

Latvian Air Transport 1990–2000

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Introduction. Latvian independence in 1990–91 was followed by dramatic changes in the country's economy, including the air transport sector. From having been an integrated part of Aeroflot, the monopoly provider of civil air transport services in the USSR, Latvian air transport after independence had to adjust to market economic principles. New laws and regulations had to be adopted, and authorities responsible for this sector instituted. According to political ambitions formulated at an early stage, by Latvian air transport was to become a part of the Western air transport system, following the overall framework of ICAO and opening the Latvian market to external competition. In the place of Aeroflot a number of new airlines were established in the country, both state and privately owned, operating scheduled, charter, cargo and business charter services. For many years, many airlines were to use aircraft which had been manufactured in the Soviet Union. The majority of aircraft registered in the Latvian Aircraft register between 1992 and 2000 were aircraft which formerly had been operated by Aeroflot. A radical change occurred in late 1995 when the Latvian government together with a Western airline formed a strategic alliance, establishing a new airline that was to use only Western flight equipment. This article shows the transformation of Latvian air transport between 1990 and 2000, with special attention paid to the regulatory framework, the airlines, and the aircraft fleet.

Key words: Latvian air transport, civil aviation.

On 4 May 1990, the newly elected Supreme Soviet of the Latvian SSR (renamed Supreme Council) declared Latvia's independence de jure from the USSR and put the constitution of 1922 in force. In the intermediate period, the constitution of the Latvian SSR and other Soviet legislation were to remain in force as long as not being in conflict with Articles 1, 2, 3 and 6 of the 1922 constitution, or not having been superseded by newly drafted Latvian legislation [1]. A similar situation existed in the Russian Federation, which after 1991, in addition to drafting new Russian legislation also incorporated part of Soviet law into Russian law [2].

Following an attempted coup d'état in Moscow by Soviet hardliners on 19–20 August 1991, the Supreme Council, on 21 August 1991, declared Latvia's independence de facto – by that the period of transition was declared to be formally over. After five decades of foreign occupation the Republic of Latvia was restored. On 22 August Latvian independence was recognized by its neighbours Estonia and Lithuania, followed during the coming days by numerous Western countries, the Russian Federation (23 August), and the European Community (26 August). On 6 September, also the USSR State Council, which was still functioning at that time, recognized the independence of the former Baltic Soviet republics [2]. On 17 September, the Baltic countries were admitted as new members to the United Nations. Latvian parliamentary elections were held on 5–6 June 1993, after which the 1922 constitution came into force [1].

During Soviet times, civil air transport from/to the Latvian SSR was part of the overall air traffic system of the USSR. Numerous direct routes extended from Riga to destinations in other parts of the Union. Other civil airports served by scheduled air traffic services were Liepāja and Daugavpils. In Latvia, air transport was managed by the Latvian Directorate of Civil Aviation (LaUGA, Aeroflot-Latvia), which was overall responsible for all aspects of operations, including air traffic control, airports, airline, and other functions. Aeroflot-Latvia disposed over a fleet of aircraft – jet, turboprop, helicopter – which were to be put into operation according to regulations and timetables issued in Moscow. The same was true for auxiliary services such as air traffic control, aircraft maintenance and fuelling, airport handling, passenger ticketing, staff training and certification, medical services, staff housing, etc. – orders were passed down from the Ministry of Civil Aviation (MGA) in Moscow, to be implemented locally. The ministry was established in May 1954. It took over the functions of the former Chief Administration of the Civil Air Fleet (GU-GVF), which had been established in March 1932. [3].

From the very start in the early 1920s, civil aviation (like railroads, river- and sea transport) was placed under All-Union jurisdiction [2]. The responsibilities of different Aeroflot directorates, which were spread out across the Union (Aeroflot's territorial division had been introduced in 1934), were clearly circumscribed. Within the general centralist orientation of the country's first 5-year plan, one operator only was to become responsible for all civil aviation related activities. The Chief Administration of the Civil Air Fleet (GU-GVF), also Aeroflot, a brand name introduced in 1932, was an All-Union enterprise that was composed of operational, planning, educational, and other units. A pan-Baltic directorate of Aeroflot was established shortly after the occupation of the three countries in 1940 [3].

For Latvian civil air transport, the country's move to independence in 1990–91 had three major implications:

1. USSR air legislation, and authorities responsible for the administration and control of civil aviation, was to be replaced by Latvian legislation and authorities. During a transition period, USSR legislation partly remained in force in order to allow for an orderly change. Latvia, between 1940 and 1990 under the Soviet umbrella with regard to international aviation treaties, was to consider adherence to these treaties.

2. Civil aviation resources (aircraft, airports, technical equipment, navigational facilities, buildings, etc), which during the Soviet period had been used by Aeroflot-Latvia, were to be transferred to Latvian (at first public) ownership; in Soviet times, these resources had been All-Union property.

3. Latvian air transport, in Soviet times a monopoly controlled from Moscow, had to switch focus, trying to adapt to “rules of the game” that governed air transport internationally. The Soviet command economy was a phenomenon of the past.

Responsible for Latvian civil aviation after independence became the Ministry of Transport (est. 11 May 1990) [4]. The ministry was to take care of the following tasks:

- airspace management and supervision;
- long term projections for civil aviation, funding of programs;
- tax policies, tariffs;
- issuance of certificates and permits;
- civil aircraft register;
- register of civil airports, air navigation facilities, radio installations;
- air navigation safety rules, supervision [5].

In addition, the ministry was to represent the state’s interest in newly established, state-owned enterprises, to develop management structures for these entities during the transition to a market-based economy, and to take control of institutions and other organizations within its competence. Confirming the statutes of the ministry, the Council of Ministers declared former Soviet legislation in the transport sector falling under these statutes, including statutes from 6 February 1989 for the Union-republic ministry (Regulations for the Latvian SSR Ministry of Transport and Road Network), to have lapsed.

On 3 November 1990, instructions were issued for a newly formed Aviation Department set up within the ministry. The department, which started to function on 5 June 1991, was to become responsible for the public administration and control of Latvian civil aviation [6]. It not only handled air political issues as well as planning, administrative, legislative, and other functions that are usually associated with ministerial offices; until 1993 it also dealt with matters that in most countries fall under the jurisdiction of independent regulatory authorities – Civil Aviation Agencies (CAA) [6]. New and more detailed statutes for the Ministry of Transport, including instructions for civil aviation, were issued in May 1992 [7]. An independent regulatory authority, a Latvian CAA, was established on 15 October 1993.

Latvia’s first air code was adopted only on 23 February 1993, one and a half year after independence; the code became effective on 1 April 1993 [8]. In the intermediate period between autumn 1991 and spring 1993 Latvian civil aviation continued to be partly regulated by former Soviet legislation, or the 1983 Soviet air code and legislation based on this code, partly by Latvian legislation adopted after autumn 1991. Air Code of the USSR, 11 May 1983 (as amended on 29.10.1990). In Russia, the Soviet code was replaced in 1997 with a new “Воздушный Кодекс Российской Федерации”. The following Latvian legislation can be mentioned:

- On the procedure for issuing special permits for carrying out certain types of businesses or undertakings (6 May 1991) [9].
- On the procedure for the certification of companies, enterprises, and physical entities who want to

perform air services, special aviation works, aircraft maintenance (repairs) or aircraft leasing (21 November 1991) [10].

- Decree regarding the Use of the Airspace of the Republic of Latvia (26 November 1991) [11].
- Regulation regarding the Civil Aircraft Register of the Republic of Latvia (16 July 1992) [12].
- Regulations for Issuing Documents that Certify the Airworthiness of Aircraft, their Engines, and other Parts (28 July 1992) [13].

The 1993 Latvian air code contained 111 articles arranged in 10 chapters. This can be compared to the 1983 Soviet code which consisted of 153 articles listed in 11 chapters. Certain similarities existed between the Soviet and Latvian codes. This can be explained to some extent by the simple fact that most air codes in the world have been drafted with direct reference to the same set of principles, provisions, and standards: 1) the 1944 Chicago Convention and its annexes; 2) international practices which over many years have developed in civil aviation. The Latvian code, like most air codes, was to be complemented by specific legislation for flight operations, technical maintenance, staff training, and other areas.

What surprises regarding the 1993 Latvian code is the lack of reference to the nationality status of Latvian registered aircraft. Furthermore, the code made no mention of the right of foreign air operators to enter Latvian airspace (“right-to-fly” issue). The 1993 code was in force for only one year before it was revised. The main reason for this step was the establishment, on 15 October 1993, of the Latvian CAA. Many tasks previously handled by the ministry were moved to this new administrative body. However, also the revised text from 14 April 1994, as it turned out, was short-lived [14]. On 5 October 1994, hardly six months after the revision, a new air code was adopted. It came into effect on 3 November 1994 and, with modifications, is still in force today (2011) [15]. Compared to the previous texts, the only substantial difference in the October 1994 version is the inclusion of Latvian military aviation, an unconventional approach one might think.

Specific air regulations were issued during the period between the two air codes (Feb. 1993–Oct. 1994) and thereafter. The following can be mentioned:

- On the Establishment of the Latvian Republic Aviation Search and Rescue Service (29 April 1993) [16].
- Regulations for the certification of civil airfields (31 March 1994) [17].
- Regulations regarding the investigation of aviation accidents and incidents on the territory of Latvia (20 October 1994) [18].
- Regulations on the procedure for issuing documents certifying the airworthiness of aircraft, its components and assemblies/ Regulations regarding the technical operations of Latvian registered aircraft (20 October 1994) [18].

- Regulations regarding the performance of aircraft and engines being in compliance with environmental standards (20 October 1994) [18].
- Regulations regarding procedures for issuing Air Operators Certificates (20 October 1994) [18].
- Regulations regarding procedures to issue permits for aircraft leasing (20 October 1994) [18].

Latvia started to develop a regulatory framework for civil aviation right after independence. Step by step, Latvian legislation replaced former Soviet legislation. The main legal basis for this development formed the two air codes from 1993–94. In some areas, however, most noticeable with regard to aviation personnel, no specific Latvian legislation was issued before the middle of the 1990s or even thereafter. Pilots flying Latvian-registered aircraft, the majority came from Aeroflot-Latvia, simply continued to use their former Soviet licenses; the same was true for aviation technicians. This practice was formally acknowledged by Latvian authorities, which “recognized” these licenses and the ways they were kept updated.

While drafting Latvian air legislation, the 1944 Chicago Convention and its operational and technical annexes, and other ICAO documents, exerted a strong influence on Latvian lawmakers.

In 1929, then independent Latvia had been one of the signatories of the Warsaw Convention. Latvia ratified the 1929 Warsaw Convention on 15 Nov. 1932; effective 13 Feb. 1933. Together with amendments made in the Hague Protocol in 1955 this convention formed the cornerstone of international private air law until the late 1990s. In 1999, the Warsaw-Hague regime was superseded by the Montreal Convention. Convention for the Unification of certain Rules for International Carriage by Air, Montreal 28 May 1999. Latvia adhered on 17 Dec. 2004; effective 15 Feb. 2005. After 1991, despite Latvia not having functioned as a sovereign state between 1940 and 1990–91, the country was still considered to be a party to the Warsaw Convention. During Latvia’s occupation 1940–1990 a number of countries, among them the United States, had considered Latvia to be independent *de jure*. Hence, in 1991 newly independent Latvia could resume, or continue, its membership in the 1929 convention without having to reapply for adherence.

Being under the umbrella of the Soviet Union for five decades, Latvia did not adhere to any international air convention during that period – this changed after independence. The most important step to be taken, of course, was to join the 1944 Chicago Convention, the major international convention for civil air transport. The decision to do so was taken by the Supreme Council on 3 June 1992. Adherence took place according to the provisions of Article 92 of the convention, and became effective on 12 August 1992. By that later date, Latvia also became a member of ICAO, the organ responsible for the administration of the convention.

Latvia not only joined the Chicago regime: during the 1990s it also adhered to other international air conventions:

- Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Montreal, 23 September 1971).
- Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, done at Montreal on 23/9/71 (Montreal, 24 February 1988).
- Convention on Offences and Certain other Acts Committed on Board Aircraft (Tokyo, 14 September 1963).
- Convention for the Suppression of Unlawful Seizure of Aircraft (Hague, 16 December 1970).
- Convention on the Marking of Plastic Explosives for the Purpose of Detection (Montreal, 1 March 1991).

After 1991, scheduled international air transport to/from Latvia was regulated bilaterally with the respective country involved. Hereby, Latvia followed the same principles that were in force worldwide, with scheduled international air traffic mainly based on bilateral agreements. Information received from Aviation Department, Latvian Ministry of Transport (2010). The first such agreement was signed on 1 July 1992 with Poland, followed in rapid successions by agreements with Austria (1992), Netherlands (1993), Sweden (1993), United Kingdom (1993), Denmark (1994), Finland (1994), Norway (1994), Belarus (1995), Estonia (1995), Israel (1995), Ukraine (1995), Belgium (1996), Turkey (1996), Uzbekistan (1996), India (1997), Lithuania (1997), Thailand (1997), Kazakhstan (1998), Slovakia (1998), China (1999), Cyprus (1999), and Singapore (1999).

The Latvian Supreme Council, on 24 August 1991, by decree decided that former Soviet enterprises and other Soviet civilian facilities of All-Union subordination located on the territory of Latvia were to become the property of the Republic of Latvia. This decree – On Guaranteeing the Economic Foundation of Sovereignty of Latvia – was issued on the same day as the declaration of independence [19]. Regained political independence was to be placed on a solid economic platform that could ensure its continued survival. The decision was to take effect immediately. Based on this decree, property utilized by Aeroflot-Latvia for its operations, including aircraft stationed in Latvia, was to become the property of the Latvian state. The conversion of Soviet property is clearly stated in a letter sent by the Minister of Transport Gutmanis to Tunisair. Former Soviet aircraft, according to Gutmanis, were since 24 August 1991 owned by the Republic of Latvia, and put at the disposal of „Latvijas Avioliņijas”.

Consequent to this decision, the Latvian government entered the following entities – which had constituted a major part of Aeroflot-Latvia’s resources – into the Latvian Register of Enterprises as independent and 100% state-owned companies during September–October 1991 [20]:

- Riga Airport (Starptautiska Lidosta Rīga): 30 September 1991.

- Latvian Air Traffic Control (Latvijas Gaisa Satiksme): 21 October 1991.
- Latvian Airline (Latvijas Avialīnijas, Latavio): 28 October 1991.

General instructions for the running of state-owned enterprises were issued by the Supreme Council on 10 September 1991: On the administration and reorganization of Latvian state-owned companies and former all-union subordinated enterprises, institutions, and organizations [21].

Instituting the principles of a free market economy in Latvia gave practically everybody (fulfilling certain criteria) the opportunity to start an aviation business. Accordingly, during the first 10 years of independence (1991–2000), no less than 13 Latvian-registered commercial air enterprises started operations: 6 scheduled air carriers; 4 charter airlines; 2 cargo airlines; 1 provider of business charters. In addition, foreign air companies commenced to include Latvia in their respective networks of passenger, cargo, and other air services [22]. Most Latvian-based operators of the 1990s were small outfits, with 1–3 aircraft in their fleets. The dominant player regarding scheduled passenger services during the first half of the decade was the state-owned national carrier Latvian Airlines. In October 1995, the company was superseded by Air Baltic, a joint venture that from the beginning was owned by the Latvian state, Baltic International USA, Scandinavian Airlines, and Scandinavian banks.

TABLE 1
A-REGISTER 1992–2000: OPERATORS OF LATVIAN REGISTERED AIRCRAFT

Scheduled passenger transport	Latvian Airlines (Latavio)	1991–2001
	Baltic International Airlines (BIA)	1991–1995
	[Rīgas Gaisa Līnijas (Riair, Riga Airlines)	1992–2002
	Trans East Airlines	1992–2008
	Transaero & Riair	1993–2006
	Air Baltic Corporation	1995–
Charter operations	Concors Latvian Air Service	1991–2005
	Latčarter (Latcher)	1992–2006
	Baltijas Ekspresa Līnijas (BEL)	1993–2008
	Latpass Avio līnijas	1994–2004
Cargo operators	RAF/ RAF Avia	1991–
	Inversija	1991–
General aviation	VIP Avia (Parex)	1997–

Information about operators and owners of Latvian-registered civil aircraft is found in the Latvian Civil Aircraft Register, which started to function in autumn 1992. For each

aircraft listed in the register, from the start administered by the Aviation Department, from 1993 by the Latvian CAA, the name and address of the owner and/or operator is shown. Occasionally, additional information was added, for example regarding commercial pledges involving aircraft.

The “Baltic International Airlines”, a joint venture between Latavio and Baltic International USA, used both Russian flight equipment (wet-leased from Latavio) and Western equipment (DC-9, B727). “Riair” did not register any aircraft in the Latvian register. From the beginning, Swedish registered aircraft were used, later aircraft registered in Latvia by the Russian airline “Transaero”. “Trans East Airlines” stopped flight operations already at the end of the 1990s. The “Transaero” registered three aircraft on the Latvian register, which were operated to Western destinations under “Riair” designation and by “Riair” crews. The “Concors Latvian Air Service” started flight operations only in 1995. In 2006, a majority of the company’s “Latčarter” stock was acquired by the Icelandair Group; in 2007, it was renamed “SmartLynx”. The “Baltijas Ekspresa Līnijas” stopped flight operations in 2001.

TABLE 2
LATVIAN CIVIL AIRCRAFT REGISTERS A, D, E: BASIC REGISTRATION DATA

	A-register	D-register	E-register
registration numbers	A-1 to A-192	D-1 to D-185	E-1 to E-32 D-199, D-200
total no of entries	191	184	34
first entry	18 Dec 1992 (23 Sep)	21 Aug 1992 (20 July)	21 Feb 1994
last entry	10 May 2002	26 June 2002	31 Jan 2006
registration numbers 1992–2000	A-1 to A-175		E-1 to E-16
no of entries 1992–2000	174	162	16
registration numbers 2001–	A-176 to A-192		E-17 to E-32 D-199, D-200
no of entries 2000–	17		18

The “RAF” was established in 1990 as the first privately owned Latvian airline; operations started in 1991 [23].

In addition to aircraft operators found in the A-register there were 19 operators listed in the D- and the E-register. Included among the latter were private companies, aero-clubs, and

individual owners of mostly small aircraft. Some airlines which were mentioned during the early 1990s, like Fenix Airways or Avialat, did not seem to have carried out any flight operations.

In summer 1992, more than 9 months after Latvian independence, civil aircraft based in Latvia were still carrying nationality marks of the former Soviet Union (CCCP-nnnnn), a somewhat awkward situation. These aircraft were owned and/or operated by Latvian state enterprises or by private operators. According to Articles 17, 18, 20 of the Chicago Convention, these aircraft, kept on the register of the Russian Federation, retained Russian (former Soviet) nationality. This situation was interesting not only from a legal perspective. This arrangement must have been based on an agreement between Latvia and the Russian Federation regarding the utilization of these aircraft prior to Latvian registration. Who, for example, was responsible for insuring these aircraft? So far I have not been able to get hold of this agreement, neither in Latvia nor in Russia. It also had direct practical implications, for example the possibility for Latvian air carriers to operate regular international services. By late 1991 it had become clear that Latvian registration of foremost former Soviet aircraft based in Latvia was a matter of some urgency: on 16 July 1992, this resulted in regulations for Latvian registration of aircraft [24].

During 1992–2002, the Latvian Civil Aircraft Register was kept in three hand-written volumes [25]: Volume 1 (A-register) was mainly used for aircraft employed in commercial aviation (scheduled passenger, charter, cargo, business aviation, helicopter services); to this were added some few aircraft owned by aviation clubs and individual owners.

- Volume 2 (D-register) mainly contained aircraft used by aviation clubs.
- Volume 3 (E-register) was used as a temporary register.

The number of aircraft listed in the Latvian register during individual years between 1992 and 2000 peaked in 1993, with a total of 163 aircraft. Thereafter, the total number of aircraft on the register declined to between 90–100. The majority of aircraft registered in Latvia were entered in the A-register, the register for commercial aircraft. Only some few aircraft were listed in the E-register, the temporary register.

TABLE 3

NO OF AIRCRAFT ON LATVIAN REGISTERS DURING INDIVIDUAL YEARS
1992–2000

	1992	93	94	95	96	97	98	99	00
A-register	64	90	75	61	63	59	59	50	55
D-register	5	73	42	38	41	37	33	36	49
E-register	-	-	6	1	5	1	1	-	2
total	69	163	123	100	109	97	93	86	106

An important part of aviation resources that in autumn 1991 were transferred from Soviet ownership to newly established, Latvian enterprises (air traffic control, airline, airports) consisted of flight equipment. Between autumn 1992 and spring 1993, the Latvian national carrier Latvian Airlines entered 64 former Soviet-owned aircraft in the Latvian register. Out of this total, 33 were propeller-driven or helicopters (An-2, An-26B, Mi-2), aircraft which previously had been used by Aeroflot-Latvia in many different areas such as agro-aviation or aerial photography. The rest, or 31 aircraft, consisted of 9 An-24 turbo-props used for regional passenger transport, and 22 medium-range passenger jets. The jet fleet, which had formed the operational nucleus of former Aeroflot-Latvia regarding passenger transport, consisted of 14 Tu-134 and 8 Tu-154.

TABLE 4

THE SOVIET HERITAGE: NO OF AIRCRAFT & TYPES REGISTERED BY
LATAVIO SEP. 1992 – JAN. 1993

type	no	
An-2	19	
An-26B	3	
Mi-2	11	33
An-24B	5	
An-24RV	4	
Tu-134B-3	14	
Tu-154B	1	
Tu-154B-2	7	31
total		64

In the A-register, 85% of all aircraft registered between 1992 and 2000 had been manufactured in a former Eastern bloc country, mainly the USSR. Only 19 aircraft out of 130 (15%) came from a Western manufacturer. More than 53% of all aircraft listed in the A-register were propeller-driven (piston engine, turbo-prop), followed by 31,5% jets and 15,4% helicopters.

TABLE 5

A-REGISTER 1992–2000: PROPELLER, JET, HELICOPTER

	East	West	total	%
propeller	63	6	69	(53.1)
jet	30	11	41	(31.5)
helicopter	18	2	20	(15.4)
total	111	19	130	(100.0)

Similar to the A-register, more than 80% of aircraft listed in the D-register had been manufactured in the Eastern bloc (USSR, Poland, Lithuania), while only 15% had been built in the West. The majority of aircraft listed in the D-register were gliders (70 out of 125); this underlines the fact that the D-register was mainly used for non-commercial aircraft. The D-register contained a number of unusual aircraft types such as 1 amphibian, 1 autogyro, and 4 homebuilt constructions.

Specific aircraft types listed in the A-register are found in table 7. Out of 111 aircraft, 30 were 1-engine An-2s, a sturdy biplane that since the 1940s in addition to basic passenger transport had been widely used in the Soviet Union for a

variety of different tasks such as crop spraying, sanitary aviation, forestry and fishery services, and exploration. The main aircraft types utilized by Latvian airlines (scheduled and charter) after independence 1991 were Tu-134B-3 and Tu-154B-2, medium-range jets used for international operations. An unusual aircraft on the A-register was a 4-engine Il-18D-40 turbo-prop, operated by the Latvian charter airline Concors during the late 1990s. Since the early days of independence a number of 4-engine Il-76 freighters had been employed by the cargo carrier Inversija. Aeroflot-Latvia, it can be added, did not operate any all-cargo aircraft.

TABLE 6

D-REGISTER 1992–2000: GLIDERS, PROPELLER AIRCRAFT, OTHER

	East	West	total	%
glider	70	-	70	(56.0)
propeller	28	12	40	(32.0)
Aerostat (received special registration marks: YL-001 to YL-009).	5	4	9	(7.2)
homebuilt	2	2	4	(3.2)
amphibian	-	1	1	(0.8)
autogyro	-	1	1	(0.8)
total	105	20	125	(100.0)

TABLE 7

A-REGISTER 1992–2000: AIRCRAFT MANUFACTURED IN THE EAST

aircraft type		no	%
An-2	[Ан-2]	30	(27.0)
Mi-2	[Ми-2]	18	(16.2)
Tu-134B-3	[Ту-134Б-3]	14	(12.6)
An-24B	[Ан-24Б]	8	(7.2)
Tu-154B-2	[Ту-154Б-2]	7	(6.3)
An-26B	[Ан-26Б]	6	(5.4)
L-410UVP		5	
An-24RV	[Ан-24РВ]	4	
An-28	[Ан-28]	4	
An-26	[Ан-26]	3	
Il-76T	[Ил-76Т]	3	
An-32B	[Ан-32Б]	2	
Yak-42D	[Як-42Д]	2	
Yak-40	[Як-40]	1	
Tu-154M	[Ту-154М]	1	
Il-76TD	[Ил-76ТД]	1	
Il-18D-40	[Ил-18Д-40]	1	
total		111	(100.0)

The 19 Western-built aircraft listed in the A-register came from a variety of different manufacturers in the USA, United Kingdom, Sweden, and Holland: British Aerospace, Boeing, Douglas, Saab, Fokker, Hawker-Siddeley, Cessna, and Robinson (helicopter).

TABLE 8

A-REGISTER 1992–2000: AIRCRAFT MANUFACTURED IN THE WEST

aircraft type	no	%
Avro RJ70	3	(15.8)
B737-236	3	(15.8)
F27 Mk.50	3	(15.8)
B727-023	2	(10.5)
Saab 340A	2	(10.5)
Hs.125-700B	1	
BAe 125-800B	1	
Cessna 421	1	
DC-9-15	1	
R22-Beta	1	
R44	1	
total	19	(100.0)

During the last years of Soviet rule, Aeroflot-Latvia transported yearly in excess of 2 million passengers. In 1992, the first full year of Latvian independence, passenger numbers had dropped to 340 thousand. Throughout the 1990s, the number of passengers carried to/from Latvia, including passengers transported by foreign airlines, varied between 310 and 570 thousand. Like the Latvian economy at large, the country's move to independence had severely upset Latvian air transport. New ways and means were needed to re-organize this sector, new ways found to do business. The Soviet style monopoly had been replaced by a more or less free market environment. It was only in 2006, more than 15 years after independence, that passenger volumes again reached the same level as way back in the late 1980s.

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Gjunters Zollingers. Latvijas gaisa transports (1990 – 2000).

Bezpilota tālvadības lidaparātu attīstība sākās Pirmā Pasaules kara laikā. Nozīmīgus eksperimentus Amerikā un Apvienotajā Karalistē veica Sperry, Curtiss, Kettering un Low. Šis darbs tomēr nenoveda pie ieroču sistēmām, ko varēja izmantot notiekošajā karā. Šajā pašā laikā milzum daudz darba tika ieguldīts arī Vācijā, kas centās attīstīt tālvadības pults un lidojuma kontroles sistēmas, kam līdz šim literatūrā nav pievērsta pienācīga uzmanība, taču tie bija nozīmīgi sasniegumi inženiertehnikas attīstības vēsturē. Šajā rakstā, balstoties uz literatūru un arhīvu dokumentiem parādīts, kā pie tālvadības ieroču attīstības Pirmā Pasaules kara laikā strādāja gan vācu militārā pārvalde, gan arī privātie uzņēmumi, galvenokārt "Siemens" Berlīnē. Sākot ar "Wien projektu" 1914. gada rudenī analizēta šī perioda augsti attīstīto tehnoloģiju attīstība četros gados, ieskaitot Rover tālvadības aparāturu, kas tika testēta uz viena no viņa lidaparātiem, "Siemens" tālvadības torpēdu laiva un "Siemens" "tālvadības planieris". Visprogresīvākais projekts ar segvārdu "Fledermaus" tika uzsākts 1917. gadā. To finansēja militāristi, iesaistot tajā rūpniecības uzņēmumus "Siemens" un "Mannesmann-Mulag" Ķelnē. Kad 1918. gada novembrī beidzās Pirmais pasaules karš, vairāki "Fledermaus" lidaparāti bija jau sagatavoti praktiskiem izmēģinājumiem, taču tos militāristi steidzīgi iznīcināja, lai tie nenonāktu uzvarētāju rokās.

Гюнтер Золлингер. Воздушный транспорт Латвии (1990 – 2000).

В 1990-1991 годах, когда Латвия возобновила свою независимость, последовали серьезные изменения в экономике страны, в том числе в области воздушного транспорта. Много лет поставщиком воздушного транспорта гражданской авиации в СССР была авиакомпания „Аэрофлот”. На протяжении многих лет многие авиакомпании должны были использовать самолеты, которые были изготовлены в Советском Союзе. После обретения независимости Латвийскому воздушному транспорту пришлось приспособливаться к рыночным принципам экономики. Латвийский воздушный транспорт стал частью западной системы воздушного транспорта, рынок Латвии был открыт для внешней конкуренции, был создан ряд новых авиакомпаний, как государственных, так и в частной собственности, выполнявших регулярные, чартерные, грузовые и бизнес-услуги, были приняты новые законы и правила. Большинство самолетов, зарегистрированных в Латвийской Республике в период между 1992 и 2000 годами были самолеты, которые ранее принадлежали „Аэрофлоту”. Радикальные изменения произошли в конце 1995 года, когда правительство Латвии совместно с западными авиакомпаниями сформировали стратегический альянс. Были созданы новые авиакомпании, были закуплены западные самолеты. В этой статье показаны преобразование воздушного транспорта в Латвии в период между 1990 и 2000 гг., причем, особое внимание уделено нормативно-правовой базе, авиакомпаниям и парку воздушного транспорта.