



State Agency
“Civil Aviation Agency”
Republic of Latvia

STATE SAFETY PROGRAMME IN LATVIA

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17.06.2015, Cologne



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Scope

- National Regulatory Functions
- State Institutional Settings
- CAA Structure, Staff and Functions
- Size of Aviation Industry
- Number of Occurrences Reported
- Status of SSP implementation
- Suggestions
- Future challenges



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National Regulatory Functions

Separated at the institutional level by Law on Aviation:

Ministry of Transport (Aviation Department)

- policy development
- economic regulation

Latvian Civil Aviation Agency

(entity established under the Ministry of Transport)

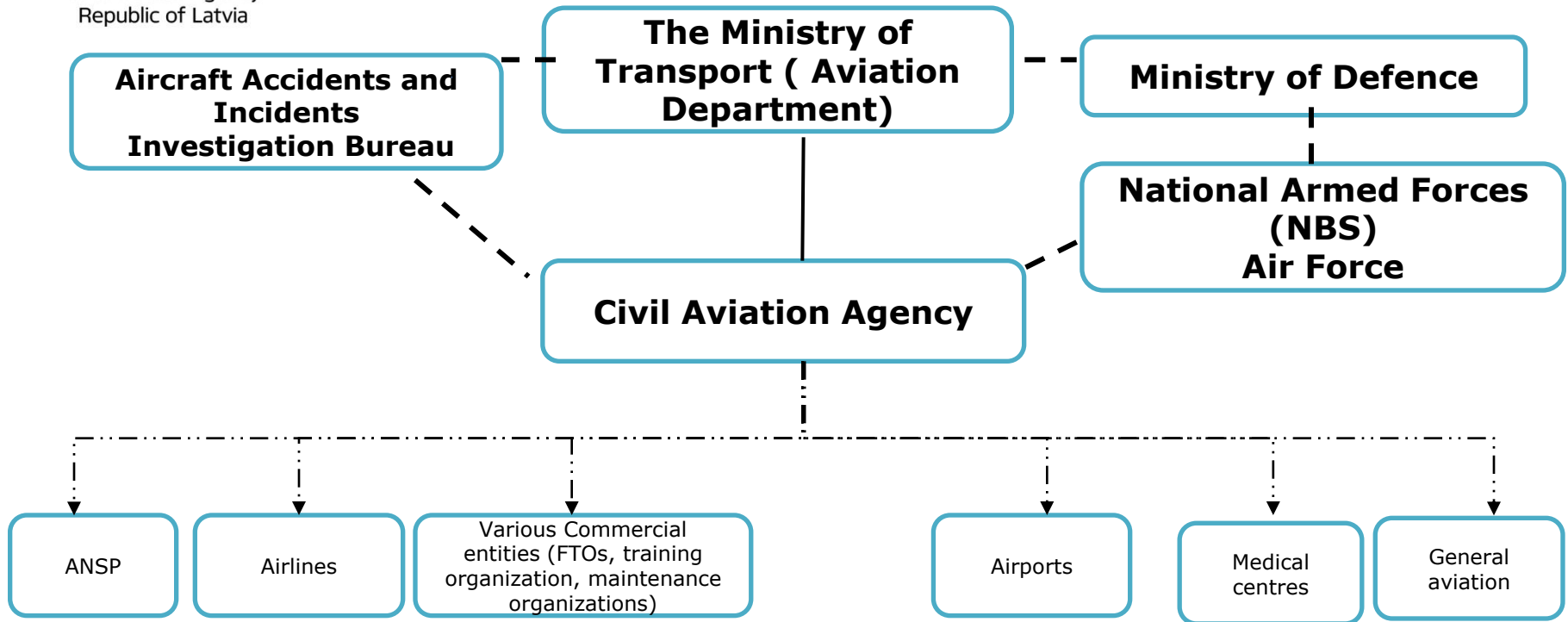
- safety aspects
 - operational aspects
 - certification
 - licensing
 - supervision issues
 - rulemaking

Specific national rules are set out in Rules of Cabinet of Ministers

State Institutional Settings



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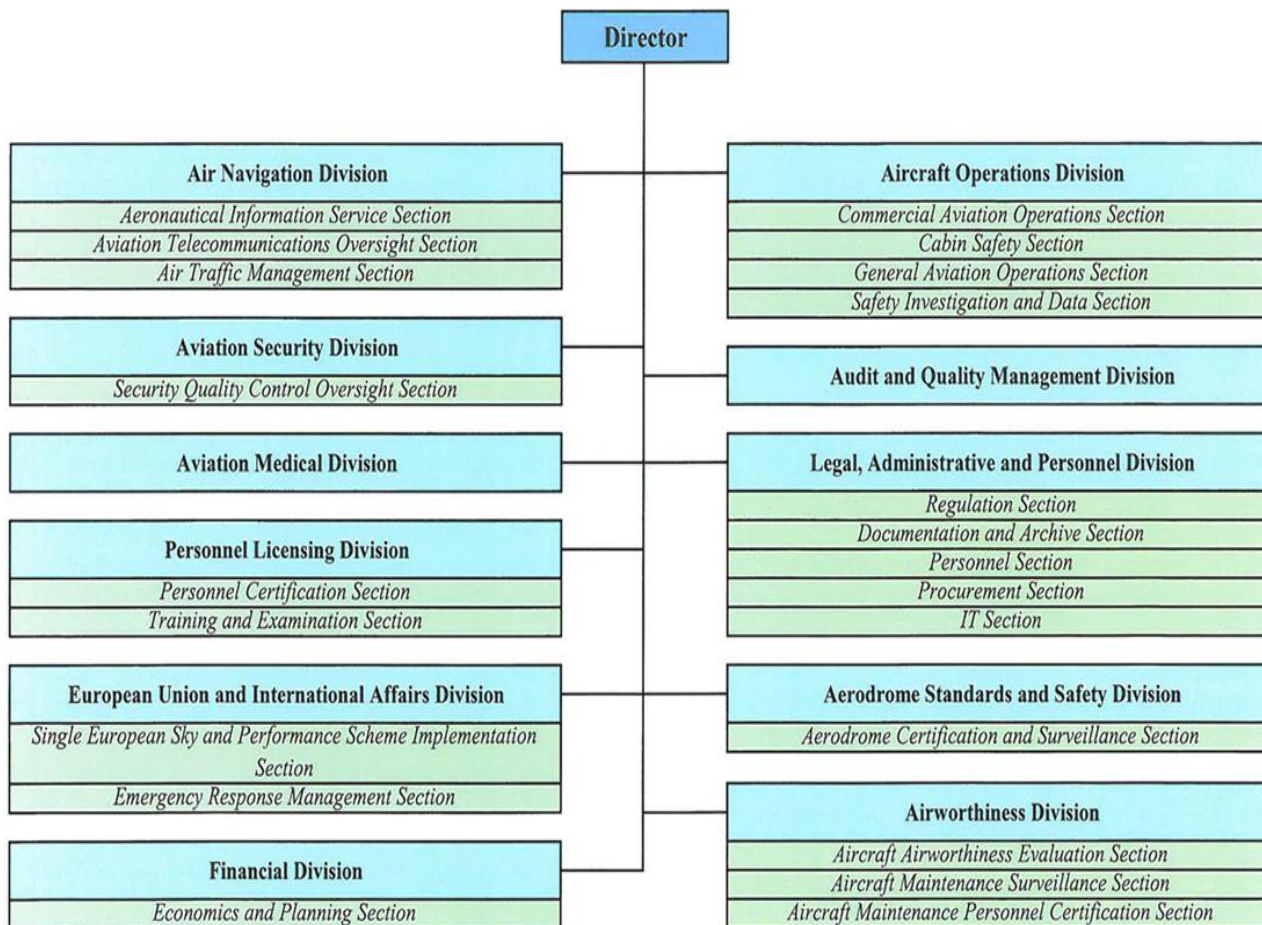


- Supervision
- Safety oversight
- - - - Coordination



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Structure of the Civil Aviation Agency of Latvia - In Total 69 employees





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Size of Aviation Industry

AOC holders - 5

Specialised operations – 4

International airports – 1

ANSP

Training organisations

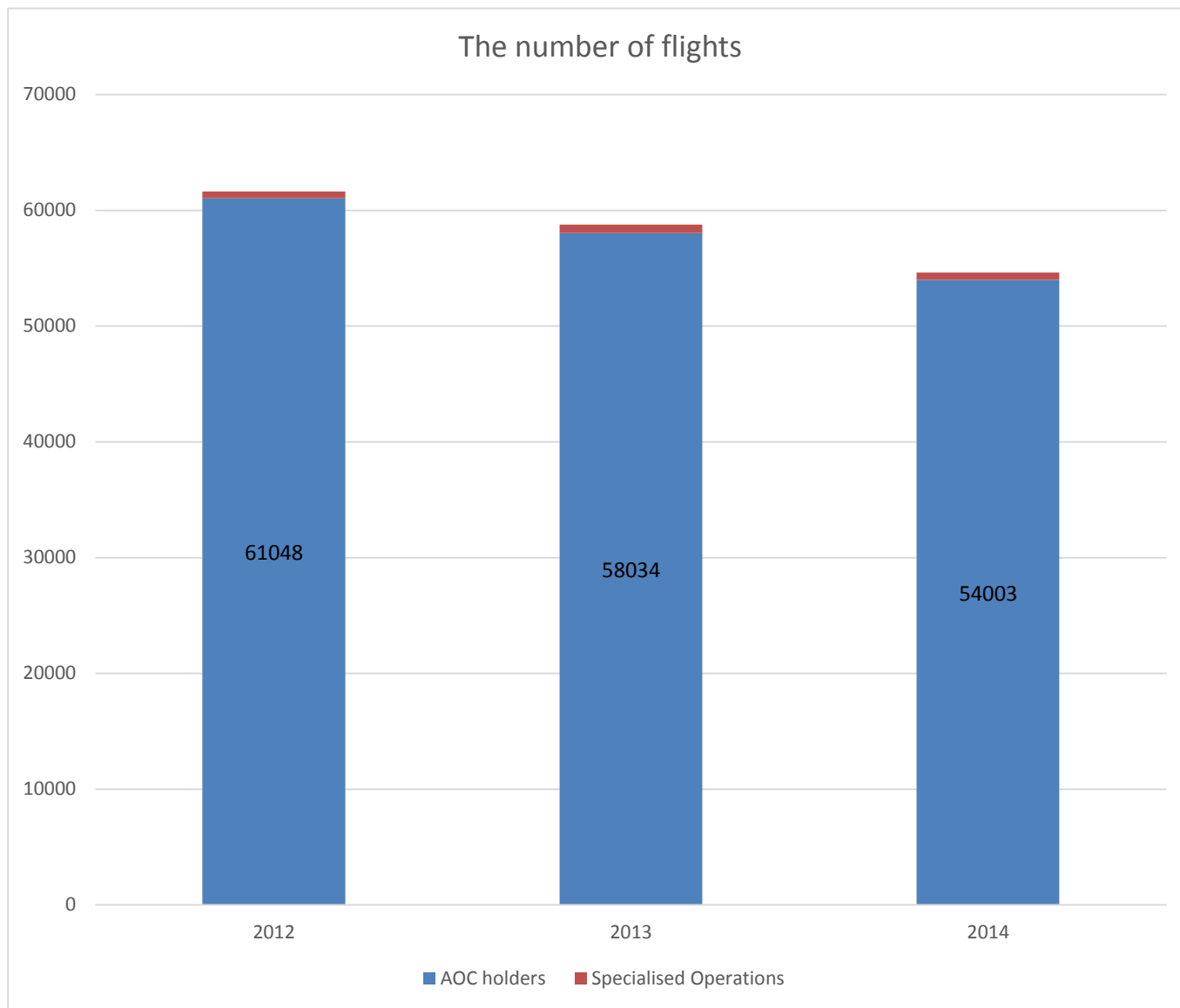
Maintenance organisations

Others



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Number of Flights Performed by Latvian Operators



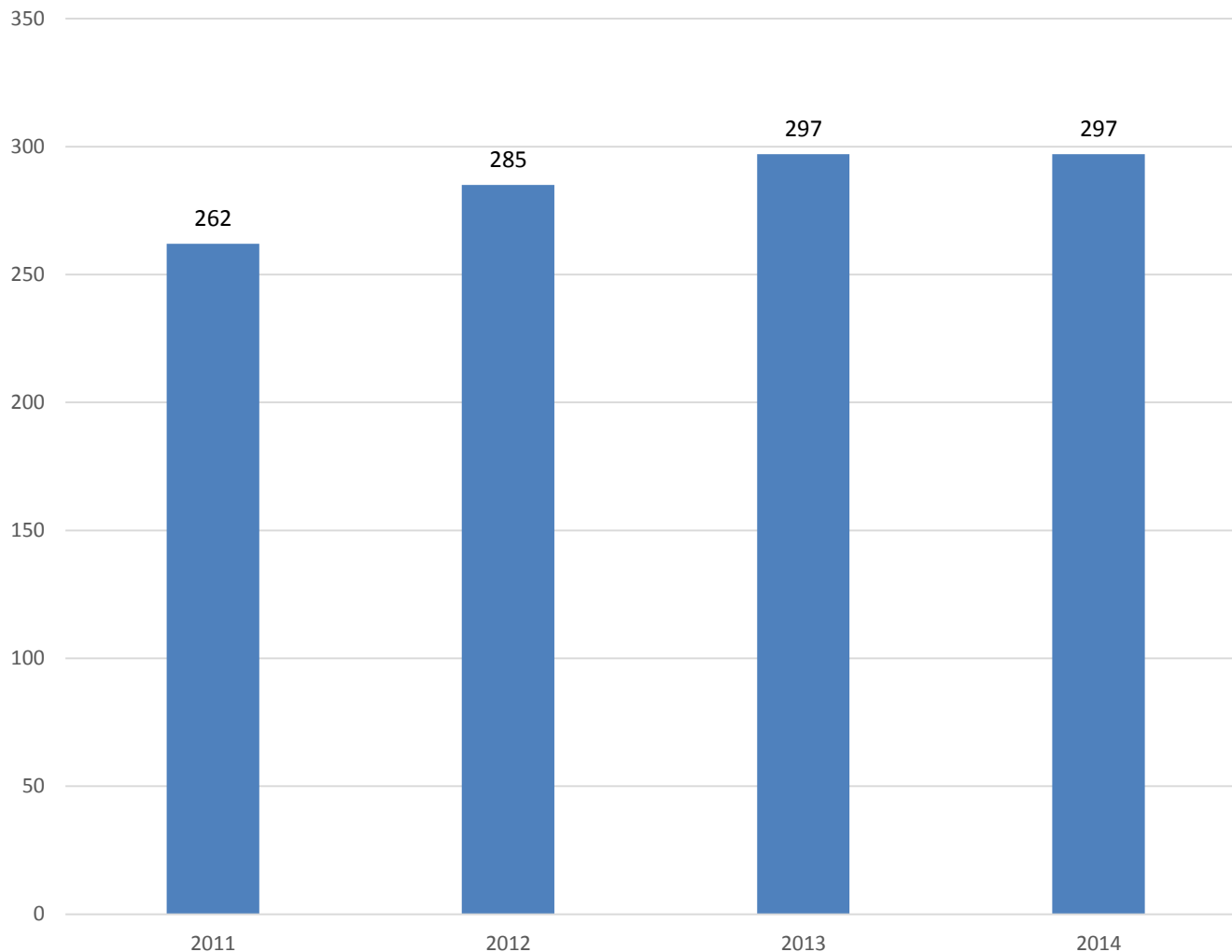
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Aircraft Register

Total number of registered aircraft



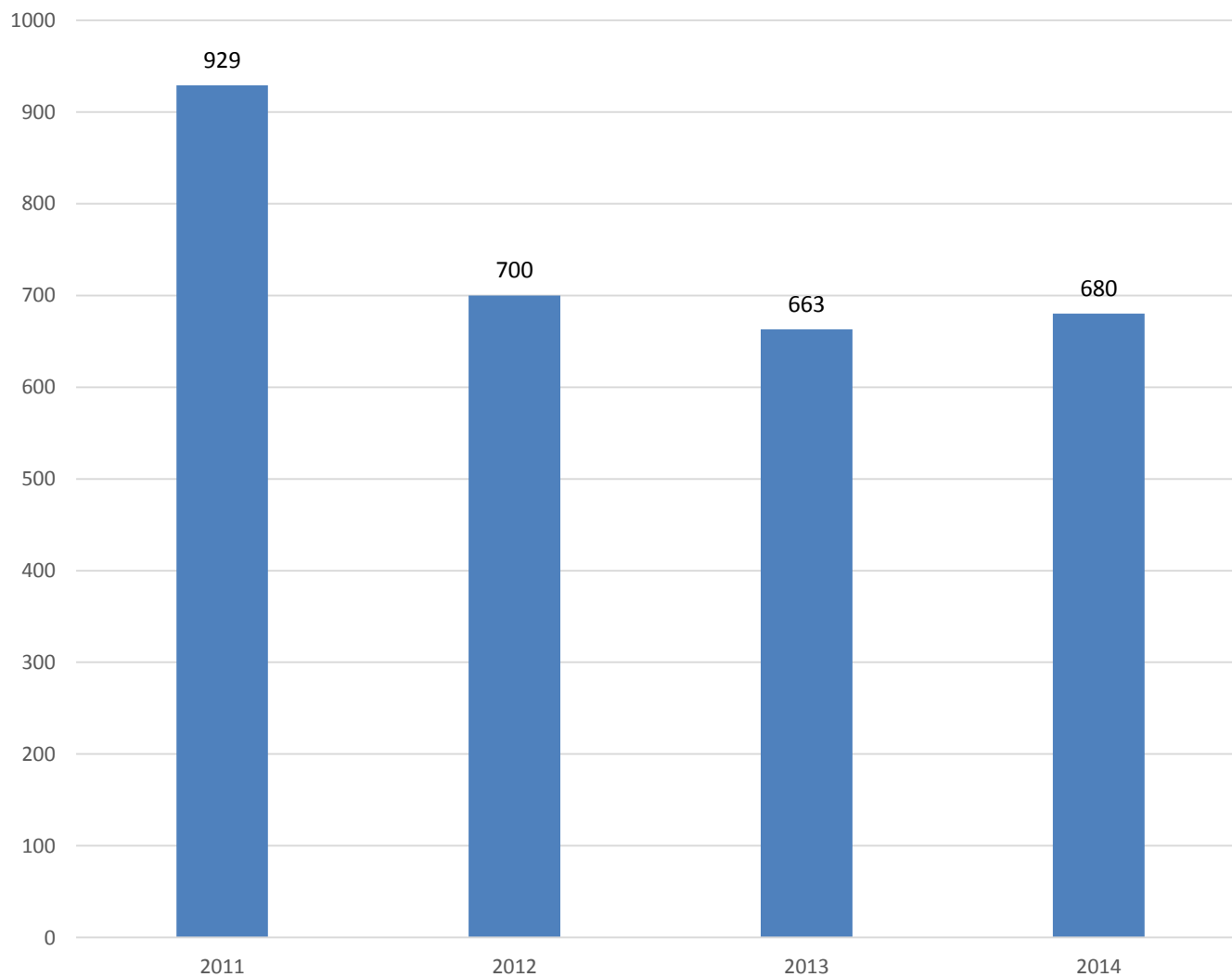
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Pilot Licenses

Pilot licences

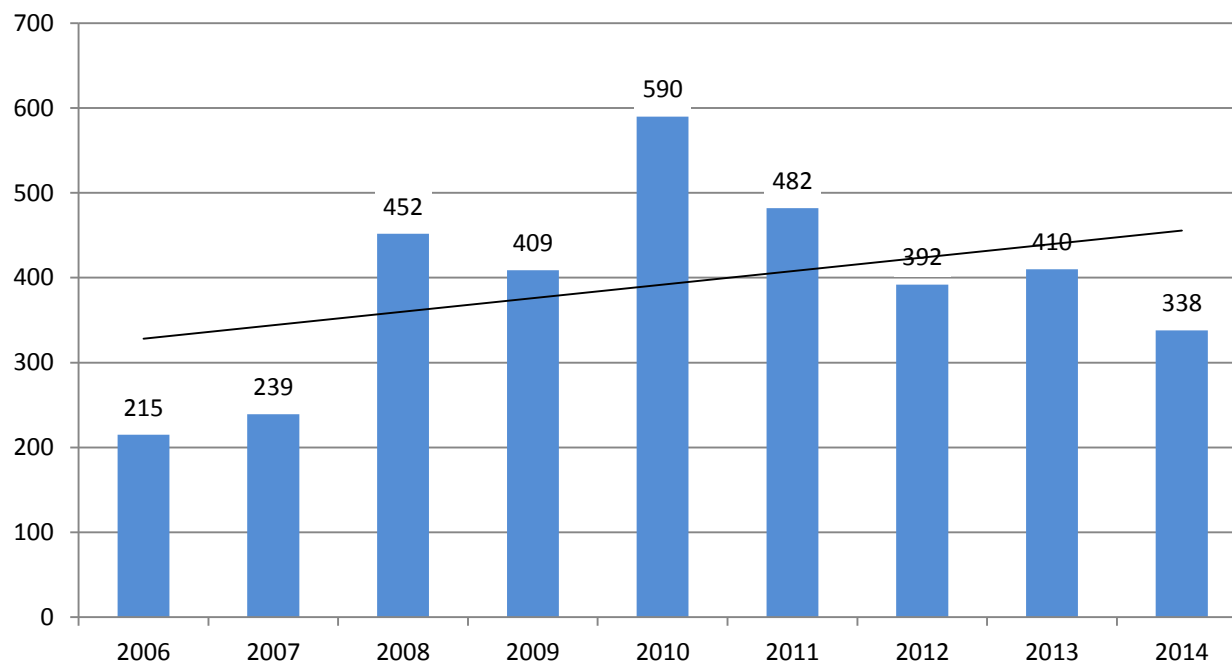




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Occurrences

Number of occurrences reported to LV CAA





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Status of SSP

- SSP signed on Jun 2014 by Director LV CAA

Completed actions:

- Identified SSP Place Holder Organisation and Accountable Executive
- Establish SSP Implementation Team
- Perform SSP Gap Analysis
- SSP Documentation including the SSP framework, its components and elements
- National aviation legislative framework
- Safety management responsibilities & accountabilities
- State Safety Policy & Objectives
- Accident & Serious incident investigation
- State safety oversight and surveillance of its service providers
- Provision to prevent use or disclosure of safety data for purposes other than safety improvements
- Provision to protect the sources of information obtained from voluntary confidential reporting systems
- Safety data collection & exchange systems
- Establish high consequences (or Tier 1) State safety performance indicators and target/alert levels
- Implement voluntary/ confidential safety reporting systems
- Promote safety information exchange with and amongst service providers and other States.



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Status of SSP (continued)

Partially completed:

- Establish basic enforcement (penalty) legislation
- SMS education & promotion for service providers
- Service provider safety performance indicators
- Internal training, communications and dissemination of safety information
- External training, communications and dissemination of safety information

Planned:

- Develop SSP implementation Plan
- Establish SSP coordination mechanism
- Incorporation of service providers' SMS and safety performance indicators as part of routine surveillance program
- Establish lower consequence safety indicators with target/alert level monitoring as appropriate
- Prioritize inspections and audits based on the analysis of safety risk or quality data where applicable
- Establish internal review mechanism covering the SSP to assure continuing effectiveness and improvement



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Suggestions

In addition to TOP 5 OPR issues identified in EASp we monitor the following SPIs:

- **Commercial operation**
 - Serious incidents on 10 000 flight hours (Tier 1)
 - Runway incursions
 - Level busts
 - TCAS AR
 - Flight duty time extension exceedances of >1h
 - Problems with Flight controls
 - Gear & tyre problems
 - Aborted take-off
 - Unstabilised approaches
- **General Aviation**
 - Accidents on 2000 flight hours and 3000 movements (Tier 1)
 - Fatal Accidents (Tier 1)
 - Serious incidents (Tier 1)



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Suggestions (continued)

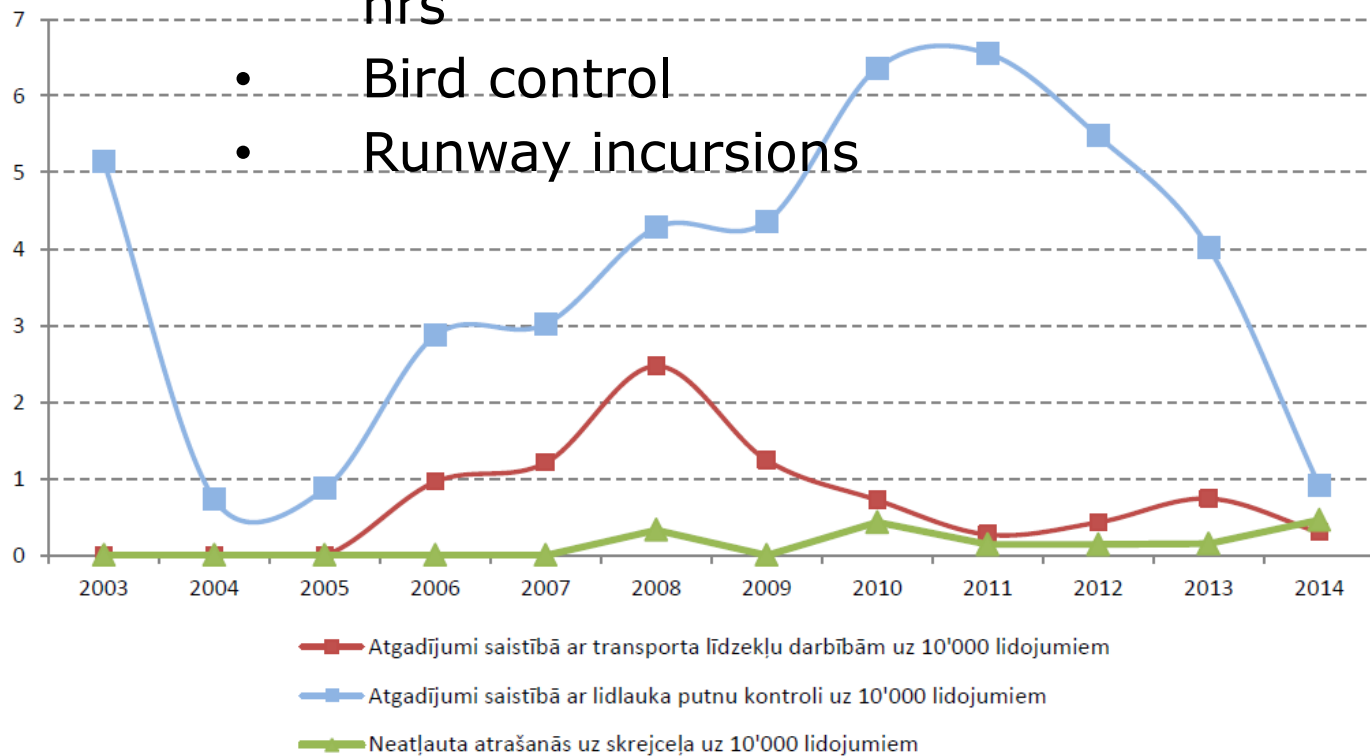
- **ANSP**
 - Serious incidents on 10 000 flight hours (Tier 1)
 - Separation issues



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Suggestions (continued)

- **Airports and Ground services**
 - Vehicle operations (e.g., taxiway incursions, ramp incidents) per 10 000 hrs
 - Bird control
 - Runway incursions



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Suggestions (continued)

Harmonisation of SSP implementation

- More guidance on SSP implementation at national level
- Standardisation



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Future challenges

- SSP planned to be adopted as Regulation of the Cabinet of Ministers
- Risk based oversight
- Deeper involvement in Operator's FDM to identify precursors for significant issues



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Thank You !

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