

LV MAA EMAR implementation

Roberts Andrejevs

MAWA Forum 2021

LV MAA EMAR implementation

Scope of Latvian AF and MAA

Why we implemented EMARs

What exactly we implemented

How we implement EMARs

What if we do succeed

What if we don't succeed

Lessons learned



Scope of Latvian MAA and AF



LV MAA



Chief of Armed Forces



LV Air Force

MAA Director

Airworthiness

Aerodrome

LS1

LS2

LS3

Quality

LAF Commander

Flying Squadron

Flight
Safety

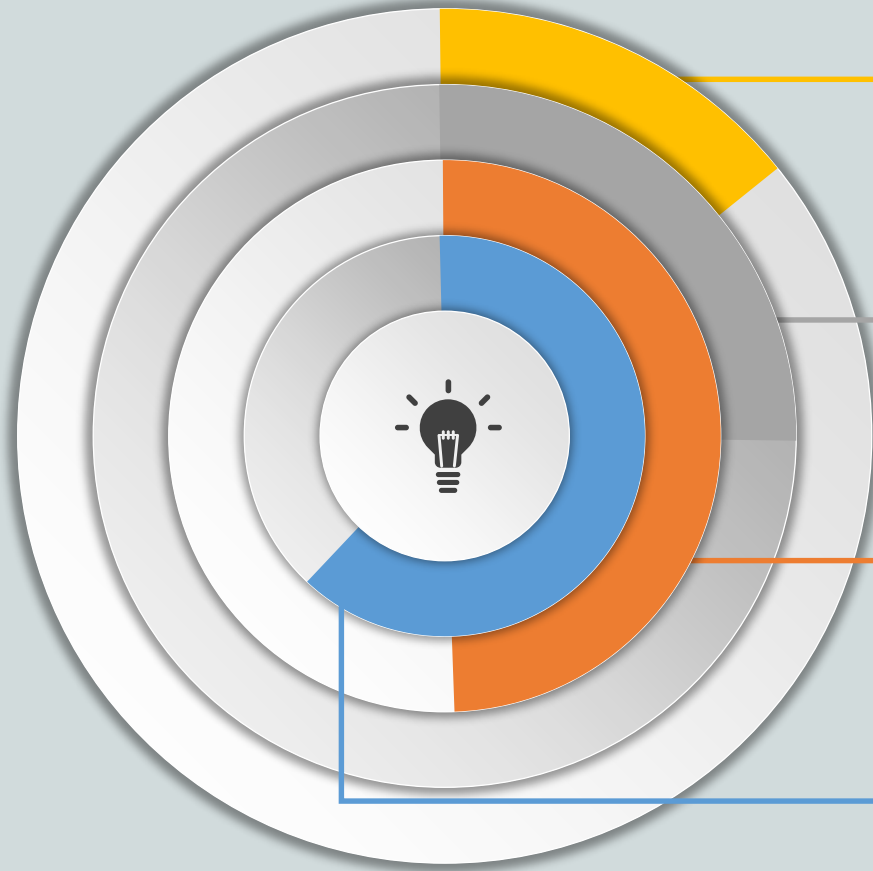
4 x Mi-17
SAR

2 x An-2

4 x UH-
60M
In 2023

Lielvarde
Air Base

Why we implemented EMARs



MOD Political Decision

Announced in september 2020 as part of UH-60M project deliverable



Legacy AW regulation struggles

Legacy AW regulation did not cover full scope of operation and lacked volume



Difficult cooperation with partners

Lack of proper AW regulation and oversight was a barrier for cooperation with partner nations



Vulnerabilities in legacy AW regulation

AF commander often had to decide on AW matters beyond his AW competency

What exactly we implemented

AF as regulated community

Approved implementation plan



MAA assigned as AA

Deffined scope

Approved implementation plan



Implementation Transition period set



No EMAR translation required

Translation would delay project



Short-term deviation process defined

To allow AF deviations for operational necessities under MAA post event oversight

CHOD ORDER

to apply latest EMARs
AMC, GM and
implementation guides

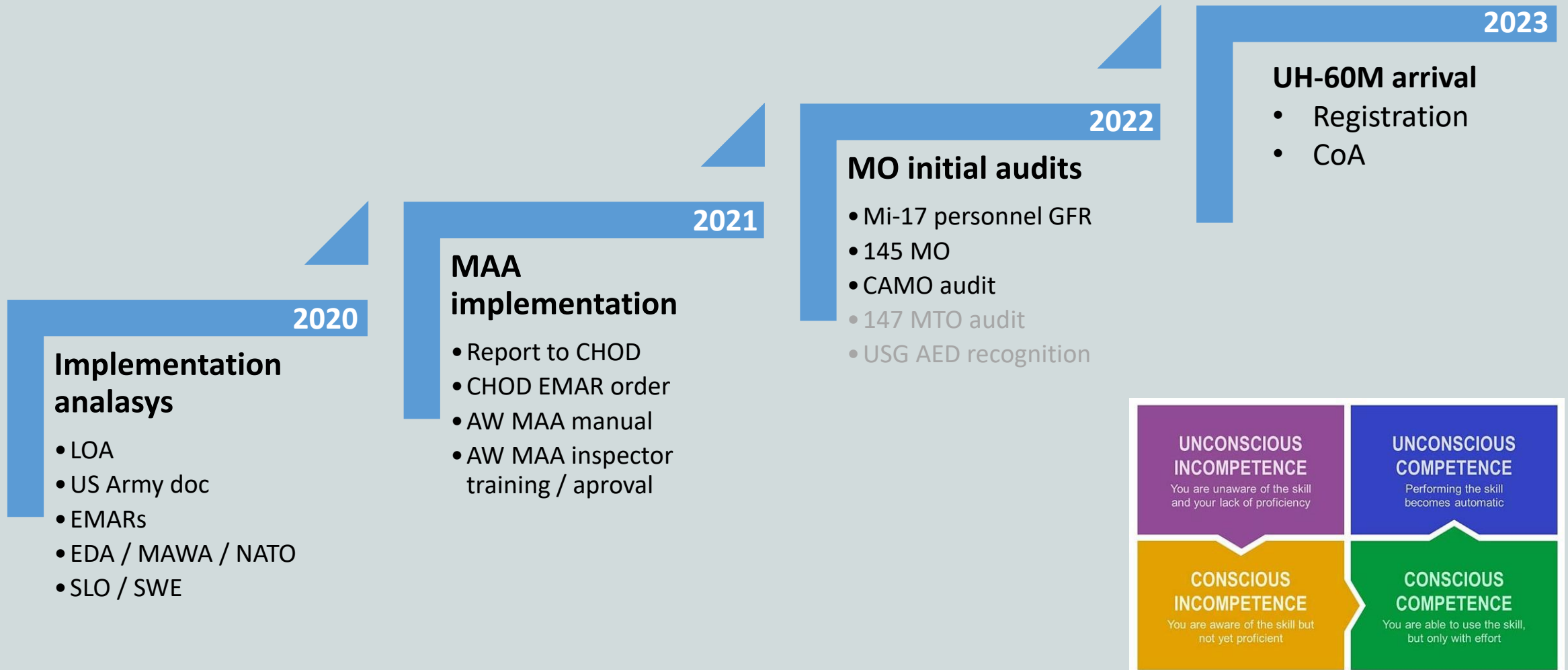


Alternative Acceptable Means of
Compliance process defined

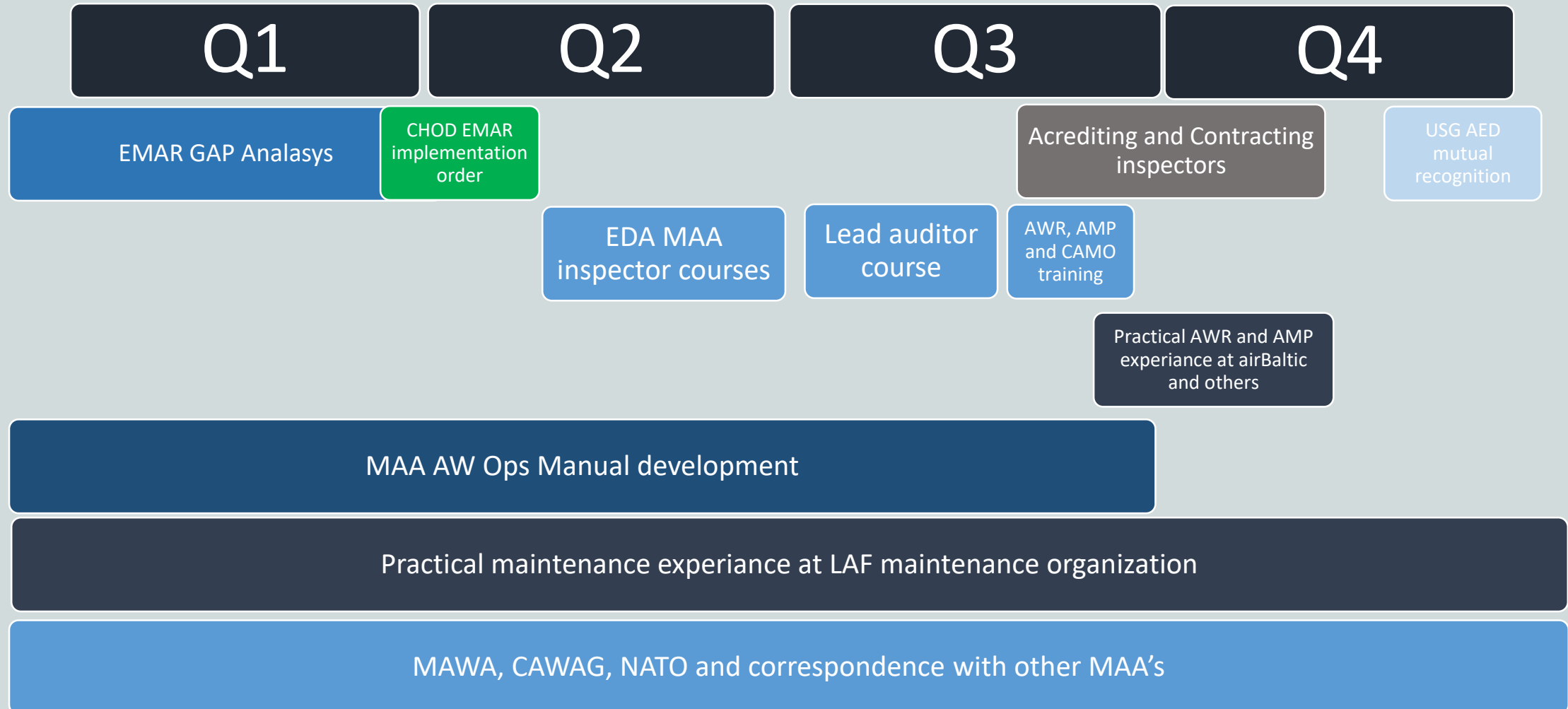
To allow add AAMC where EMARs are not applicable/impossible to implement (with risk assessment and CHOD approval)



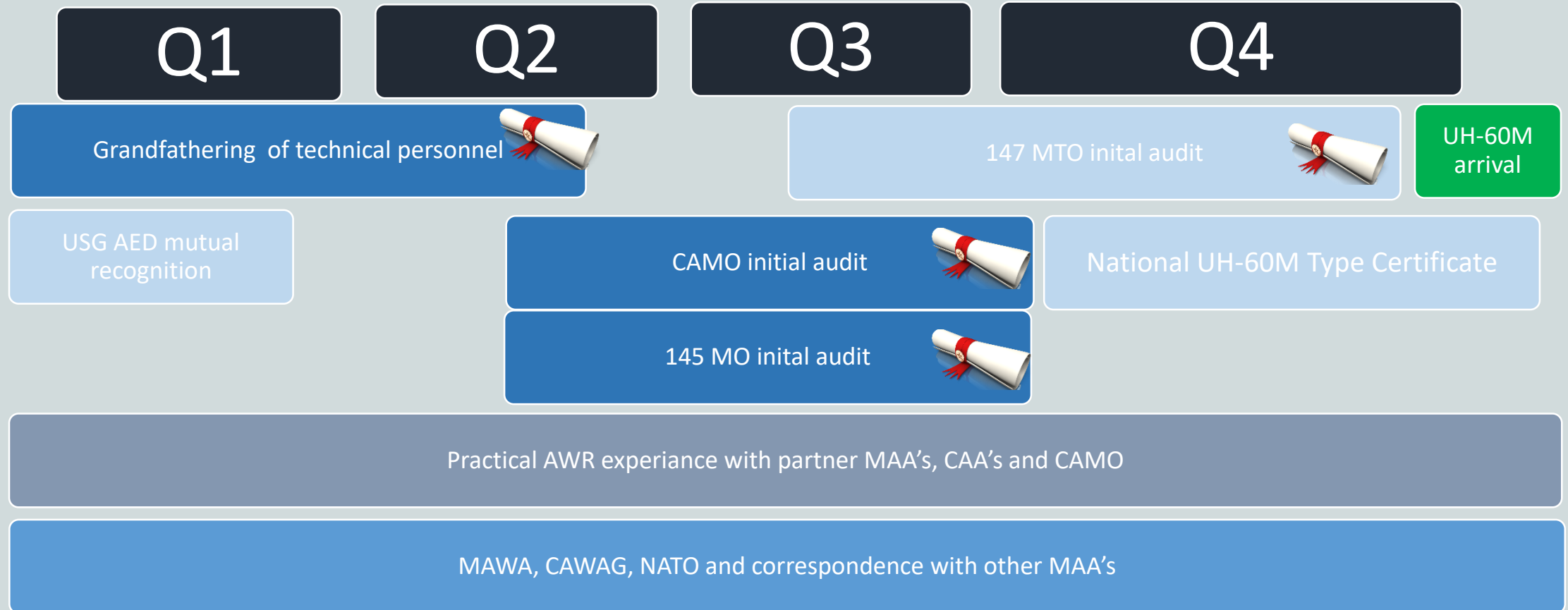
How we implemented EMARs



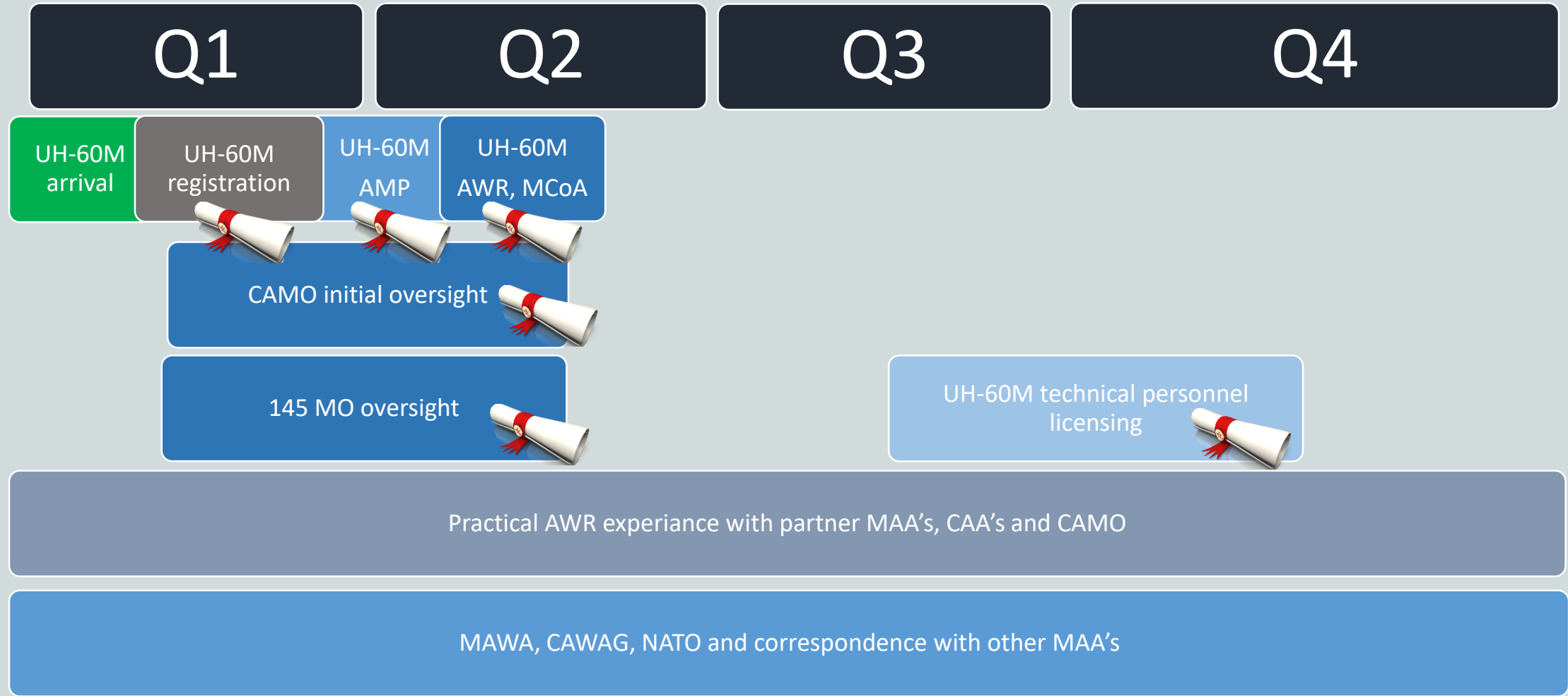
MAA implementation plan for 2021



MAA implementation plan for 2022



MAA implementation plan for 2023





What if we do succeed

- Clearly defined and detailed airworthiness requirements;
- Airworthiness Regulation set built from best practices of ICAO, EASA and European Militaries (EDA and PMs);
- Clearly defined lines of accountability and responsibility;
- Established Military Airworthiness Authority;
- Further integration in NATO;
- Enhanced cooperation with partner nations;
- Enhanced cooperation with CAA;
- Enhanced cooperation with civilian service providers and agencies.

What if we don't succeed



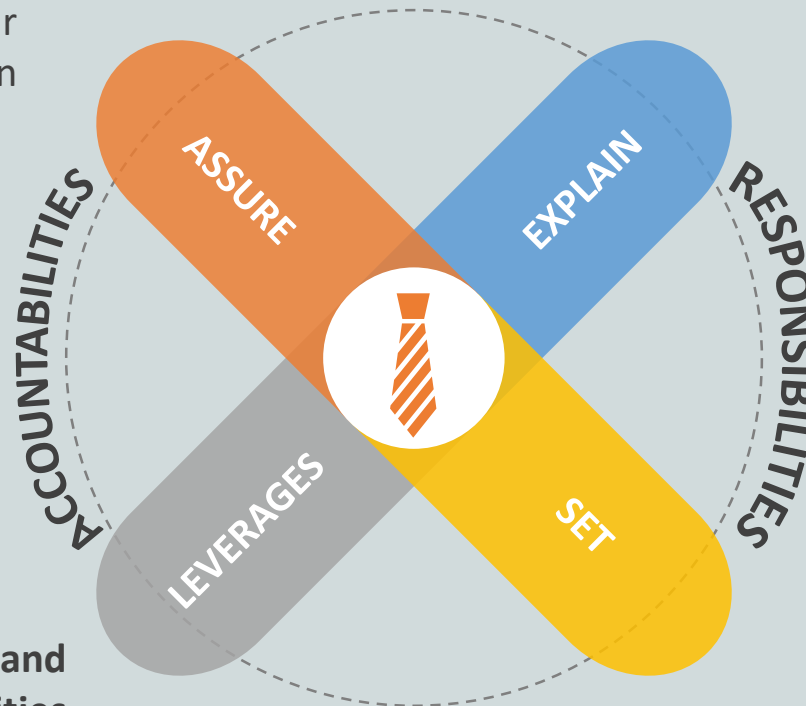
- Gaps in the legacy airworthiness regulation;
- Commanders, pilots, maintenance personell end up accepting unknown risks due to gaps in legacy airworthiness regulation;
- Difficult procurment process due to unbigious airworthiness regulation;
- Difficulties to show compliance with NATO airworthiness policy;
- Partial airworthiness oversight;
- High ammount of unclear AF commander vaiwers with weak risk mitigation
- Difficult cooperation with other partner nations;
- Difficult cooperation with civilian service providers and CAA

Lessons Learned

Assuring Accountabilities and responsibilities

monthly project team meetings, regular correspondence, proactive communication

Explaining Accountabilities and Responsibilities through EMAR implementation GAP analysis, presentations, participation in project meetings, courses



Setting leverages for Accountabilities and Responsibilities

for example, quarterly written reports on implementation to CHOD

Setting Accountabilities and Responsibilities preferably these must be signed in an order, implementation plan, minutes of meeting, expositions, job descriptions

Lessons learned contd.

- Setting a transition period helps
- EMARs provide an airworthiness suite (difficult to implement partially)
- EMARs directly can not be applied to Foreign Sales, civilian, Annex I, experimental products and services;
- Introducing documented and risk assessed Alternative Acceptable Means of Compliance is better than accepting unknown risks created by gaps in legacy airworthiness regulation;
- Implementation of EMARs led us to immense amount of knowledge available (requirements, processes, procedures, forms, audits, techniques)
- Scope of MAA is larger than of CAA (due to lack of work covered by EASA)

Thank You