Section 5
Latvia

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Abbreviations

A/C	Aircraft
ADF	Aircraft De-icing Fluid
AFIS	Aeronautical Flight Information Services
AIP	Air Information Pamphlet
AMSL	Above Mean Sea Level
ANS	Air Navigation Services
ANSP	Air Navigation Service Provider
AOC	Air Operator Certificate
APP	Approach Control Service
ATC	Air Traffic Control
ATM	Air Traffic Movements
BIP	Border Inspection Control
BOT	Build, Operate and Transfer
CAA	Civil Aviation Authority
CCTV	Closed-circuit television
CF	Cohesion Fund
CTA	Control Area
CTR	Control Zone
CUTE	Common Use Terminal Equipment
DCS	Departure Control System
DME	Distance Measuring Equipment
Dom	Domestic
EBRD	European Bank for Reconstruction and Development
ECAC	European Civil Aviation Conference
EIA	Environmental Impact Assessment
EIB	European Investment Bank
EPNdB	Effective Perceived Noise Decibel
GA	General Aviation
GH	Ground Handling
GND	Ground
GP	Glide Path
GPU	Ground Power Unit
GSE	Ground Support Equipment
GYR	Green/Yellow/Red
HBS	Hold Baggage Screening
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
IFRS	International Financial Reporting Standards
ILS	Instrument Landing System
Intl	International
ISPA	Instrument for Structural Policies for Pre-Accession
LCC	Low-Cost Carrier
LLZ	Localizer
LT	Local Time
MIL	Military
MoT	Ministry of Transport
MPPA	Million Passengers per Annum
MTOM	Maximum Take-Off Mass
MTOW	Maximum Take-Off Weight
NCASP	National Civil Aviation Security Programme
NDB	Non Directional Beacon
NG	New Generation
PaPi	Precision Approach Path Indicator
PAX	Passengers
PCN	Pavement Classification Number
PRM	Persons with Reduced Mobility
RET	Rapid Exit Taxiways
RWY	Runway
SITA	Internationale de Télécommunications Aéronautiques
SMR	Surface Movement Radar
SRA	Segregated Restricted Area
TMA	Terminal Maneuvering Area
TWR	Tower
TWY	Taxiway
UTC	Coordinated Universal Time [Greenwich Mean Time]
VDF	Visual Direction Finder
VFR	Visual Flight Rules
VOR	VHF Omnidirectional Range
WCHC	Wheelchair for Cabin
WTMD	Walk Through Metal Detectors

5.1 General Introduction

5.1.1 Background

Latvia borders the Baltic Sea to the west and has 531 km of coastline. Its land borders include Estonia and Russia to the North, and Lithuania and Belarus to the south. The terrain of the country is low lying plain.

After a brief period of independence between the two World Wars, Latvia was annexed by the USSR in 1940. It reestablished its independence in 1991 following the breakup of the Soviet Union. Although the last Russian troops left in 1994, the status of the Russian minority (some 30% of the population) remains of concern to Moscow. Latvia joined both NATO and the EU in the spring of 2004.

5.1.2 Economic Overview

Latvia's transitional economy recovered from the 1998 Russian financial crisis, largely due to the government's budget stringency and a gradual reorientation of exports toward EU countries, lessening Latvia's trade dependency on Russia. The majority of companies, banks, and real estate firms have been privatised, although the state still holds sizable stakes in a few large enterprises. Latvia officially joined the World Trade Organisation in February 1999. EU membership, a top foreign policy goal, came in May 2004. The current account and internal government deficits remain major concerns, but the government's efforts to increase efficiency in revenue collection may lessen the budget deficit. A growing perception that many of Latvia's banks facilitate illicit activity could damage the country's vibrant financial sector.

Latvian Economic Statistics	
Population	2,306,000* (Jan 2005)
Population Growth	-0.56%* (Jan 2005)
Surface area of country	63,589 sq km** (2005)
Population density	36.44** (1999)
Urbanisation	66%# (1999)
GDP	€10.967bn* (2004)
GDP per head	€4,742* (2004)
GDP growth rate	11.8%* (2004)
Unemployment rate	8.5%* (2004)
Inflation rate	6.2%* (2004)
Imports	€2.51 bn* (2004)
Exports	€1.42 bn* (2004)
External Debt	€3.47 bn# (2004)
Internet hosts	51,758** (2004)
Internet users	936,000** (2003)

Source : *Latvian Office of Statistics, # Joint BIS, IMF, OECD and World Bank statistics **US Central Intelligence Agency factbook

Figure 1

5.2 Main issues in the Air Transport sector

5.2.1 AirBaltic Corporation A/S

AIR BALTIC CORPORATION (airBaltic) is a publicly quoted company that was established in 1995. Major shareholders include the Latvian state, with 52.6% of shares, and SAS AB, with 47.2% of shares. airBaltic operates in a strategic partnership with SAS. Almost all airBaltic flights are code shared with SAS. airBaltic also provides air cargo services and is the official representative of SAS and Lufthansa cargo services in Latvia. In 2004, airBaltic's total operating revenue reached LVL 51.6 million (EUR73.4m), net result was a loss of LVL 850 thousand (EUR1.2m). A total of 589,288 passengers were carried.

Currently airBaltic offers direct flights from two of the Baltic capital cities – Riga and Vilnius. In parallel with direct flights, airBaltic provides convenient connections through the SAS transit hubs - Copenhagen and Stockholm.

From Riga, airBaltic offers flights to Amsterdam, Barcelona, Berlin, Brussels, Dublin, Hamburg, Helsinki, Kiev, Copenhagen, Cologne, Istanbul, London, Manchester, Moscow, Milan, Minsk, Munich, Oslo, Paris, St Petersburg, Stockholm, Stuttgart, Tallinn, Vilnius and Vienna.

From Vilnius, airBaltic offers direct flights to Berlin, Dublin, Hamburg, Helsinki, Copenhagen, London, Munich, Oslo, Riga,Tallinn and Vienna.

The company employs around 500 people, the majority of whom are directly involved in flight operations, with less than one fifth working in administrative roles.

The airBaltic fleet includes seven Boeing 737-500 and seven Fokker 50 aircrafts.

5.2.2 Government policies

To use Cohesion Funds to develop Riga Airport and run Ventspils and Liepāja Airports development studies (200,000 EUR).

The CAA will be transformed into Public Agency status with the name Civil Aviation Agency and have State Budget financing.

Land-use Planning issues

For Riga Airport the government issues a separate act to purchase land and premises from current owners when necessary. Land use under airspace according to Annex 14 is coordinated with CAA. Starting from 2008 aircraft noise zoning will be mandatory.

Authorisation to build facilities (houses, masts etc.) is given by the local Planning Office. If the construction is taller than 100m there it also requires CAA approval.

5.2.3 Low cost airline market penetration

The penetration of the Low Cost Carriers in Latvia is very recent. There are only two low cost airlines: Ryanair and easyJet. Ryanair has operated from the Riga International Airport from December 2004, and easyJet from February 2005. The two carriers between them account for 22% of scheduled capacity from all Latvian airports.

The following table presents the name, ownership and aircraft type of all the Latvian registered airlines:

Air Carrier	Aircraft Type	Ownership Status
AIR BALTIC CORPORATION	AVRO–146-RJ70 x 3, B-737/505 x 3, F-50 x 6	Mixed: State Owned and Private
LATCHARTER AIRLINES	YAK – 42D x 1 A-320-200 x 1	Private company
KS AVIA	AN-74 x 2	Private company

Source: JP Fleets and Airport website

Airline Capacity shares in Latvia (scheduled flights)

Airline	Code	Nationality	Share of Scheduled Capacity (March 05)
Air Baltic Corporation	BT	Latvia	50%
Ryanair	FR	Ireland Republic	18%
Czech Airlines	OK	Czech Republic	7%
British Airways	BA	United Kingdom	4%
easyJet	U2	United Kingdom	4%
KLM	KL	Netherlands	4%
Lufthansa	LH	Germany	3%
Finnair	AY	Finland	2%
Aeroflot	SU	Russian Federation	2%
Uzbekistan Airways	HY	Uzbekistan	2%
LOT - Polish Airlines	LO	Poland	1%
Austrian	OS	Austria	1%
Latcharter Airlines	6Y	Latvia	1%

Source: OAG

5.2.4 Airports

Latvian Airports Summary: 3 x International Airports

	Riga	Ventspils	Liepaja
IATA Code	RIX	-	LPX
ICAO Code	EVRA	EVVA	EVLA
Use	GA / Commercial /Military	GA / Commercial	GA / Commercial
City Population	900,000	45,000	85,000
Annual Passengers (2004)	1,000,000	1,110	2,000
Annual Freight (tonnes) (2004)	8 752	N/A	12
Annual ATM (2004)	27,325	290	360
Ave. Departures per day (2004)	75	0.8	1
Total Revenues (€ m) (2004)	14,000,000	12,800	15,000
Annual Terminal Capacity (2004)	2,000,000	60 Pax/Hr	60 Pax/Hr
No. of destinations (2005)	33	N/A	1
No. of Airlines (2005)	15	N/A	1
Runway 1 Length (m)	2550	1298	2000
Runway 2 Length (m)	-	-	-
Elevation (metres)	10	6	5

General Aviation Aerodromes (with asphalt / concrete runways)

Information not supplied

Military Aerodromes (with asphalt / concrete runways)

ICAO Code	No code: Lielvárde
Use	MILITARY/SAR
Runway Length	2500

General Aviation Aerodromes (with grass runways);

ICAO Code	EVPA
Use	Private
Runway Length	950×30

5.3 Civil Aviation Structure

5.3.1 Aviation Safety Regulation

Organisation responsible for the following activities:	
"Flight safety of civil airline operations"	CAA
▪ Corresponding organisation funding mechanism?	Share from Air Navigation Fee + fee paid by applicants (7%). Future- State Budget
▪ Corresponding supervision?	MoT (Ministry of Transport)
"Civil aircraft approved design, production and maintenance organisations"	EASA- design, CAA - production and maintenance
▪ Corresponding organisation funding mechanism?	Share from Air Navigation Fee + fees paid by applicants
▪ Corresponding supervision?	MoT and EASA
"Flight crew and engineer licensing; Control of aircraft registration"	CAA
▪ Corresponding organisation funding mechanism?	Share from Air Navigation Fee + fees paid by applicants
▪ Corresponding supervision?	MoT and EASA
"Airworthiness of commercial and general aviation aircraft"	CAA
▪ Corresponding organisation funding mechanism?	Share from Air Navigation Fee + fees paid by applicants
▪ Corresponding supervision?	MoT and EASA

"Regulation of Air Navigation Services"	CAA
▪ Corresponding organisation funding mechanism?	Share from Air Navigation Fee
▪ Corresponding supervision?	MoT
"Licensing and Certification of Aerodromes"	CAA
▪ Corresponding organisation funding mechanism?	Share from Air Navigation Fee + fees paid by applicants
▪ Corresponding supervision?	MoT and EASA
"Regulation of environmental standards (emissions and noise policies)"	MoT – policy, CAA regarding ICAO Annex 16, EU Directives on Aircraft Noise and Environment – noise standards Riga – noise abatement procedures introduced (CAA)
▪ Corresponding organisation funding mechanism?	CAA - Share from Air Navigation Fee
▪ Corresponding supervision?	MoT
"Setting and control of airspace policy, and the regulation of airspace design and classification, including the navigation and communications infrastructure"	MoT – policy, CAA – regulation
▪ Corresponding organisation funding mechanism?	CAA - Share from Air Navigation Fee
▪ Corresponding supervision?	MoT

5.3.2 Air Navigation Services

Organisation responsible for the following activities:	
"Provision of air navigation services for airfields"	State owned SC Latvijas gaisa satiksme
▪ Corresponding organisation funding mechanism?	Air Navigation Fee
▪ Corresponding supervision?	MoT
"Provision of en-route Air Navigation Services"	State owned SC Latvijas gaisa satiksme
▪ Corresponding organisation funding mechanism?	Air Navigation Fee
▪ Corresponding supervision?	MoT

5.3.3 Economic Regulation

Organisation responsible for the following activities:	
"Regulation of airport charges, including; • Landing / Use of runway • Parking and Handling • Passenger Charge"	MoT
▪ Corresponding organisation funding mechanism?	State Budget
▪ Corresponding supervision?	N/A
"Regulation of ATM terminal charges"	MoT
▪ Corresponding organisation funding mechanism?	State Budget
▪ Corresponding supervision?	N/A
"Regulation of en-route charges"	MoT
▪ Corresponding organisation funding mechanism?	State Budget
▪ Corresponding supervision?	N/A
"The issue of tour operator licences"	No requirements
▪ Corresponding organisation funding mechanism?	N/A
▪ Corresponding supervision?	N/A

"The issue of travel agency licences"	No requirements
▪ Corresponding organisation funding mechanism?	N/A
▪ Corresponding supervision?	N/A
"The issue of air operator licences and air operator certificate"	MoT – Air Operator Licence according to EU reg. 1706, CAA – AOC, according to a parliament Act on Aviation
▪ Corresponding organisation funding mechanism?	CAA, Share from Air Navigation Fee + fees paid by applicants
▪ Corresponding supervision?	MoT
"The issue of ground-handling licences or approvals"	No requirements
▪ Corresponding organisation funding mechanism?	N/A
▪ Corresponding supervision?	N/A

5.3.4 Air Transport Facilitation

Organisation responsible for the following activity:	
"Policy and regulation of ICAO facilitation requirements under Annex 9 of the Chicago Convention, with respect to; • Entry and departure of aircraft, • Entry and departure of persons, baggage and cargo; and • Facilities and services for traffic at international airports"	Entry and departure of aircraft: -Customs Department (Ministry of Finance) Entry and departures of persons, baggage and cargo: -State Border Guard Service (Ministry of Interior) Facilities and services for traffic at international airports: -Civil Aviation Administration
▪ Corresponding organisation funding mechanism?	Air Navigation Fee and State
▪ Corresponding supervision?	N/A

5.3.5 Air Transport Security

Organisation responsible for the following activity:	
"Regulation of aviation security with respect to; • Airports • Airlines • Airspace"	CAA. Law on Aviation: the Government adopts the National Civil Aviation Security Programme (NCASP). The CAA implements the NCASP and exercises state supervision of airports, air carriers and air navigation service provider security. NCASP: airports, air carriers and air navigation service providers develop their own security programmes and submit them to the CAA for approval.
▪ Corresponding organisation funding mechanism?	State Budget
▪ Corresponding supervision?	N/A

5.3.6 Air Accident Investigation

Organisation responsible for the following activity:	
"Air Accident Investigation"	Investigation is carried out by the independent Aircraft Incident and Accident Investigation Bureau.
▪ Corresponding organisation funding mechanism?	State Budget
▪ Corresponding supervision?	MoT

5.4 Riga Airport

5.4.1 Basic Airport Information

Airport Name	SJSC "Riga International Airport"		
Airport Address	Riga Airport 10/1, Marupe, Riga Region,. LV 1053, Latvia		
Website Address	www.riga-airport.com		
IATA Code	RIX	**ICAO Code**	EVRA
Managing Director / Chief Executive	Mr. Dzintars Pomers		

IATA Slot Coordination Level	Level 1 (so far)

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation

ATC Coverage (local or area control, who provides service)	Service Provider State owned SC Latvijas gaisa satiksme
NDB	No
DME	Yes
VOR	Yes
Other	IL NM 7000

Fire Fighting

Fire Fighting Category	Declared CAT 7 (B757 size)
Maximum Aircraft Size	

Key airport contacts

Mr.DZINTARS POMERS, Chairman of the Board, (371) 7207135, office@riga-airport.com

Mr.ANDIS DAMLICS, Board Member, (371) 7207267, A.Damlics@riga-airport.com

Mr.ARNIS KALNISKANS, Board Member, Facilitation and Development Department Director, (371) 7207542, A.Kalniskans@riga-airport.com

Mr JURIS BEKERIS, Board Member, Financial Department Director, (371) 7207051, J.Bekeris@riga-airport.com

Mrs.LIENE FREIVALDE, Marketing Department Director, (371) 7668238, L.Freivalde@riga-airport.com

Mr.AINARS FOGELS, Ground Handling Department Director, (371) 7207989, A.Fogels@riga-airport.com

Mr.JAZEPS CEICS, Aviation Security Department Director, (371) 7207371, J.Ceics@riga-airport.com

Mrs. INETA ZALANE, Board Member, Legal Department Director, (371) 7207252, I.Zalane@riga-airport.com

5.4.2 Airport Ownership and Management

Current ownership structure of the airport
Riga International Airport is a State Enterprise; The owner - Ministry of Transport.
Current management structure at the airport
The President is responsible for airport management, and is subject to the Minister of Transport.
Number of employees working for the airport operator
2004 – 580 employees.
Ground handling service provision at the airport
There is one company providing ground handling services at the airport. The company belongs to the airport: fax: (371) 7211767). The Company provides all ground handling functions, with the exception of refuelling and de-icing.

Brief history of the airport, highlighting major events
1974 - Airport opening, it is state owned. 1991 Riga International Airport becomes an independent strategic state enterprise; established by the Ministry of Transport. 1994 – completion of runway reconstruction 1999 - North side passenger terminal reconstruction 2001- New pier opened

5.4.3 Financial Issues

Financial performance

Year Ending December 2004

Turnover:

Aeronautical	EUR 11.23 million
Non aeronautical	EUR 3.37 million
Total	EUR 14.60 million

Operating Profit before tax: EUR 0.78 million

Net Profit: EUR 0.26 million

User charges

<u>Current published fees and charges structure</u>:

Landing Fee:

8.12 EUR per 1 MTOW

Parking charge

1.06 EUR per 1 MTOW per 24 hours if parking lasts longer than 3 hours. If less than 3 hours, parking is free of charge.

Passenger Service Fee

1.06 EUR per departing passenger.

Charges are regulated by "Regulations on air navigation services within Riga flight information region and SJSC "Riga International Airport services" No.5, 24/12/2004 issued by Aviation Department of Ministry of Transport.

5.4.4 Airport Traffic

Airport traffic history

Passenger flows, air transport movements and freight for 1995-2004

Year	Pax	Air Transport Movements	Freight (tonnes)
1995	504,094	15,695	3,918
1996	505,754	16,298	3,912
1997	535,235	16,964	4,281
1998	554,854	19,483	4,907
1999	562,383	19,387	4,408
2000	574,356	18,070	4,658
2001	622,647	18,910	5,209
2002	633,322	18,676	6,580
2003	711,753	19,504	13,534
2004	1,060,426	27,325	8,752

Source: Airport

Traffic Breakdown for 2004, 2003, 2002 :

	2004	2003	2002
Passengers total	1,060,426	711,753	633,322
Total passengers transferring at airport	14,054	8,176	7,395
international	1,059,925	711,263	632,912
domestic	501	490	410
scheduled	963,084	634,547	567,090
non-scheduled	97,342	77,206	66,232
to Schengen countries	903,434	623,478	555,898
to non-Schengen	156,992	88,275	77,424
ATM total	27,325	19,504	18,676
commercial	25,856	18,000	16,095
other	1,469	1,504	2,581
Cargo total	8,752 t	13,534 t	6,580 t
mail	1,452	1,216	1,196
airfreight	7,300	12,318	5,384

Source: Airport

Future Traffic Forecast

Year	Pax	Transport Movements	Freight (tonnes)
2005	1,500,000	30,000	12,000
2006	1,950,000	33,000	13,000
2007	2,340,000	33,000	13,000
2008	2,740,000	37,000	14,000
2009	3,150,000	39,000	15,000
2010	3,560,000	45,000	15,000
2011	3,950,000	49,000	16,000
2012	4,310,000	54,000	18,000
2013	4,680,000	59,000	18,000
2014	5,010,000	59,000	19,000

Source: Airport

Passenger traffic report 2004 by scheduled routes:

Destination Airport	Code	2004
Copenhagen	CPH	123,718
London	LHR,STN	120,695
Helsinki	HEL	87,573
Prague	PRG	73,467
Amsterdam	AMS	71,686
Stockholm	ARN,NYO	58,965
Frankfurt	FRA	46,170
Moscow	SVO	44,740
Berlin	SXF,TXL	35,010
Vienna	VIE	32,238
Hamburg	HAM	28,359
Munich	MUC	28,080
Dublin	DUB	24,165
Warsaw	WAW	21,769
Tallinn	TLL	21,325
Oslo	OSL	20,976
Kiev	KBP	17,054
Brussels	BRU	16,664
Milan	MXP	16,211
Vilnius	VNO	16,121
Hahn	HHN	15,113
Tampere	TMP	11,923
Cologne	CGN	8,261
Minsk	MSQ	6,926
Manchester	MAN	5,146
Tel Aviv	TLV	4,869
Stuttgart	STR	1,913
New Cork	JFK	1,709
Taschkent	TAS	1,691
St. Petersburg	LED	342

Source: Airport

Current Flight Programme

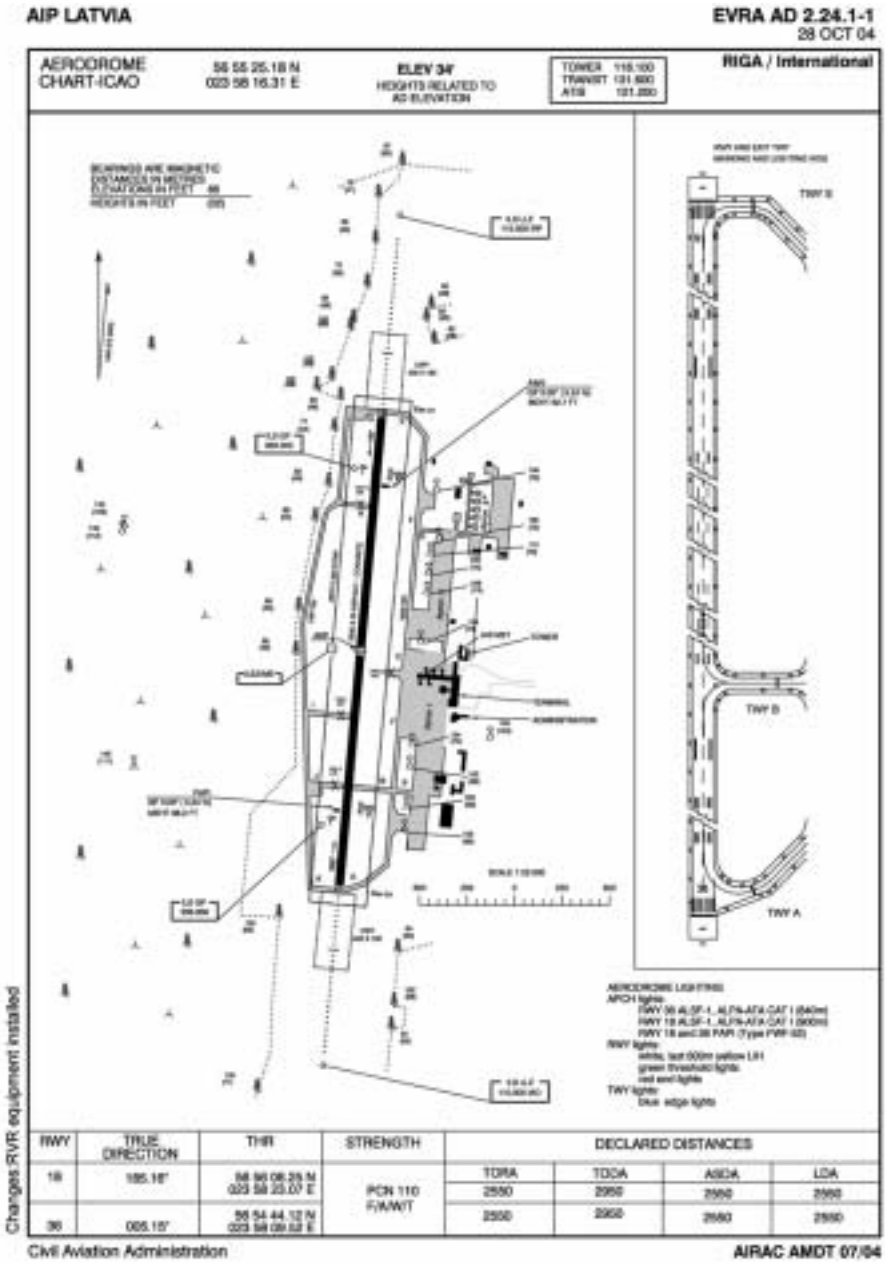
Airline	Dest. Airport	Dest. Code	Flts. per week
Air Baltic Corporation	Amsterdam	AMS	4
KLM	Amsterdam	AMS	13
Air Baltic Corporation	Stockholm Arlanda Apt	ARN	12
Air Baltic Corporation	Brussels	BRU	6
Air Baltic Corporation	Cologne	CGN	4
Air Baltic Corporation	Copenhagen Apt	CPH	21
Air Baltic Corporation	Dublin	DUB	4
Czech Airlines	Rome Fiumicino Apt	FCO	6
Lufthansa	Frankfurt	FRA	12
Air Baltic Corporation	Gerona	GRO	3
Air Baltic Corporation	Hamburg	HAM	7
Air Baltic Corporation	Helsinki	HEL	14
Finnair	Helsinki	HEL	10
Ryanair	Frankfurt Hahn Airport	HHN	7
Air Baltic Corporation	Istanbul	IST	3
Uzbekistan Airways	New York	JFK	1
Air Baltic Corporation	Kiev Borispol Apt	KBP	5
Air Baltic Corporation	St Petersburg	LED	4
Air Baltic Corporation	London Heathrow Apt.	LHR	6
British Airways	London Heathrow Apt.	LHR	7
Air Baltic Corporation	Manchester	MAN	3
Air Baltic Corporation	Minsk	MSQ	4
Air Baltic Corporation	Milan Malpensa Apt	MXP	4
Ryanair	Stockholm	NYO	7
Air Baltic Corporation	Oslo Airport	OSL	6
Czech Airlines	Prague	PRG	12
Ryanair	London Stansted Apt	STN	7
Air Baltic Corporation	Stuttgart	STR	4
Aeroflot	Moscow	SVO	5
Air Baltic Corporation	Moscow	SVO	5
easyJet	Berlin Schonefeld Apt	SXF	7
Uzbekistan Airways	Tashkent	TAS	2
Latcharter Airlines	Tenerife	TFS	1
Air Baltic Corporation	Tallinn	TLL	14
Ryanair	Tampere	TMP	7
Air Baltic Corporation	Berlin Tegel Apt	TXL	6
Air Baltic Corporation	Vienna	VIE	4
Austrian	Vienna	VIE	7
Air Baltic Corporation	Vilnius	VNO	9
LOT - Polish Airlines	Warsaw	WAW	8

Source: OAG

Charter: Latcharter (A320, 10 flights per week), VIP Avia (H25, 2 flights per week) (during summer).

5.4.5 Runway Information

Overview of Airport Layout



- **Runways - 1**
- **Taxiways - 4**
- **Passenger Terminal – 1 (consisting of Arrivals and Departures)**
- **Cargo Terminal –1**
- **Ground Transportation (railway station, bus station)**
- **Car Parks – 5**

Riga International Airport - Runway

Aerial view of the Riga runway with the terminal facility to the right of picture.

Current Runway Capacity

	Runway 1	
Designation	18/36	
Length (m)	2550m	
ILS CAT	CAT 1	
Number of Peak Hour Departures	12	
Number of Peak Hour Arrivals	11	
Hourly Capacity Under IFR Flight Rules	25	
Average Movement Delay Rate (mins)	none	
Annual Movement Capacity	80,000 movements	
Runway Operating Hours	24 hours	

Methodology for calculation of runway capacity
Capacity calculations are carried out by external consultants.

Factors limiting Runway capacity
Runway is 2500m long and 50 m wide, PCN-83. Factors such as too few taxiways, and only 34 aircraft parking stands determine runway capacity.

5.4.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal	It has no special name (Passenger Terminal)		
Departing Passengers per hour	600		
Arriving Passengers per hour	700		
Transfer Passengers per hour	There is no transfer traffic		
Annual Capacity	2,000,000		

Methodology for calculation of terminal capacity

Capacity calculations are carried out by external consultants.

Excess capacity

Currently the airport is operating at 50% of total passenger capacity.

Main bottlenecks for terminal capacity

The main bottlenecks of terminal capacity are:

- Number of check-in desks
- Number of passenger gates

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	No special name		
Terminal Total Floor Area	22,500 m^2		
Number of Check in desks	23		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	2		
Number of Departure Baggage Belts	2		
Number of Departure Gates	7		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	4		
Number of Baggage Claim Units	2		
Number of Commercially Important Passenger Lounges	2		

Further detail on terminal passenger facilities

- VIP Lounge,
- Business Lounge,
- Currency Exchange,
- Car Rentals,
- Duty Free Shop,
- Cafes,
- Magazine Kiosk,
- Flower Kiosk,
- ticket office,
- bank office,
- lost baggage point,
- post office,
- taxi service,
- tourist agencies offices.

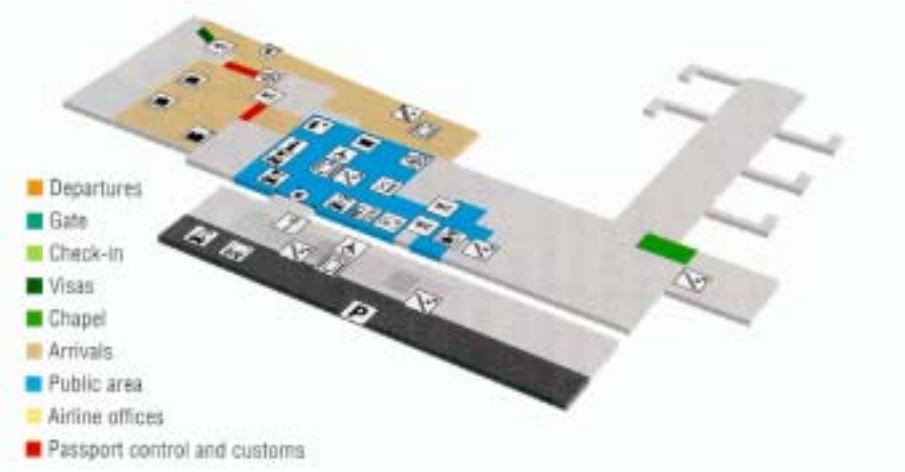
Passenger Terminal pictures

View of the airport from airside.

View of the airport from landside (taken from airport website)

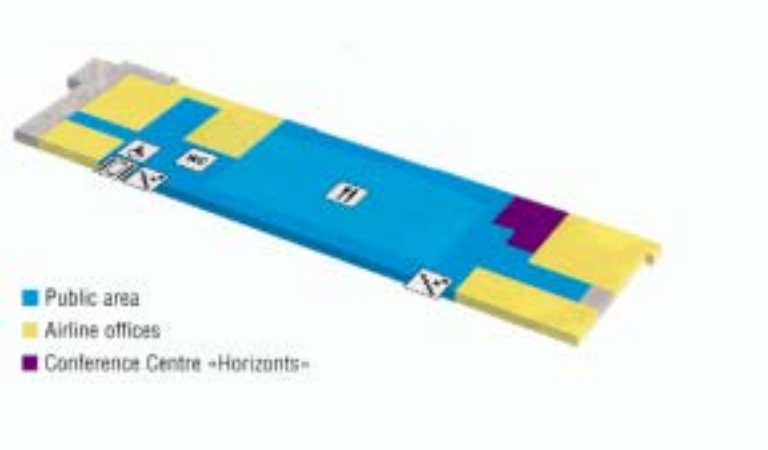
Passenger terminal

1st floor



2nd floor

3rd floor



Number of parking stands
61 parking stands. Access to terminal- by air bridges and by coach. No special area on the apron for General Aviation.
Retail Facilities
Duty free shop x 3 Cafés x 3 Currency exchange x 2 Car hire kiosks x 5 Newspaper and flower kiosk x 1 Souvenir shop x 4

Cargo Capacity

	Facility	2nd Facility	3rd Facility
Name of Cargo Facility	Commercial Warehouse	Baltic Cargo Centre	DHL
Description	Warehouse – 700 m^2.	Warehouse – 850 m^2.	Warehouse – 400 m^2.
Annual Cargo Capacity (metric tonnes)	n.a.	n.a.	n.a.
Total annual inbound cargo (metric tonnes)	n.a.	n.a.	n.a.
Total annual outbound cargo (metric tonnes)	n.a.	n.a.	n.a.
Share carried on cargo aircraft (%)	n.a.	n.a.	n.a.
Total domestic cargo (metric tonnes)	none	none	n.a.
Total international cargo (metric tonnes)	n.a.	n.a.	n.a.

Further detail on cargo facilities

No specific details on cargo facilities are available. All cargo facilities are privately owned.

Other Facilities

Aircraft Maintenance / Engineering Facilities

5 hangars owned by Air Baltic, Raf Avia, VIP aviation, Concors.

Refuelling facilities

AvGas, Jet-A1.
System capacity limitations – 3,200 tonnes.

Winter Operating facilities

Winter operations – 8 snow ploughs and other specific equipment.
For de-icing chemical reagents like SAFEWAY and UREA are used.

5.4.7 Infrastructure Development

Major works in the last 5 years

Title	Purpose	Cost	Date completed
Passenger terminal reconstruction –arrival area	Capacity and quality improvement	€6m	1999
Passenger terminal extension - new pier	Capacity and quality improvement	€21m	2001

Future Approved works

Title	Purpose	Cost	Date due to be completed
Passenger terminal extension- north side	Aviation security and separation of passenger flow of EU and non-EU countries	€9m	2005

Projects still missing funding: (and necessary approvals)

Runway extension and re-construction of the lighting system – Preliminary cost – €23m, date due to be completed – 2006.

Long term development plan (master plan) for the airport

Development of the Airport surrounding area (business park, hotel, car parking). Companies wanting to buy land in the airport area can do so after approval from the airport.

No plan available.

5.4.8 Environment

Environmental Policy
Once per year emissions from recognised sources of pollutants are measured. Limits are set for some pollutants, i.e. MnO2, NOx, CO, and SiO2. If the limits are exceeded, penalties are applied. These limits have been determined according to consumed quantities of fuel, paint etc.

5.4.9 Accessibility

Road Access (private vehicle)

Distance from the airport to the city centre – 7 km driving by a 2-lane road.

- 14 km from City center
- Distance to A highway-3 km;
- Distance to B motorway- 8 km;

Distance to C motorway- 15 km

Car Parking

2 long term public car parks with 600 spaces, 1 short term public car park with 280 spaces. 2 car parks for airport staff with 510 spaces.

Long Term Parking Rates:

- up to 10 days – €4.5 for every 24 hours,
- up to 20 days – €3.75 for every 24 hours,
- more than 20 days – €3.5 for every 24 hours.

Short-Term Parking Rates:

- 0 – 3 h – €0.6 for every 1/2 h,
- 4 – 9 h – €0.45 for every 1/2 h,
- 10 – 24 h – €0.3 for every 1/2 h,
- more than 24 h – €0.3 for every 1/2 h,
- first 24 hours – €18,
- each additional 24-hour period – €14.4.

Public Transport Access - Rail
There is no direct railway for passengers to the airport. There are no plans to connect the airport with the city center by rail. Distance to City railway station – 14 km.
Public Transport Access – Bus and Coach
Local bus service. Hotel shuttle bus.
Public Transport Access - Taxi
All city taxi companies can operate at the airport; one company is based at the airport (“Riga Taxi”).
Access for Persons of Reduced Mobility
There are special ramps for persons of reduced mobility in the main arriving and departing points of the Airport. 1 WC for persons of reduced mobility. 1 Wheelchair, owned by a GH company. The Airport does not possess a special lift for the boarding of persons with reduced mobility onto aircraft. This is done manually. After check-in, aviation security, border control and customs procedures, persons with reduced mobility are taken to the aircraft with the help of GH company personnel.

5.4.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
Runway length is too short for transatlantic flights. Runway lighting system is low intensity and does not meet requirements.

5.4.11 Riga Airport Photographs

(Please note: No access was given by the airport to take pictures)

Entrance to departures hall

A section of the check in area (desks 15 to 23)

Passport control

Arrivals piers viewed from arriving aircraft

Arrivals passport control

Example of airport signage

Arrivals Hall (ground level)

Taxi and bus pickup points (car parking in the background)

5.5 Ventspils Airport

5.5.1 Basic Airport Information

Airport Name	Ventspils International Airport
Airport Address	Ganību Street 103, Ventspils, LV-3601, Latvia
Website Address	www.airport.ventspils.lv
IATA Code	
ICAO Code	EVVA
Managing Director / Chief Executive	Mr. Artūrs Kokars

IATA Slot Coordination Level	none

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation

ATC Coverage (local or area control, who provides service)	State Joint Stock Company of Air Space Utilisation and Air Traffic Organisation Latvijas Gaisa Satiksme
NDB	
DME	Yes
VOR	Yes
Other	

Fire Fighting	
Fire Fighting Category	CAT 2 (Piper Aztec size)
Maximum Aircraft Size	MTOW 30 tonnes (Fokker 28)

Key airport contacts

Mr. Andris Kausenieks, Director General, +371 3624269, andris.kausenieks@ventspils.gov.lv
Mr. Artūrs Kokars, Managing Director, +371 36 24262, arturs.kokars@ventspils.gov.lv

5.5.2 Airport Ownership and Management

Current ownership structure of the airport

Ventspils Airport is a department of the local government authority. The owner is Ventspils City Council.

Current management structure at the airport

The Director General is responsible for airport management, and reports to Ventspils City Council.

Number of employees working for the airport operator

4 employees in 2004.

Ground handling service provision at the airport

The Airport itself provides passenger handling, baggage handling and ground power services.
There is one company providing refuelling at the airport: Baltimar DUS, Ltd (e-mail: raitis_bmvt@fix.lv, phone/fax: +371 36 64080).

Brief history of the airport, highlighting major events
Military airport first opened in 1975, state owned. One asphalt-concrete runway (1300m x 35m) and apron (100m x 100m) was built. Aerodrome was used by AN-24, AN-2, YAK-40, MI-2. There were only two scheduled flights Ventspils - Riga and Ventspils - St. Petersburg. The Airport operation was closed in 1983 for political reasons. Work on the project "The rehabilitation of the Airport Ventspils" was started in 1997. Implementation of this project was started in 1999. At the end of 2000 the aerodrome received certification from the Administration of Civil Aviation that certified the aerodrome for international irregular flights on visual flight rules (VFR). From December 2000 Ventspils Airport started commercial operations as a department of Ventspils City Council. A new terminal and traffic control tower were completed in 2004, available space 302m^2 Refuelling station started operation in 2004.

5.5.3 Financial Issues

Financial performance
Turnover for 2004: aeronautical – 2,926 EUR, non-aeronautical – 5,148 EUR No profit, the Airport receives an earmarked subsidy from local government.

User charges

Current charges and fees are:

1. Aircraft landing fee (Basic rate), €6 For every 1000 kg of MTOW.

1.1. Aircraft landing fee for general aviation flights, €3 For every 1000 kg of MTOW.

1.2. Aircraft landing fee for training and sport flights €6 For every 1000 kg of MTOW - 70% discount.

2. Passengers security fee €6 For every departing passenger. For aircraft with a MTOW 2000 kg or less, the fee for every departing passenger is not applied.

3. Parking Fee €4.5 For every 24h for aircraft with a MTOW less than 5700 kg. First 6 hours are free of charge.

3.1. Parking Fee €9 For every 24h for aircraft with a MTOW starting from 5700 kg to 15000 kg but not 15000 kg. First 6 hours is free of charge.

3.2. Parking Fee €13.5 For every 24h for aircraft with a MTOW starting from 15000 kg to 30000 kg. First 6 hours is free of charge.

3.3. Airport security fee €12 From 17:00 (LT) till 9:00 (LT), for aircraft standing time.

User charges are regulated are regulated by 12.09.2003 Decision No.399 issued by the local government and approved by Aviation Department of Ministry of Transport.

5.5.4 Airport Traffic

Airport traffic history

Traffic report 2004:

Passengers total - 1100: international – 438, domestic – 662, non-scheduled – 1100. Pax growth (03-04) – -1.34%.

Aircraft movements total – 290: commercial – 16, other – 274; ACM growth (03-04) – -5.23%.

No Cargo movements.

Passenger flows and air transport movements for 1991-2004 respectively:
2000 – 38 and 4
2001 – 213 and 352
2002 – 863 and 386
2003 – 1115 and 306
2004 – 1100 and 290

Source: Airport

Current Flight Programme

No scheduled or charter programmes.

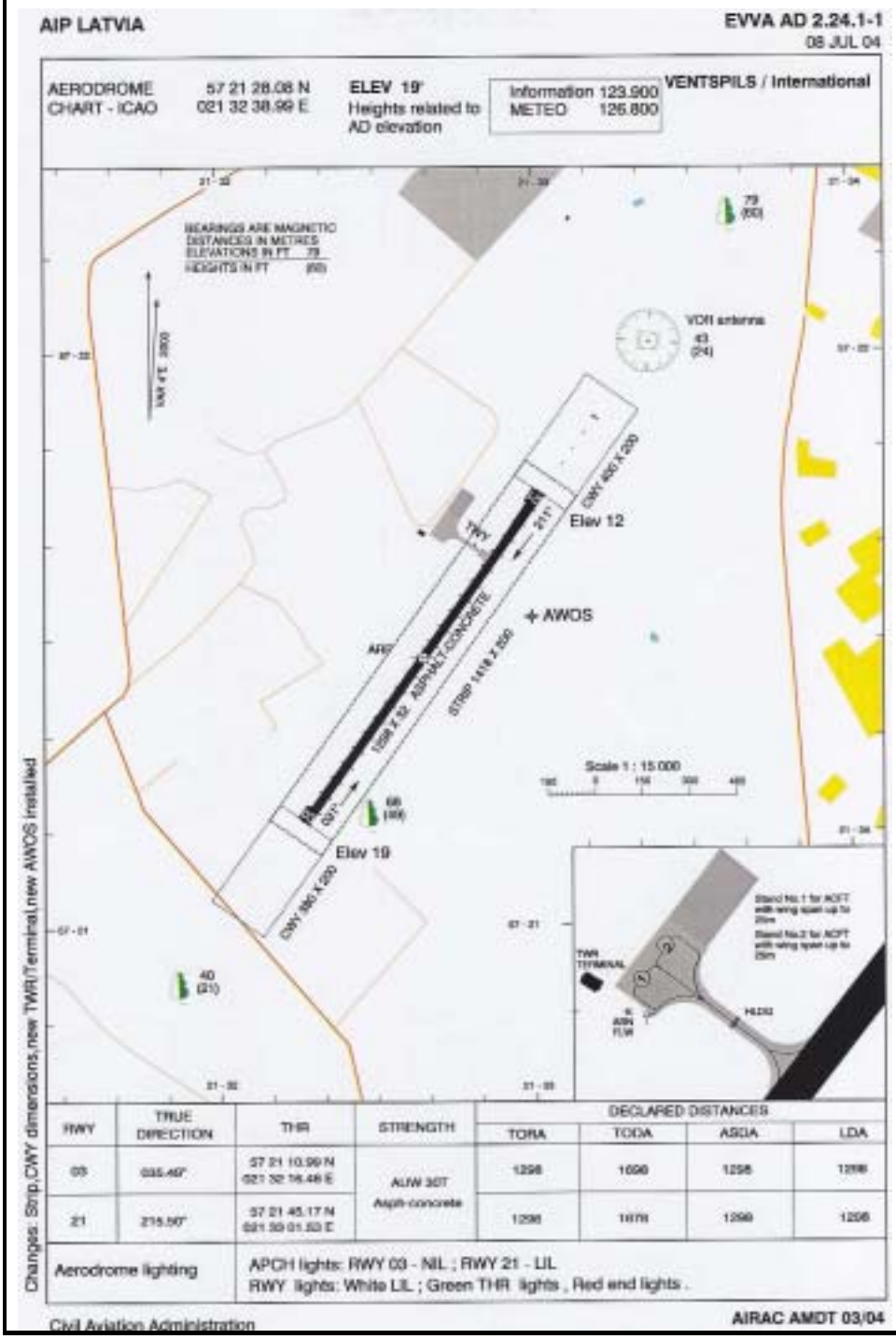
Future Traffic Forecast

Year	Passengers per year
2004	1140
2005	1590
2006	5592
2007	9594
2008	13596
2009	17598
2010	21600
2011	23493
2012	25386
2013	27279
2014	29172
2015	31065
2016	32958
2017	34851
2018	36744
2019	38637
2020	40530
2021	42423
2022	44316
2023	46209
2024	48102
2025	50000
2026	50750
2027	51511
2028	52284
2029	53068
2030	53864
2031	54672
2032	55492
2033	56325
2034	57169
2035	58027

Source: Airport

5.5.5 Runway Information

Overview of Airport Layout



RWY	TRUE DIRECTION	THR	STRENGTH	DECLARED DISTANCES TORA	TODA	ASDA	LDA
03	035.46°	57 21 10.99 N 021 32 16.46 E	ALW 30T Asph-concrete	1298	1698	1298	1298
21	215.56°	57 21 45.17 N 021 33 01.53 E		1298	1698	1298	1298
Aerodrome lighting		APCH lights: RWY 03 - NIL ; RWY 21 - LIL RWY lights: White LIL ; Green THR lights , Red end lights .					

Current Runway Capacity

	Runway 1	
Designation	03/21	
Length (m)	1298m	
ILS CAT	none	
Number of Peak Hour Departures	4	
Number of Peak Hour Arrivals	4	
Hourly Capacity Under IFR Flight Rules		
Average Movement Delay Rate (mins)		
Annual Movement Capacity		
Runway Operating Hours	On request	

Multi-runway operating procedures

Factors limiting Runway capacity
Runway is 1298m long and 32 m wide. Runway length and only 2 aircraft parking stands determine runway capacity.

5.5.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal			
Departing Passengers per hour	30		
Arriving Passengers per hour	30		
Transfer Passengers per hour	30		
Annual Capacity			

Methodology for calculation of terminal capacity
Excess capacity
Main bottlenecks for terminal capacity
Limited number of check-in-desks is the main bottleneck.

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal			
Terminal Total Floor Area	1		
Number of Check in desks	1		
Number of Self Service Check in machines			
Number of Passenger Security Screening Positions	1		
Number of Departure Baggage Belts			
Number of Departure Gates	1		
Number of Loading Bridges			
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units			
Number of Commercially Important Passenger Lounges			

Number of parking stands
2 x small aircraft stands Access to terminal by foot
Retail Facilities
None

Cargo Capacity

	Facility		
Name of Cargo Facility			
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			

Further detail on cargo facilities

Other Facilities

Aircraft Maintenance / Engineering Facilities
Currently no Maintenance or Engineering Facilities
Refuelling facilities
AvGas, Jet-A1 System capacity limitations – AvGas 5t, Jet-A1 25t
Winter Operating facilities
Outsourcing.

5.5.7 Infrastructure Development

Major works in the last 5 years
Construction of passenger terminal and air traffic control tower in 2003 – EUR 0.9m Refuelling system construction in 2004 – EUR 0.2m
Future Approved works
Border guard hangar construction in 2006 for a border guard helicopter base.
Long term development plan (master plan) for the airport
Master plan 2006 Lengthening of runway in 2007-2013 to approx. 2000m

5.5.8 Environment

Environmental Policy
The Airport has received permission for operation in accordance with state established environmental rules.

5.5.9 Accessibility

Road Access (private vehicle)
Distance from the airport to the city centre – 2 km driving via a one-lane road. • Distance to A highway- 4 km; • Distance to B motorway- 2 km
Car Parking
There are places for 8 cars and minibuses at the terminal.
Public Transport Access - Rail
There is no direct railway for passengers to the airport. Distance to City railway station – 7 km.
Public Transport Access – Bus and Coach
Distance to City bus station – 3 km.
Public Transport Access - Taxi
All city taxi companies can operate from the airport.
Access for Persons of Reduced Mobility
1 WC for persons of reduced mobility. The Airport does not possess a special lift for boarding of persons with reduced mobility onto the aircraft.

5.5.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
Lengthening and renewing of the runway, lighting system and establishment of other facilities and security systems, and the starting of scheduled traffic.

5.5.11 Ventspils Airport Photographs

Photographs provided by the Ventspils International Airport.

Control Tower (aerial photograph)

The Check-in desk

The Control Tower

5.6 Liepaja Airport

5.6.1 Basic Airport Information

Airport Name	Liepaja municipal "Aviacompany Liepaja" Ltd.
Airport Address	Liepaja international airport Liepaja, LV-3406, Latvia
Website Address	www.liepaja-airport.lv
IATA Code	EVLA
ICAO Code	LPX
Managing Director / Chief Executive	Aldis Murnieks

IATA Slot Coordination Level	Level 1: Non-coordinated airport

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation

ATC Coverage (local or area control, who provides service)	STATE JOINT STOCK COMPANY OF AIR SPACE UTILISATION AND AIR TRAFFIC ORGANISATION: LATVIJAS GAISA SATIKSME (LGS) (LOCAL AND AREA)
NDB	
DME	Yes
VOR	Yes
Other	

Fire Fighting

Fire Fighting Category	CAT 4 (Saab 340 size)
Maximum Aircraft Size	B737

Key airport contacts

Aldis Murnieks
Director Liepaja municipal "Aviacompany Liepaja" Ltd. Liepaja int.airport , Liepaja, LV-3406, Latvia, phone +371 9229771(gsm); e-mail: air_liepaja@anet.lv

Aija Kergalve
Chief accountant, municipal "Aviacompany Liepaja" Ltd. Liepaja int.airport , Liepaja, LV-3406, Latvia, phone +371 3407592; e-mail: air_liepaja@anet.lv
Anatoly Bereznoy, municipal "Aviacompany Liepaja" Ltd. Liepaja int.airport , Liepaja, LV-3406, Latvia, phone +371 3407593; e-mail: air_liepaja@anet.lv

Vjacheslav Ciganov,
Chief of Liepaja branch of SJSC of Air Space Utilisation and Air Traffic Organisation Latvijas Gaisa Satiksme (LGS), Liepaja int.airport, Liepaja ,LV-3406; phone: +371 34 84100 e-mail: ciganov@lgs.lv

Tamara Konstantinova,
municipal "Aviacompany Liepaja" Ltd. Liepaja int.airport , Liepaja, LV-3406, Latvia, phone +371 3407592; e-mail: air_liepaja@anet.lv

5.6.2 Airport Ownership and Management

Current ownership structure of the airport

Public- owned by Liepaja municipality
Shares not traded

Current management structure at the airport

Liepaja municipal "Aviacompany Liepaja" Ltd.

Number of employees working for the airport operator

20 in 2004

Ground handling service provision at the airport

Airport operator _ Aviacompany Liepaja Ltd:

- passenger handling;
- baggage handling;
- aircraft cleaning;
- refueling;
- ground transport;
- Ramp services.

Brief history of the airport, highlighting major events

- Liepaja airport started operations in 1958. It was designed and built as a domestic airport for inland flights to connect Liepaja with other destinations in the previous U.S.S.R. It became a part of The Latvian Civil Aviation Department and catered to local airlines.
- In May 1960 by a resolution of the U.S.S.R. Defence Ministry The Liepaja airport became a part of "Aeroflot", the Soviet civil aviation. The Aeroflot air services were operating at the time of Latvian independence.
- In 1991 by the resolution No. 93 of 30.08.91 of the Ministry of communications the Liepaja airport, newly reorganised by the Latvian Civil Aviation Department, became a structure unit of the state enterprise "Airport Riga".
- On September 11, 1992 by the resolution No. 390 "On Protection and Status of the Latvian Airports and Navigation Safety Guarantees" the Liepaja airport was let to the Ministry of Communications.
- In 1993 by the resolution No. 78 of 25.03.93 of the Ministry of Communications, the Liepaja City Council was given ownership of Liepaja airport.
- On June 10, 1993 by the resolution No. 474 of Liepaja City Council the local government enterprise "Airport of Liepaja" was reorganised to "Aviasabiedrība "Liepāja"" Ltd. The founders were the Liepaja City Council and the agroindustrial company "Durbe" Ltd. The registration date of "Aviasabiedrība "Liepāja"" Ltd. was 17 June 1993.

- On August 4, 1998 the Liepaja City Council became the only owner (shareholder) of "Aviasabiedrība "Liepāja"" Ltd.

Carrying passengers and cargo are the principal activities of the company. From 1960 the following airlines were operating from Liepaja airport: to Daugavpils (Latvia), to Leningrad, Kaliningrad, Moscow (Russia), to Minsk (Belarussia), to Kiev, Simpheropoli (Ukraine) etc.

The maximum annual passenger volume was reached in 1967, 140,000 passengers and 900 t of cargo. 12 flights daily were served at Liepaja airport that year.

In 1988 the runway was reconstructed.

In 2000 the passenger terminal was reconstructed.

5.6.3 Financial Issues

Financial performance
Year 2004 Turnover: –aeronautical revenues EUR 21,244 - non aeronautical revenues EUR 31,797 Operating profit before tax : - EUR 64,455 Net profit : - EUR 66, 949

User charges

Current published fees at Liepaja airport:

Landing charge
Charges based on the MTOW of the aircraft.

Basic rate for each 1000 kg of the maximum take of weight (MTOW) is 8.2 EUR.
An additional 20% of landing charge is levied for each landing made from 16.30 to 09.00 (local time).

Parking charge

- the first 3 hours are free of charge;
- the parking charge is 1.3EUR per ton of MTOW for each 24 hours period;

The minimum charge is 5 EUR.

Passenger service charge:
At Liepaja airport terminal services and security charges for each departing passengers are 6 EUR.

Above mentioned charges regulated and approved by Latvian Civil Aviation Administration
Handling charges regulated by Aviacompany Liepaja Ltd. administration.

MTOW (tons)	EUR
Less 3	40
3-7	60
7-13	110
13-23	656
23-32	795
32-41	1226
41-59	1560
59-80	1024
80-100	2156
100-130	2581
130-156	3127
156-200	3949
200-270	5282
More than 270	7368

5.6.4 Airport Traffic

Airport traffic history

Within the last 10 years only charter, private and military aircraft were handled. For a short period in 1998 there was regular traffic to Moscow (Vnukovo) and Copenhagen (Roskilde) – for 1month, in 2000 regular traffic Riga-Liepaja Jonkoping(Sweden)-Billund (Denmark)-(1.5 months).
Charter mainly catered for sports teams, and private flights to Sweden and Germany.
Cargo – general cargo (goods from China).

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
ATM	151	96	48	75	156	342	322	362	280	374	468	298
Total pax	584	930	490	507	991	884	1116	1347	1360	962	2487	1512
Transit passenger								349	31			
Cargo		59	40	42	12		2.2	11.5		211		

Source: Airport

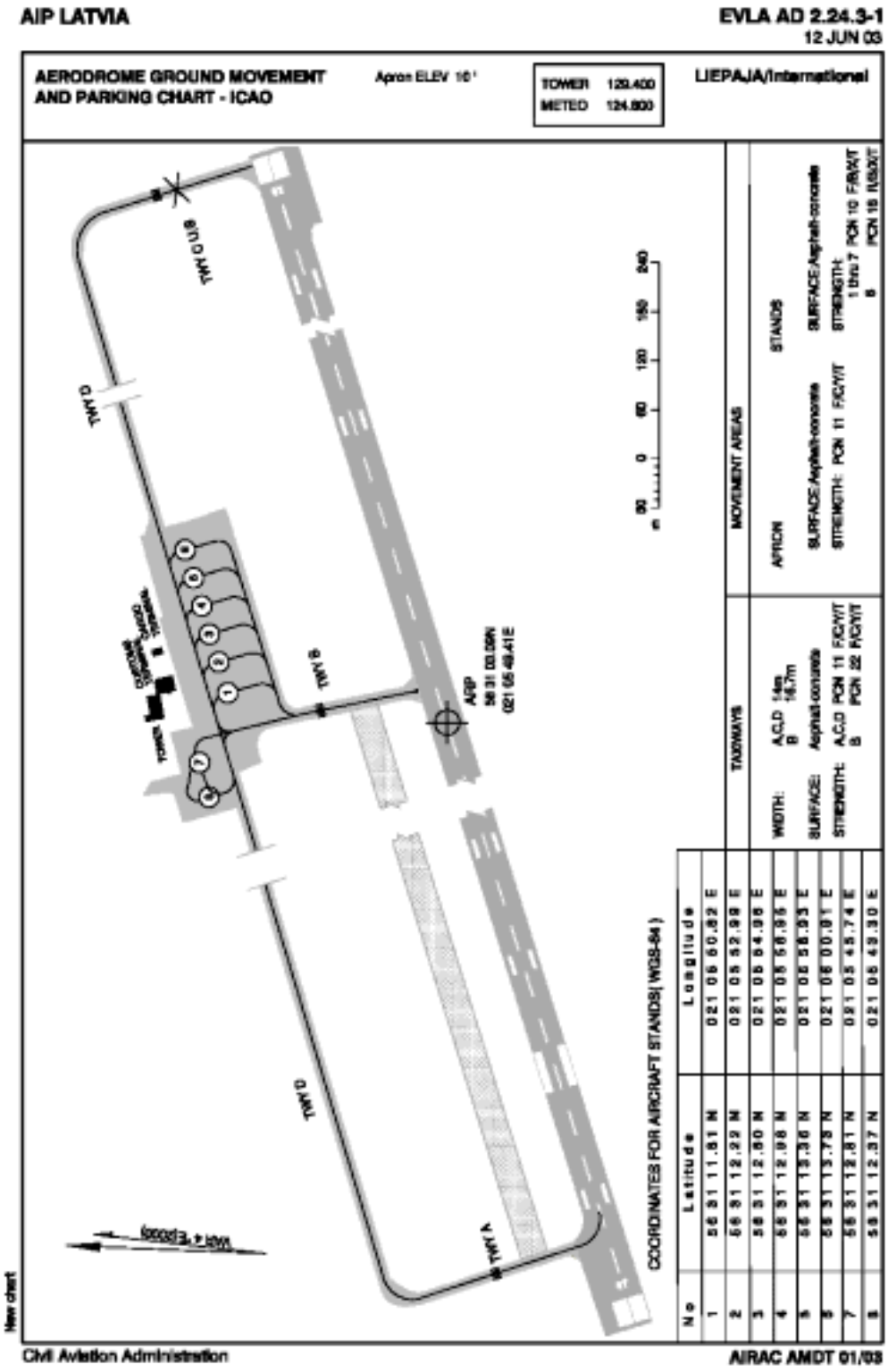
Current Flight Programme

No regular traffic, only private, military, and charter.
Charter flight to and from Sweden and Germany.

Future Traffic Forecast

Plans to start regular traffic 5 times a week (domestic flight) Liepaja-Riga-Liepaja by Air Baltic from May 28, 2005.

5.6.5 Runway Information



Current Runway Capacity

	Runway 1	
Designation	07/25	
Length (m)	2002m	
ILS CAT	none	
Number of Peak Hour Departures	3	
Number of Peak Hour Arrivals	4	
Hourly Capacity Under IFR Flight Rules	none	
Average Movement Delay Rate (mins)	none	
Annual Movement Capacity	100 000	
Runway Operating Hours	06.00-13.30UTC (Mon-Fri)	

Multi-runway operating procedures

Runway capacity calculated based on practical measurements.

Factors limiting Runway capacity

The bottlenecks for runway capacity are:

Runway width,
Taxiway width;
Radiuses on turnings taxiways.

5.6.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal			
Departing Passengers per hour	60		
Arriving Passengers per hour	60		
Transfer Passengers per hour			
Annual Capacity	200,000		

Methodology for calculation of terminal capacity
Based on practical observation.
Excess capacity
Capacity is not fully used.
Main bottlenecks for terminal capacity
Only one check-in desk.

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	Passenger terminal		
Terminal Total Floor Area	200m2		
Number of Check in desks	1		
Number of Self Service Check in machines	none		
Number of Passenger Security Screening Positions	1		
Number of Departure Baggage Belts	0		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	0		

Further detail on terminal passenger facilities
None

Number of parking stands
8 parking stands -Boeing 737 Access - by foot
Retail Facilities
None

Cargo Capacity

	Facility		
Name of Cargo Facility	Warehouse 36m2		
Description	Guarded, heated, electricity, local alarm system		
Annual Cargo Capacity (metric tonnes)	none		
Total annual inbound cargo (metric tonnes)	none		
Total annual outbound cargo (metric tonnes)	none		
Share carried on cargo aircraft (%)	none		
Total domestic cargo (metric tonnes)	none		
Total international cargo (metric tonnes)	none		

Further detail on cargo facilities

Other Facilities

Aircraft Maintenance / Engineering Facilities
None
Refuelling facilities
Hydrant system –none JET A-1. Fuel must be ordered in advance because fuel is not stored at the airport.
Winter Operating facilities
Runway Snow Plough units, De–Icing units –available.

5.6.7 Infrastructure Development

Major works in the last 5 years
In 2000 June renovated passenger terminal. In 2004 July ATRACC - Air Traffic control system established at Liepaja TWR. In 2005 March new automatic meteorological observation systems established at the aerodrome.
Future Approved works
In 2005 the VOR-DME will be replaced.

Long term development plan (master plan) for the airport
Not yet completed. It is planned to develop a master plan in 2006, which will be financed by the Cohesion fund. The Liepaja municipality capital investment plan for period 2005-2009 (finances approved every year) has the below budget for the airport: Reconstruction of passenger terminal 3rd stage –EUR 26,286 Airport territory fence EUR 168,000 Search-rescue service upgrading EUR 292,857 Lightning system change EUR 857,143 New runway cleaning vehicles purchase EUR 142,857 Runway repair (new layer) EUR 2,118,714

5.6.8 Environment

Environmental Policy
An environmental impact study is planned for 2006. According to studies from 1998 on soil contamination no pollution was found. Due to low traffic and little operational use of airfield there is little impact on the environment.

5.6.9 Accessibility

Road Access (private vehicle)
7 km to the center of Liepaja via two-lane road.
Car Parking
1 car park – short term/long term (10 spaces) Fee – 2 Euro per 24 hours (long term)

Public Transport Access - Rail
None
Public Transport Access – Bus and Coach
Local bus service to the town.
Public Transport Access - Taxi
One
Access for Persons of Reduced Mobility
There is easy access to get in/out of the terminal with a wheelchair. One toilet for persons with reduced mobility is provided. There is a wheelchair available for persons with reduced mobility to be transported to the aircraft and trained staff are available to assist persons with reduced mobility.

5.6.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
It is planned to start regular domestic traffic in 2005. Upgrade airport services and replace old equipment. Finances for infrastructure are planned to utilise EU funds such as the Cohesion fund, Interreg IIIB etc.

5.6.11 Liepaja Airport Photographs

Photographs obtained from the company's website.

Terminal entrance

Terminal interior

The airfield with the terminal to the right of picture.