vilnius FIRs, military flights from operating air bases to military SUAs, and when inside SUAs, will squawk the SSR Mode 3 A/C Code assigned by the MCU among the series specified by AIRCOM (for T-SCR) or by national military authorities, as reflected in the NTAs.

7.4.2 Military flights from operating air bases outside the Baltic States shall squawk the SSR mode 3 A/C code assigned by the appropriate ATC Unit. When entering military SUAs, the SSR code shall be changed according to MCU instructions.

7.4.3 Military aircraft flying within a military SUA under responsibility of a MCU, may not squawk depending on type of performed training mission. In accordance with military operational requirements, appropriate ATC Unit(s) should be informed.

7.4.4 In the case of military formation flights, the lead aircraft shall squawk the assigned SSR Mode 3A/C Code. Other aircraft are to squawk “standby” until they are in the assigned area, where they shall squawk assigned SSR Mode 3 A/C Codes.

7.4.5 When aircraft experience problems with SSR Mode 3A/C, the designated representative at the MCU shall coordinate with the appropriate ATC Unit and request permission to continue. The continuation of the flight will be subject to in-flight reports and traffic density.

7.5 Separations

7.5.1 Separation standards against boundaries of active military SUAs are established by the appropriate national Authorities and reflected in the NTAs.

7.5.2 Civil ATC Units may request the MCU to allow the transit of active military SUAs by other traffic, in accordance with the coordination procedures reflected in the NTAs.

7.5.3 When flying inside active military SUAs, the mission/formation leader, the individual pilots in command and the MCU shall ensure compliance with relevant national rules concerning mandatory distances/safety-buffers within the area’s boundaries as indicated in the NTAs.

7.6 Formation Flights

7.6.1 Civil ATC units will consider a standard formation of military aircraft as one single flight, independently whether they are flying as GAT or OAT. The formation-spacing criteria may, with the permission of the appropriate civil ATC Unit, be increased to 3NM and/or 1000ft.

7.6.2 The split of a formation flying as OAT may be performed in a contingency situation, or if the tactical situation requires during ALPHA-SCR, after prior notification to the appropriate civil ATC Unit. The split formation, flying as GAT, may be performed with the permission of the appropriate civil ATC Unit. The pilot in command shall report the individual callsigns in a sequence.

7.7 Flights within Low-Level Flying systems

7.7.1 These flights are conducted in accordance with national regulations and reflected in the NTAs.

7.8 Supersonic Flight

7.8.1 Supersonic flights, other than ALPHA-SCR mission, will be performed in accordance with national regulations reflected in the NTAs.

7.9 Defensive aids and other military systems

7.9.1 Military air activities could include the use of defensive aids (chaff, flares and other means) and other military systems within the assigned military SUA, in accordance with national procedures specified in the NTAs.

**8. GENERAL EMERGENCY PROCEDURES**

8.1 Generalities

8.1.1 In the event of a military aircraft suffering an emergency the following procedures are to be followed:

1. If the aircraft is under civil ATC control:

(1) At the time of the emergency, a Mode 3A of 7700 is to be applied immediately;

(2) The military aircraft shall declare “Emergency” and report its intentions;

(3) The civil ATC Unit will inform the MCU about the declared emergency and the pilot’s intensions;

(4) The aircraft will remain under control of the appropriate civil ATC Unit.

1. If the aircraft is under MCU control (ALPHA-SCR) and/or flying within a military SUA:
2. The MCU will inform civil ATC Unit about any declared emergency and pilot’s intentions as soon as practicable. The military aircraft suffering an emergency will be handed to a civil ATC Unit for transit back to base or to a suitable alternate airfield when applicable.

**9. USE OF THE AIRSPACE IN SPECIAL CIRCUMSTANCES**

9.1 During peacetime, in reaction to the security situation in the region, NATO could need additional airspace within the Baltic States to conduct military air operations and/or large exercises, also at very short notice, including re-deployment transport flights, Remotely Piloted Aircraft Systems (RPAS) activities and other military flights. In case of such circumstances, specific civil-military airspace management arrangements can be coordinated between the appropriate civil/military authorities of the Baltic States and NATO HQ (International Staff/Defence Investment Division).

**10. FINAL PROVISIONS**

10.1 Validity

10.1.1 This LoA will come into effect and supersides LoA between HQ AIRCOM and Estonia, Latvia and Lithuania (Version 9 of 21 January 2013), upon the signature of all Participants and shall remain in effect until terminated by the Participants.

10.2 Signature

10.2.1 Original signed versions of the LoA will be held by each of the Participants and copies provided to any other relevant civil and military Authorities/Agencies.

10.3 Amendments and Deviations

10.3.1 Each Participant may propose amendments to this LoA at any time. All proposed changes, revisions or amendments are subject to the review and approval of all Participants.

10.3.2 The development and revision of NTAs is an exclusive responsibility of each Baltic State. AIRCOM Ramstein will have to be notified with any NTA revision prior to their effective date.

10.3.3 Instances may arise where incidental deviations from the procedures specified in the annexes to this LoA may become necessary. Under these circumstances air traffic/air defence controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic. Any deviation to the LoA is to be reported trough the respective civil and military chain of Command. All incident reports shall be investigated and evaluated by interested parties in conjunction with NATO International Staff/Defence Investment Division/Aerospace Capabilities Section (IS/DI), if required.

10.4 Termination

10.4.1 Termination of this LoA by mutual agreement of the Participants may take place at any time, provided that the cancelling party declares its intention to cancel the LoA with a minimum pre-notification time of 30 days before the date the termination is to take effect.

10.5 Settlement of Disputes

10.5.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present LoA, or in case of dispute regarding its application, the Participants shall endeavour to reach a solution acceptable to each of them.

10.5.2 Any dispute regarding the interpretation or application of this LoA will be resolved by negotiation between the Participants at the appropriate level and will not be referred to any national or international board or Third Party for settlement.

**For the Ministry of Defence of the Republic of Estonia**

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Mr Hannes Hanso

Minister of Defence

, \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (Date)

**For the Ministry of Economic Affairs and Communication of the Republic of Estonia**

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| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Mr Kristen MichalMinister of Economic Affairs and Infrastructure |  |  |

, \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (Date)

**For the Government of the Republic of Latvia**

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| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Mr. Raimonds BergmanisMinister of Defence |  |

, \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (Date)

**For the Government of the Republic of Lithuania**

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| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Mr. Juozas OlekasMinister of Defence |  |

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**For North Atlantic Treaty Organisation**

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Ambassador Alexander Vershbow

Deputy Secretary General

, \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (Date)

**DOCUMENT CHANGE RECORD**

The following table records the complete history of the successive editions of this LoA.

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| CHANGE | DATE | REASON FOR CHANGE | PAGESAFFECTED |
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**ANNEX A**

**TERMINOLOGY**

* + 1. Air Policing (AP)

A peacetime mission involving the use of the Air Surveillance and Control System, air command and control and appropriate air defence assets, including interceptors, for the purpose of preserving the integrity of the NATO airspace part of Alliance airspace.

* + 1. Air Policing Area (APA)

Airspace in which a CAOC executes Air Policing functions in order to establish its mission in peacetime in accordance with agreed documents and procedures.

* + 1. Air Surveillance

The systematic observation of airspace by electronic, visual or other means, primarily for the purpose of identifying and determining the movements of aircraft and missiles, friendly and enemy, in the airspace under observation.

* + 1. Air Traffic Control Unit (ATC Unit)

Air Traffic Control (ATC) Unit means variously, area control centre, approach control unit or aerodrome control tower.

* + 1. Airspace Structure

A specific volume of airspace designed to ensure the safe and optimal operation of aircraft.

* + 1. NATO Airspace

The airspace above any NATO nation and its territorial waters.

* + 1. Alliance Airspace

NATO Airspace and any airspace area where NATO may conduct operations, as agreed by the Council.

* + 1. Air Traffic Services Unit (ATS Unit)

A generic term meaning air traffic control unit, flight information center, or air traffic service reporting office.

* + 1. Air Traffic Control Service

A service provided for the purpose of:

a. preventing collisions: (1) between aircraft; and (2) the maneuvering area between aircraft and obstructions;

b. expediting and maintaining an orderly flow of air traffic.

* + 1. Airspace Control

The implementation and coordination of the procedures governing airspace planning and organization in order to minimize risk and allow for efficient and flexible use of airspace

* + 1. Air-to-Air Refuelling (AAR)

Military aerial operation to refuel aircraft during flight. AAR operations usually take place in designated military training areas (e.g. TRA/TSA), or use other airspace arrangements that have been pre-coordinated with ATC as an unusual aerial activity.

* + 1. Airborne Early Warning (AEW)

Military aerial operation during which an aircraft is utilizing active and/or passive electronic emitters. AEW operations usually take place inside designated areas (e.g. TSA/TRA), or use other airspace arrangements that have been pre-coordinated with ATC as an unusual aerial activity.

* + 1. Aircraft Scrambling

Directing the immediate take-off of aircraft from a ground-alert condition of readiness.

* + 1. Scramble

An order directing take-off of aircraft as quickly as possible, usually followed by mission instructions.

* + 1. ALPHA Scramble (A-SCR)

 Tactical mission of military aircraft involved in an actual air policing incident.

* + 1. Area of Responsibility (AoR)

 An airspace of defined dimensions where an ATC unit has responsibility for providing air traffic services.

* + 1. Area of Common Interest

 A volume of shared airspace as agreed between two ATC units, extending into the adjacent/subjacent AoR, within which airspace structure and related activities may have an impact on air traffic coordination procedures.

* + 1. Combined Air Operations Centre (CAOC)

An Air C2 element of HQ AIRCOM. The CAOC Commander exercises Tactical Command (TACOM) and/or Tactical Control (TACON) over those defensive and offensive forces and facilities assigned/allocated to him.

* + 1. Control and Reporting Centre (CRC)

An air control element subordinate to a CAOC from which warning operations and weapons control are conducted.

* + 1. MCU Master Controller

He is the officer at an MCU who is responsible for the minute-to-minute control of AD operations.

* + 1. Fighter Aircraft

A generic term to describe a type of fast and manoeuvrable fixed-wing aircraft capable of tactical air operations against air and/or surface targets.

* + 1. Fighter Allocator

An officer who assigns and supervises intercept control teams to control intercepts.

* + 1. Fighter Control

A service provided for the purpose of specialized military operations such as air policing, air combat training, low level missions, in-flight refuelling and other activities which are not compatible with the normal application of air traffic service procedures as specified in the ICAO Rules of the Air.

* + 1. Flexible Use of Airspace (FUA)

An airspace-management concept applied in the European Civil Aviation Conference area, as specified in the first edition of 5 February 1996 of the "Airspace Management Handbook for the application of the Concept of the Flexible Use of Airspace" issued by EUROCONTROL.

* + 1. General Air Traffic (GAT)

 All flights, which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.

* + 1. Operational Air Traffic (OAT)

 All flights, involved in the Air Policing Operation, which do not comply with the provisions, stated for GAT.

* + 1. Identification

The determination of the origin, nature, nationality and other characteristics of a detected air object. This may be accomplished by various means including visual recognition, electronic interrogation, flight plan correlation and the interpretation of acoustic information, behaviour and/or hostile action.

* + 1. Identification Friend or Foe (IFF)

A system using electromagnetic transmissions, to which equipment carried by friendly forces automatically responds, for example, by emitting pulses, thereby distinguishing themselves from enemy forces.

* + 1. Interceptor

A manned aircraft utilized for identification and/or engagement of airborne objects.

* + 1. Air Interception

An operation by which aircraft effect visual or electronic contact with other aircraft. According with Fighter control provided, different type of air interception apply.

* + 1. Quick Reaction Alert Interceptor (QRA(I))

Air defence fighters on alert for the peacetime policing mission as part of the NATO deterrent.

* + 1. Low-Level Flying Areas/routes

 Established areas/route within the FIRs of Tallinn, Riga, and Vilnius where authorised low flying may be carried out in accordance with national regulation and/or special procedures.

* + 1. National Military Authority (NMA)

The government agency, such as the Ministry of Defence or Service Ministry, empowered to make decisions on military matters on behalf of its country. This authority may be delegated to a military or civilian group or individual at any level appropriate for dealing with Allied commanders or their subordinates.

* + 1. NATO-assigned forces

Forces which Nations agreed to place under the operational command or control of a NATO Commander at the declaration of a specific stage, state or measure as prescribed in special agreements.

* + 1. Operational Control (OPCON)

The authority delegated to a commander to direct forces assigned so that the commander may accomplish specific missions or tasks which are usually limited by function, time, or location; to deploy units concerned, and to retain or assign tactical control of those units. It does not include authority to assign separate employment of components of the units concerned. Neither does it, in itself, include administrative or logistic control.

* + 1. Operational Command (OPCOM)

The Authority granted to a Commander to assign missions or tasks to subordinate commanders, to deploy units, to reassign forces, and to retain or delegate OPCON and/or TACON as may be deemed necessary. It does not in itself include responsibility for administration or logistic. OPCOM cannot be reassigned without the agreement of the nation to whom the forces belong. May also be used to denote the forces assigned to a Commander.

* + 1. Tactical Command (TACOM)

The authority delegated to a Commander to assign tasks to forces under his command for the accomplishment of the mission assigned by a higher authority.

* + 1. Tactical Control (TACON)

The detailed and, usually, local direction and control of movements or manoeuvres necessary to accomplish missions or tasks assigned.

* + 1. Tactical Low-Level Flying

A military training mission carried out to accomplish a specific authorised mission within a designated timeframe and a designated airspace volume.

* + 1. Formation Flight

A flight consisting of more than one aircraft which, by prior arrangement between the pilots, operates as a single aircraft with regard to navigation and position reporting, as well as clearances issued by ATC.

* + 1. Standard Military Formation

A formation of aircraft flying under IFR in which each wingman aircraft will stay within 1 NM horizontally and 100 ft vertically of the lead aircraft. Only the lead aircraft (formation leader) shall squawk as directed by ATC.

* + 1. Non-standard Formation

Aircraft/elements of a formation flight that are outside the horizontal and/or vertical limits of A.1.40 are considered a non-standard formation.

In this case each formation-element-lead aircraft or, if also within the formation elements standard formation limits are exceeded, each individual aircraft of the formation shall squawk as directed by ATC.

Non-standard Formation flights represent an unusual aerial activity that shall be pre-coordinated between the flight leader and the ATC unit concerned in due time prior departure or as soon as practicable.

It is an ATC decision to approve or disapprove a non-standard formation and to determine special conditions for the conduct of a non-standard formation flight.

* + 1. Supersonic Flight
	1. ALPHA Scramble.Military aircraft involved in an ALPHA Scramble may, when operationally necessary, go supersonic. In such cases the MCU is to advise the appropriate civil ATC Units immediately.
	2. Training/Flight Check. When authorised from the appropriate civil ATC Unit, NATO military aircraft may fly at supersonic speed within a designated airspace volume or military SUAs. The MCU is to keep an accurate record of all supersonic flights for 90 days. Specific procedures are in accordance with national regulations.
		1. TANGO Scramble (T-SCR)

A scramble for a direct practice of Air Defence/Air Policing mission. This will be executed in accordance with national flying regulations. CAOC should arrange for a portion of T-SCRs to be initiated from and into adjacent Air Policing Areas. Flying Units and CAOC/MCU are encouraged to discuss the training requirement and plan meaningful mission accordingly.

* + 1. Temporary Segregated Area (TSA)

An airspace of defined dimension within which activities require the reservation of airspace for the exclusive use of specific users during a determined period of time.

* + 1. Military Accepts Responsibility for Separation of Aircraft (MARSA)

The flight leader is responsible for separation between units comprising a formation (this can include aircraft involved in a TANGO Scramble or a training flight); this is known as MARSA. Formations are considered as single units for separation purposes provided.

* + 1. Fighter Controller

An officer who has the responsibility to control intercepts using specific procedures.

* + 1. State Aircraft

For ATM purposes and with reference to article 3(b) of the Chicago Convention, aircraft used in military, custom and police services. Accordingly: Aircraft on a military register, or identified as such within a civil register, shall be considered to be used in military service and hence qualify as State Aircraft; Civil registered aircraft used in military, customs and police service shall qualify as State Aircraft; Civil registered aircraft used by a State for other than military, customs and police service shall not qualify as State Aircraft.

* + 1. Unidentified Aircraft

An aircraft that enters Alliance airspace without proper clearance or that has been detected flying toward or over NATO Area of Responsibility, territory and has not been identified.

A.1.50 ROMEO Scramble (R-SCR)

A scramble for a Readiness Verification. During a ROMEO scramble, TANGO scramble procedures will be applied.

A.1.51 Military Special-Use Area (SUA)

Airspace wherein activities must be confined because of their nature, or wherein limitations may be imposed upon aircraft operations that are not part of those activities. These areas may include generally CBAs/TSAs/TRAs/Restricted areas/Dangerous areas/Established Routes and Corridors, firing areas for any military purpose. These are published in national AIPs.

A.1.52 NATO International Staff/Defence Investment Division (IS/DI)

Within the Defence Investment Division of NATO International Staff, the Armament & Aerospace Capailities Directorate comprises four Sections: the Joint Intelligence Surveillance and Reconnaissance (JISR) Section, the Integrated Air and Missile Defense (IAMD) Section, the Land and Maritime Capabilities (LMC) Section and the Aerospace Capabilities (AER) Section. In particular, AER is the primary NATO’s interface with national and international civil aviation authorities and is responsible for the development of policies and capabilities in the aerospace domain, including air armaments, manned and unmanned aircraft, airspace, airworthiness, air traffic management, in support to the full range of Alliance missions.

Aizsardzības ministrs R. Bergmanis

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1. Joint Communique’ of the Estonian, Latvian and Lithuanian Ministers of Defence, 14 December 2015 [↑](#footnote-ref-1)