# 4. PLAN OF ACTIONS

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## 4.1 Systemic safety and resilience

**SYS.001 Management of security risks that have an impact on aviation safety**

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| **EPAS reference:** | **MST.0040 Safety and security reporting coordination mechanism** (ongoing) |
| Deliverable(s): | Coordination mechanism established (2022-2023) |
| Affected stakeholders: | All |
| Team Leader: | Head of Aircraft Operations Division |
| Project team: | — Head of the Safety Investigation and Data Section;<br>— Head of Aviation Security Division. |

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| **SYS.001.1:** | **Without prejudice to the obligations stemming from Regulation (EU) No 376/2014, establish appropriate coordination mechanisms between safety and security reporting systems in order to allow for an integrated approach to the management of risks.** |

Responsible:   Head of the Safety Investigation and Data Section

| Action | Outcome | Timeline | Status |
|---|---|---|---|
| Update established occurrence reporting system:<br>1) review Occurrence reporting, analysis and follow-up manual (Rev: 2, 31.05.2022);<br>2) review process VP 9 "Safety management process and circulation of safety information" published in CAA LV Management System Manual;<br>3) review Occurrence reporting procedure published on CAA LV webpage. | 1) SIDD@gov.lv and http://www.aviationreporting.eu are used as the common sources of safety and security related occurrence reporting.<br>2) All incoming data on safety and security occurrences are collected and stored in:<br>　—internal ECCAIRS database;<br>　—internal Excel database. | Yearly-Q4 | Ongoing |
| Share stored data on reported occurrences with parties responsible for processing. | 1) internal Excel database shared with appropriate CAA LV divisions for further involvement;<br>2) internal ECCAIRS database uploaded to ECCAIRS 2. | Monthly | Ongoing |

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| Perform assessment of trends on safety and security matters. | Negative trends analysed during CAA LV division meetings within process VP 10 "Safety information coordination among CAA LV divisions". | Twice per year | Ongoing |
| Establish national legislative framework that define the obligation of aviation service providers:<br>1) to assess cybersecurity risks and protect systems and data from interference;<br>2) to report incidents and violations of aviation security regulations (including cybersecurity) to CAA LV. | Cabinet Regulation regarding the State Civil Aviation Security Programme is approved. | 2024-Q1 | Ongoing |
| Define criteria for occurrence classification into safety and security related reports. | Internal procedure developed. | 2024-Q2 | New |

**SYS.002 Management of the risks arising from socio-economic factors**

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| **EPAS reference:** | **MST.0042 Assessment of safety culture at air operators** (new) |
| Deliverable(s): | — Guidance and practical tools to measure safety culture at air operators (2023-Q4)<br>— Oversight programme for air operators includes the assessment of safety culture (2024-Q2) |
| Affected stakeholders: | AOC holders, (CAT) |
| Team Leader: | Head of Aircraft Operations Division |
| Project team: | — Aircraft Operations Division flight ops inspectors, ground ops inspectors and cabin safety inspectors;<br>— Head of Airworthiness Division. |

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| **SYS.002.1:** **Phase 1 (2024) - EASA guidance and practical tools made available in order to support to measure safety culture at air operators.** |
| Responsible: EASA |

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Provide contribution and feedback from CAA LV and industry stakeholders at request of EASA. | Guidance and practical tools to measure safety culture at air operators. | 2024-Q1 | Ongoing |

| **SYS.002.2:** | **Phase 2 (2025) – include the assessment of safety culture of air operators in oversight programmes with the support of the EASA guidance and practical tools.** |
|---|---|
| Responsible: | Head of Aircraft Operations Division |

| Action(s) | Outcome | Timeline | Status |
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| Based on the outcome of the phase 1, the scope and details of the second phase will be further discussed and adjusted in EPAS 2024-2026. | Oversight programme for air operators includes the assessment of safety culture. | 2025 | Ongoing |

**SYS.003 Safety management**

| **EPAS reference:** | **MST.0001 Member States to give priority to the work on SSPs** (ongoing) |
|---|---|
| Deliverable(s): | SSP effectively implemented (2025) |
| Affected stakeholders: | All |
| Team Leader: | Head of Legal oversight of aviation safety division |
| Project Team: | — Heads of CAA LV Divisions;<br>— representatives of State Authorities (i.e. Accident Investigation, Ministry of Transport, Ministry of Environmental Protection and Regional Development, Military, Boarder Guard, Search and Rescue);<br>— Safety Managers of organisations. |

| **SYS.003.1:** | **Ensure the effective implementation of the authority requirements and address deficiencies in oversight capabilities, as a prerequisite for effective SSP implementation.** |
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Responsible:   Head of Legal oversight of aviation safety division

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Conduct a gap analysis to identify existing safety management capabilities. | Completed ICAO checklist in iStars. | Yearly-Q4 | Ongoing |
| Develop an SSP implementation plan with the appropriate prioritized tasks/subtasks. | Documented SSP implementation plan. | Yearly-Q4 | Ongoing |
| Make SSP implementation plan readily accessible to all relevant personnel to ensure everyone involved is aware of the SSP and its plan for implementation. | SSP implementation plan accessible to all involved persons. | Yearly-Q4 | Ongoing |
| Establish SPIs and 'baseline performance' to monitor the system against this baseline performance to measure the effectiveness of achieved outcome, i.e. effective SSP and effective implementation of SMS in aviation organisations. | National aviation SPIs and SPTs are established. | Yearly-Q4 | Ongoing |
| | National aviation SPIs and SPTs are monitored by CAA LV and organisations. | Continuous | Ongoing |

| SYS.003.2:   **Ensure effective coordination among State authorities that have a role play in safety management.** |
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Responsible:   Deputy head of Legal oversight of aviation safety division

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Communications plan is established, which includes the mapping of interested members of the aviation community, the messages and information conveyed to each of its groups, and the means by which this information will be transmitted. | Communication plan established during the first Safety Management Coordination Group (Management Group) meeting. | 2024-Q2 | Not started |
| Procedure on the internal communication and dissemination of information is established and maintained (i.e. SSP documentation, policies, and procedures; SPIs; sector safety performance information; sector organizational safety risks profiles; communication | Establish procedure on the internal communication and dissemination of information. | 2024-Q3 | Not started |
| | Approve the procedure on the internal communication and dissemination of information in Management Group. | 2024-Q4 | Not started |

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| of system safety responsibility; lessons learned from accidents and incidents; and concepts and best practices of safety management). | | | |
| Procedure on the external communication and dissemination of safety information is established and maintained (i.e. guidance material for the implementation of SMS; importance of reporting; identification of available safety training for the aviation community; promote the exchange of safety information with and among service providers and between States). | Establish procedure on the external communication and dissemination of information. | 2024-Q4 | Not started |
| | Approve the procedure on the external communication and dissemination of information in Management Group. | 2025-Q1 | Not started |
| Prioritise and design the SPAS LV actions through a transparent process carrying out regular exchange of safety information. | Relevant sources and documents are identified (audit results, Annual safety report etc.). | Yearly-Q1 | Ongoing |
| | Risk Register, which contains all the information concerning safety issues and assessed risk levels, is established and maintained. | Continuous | Ongoing |

| SYS.003.3: | **Ensure that inspectors have the appropriate competencies to support the evolution towards risk- and performance-based oversight.** |
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| Responsible: | Human resources planning, development and qualification compliance division |
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| **Action(s)** | **Outcome** | **Timeline** | **Status** |
|---|---|---|---|
| Identify and address the competencies required for effective implementation of the SSP, considering the roles and responsibilities under the SSP performed by personnel.<br>NB! These competencies are additional to those required for the conduct of compliance oversight and are addressed by hiring or training the staff. | Competencies (units and elements) related to the assessment of the SSP's maturity are defined. | 2024-Q2 | In progress |
| | Performance criteria and observable behaviours are established and assessment performed. | Continuous | Ongoing |
| | Periodical personnel competency assessment is performed. | At least every 3 years or as | Ongoing |

| | | regulation changes | |
|---|---|---|---|
| Ensure that all relevant technical personnel in the State is properly qualified. | Appropriate training provisions determined for senior management, inspectors, personnel responsible for data analysis, safety objectives, SPIs and SPTs, aviation medical examiners and medical assessors, as well as for service provider safety investigators. | Yearly-Q4 | Ongoing |
| | Training provided or other qualified training source used to support the development of an organisational culture that fosters an effective and efficient SSP within the State aviation organisations. | 2024-Q1 | In progress |
| Develop internal training policies and procedures, SSP and SMS training programme for relevant CAA LV personnel. | Initial and recurrent training programme is established and maintained. | 2024-Q2 | In progress |
| | A training record is maintained for relevant personnel. | Continuous | Ongoing |
| | Annual training plan is in place. | Yearly-Q4 | Ongoing |
| | Training exercises and methods for relevant personnel are kept current to reflect new techniques, technologies, results of investigations, corrective actions and regulatory changes. | Continuous | Ongoing |

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| **SYS.003.3A:** | **Ensure that personnel from institutions involved in LV SSP implementation have appropriate competence to support the evolution towards risk-and performance-based oversight.** |

| Responsible: Management group |
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| Action(s) | Outcome | Timeline | Status |
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| Usage of safety training programmes for personnel involved in SSP-related duties are to be coordinated among State authorities, as appropriate, to ensure that a person or team addresses each aspect of the SSP, and that they are trained to perform the allocated role. This will allow inspectors as well as staff from different State aviation authorities to better understand safety risks across various sectors. | Safety training programmes for personnel involved in SSP-related duties are defined to support, within the State organisations, the safety performance at State level. | 2024-Q2 | New |

| **SYS.003.4:** | **Ensure that policies and procedures are in place for risk- and performance-based oversight, including a description of how an SMS is accepted and regularly monitored.** |
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Responsible:  — Heads of CAA LV Divisions;
      — Head of the Safety Investigation and Data Section.

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Link the risk- and performance-based oversight approach to the objectives of the SSP LV and of the management system of the CAA LV. | Revised SSP LV | 2024-Q1 | Ongoing |
| | Revised Management Manual – Processes management. | Yearly-Q4 | Ongoing |
| Establish a common understanding of a risk-based environment. | Reasons for implementing risk-based oversight triggered at Political level (i.e. ensure that the rate of accidents continues to decline in order to counterbalance the predicted growth in the number of flights - one tool to achieve this is risk-based oversight, and at Staff Resources' level (i.e. more effective use of the available oversight resources), are included in SSP LV State Safety Assurance. | 2024-Q1 | Ongoing |
| | Reinforce data management capabilities at State level (i.e. to ensure improved understanding of the risks across the aviation system) and Organisational level (i.e. for the evaluation of the effectiveness of the organisation's | | |

| | management system and an assessment on the maturity of the organisation's management system), to ensure State has reliable and comprehensive data upon which to base its (data-driven) decisions.

Safety issues, key risk areas and their prioritisation defined, outlining the most effective means of addressing them - becomes a targeted action plan based on the analysis from both State and the service provider. | | |
|---|---|---|---|
| Establish mechanisms to ensure the capture and storage of data on hazards and safety risks for each overseen organisation, as well as at aggregated State level. Mechanisms to develop information from the stored data, and to actively exchange safety information with service providers and/or other States as appropriate, should be considered. | Establish Data-driven analysis programme. Common taxonomies are implemented to classify the collected safety data to improve the effectiveness of the State SRM process. | Continuous | Ongoing |
| Perform a detailed training needs analysis in order to support the CAA LV oversight teams to deliver, further refine and standardise the PBO process across the aviation entities it is applied to. | Performed PBO training needs analysis. | Yearly-Q4 | Ongoing |
| | Established inspectors' initial and recurrent training programme, which is supplemented by PBO training. | Yearly-Q4 | Ongoing |
| Provide a central planning function to create and maintain a sequence of actions related to the development of organisations PBO programmes. | Defined or reinforced PBO schedule development tool in each oversight area. | 2025-Q4 | In progress |
| | Establish a common authority's methodology related to the development of organisations PBO programmes, based on the tools provided. | | |
| Establish means to determine whether service providers' SMS is acceptable. | Established compliance and performance markers (i.e. identified series of elements within the service providers' SMS). | 2024-Q4 | Ongoing |
| | Markers are evaluated according to the defined criteria allowing assessment of compliance and their effectiveness. | | |

| Review and ensure that the service provider's SMS remains effective. | Periodical review of each service provider's SPIs and SPTs. The review takes into consideration the performance and effectiveness of each SPI and SPT. The review may show the need to adjust support the continuous safety improvement. | Continuous | Ongoing |
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| **SYS.003.5:** | **Consider civil-military coordination aspects where relevant for State safety management activities, with a view to identifying where civil-military coordination and cooperation will need to be enhanced to meet the SSP LV objectives.** | | |
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| Responsible: | - Ministry of Defence Republic of Latvia;<br>- National Armed Forces of Republic of Latvia;<br>- Head of Air Navigation Division. | | |
| **Action(s)** | **Outcome** | **Timeline** | **Status** |
| Closer cooperation between the civil and the military aviation stakeholders, including at the level of State safety management, both to reconcile the airspace needs and to achieve a safe and efficient use of airspace as well as to protect fundamental principles such as security or interoperability. Indeed, airspace should be considered as a single continuum, planned and used in a flexible way on a day-to-day basis by all categories of airspace users. | Review cooperation Agreement and national regulation. | 2025 | New |

| **SYS.003.6:** | **Establish policies and procedures for safety data collection, analysis, exchange and protection, in accordance with Regulation (EU) No 376/2014.** | | |
|---|---|---|---|
| Responsible: | Head of the Safety Investigation and Data Section | | |
| **Action(s)** | **Outcome** | **Timeline** | **Status** |
| SPIs and 'baseline performance' are to be established to monitor applied Just Culture policy in a fair and consistent manner. | SMS successes and challenges discussed with the industry. | Yearly | Ongoing |
| | Monitoring of behavioural indicators by both the organisations and the CAA LV, to determine if the behaviours show they are moving in the right direction. | Yearly | Ongoing |

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| | There is evidence that the line between acceptable and unacceptable behaviour has been determined in consultation with staff and staff representatives. | Yearly-Q4 | Ongoing |

| **SYS.003.7:** | **Establish a process to determine SPIs at State level addressing outcomes and processes.** |
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Responsible:   Head of the Safety Investigation and Data Section

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Establish, maintain and continuously improve the process on the selection and definition of SPIs and SPTs at State level. | Develop methodology on the selecting and defining SPIs and SPTs. | Yearly | Ongoing |
| | Acceptable level of safety performance (ALoSP) to be achieved is established. | Yearly-Q4 | Ongoing |
| | Periodic review of SPIs and ALoSP, achieving the ALoSP (i.e. A State's safety performance as indicated by its SPIs and SPTs demonstrate the ALoSP achieved. If any of the SPTs are not met, an evaluation may be needed to better understand why and to determine what actions should be taken). | Yearly | Ongoing |

| **SYS.003.8:** | **Ensure that an approved SSP document is made available and shared with other Member States and EASA.** |
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Responsible:    Head of Legal Oversight of Aviation Safety Division

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Ensure that an approved SSP LV document is made available and shared with other Member States and EASA. | Upload SSP LV version 4 using EASA online platform for MSs. | 2025 | Ongoing |

| SYS.003.9: | Ensure that the SSP is regularly reviewed and that its effectiveness is regularly assessed. |
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| Responsible: | Head of Legal Oversight of Aviation Safety Division |
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| Action(s) | Outcome | Timeline | Status |
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| Conduct an SSP maturity assessment that can be carried out at various stages, looking initially for the presence and suitability of key elements. At a later stage, the SSP will be assessed to understand how well it is operating and how effective it is at achieving its objectives. | SSP maturity assessment tool is developed. | 2024-Q1 | Ongoing |
| | The tool is used by CAA LV to perform internal audits for the continuous improvement of the SSP. | Yearly, 1 October | Ongoing |

| EPAS reference: | **MST.0002 Promotion of SMS** (ongoing) |
|---|---|
| Deliverable(s): | Guidance / training material / best practices (continuous) |
| Affected stakeholders: | All |
| Team Leader: | Head of Legal oversight of aviation safety division |
| Project team: | Heads of CAA LV Divisions |

| SYS.003.10: | Encourage the dissemination and implementation of safety promotion material developed by the European Safety Promotion Network and the SM ICG. |
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| Responsible: | Head of Legal oversight of aviation safety division |
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| Action(s) | Outcome | Timeline | Status |
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| Publish on the CAA LV website the latest SM ICG deliverables and EASA material. | CAA LV website. | Continuous | Ongoing |
| Publish on the CAA LV website the forthcoming SM ICG and EASA material. | CAA LV website. | Continuous | Ongoing |

| SYS.003.11: | Encourage the dissemination and implementation of safety promotion material developed by other relevant sources of information as regards safety management. | | | |
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| Responsible: Head of Legal oversight of aviation safety division | | | | |
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| Action(s) | Outcome | Timeline | Status |
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| Constant exchange of information by CAA LV during internal meetings (e.g. annual VP 10 meetings). | Meeting minutes. | At least twice per year | Ongoing |
| Constant exchange of information by CAA LV during external meetings (e.g. group seminars, consultation before/during certification process or annual meetings with accountable managers). | Meeting minutes, seminar materials such as presentations etc. | Continuous | Ongoing |

| EPAS reference: | MST.0026 SMS assessment (ongoing) |
|---|---|
| Deliverable(s): | — Feedback on the use of the management system assessment tool<br>— Feedback on the status of SMS compliance |
| Affected stakeholders: | Air operators - CAT and NCC, CAMOs, ATOs, AeMCs, ADR operators, MOs (Part-145), DOA holders, POA holders. |
| Team Leader: | Head of Legal oversight of aviation safety division |
| Project team: | Heads of CAA LV Divisions |

| SYS.003.12: | Make use of the EASA management system assessment tool to support risk- and performance-based oversight. | | | |
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| Responsible: Heads of CAA LV Divisions | | | | |
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| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Evaluate the range of organisations where MSAT should be used as part of PBO approach. | Annual report | 2024 | In progress |

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| Note: The tool is not adapted for small, non-complex organisations, as the SMS elements are the same for all organisations. | | | |
| Enhance the training of Inspectors and organisations on how to use the MSAT and assign a performance level, it should not be intuitive or subjective. The assessment should promote dialogue both between inspectors (within CAA LV departments) and organisations. | Evaluate and establish the competencies required for inspectors who perform performance assessment to reduce the subjective assessment.<br><br>Note: Performance assessment is not a compliance audit and MSAT shall not be used as a compliance checklist. Compliance mainly satisfies "Present" and "Suitable", whilst the MSAT is more demanding for "Operational" and "Effective". | 2024 | Not started |

| SYS.003.13: | Provide feedback to EASA on how the tool is used for the purpose of standardisation and continual improvement of the assessment tool. |
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| Responsible: | Heads of CAA LV Divisions |
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| Action(s) | Outcome | Timeline | Status |
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| Feedback on the use of the tool and the need for updates discussed with the SM TeB. | SM TeB meeting minutes. | Twice per year | Ongoing |
| | EASA surveys on use of the MSAT tool. | On request | Ongoing |

| SYS.003.14: | Regularly inform EASA about the status of CAA LV compliance with the SMS requirements and about SMS performance of industry. |
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| Responsible: | Heads of CAA LV Divisions |
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| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Collect feedback on the status of CAA LV compliance and inform EASA. | EPAS indicators for SIS during SIS data collection campaigns in April and October. | Yearly-Q1 and Q3 | Ongoing |

| Collect feedback on SMS performance of industry and inform EASA. | | | |
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| **EPAS reference:** | **MST.0028 Member States to establish and maintain a State Plan for Aviation Safety** (ongoing) |
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| Deliverable(s): | SPAS LV reviewed (2024-Q1) |
| Affected stakeholders: | All |
| Team Leader: | Head of Legal oversight of aviation safety division |
| Project team: | — Heads of CAA LV Divisions;<br>— Safety Managers of organisations;<br>— representatives of Public Authorities (i.e. Accident Investigation, Ministry of Transport, Ministry of Environmental Protection and Regional Development, Military, Boarder Guard, Search and Rescue). |

| **SYS.003.15:** | **Identify in SPAS LV the main safety risks affecting national civil aviation safety system and set out the necessary actions to mitigate those risks.** |
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| Responsible: | Heads of CAA LV Divisions |

| **Action(s)** | **Outcome** | **Timeline** | **Status** |
|---|---|---|---|
| Consider the European safety risk areas identified in the EPAS for the various aviation domains as part of safety risk management (SRM) process, and, when necessary, identify suitable mitigation actions within SPAS LV.<br><br>The top key risk areas as determined through the current EU SRM (Annual Safety Review 2022):<br>- for CAT and NCC aeroplanes: airborne collision, runway excursion, and runway collision;<br>- for rotorcraft operations:<br>　o CAT: airborne collision, obstacle collision in flight, and aircraft upset; | Updated SRM and suitable mitigation actions identified and included in SPAS LV (OPER.001; OPER.002; OPER.004; OPER.009; OPER.011). | 2024-Q1 | Ongoing |

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| o SPO: aircraft upset, obstacle collision in flight and other injuries;<br>o NCO: aircraft upset, obstacle collision in flight and terrain collision.<br>- for GA/NCO aeroplanes: aircraft upset, terrain collision, and airborne collision;<br>- for GA/sailplanes: aircraft upset, terrain collision, and obstacle collision in flight;<br>- for GA/balloons: obstacle collision in flight, balloon landings, and aircraft upset. | | | |
| Consider top safety issues from the European safety risk portfolios. | Reviewed key risk areas (EPAS Volume I "Strategic priorities").<br><br>Reviewed safety issues (EPAS Volume III "Safety Risk Portfolios" 2023 Edition). | 2024 Q1 | Ongoing |
| Measure effectiveness of risk mitigation actions taken and justify why action is not taken for a certain risk area identified in the EPAS (if applicable). | Specifying State safety performance, the safety objectives set at the EU level are taken into consideration. | Yearly-Q4 | Ongoing |

| SYS.003.16: Release of the SPAS LV |
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| Responsible: Head of Legal oversight of aviation safety division |

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Ensure that SPAS LV is made available to the relevant stakeholders. | SPAS LV Version 3 is published on the CAA LV website. | Yearly-Q1 | Ongoing |
| Ensure that SPAS LV is shared with other Member States and EASA. | SPAS LV Version 3 is uploaded using EASA online platform for MSs. | Yearly-Q1 | Ongoing |

**SYS.004 Human factors and human performance**

| EPAS reference: MST.0037 Foster a common understanding and oversight of human factors (ongoing) |
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| Deliverable(s): | — Guidance for assessing the competence of regulatory staff (2023)<br>— Guidance for assessing the competence of trainers (2023) |
|---|---|
| Affected stakeholders: | CAA LV |
| Team Leader: | Head of Human resources planning, development and qualification compliance division |
| Project team: | Heads of CAA LV Divisions |

### SYS.004.1: Implementation of the competency framework in CAA LV

Responsible: Head of Human resources planning, development and qualification compliance division

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Organise the implementation of the competency framework, and plan and conduct the training for the respective regulatory staff concerned according to deliverables provided by EASA with the support of the Human Factor Collaborative Analysis Group (HF CAG):<br>- guidance and tools for the assessment of competence of regulatory staff before and after training;<br>- guidance for the appropriate level of human factors competence for human factors trainers;<br>- promotion material to be provided as guidance to Member States and encourage its implementation. | Reviewed Human resources management. | 2024-Q4 | In progress |

### SYS.005 Flight time limitations

| EPAS reference: | **MST.0034 Oversight capabilities/focus area: flight time specification schemes** (ongoing) |
|---|---|
| Deliverable(s): | Report on actions implemented to foster CAA LV oversight capabilities (2022/2023) |

NB! Feedback on the implementation of this action is obtained via EASA standardisation activities.

Affected stakeholders:  AOC holders (CAT), Aircrew

Team Leader:  Head of Aircraft Operations Division

Project team:  Expert in the field of FTL and FRMS (Head of Cabin Safety Section)

**SYS.005.1:  Ensure that CAA LV has the required competence to approve and oversee the operators' flight time specification schemes; in particular, those that include fatigue risk management.**

Responsible:  Expert in the field of FTL and FRMS (Head of Cabin Safety Section)

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Perform regular inspector's performance (i.e. qualifications and competencies) assessment based on defined performance criteria (i.e. What to do? How to act?) . | Completed initial course and keeps up qualification (recurrent training every 3 years). | 2025 | Ongoing |
| | Authorised personal is assigned. | Continuous | Ongoing |
| | Attended workshops and FRMS related meetings. | Twice per year | Ongoing |

**SYS.005.2:  During audits of the operators' management system focus on the verification of the effective implementation of processes established to meet the requirements on operators' responsibilities and to ensure the adequate management of fatigue risks.**

Responsible:  Head of Aircraft Operations Division

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Perform continuing oversight of operator's management system, focused on assessment of operator's ability to carry out internal auditing of Individual Flight Time Specification Scheme (IFTSS) and, especially, internal | Implemented | Continuous | Ongoing |

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|---|---|---|---|
| assessment of maturity level achieved by Fatigue Risk Management System (FRMS), if applicable. | | | |
| Focused monitoring of operator's selected and defined fatigue safety performance indicators (SPIs) and safety performance targets (SPTs). | Implemented | Continuous | Ongoing |

### SYS.006 Oversight capabilities

| EPAS reference: | **MST.0032 Oversight capabilities/focus area** (ongoing) |
|---|---|
| Deliverable(s): | SPAS LV reviewed (2024-Q1) |
| Affected stakeholders: | All |
| Team Leader: | Director of CAA LV |
| Project team: | Heads of CAA LV Divisions |

| SYS.006.1: | **Availability of adequate personnel** |
|---|---|
| Responsible: | Head of Human resources planning, development and qualification compliance division |

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Ensure that adequate personnel are available to discharge their safety oversight responsibilities. | Established recruitment policies, terms of employment and practices are periodically assessed through the SRM process. | Every 3 years | Ongoing |
| | Methodology is applied to determine staffing needs for personnel performing safety oversight functions, taking into account the size and complexity of aviation activities in the State. | Every 3 years | Ongoing |

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|---|---|---|---|
| | Guidance that addresses ethics and personal conduct is provided. | Continuous | Ongoing |
| | The avoidance of actual or perceived conflicts of interest in the performance of official duties is set and assessed. | Continuous | Ongoing |
| | Long-standing policies regarding remuneration of qualified technical personnel are reassessed and, if applicable, revised, so that CAA LV becomes competitive employer. | 2024-Q1 | Ongoing |

| **SYS.006.2:** | **Cooperative oversight in all sectors** | | |
|---|---|---|---|
| Responsible: | Heads of CAA LV Divisions | | |

| **Action(s)** | **Outcome** | **Timeline** | **Status** |
|---|---|---|---|
| Ensure that the applicable CAA LV requirements are adhered to in all sectors - each organisation's activities are duly assessed, known to the relevant authorities and that those activities are adequately overseen, either with or without an agreed transfer of oversight tasks. | Oversight scope is supplemented by those activities performed by persons or organisations established or residing in another MS on the basis of the safety priorities, as well as of past oversight activities. | Yearly | Ongoing |
| | Activities are carried out in accordance with principles of cooperative oversight. | Yearly | Ongoing |
| | Ramp inspections and exchange of safety information are applied. | Yearly | Ongoing |

| **SYS.006.3:** | **Organisations' management system in all sectors** | | |
|---|---|---|---|
| Responsible: | Heads of CAA LV Divisions and Head of the Safety Investigation and Data Section | | |

| **Action(s)** | **Outcome** | **Timeline** | **Status** |
|---|---|---|---|

| | | | |
|---|---|---|---|
| Assess and oversee the organisations' management system in all sectors by focusing in particular on:<br>  - safety culture;<br>  - the governance structure of the organisation;<br>  - the interaction between the risk identification/assessment process and the organisation's monitoring process;<br>  - the use of inspection findings and safety information such as occurrences incidents, and accidents, where applicable;<br>  -  flight data monitoring (FDM). | Adapt and improve CAA LV oversight system. | Every other year | Ongoing |

## 4.2   Competence of personnel

**PERS.001 Language proficiency**

| | |
|---|---|
| **EPAS reference:** | **MST.0033 Language proficiency requirements (LPR) - share best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation** (ongoing) |
| Deliverable(s): | Feedback on the implementation status (continuous)<br><br>NB! EASA collects such feedback at the opportunity of the various standardisation and oversight activities. |
| Affected stakeholders: | ANSPs, ATCOs, ATOs, pilot licence holders and students |
| Team Leader: | Head of Personnel Licensing Division |
| Project team: | — Head of Air Navigation Division;<br>— ATOs Heads of Training. |

| **PERS.001.1:   LPR implementation (LPRI)** |
|---|
| Responsible:   Head of Training and Examination Section |

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|

| | | | |
|---|---|---|---|
| The delivery of training in English by ATOs, for the purpose of harmonised and uniform implementation. | Official communication, learning materials and examination provided by ATOs are in English. | Continuous | Ongoing |

## PERS.002 Flight crews

| | |
|---|---|
| **EPAS reference:** | **MST.0036 PPL/LAPL learning objectives in the "Meteorological Information" part of the PPL/LAPL syllabus** (ongoing) |
| Deliverable(s): | Learning objectives, with related question bank (2023-Q4) |
| Affected stakeholders: | CAA LV, PPL/LAPL holders, ATOs |
| Team Leader: | Head of Personnel Licensing Division |
| Project team: | — Head of Training and Examination Section;<br>— ATOs Head of Training |

| | |
|---|---|
| **PERS.002.1:** | **Develop proportionate learning objectives in the 'Meteorological Information' part of the PPL/LAPL syllabus.** |

Responsible:   Head of Training and Examination Section

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Develop proportionate learning objectives which are basic, non-academic nature and address key learning objectives in relation to:<br>- the practical interpretation of ground-based weather radar, strengths and weaknesses;<br>- the practical interpretation of meteorological satellite imagery, strengths and weaknesses;<br>- forecasts from numerical weather prediction models, strengths and weaknesses. | New learning objectives. | 2022 | Completed |
| | Updated question bank. | 2022 | Completed |
| | All flight crew training organisations under CAA LV oversight has updated PPL/LAPL syllabus. | 2022 | Completed |

## PERS.003 Aviation maintenance personnel

| EPAS reference: | **MST.0035 Oversight capabilities / focus area: fraud cases in Part-147** (ongoing) |
|---|---|
| Deliverable(s): | Feedback on the implementation status (continuous) |
| Affected stakeholders: | AMTOs (Part-147), CAA LV |
| Team Leader: | Head of Airworthiness Division |
| Project team: | n/a |

**PERS.003.1: Focus on the risk of fraud in examinations.**

Responsible: Head of Airworthiness Division

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Add specific items in audit checklists. | Regulation 1321/2014 is amended by Regulation 2018/1142, Subsequently Part 147 audit Checklist 230-3-147A is amended including new content of 147.A.145. | March 2019 and continuous | Completed and continuous oversight |
| Collect data on the actual cases of fraud. | No cases of fraud observed. | 2019 and continuous | Completed and continuous oversight |
| Exchange and share information as part of the collaborative oversight. | No cases of fraud observed. | 2019 and continuous | Completed and continuous oversight |

## 4.3 Flight operations

### 4.3.1 Aeroplanes (CAT and NCC)

**OPER.001 Aircraft upset in flight**

| SPAS LV reference: | SYS.003.15 Identify in SPAS LV the main safety risks affecting national civil aviation safety system and set out the necessary actions to mitigate those risks. |
|---|---|
| Deliverable(s): | Include LOC-I risk area in stakeholders' safety risk management (SRM) |
| Affected stakeholders: | Air operators (GA/NCO aeroplanes, GA/sailplanes, GA/balloons) |
| Team Leader: | Head of Aircraft Operations Division |
| Project team: | Aircraft Operations Division |

**OPER.001.1:   Ensure continuous assessment and improvement of risk controls to mitigate the risk of LOC-I.**

Responsible:   Head of Aircraft Operations Division

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Agreed set of actions related to identified, captured, and formally assessed safety issues, such as: monitoring of flight parameters and automation modes, approach path management, convective weather, in-flight icing, and handling of technical failures, established and measured to monitor their effectiveness. | Updated and included in SPAS LV. | 2024-Q1 | In progress |

**OPER.002 Runway safety**

| SPAS LV reference: | SYS.003.15 Identify in SPAS LV the main safety risks affecting national civil aviation safety system and set out the necessary actions to mitigate those risks. |
|---|---|
| Deliverable(s): | Include runway safety risk area in stakeholders' safety risk management (SRM) |
| Affected stakeholders: | Air operators (GA/NCO aeroplanes, GA/sailplanes, GA/balloons) |
| Team Leader: | Head of Aircraft Operations Division |

| Project team: | Head of Aerodrome Standards and Safety Division |
|---|---|

**OPER.002.1:  Ensure continuous assessment and improvement of risk controls to mitigate the risk of runway safety.**

| Responsible: | - Head of Aircraft Operations Division;<br>- Head of Aerodrome Standards and Safety Division. |
|---|---|

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Agreed set of actions related to identified, captured, and formally assessed safety issues, such as: monitoring of flight parameters and automation modes, approach path management, and handling of technical failures, established and measured to monitor their effectiveness. | Implemented | Ongoing | Ongoing |
| Ensure that the implementation of actions suggested by the European Action Plan for the Prevention of Runway Excursions (EAPPRE) are considered. | Implemented | Ongoing | Ongoing |
| Ensure that the implementation of actions suggested by European Action Plan for the Prevention of Runway Incursions (EAPPRI) are considered. | Implemented | Ongoing | Ongoing |

**OPER.002.2:  Ensure implementation of the New Global Reporting Format (GRF) for Runway Surface Conditions – ICAO EUR Region.**

| Responsible: | Head of Aerodrome Standards and Safety Division |
|---|---|

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Oversight coordinated GRF implementation (which would include CAA, aerodromes, ATC, AIS, METEO, operators, including business aviation and military). | Implemented | 2021 | Completed |

| Follow effective GRF implementation plan execution by responsible operators to implement GRF within the specified deadline. | Implemented | 2021 | Completed |
|---|---|---|---|

| **EPAS reference:** | **MST.0029 Implementation of SESAR runway safety solutions** (ongoing) |
|---|---|
| Deliverable(s): | — SPAS (2021-Q4)<br>— SPAS reviewed (2021-Q4) |
| Affected stakeholders: | ADR operators, AOC holders, ANSPs, CAA LV |
| Team Leader: | Head of Aerodrome Standards and Safety Division |
| Project team: | - ADR operators;<br>- ANSPs;<br>- AOC holders;<br>- Air Navigation Division;<br>- Aircraft Operations Division. |

| **OPER.002.3:** | **Evaluate the need to implement the SESAR solutions related to ground situational awareness, airport safety net vehicles, and enhanced airport safety nets.** |
|---|---|
| | NB! EASA will reassess the relevance and alignment of the EPAS with the SESAR programme, which may lead to changes regarding the SESAR related MSTs. |
| Responsible: | Head of Aerodrome Standards and Safety Division |

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Review and consider SESAR solutions such as #01, #02, #04, #26, #47, #48, #70 together with ADR operators, AOC holders and ANSPs.<br>See: SESAR | eATM Portal | Executive Overview - Essential Operational Changes (atmmasterplan.eu) and SESAR solutions catalogue 2021. | Results of evaluation recorded in SPAS LV. | 2024-Q1 | In progress |

| Implement SESAR solutions, designed to improve safety, as far as practically possible. | Green light elements | 2024-Q4 | Cancelled |
|---|---|---|---|

**OPER.003 Airborne collision (mid-air collision)**

| | |
|---|---|
| **EPAS reference:** | **MST.0024 'Due regard' for the safety of civil traffic** (ongoing) |
| Deliverable(s): | Report to EASA on related incidents and actions taken (2023-Q4) |
| Affected stakeholders: | AOC holders (CAT), aircraft operators (NCC), ATC providers |
| Team Leader: | Head of Air Navigation Division |
| Project team: | - Head of Aircraft Operations Division;<br>- National Armed Forces Air Force. |

| | |
|---|---|
| **OPER.003.1:** | **Established respective regulations for national State aircraft.** |
| Responsible: | National Armed Forces Air Force |

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Ensure implementation of EASA recommendations. | Fully apply the ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088). | Continuous | Completed |
| | Closely coordinate to develop, harmonise and publish operational requirements and instructions for State aircraft to ensure that 'due regard' for civil aircraft is always maintained. | Continuous | Ongoing |
| | Support the development and harmonisation of civil-military coordination procedures for ATM at EU level and beyond if possible. | Continuous | Completed |
| | Report relevant occurrences to EASA. | Continuous | Completed |

| | | | |
|---|---|---|---|
| | Facilitate/make primary surveillance radar data available in military ATC centres to civil ATC units (the objective of this action is to ensure that the recommendations are followed up and feedback on the implementation is provided). | Not planned | Not started |

| OPER.003.2: | Assess the relevance of safety risks from the military invasion by the Russian Federation into the territory of Ukraine and related actions affecting commercial aviation within SSP LV. |
|---|---|

| Responsible: | Head of Aircraft Operations Division |
|---|---|

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Review and implement mitigating actions alongside the corresponding safety issue provided by EASA (safety risk portfolio "Review of Aviation Safety Issues arising from the war in Ukraine"). | Mitigating actions reviewed and implemented. | Continuous | Ongoing |
| Encourage organisations under oversight to assess the relevance of the safety issues listed in this safety risk portfolio to their own operations and, where appropriate, capture them in their management systems so that any associated risks can be mitigated effectively. | Mitigating actions reviewed and implemented. | Continuous | Ongoing |

| EPAS reference: | MST.0030 Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas (ongoing) |
|---|---|
| Deliverable(s): | — SPAS issued (2021-Q4)<br>— SPAS reviewed (2024-Q1) |
| Affected stakeholders: | ANSPs |
| Team Leader: | Head of Air Navigation Division |
| Project team: | SJSC "Latvijas gaisa satiksme" |

<table>
<tr>
<td colspan="4"><b>OPER.003.3:</b>    <b>Evaluate the needs to implement the SESAR solutions related to enhanced short-term conflict alerts (STCA) / enhanced safety nets.</b><br><br>NB! EASA will reassess the relevance and alignment of the EPAS with the SESAR programme, which may lead to changes regarding the SESAR related MSTs.</td>
</tr>
<tr>
<td colspan="4">Responsible:   SJSC "Latvijas gaisa satiksme"</td>
</tr>
<tr>
<td><b>Action(s)</b></td>
<td><b>Outcome</b></td>
<td><b>Timeline</b></td>
<td><b>Status</b></td>
</tr>
<tr>
<td>Review and consider SESAR solutions such as #60 and #69 together with the ANSPs that are delegated to provide services in Latvian airspace.<br>See: SESAR | eATM Portal | SESAR Solutions (atmmasterplan.eu) and SESAR solutions catalogue 2021</td>
<td>Record evaluation results in the SPAS LV. #60 was implemented by 2009 and for #69 we are outside of applicability area.</td>
<td>2009</td>
<td>Implemented</td>
</tr>
<tr>
<td>Implement SESAR solutions, designed to improve safety, as far as practically possible.</td>
<td></td>
<td></td>
<td></td>
</tr>
</table>

**OPER.004 Terrain collision**

| |
|---|
| **EPAS action number and title:** MST.0028 Include terrain collision in State Plan for Aviation Safety (SPAS) |
| **Deliverable(s):** Include Terrain collision risk area in stakeholders' safety risk management (SRM) |
| **Affected stakeholders:** Air operators (GA/NCO aeroplanes, GA/sailplanes, GA/balloons) |
| **Team Leader:** Head of Aircraft Operations Division |
| **Composition of the project team and participating stakeholders:** Aircraft Operations Division inspectors, Safety Managers of organisations (air operators) |

| |
|---|
| **Desired outcome:** Increase safety by continuously assessing and improving risk controls to mitigate the risk of terrain collision |

| Responsible: Head of Aircraft Operations Division | | | |
|---|---|---|---|
| **Actions** | **Intermediate results** | **Timeframe** | **Status** |
| **OPER.004.1**<br><br>Ensure that the risk area is continuously assessed and risk controls improved to mitigate the risk of terrain collision. | Agreed set of actions related to identified, captured, and formally assessed safety issues, are established and measured to monitor their effectiveness. | Ongoing | Completed |

## OPER.005 Miscellaneous

| | |
|---|---|
| **EPAS reference:** | **MST.0003 Member States should maintain a regular dialogue with their national aircraft operators on flight data monitoring (FDM) programmes** (ongoing) |
| Deliverable(s): | — Information on the EOFDM published in the SMS section of the MSs' websites (2024)<br>— Detailed report of the workshop (2024) |
| Affected stakeholders: | Aircraft Operators - CAT - Aeroplanes, Aircraft Operators - CAT - Helicopters - offshore |
| Team Leader: | Head of Aircraft Operations Division |
| Project team: | — FDM National Coordinator;<br>— Safety Managers of organisations (air operators). |

| OPER.005.1: Make the professionals concerned aware of the European Operators FDM Forum (EOFDM) | | | |
|---|---|---|---|
| Responsible: Head of Aircraft Operations Division | | | |
| **Action(s)** | **Outcome** | **Timeline** | **Status** |
| Publish on the CAA LV website, as part of SMS-related information, general information on EOFDM activities. | Link to CAA LV website. | Continuous | Ongoing |
|  | Inform operators to whom it is applicable. | Continuous | Ongoing |

| | | | |
|---|---|---|---|

**OPER.005.2: Promote FDM good practices**

Responsible: Head of Aircraft Operations Division

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Organise an information event to present EOFDM good-practice documents to their CAT operators. Safety managers and FDM programme managers of all the operators concerned should be invited. | Meeting minutes, conference materials such as presentations etc. | Continuous | Ongoing |

**EPAS reference: MST.0019 Better understanding of the operators' governance structure** (ongoing)

Deliverable(s): — Guidance material (2022-Q2)
— Guidance material (2023)

Affected stakeholders: AOC holders (CAT)

Team Leader: Head of Aircraft Operations Division

Project team: Principal operations inspector for each company

**OPER.005.3: Foster a thorough understanding of the operators' governance structure particularly in the area of group operations.**

NB! The term 'group operations' refers to operations performed by a group of aircraft operators that share the same management system or that belong to the same 'mother company'.

Responsible: Head of Aircraft Operations Division

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Consider aspect of the extensive use of outsourcing. | Link to CAA LV website. | Continuous | Ongoing |
| | Inform operators to whom it is applicable. | 2023-Q4 | In progress |

| | | | |
|---|---|---|---|
| Consider aspect of the influence of financial stakeholders. | Link to CAA LV website. | Continuous | Ongoing |
| | Inform operators to whom it is applicable. | 2023-Q4 | In progress |
| Consider aspect of controlling management personnel, where such personnel are outside the scope of approval. | Link to CAA LV website. | Continuous | Ongoing |
| | Inform operators to whom it is applicable. | 2023-Q4 | In progress |

| | |
|---|---|
| **OPER.005.4:** | **Implement the EASA publication "Guidance for the oversight of group operations" to strengthen the standardised approach to the implementation of group operations.** |
| | NB! "Guidance for the oversight of group operations" by EASA is published on 21.06.2022. Further guidance will follow in 2023. |
| Responsible: | Head of Aircraft Operations Division |

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Guidance for the oversight of group operations: https://www.easa.europa.eu/document-library/general-publications/guidance-oversight-group-operations . | Reviewed ISMO | 2024-Q2 | Not started |

### 4.3.2 Rotorcraft

**OPER.006 Efficiency/proportionality**

| | |
|---|---|
| **EPAS reference:** | **MST.0041 Harmonisation in Helicopter AOC approvals, procedures and documents** (new) |
| Deliverable(s): | — Paper to harmonise the AOC issue/change process (with interface to CAMOs and ATOs) (2023-2024)<br>— Paper to harmonise the process to add/remove an aircraft from the AOC (2023-2024)<br>— Paper to harmonise the process of a common application form for approval/removal of an item from the MEL (2023-2024)<br>— Paper to promote the simplification processes, including the use of common application forms, compliance lists, etc. (2023-2024)<br>— Paper to harmonise the process in implementation of the EFB provisions (2023-2024) |
| Affected stakeholders: | Aircraft Operators - CAT – Helicopters, ATOs (aircrew), CAMOs, CAA LV |

| | |
|---|---|
| Team Leader: | Head of Aircraft Operations Division |
| Project team: | — Head of Personnel Licensing Division;<br>— Head of Airworthiness Division. |

**OPER.006.1:** **Harmonise and extent simplify the application processes in the area of commercial operations with helicopters, including the use of common application forms and compliance lists with an indicative scope.**

NB! EASA will facilitate and support the development of this task with the Helicopter Expert Group, a Subgroup of the Air OPS TEB.

Responsible: Head of Aircraft Operations Division

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Establish a harmonised process, a standardised checklist/guide for application for and changes to a helicopter AOC (OPS SPECs), with possible extension to CAMOs and ATOs. | Reviewed ISMO | 2024-Q1 | In progress |
| Harmonise the process to add/remove a helicopter from the AOC. | Reviewed ISMO | 2024-Q1 | In progress |
| Harmonise/standardise Member States' practices and development of a common application process (e.g. common application form for the removal of an item from the MEL). | Reviewed ISMO | 2024-Q1 | In progress |
| Develop guidance on the implementation of the EFB provisions with regard to the versatility of helicopter operations. | Reviewed ISMO | 2024-Q1 | In progress |

**OPER.007 Safety (helicopters)**

| | |
|---|---|
| **EPAS reference:** | **MST.0015 Helicopter safety events** (ongoing) |
| Deliverable(s): | Safety events (continuous) |

| Affected stakeholders: | Aircraft operators - helicopters, CAA LV |
|---|---|
| Team Leader: | Head of Aircraft Operations Division |
| Project team: | Aircraft Operations Division |

**OPER.007.1:** **Develop safety promotion material for helicopter hoists.**

NB! The deliverables for 2019 are already available and shared via the LinkedIn group. The group is called 'ESPN-R Hoist Operation Safety Promotion'.

Responsible: Head of Aircraft Operations Division

| Action(s) | Outcome | Timeline | Status |
|---|---|---|---|
| Develop safety promotion material for helicopter hoists. | Link to CAA LV website. Inform operators to whom it is applicable. | Continuous | Ongoing |

### 4.3.3 General Aviation

**OPER.008 Systemic enablers**

| EPAS reference: | **MST.0025 Improvement in the dissemination of safety messages** (ongoing) |
|---|---|
| | NB! This activity considers EASA safety promotion deliverables and content, whose timeline changes in return impact the timelines of the present task. |
| Deliverable(s): | Safety workshops and safety days / evenings (2022-2023) |
| Affected stakeholders: | GA |
| Team Leader: | Head of Aircraft Operations Division |
| Project team: | — Head of GA Aircraft Operations Section; <br> — Head of Training and Examination Section; |

| — Head of Personal Certification Section. |
| --- |

| **OPER.008.1:** | **Increase engagement and dissemination of safety promotion and training material targeting flight instructors and/or pilots** |
| --- | --- |

| Responsible: | Head of GA Aircraft Operations Section |
| --- | --- |

| **Action(s)** | **Outcome** | **Timeline** | **Status** |
| --- | --- | --- | --- |
| Be part of the pan-EASA Member State GA Season Opener/Closing by hosting local events/workshops and promoting the material developing through the Safety Promotion Network (SPN) on the most important safety issues for General Aviation. | General Aviation Safety Promotion Platform hosted on the CAA LV website.<br><br>Events | Continuous<br><br>Yearly | Ongoing<br><br>Ongoing |

| **EPAS reference:** | **MST.0027 Promotion of safety culture in GA** (ongoing) |
| --- | --- |
| Deliverable(s): | Provisions to facilitate and promote safety culture as part of the SSP/SPAS (continuous) |
| Affected stakeholders: | GA |
| Team Leader: | Head of Aircraft Operations Division |
| Project team: | — Head of Training and Examination Section;<br>— Head of GA Aircraft Operations Section. |

| **OPER.008.2:** | **Facilitate and promote safety culture (including Just Culture) in GA** |
| --- | --- |

| Responsible: | Aircraft Operations Division |
| --- | --- |

| **Action(s)** | **Outcome** | **Timeline** | **Status** |
| --- | --- | --- | --- |

| | | | |
|---|---|---|---|
| Include in State safety management activities provisions to facilitate and promote safety culture (including just culture) in GA in order to foster positive safety behaviours and encourage occurrence reporting. | Share promotion material and guidance provided by EASA. | 2024-Q2 | In progress |

## OPER.009 Staying in control

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|---|
| **EPAS action number and title: MST.0028 Include General Aviation - Staying in control in State Plan for Aviation Safety (SPAS)** |
| **Deliverable(s):** Include 'Staying in control' risk area in stakeholders' safety risk management (SRM) |
| **Affected stakeholders:** GA |
| **Team Leader:** Head of Aircraft Operations Division |
| **Composition of the project team and:** Aircraft Operations Division inspectors, Representatives from aviation organisations (training organisations, federations, clubs, associations, aviation colleges and institutes) - committed to safety performance in GA |

| |
|---|
| **Desired outcome:** Increase safety by reducing the risk of loss-of-control accidents. |
| **Responsible:** Head of Aircraft Operations Division |

| Actions | Intermediate results | Timeframe | Status |
|---|---|---|---|
| **OPER.009.1**<br>Carry out focused oversight of instructors and examiners performance during the pilots' training and proficiency checking to ensure that staying in control risk mitigation actions cover topics such as aircraft performance, flight preparation and management, role of angle of attack, threat and error management (TEM), upset and stall avoidance and recovery, and startle and surprise management. | Improved procedures, including checklists, are established. | December 2021 | Completed |
| | Definition and programming of safety actions are completed. | Yearly | Ongoing |
| | Implementation and follow-up of the actions are monitored. | Yearly | Ongoing |
| | Safety performance measurement is focussed on improving flying skills, pilot awareness and the | Yearly | Ongoing |

| | |
|---|---|
| | management of upset or stall to prevent accidents caused by a loss of control, which is the most significant operational key risk area in GA. | | |

## OPER.010 Preventing mid-air collisions

| | |
|---|---|
| **EPAS reference:** | **MST.0038 Airspace complexity and traffic congestion** (ongoing) |
| Deliverable(s): | Best practices (2023) |
| Affected stakeholders: | Pilots, aircraft operators - all, CAA LV, ANSPs |
| Team Leader: | Head of Air Navigation Division |
| Project team: | SJSC "Latvijas gaisa satiksme" |

| | | | |
|---|---|---|---|
| **OPER.010.1:** | **Airspace changes affecting uncontrolled traffic, including the changes along international borders.** | | |
| Responsible: | Head of Air Navigation Division | | |
| **Action(s)** | **Outcome** | **Timeline** | **Status** |
| Consider 'airspace complexity' and 'traffic congestion' as safety-relevant factors. | Implement and review the best practice and procedure for airspace designers. | Yearly | Ongoing |

## OPER.011 Managing the flight

| |
|---|
| **EPAS action number and title:** MST.0028 Include General Aviation – Managing the flight in State Plan for Aviation Safety (SPAS) |
| **Deliverable(s):** SPAS LV reviewed (2024-Q1) |
| **Affected stakeholders:** GA |
| **Team Leader:** Head of Aircraft Operations Division |

| | |
|---|---|
| **Composition of the project team and participating stakeholders:** Aircraft Operations Division inspectors, Representatives from aviation organisations (training organisations, federations, clubs, associations, aviation colleges and institutes) - committed to safety performance in GA. | |

| |
|---|
| **Desired outcome:** Reduce the number of fatalities and serious injuries in GA |
| **Responsible:** Head of Aircraft Operations Division |

| Actions | Intermediate results | Timeframe | Status |
|---|---|---|---|
| **OPER.011.1**<br><br>Improve the dissemination of produced safety promotion material and ensure access to it addressing subjects such as navigation, fuel management, terrain and obstacle awareness, and forced landings by means of safety workshops, instructors/examiners seminars. | CAA LV makes available an online platform hosted on the CAA LV site to facilitate the dissemination of safety promotion material. | 2023-Q4 | Completed |
| | Provide guidance material for GA pilots. | 2023-Q4 | In process |
| | Conduct of GA safety meetings. | Yearly | Ongoing |

### 4.4 New technologies and concepts

#### EME.001 Unmanned Aircraft Systems

| |
|---|
| **National action number and title:** EME.001 Unmanned Aircraft Systems |
| **Deliverable(s):** Compliance and exchange of information |
| **Team Leader:** Head of EU and International Affairs Division |
| **Project team:** Unmanned aircraft flight safety section |

| | | | |
|---|---|---|---|
| **Responsible:** Head of Unmanned Aircraft flight safety Section | | | |
| **Actions** | **Intermediate results** | **Timeframe** | **Status** |
| **EME.001.1** | Ensure oversight capabilities | 2025 | Ongoing |

| | | | |
|---|---|---|---|
| Ensure compliance with IR/AMC/DA (Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 and Commission Delegated Regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems on the rules and procedures for the operation of unmanned aircraft, fallow regulatory changes and developments. | | | |
| **EME.001.2**<br><br>Ensure the exchange of information with the public, UAS operators, pilots and industry. Promote public awareness on existing and upcoming UAS legal provisions and rules. | Information for public, UAS operators and pilots. | 2025 | Ongoing |

## 4.5 Environment

### EME.002 Lasers

| **National action number and title:** EME.002 Lasers |
|---|
| **Deliverable(s):**    -  Identification of and engagement with national and international key stakeholders with the aim to capture best practice for implementation in Latvia and sharing lessons learned;<br>  -  Introduction of tighter measures against laser attacks into legislation;<br>  -  Increase the public's awareness of the risk associated with laser attacks. |
| **Affected stakeholders:**   CAA LV: Safety risk management at national level |
| **Team Leader:**   Head of Air Navigation Division |
| **Project team:**   Air Navigation Division and Aviation Security Division |

| **EME.002.1** |
|---|

| Responsible: Head of Air Navigation Division | | | |
| --- | --- | --- | --- |
| **Actions** | **Intermediate results** | **Timeframe** | **Status** |
| Coordinate the working group with the view to develop consistent and effective prevention and mitigation plans which address the risk of laser attacks in the aviation environment. | Responsible CAA oversight and communication divisions have launched information campaign in Latvia and have initiated close cooperation with local municipalities to coordinate airspace use for all high intensity lights and lasers in public events | December 2023 | Completed |
| **EME.002.2** | | | |
| Engage with organisations outside the aviation environment, such as the Police and Department of Health, in order to find effective measures for the protection of aviation. | Involvement of organisations outside the aviation environment (communication with Police) | December 2024 | Planned |