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For ENPI East & Central Asia Countries

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EU TRACECA CIVIL AVIATION II

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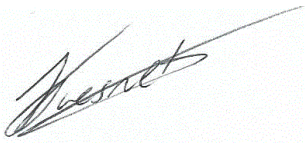
Jorg Guesnet jguesnet@yahoo.fr	01/02/2013	
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ACRONYMS

AC	Academic Course
ANS	Air Navigation Services
ANSP	Air Navigation Services Provider
AOC	Air Operator Certificate
ATC	Air Traffic Control
ATCO	Air Traffic Controller
ATM	Air Transport Management
CA	Central Asia
CAA	Civil Aviation Authority
C3A	Common Aviation Area Agreement
CNS	Communication Navigation Surveillance
DG MOVE	Directorate-General for Mobility and Transport
EASA	European Aviation Safety Agency
EC	European Commission
ECAA	European Common Aviation Area
ECAC	European Civil Aviation Conference
ENPI	European Neighbourhood and Partnership Instrument
ENV	Environment
ESARR	Eurocontrol Safety Regulatory Requirements
EU	European Union
FAB	Functional Airspace Block
FUA	Flexible Use of Airspace
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
IFR	Instrumental Flight Rules
JAA	Joint Aviation Authorities
JAR	Joint Aviation Rules
KE	Key Expert (Long Term)
KOM	Kick Off Meeting
MAR	Market Access
MoT	Ministry of Transport
NS	National Secretariat
OJT	On the Job Training
PM	Project Manager
PMD	Progress Monitoring Document
RVSM	Reduced Vertical Separation Minimum
SAF	Safety
SARPs	Standards And Recommended Procedures
SCM	Steering Committee Meeting
SE	Seminar
SEC	Security
SES	Single European Sky
SESAR	Single European Sky ATM Research
SMS	Safety Management System
SOC	Social – Consumer Protection
ST	Study Tour
STE	Short Term Experts
TA	Technical Assistance
TC	Training Course
ToR	Terms of Reference
TR	Training
TRACECA	Transport Corridor Europe Caucasus Asia
T_0	Start date of the Project (3 February 2012)
USOAP	Universal Safety Oversight Audit Programme
WP	Work Package
WS	Workshop

1 INTRODUCTION

This document is the 2nd Interim Report achieved according to the Terms of Reference (chap. 7.1) and the General conditions of the Contract (Art.26).

It is issued one year after the launch of the Project on 3 February 2012, and ten months after the Inception Report which was submitted and approved in April 2012.

It covers the period from 3 August 2012 (T0+6) to 2 February 2013 (T0+12). The previous period from 3 February 2012 (T0) to 2 August 2012 (T0+6) has been covered in the 1st Interim Report issued 6 months ago.

The purpose of the interim report is to describe the on-going of the project – including activities and problems encountered - of the covered period, and to provide inputs on what is planned to be achieved in the upcoming period and further.

The document includes:

- A **narrative section** (Chapters **2 to 5**) which describes the project synopsis, the last relevant developments in the beneficiary countries impacting the Project, the activities achieved per work package during the covered period and those planned in the next 6-month period.

- A **tabular section** (Chapter **6**) which displays the on-going progress in the shape of outputs, deviations and statistics relating to the performed activities.

- A **set of annexes** (Chapter **7**) which gather all significant documents (Minutes, Reports, …) issued by the Project Team during the covered period.

Financial aspects referring to the used manpower (Core Team and Short Term Experts) and the spent incidental expenditure (air tickets, per diem and other expenses) during the covered period and from the start of the Project will be presented in a separate report as per the request of the EU Task Manager.

2 PROJECT SYNOPSIS

Project Name:

EU TRACECA Civil Aviation II
Reference EUROPEAID/131347/C/SER/MULTI
Contract ENPI 2011/279-740

Beneficiary countries:

- ✓ ENPI East Partners – Armenia, Azerbaijan, Georgia, Moldova, Ukraine
- ✓ Central Asia TRACECA – Kazakhstan, Kyrgyzstan, Tajikistan, Uzbekistan
- ✓ Indirect beneficiary countries – Bulgaria, Romania, Turkey

Overall Objective:

Support the sustainable development of civil aviation in the beneficiary countries, harmonise regulations and working practices to comply with international standards (ICAO), international best practices and prepare for the implementation of international standards and EU regulations concerning security, ATM and the environment.

Specific Objectives:

- ✓ To continue to ***acquaint aviation personnel*** (in the sectors of security, ATM and environment of the beneficiary countries) from the administration and from operators ***with the requirements of international and European conventions, resolutions and standards.***
- ✓ To continue to provide aviation personnel (in the sectors of security, ATM and environment of the beneficiary countries) from the administration and from operators with ***improved knowledge, skills and capacities in the relevant technical sectors***.
- ✓ To contribute to further ***development and strengthening of the administrative capacity*** of the civil aviation authorities of the beneficiary countries ***in*** their ***implementation of international*** and, where relevant, ***European security, ATM and environmental standards***.
- ✓ To prepare the civil aviation authorities of the beneficiary countries for ***closer relations*** with (Central Asia) or ***integration*** (Caucasus, Moldova, Ukraine) ***to Pan-European aviation structures***.
- ✓ To promote closer ***regional cooperation between the aviation administrations of the beneficiary countries*** to optimise the use of scarce resources.

Requested outputs:

- ✓ Progress as regards regulatory approximation towards the EU aviation acquis for the ENPI countries;
- ✓ Contributing to the extension of the Common Aviation Area to the ENPI countries;
- ✓ Progress as regards security issues and ATM safety for the Central Asian countries.

Activities:

For production of the above outputs, the activities to be implemented are divided into the following Work Packages (WP), with each WP comprising a set of different sub work packages, as follows.

- WP 1: Assessment of TRACECA 1 achievements / needs analysis

1.1: Analysis of TRACECA 1 achievements / remaining needs

1.2: Preparation of questionnaires

1.3: Regional Opening Seminar

1.4: Inception report including a draft action plan

- WP 2: Support in the field of aviation security

2.1: Design of activities for security support

2.2: Training and Workshops

2.3: Technical Assistance

- WP 2bis: Support in the field of ATM

2bis.1: Design of activities for ATM support

2bis.2: Training and Workshops

2bis.3: Technical Assistance

- WP 3: Support related to European Common Aviation Area

3.1: Analysis of the current situation / gap analysis for each ENPI country

3.2: Training and Workshops on EU legislation

3.3: Roadmap towards the European Common Aviation Area

3.4: Technical Assistance

3.5: Coordination with EASA

- WP 4: Awareness, Communication and Visibility Programme

Target Groups:

The Project Partners are the Ministries of Transport and other state entities responsible for civil aviation. The target groups will include management, technical, operational and instructional personnel working in the safety, security, ATM and environmental areas of:

- The Civil Aviation Departments in the Ministries of Transport;
- The Civil Aviation Authorities or other Authorities;
- The Operational, technical and administrative departments of airports;
- The Operational, technical and administrative departments of airlines;
- The Instructional and administrative departments of those training centres, academies, schools etc. that are concerned with aviation disciplines.

Manpower

Long-Term Key Experts: *Team Leader: 550 MD / Key Experts: 800 MD*
Short-Term Experts: *500 MD*

Project starting date: 3 February 2012

Project duration: 36 months

Project main office: Kiev, Ukraine

3 RELEVANT DEVELOPMENTS IN THE BENEFICIARY COUNTRIES

The items reflected in this chapter per country highlight the developments which have an impact on the Project.

Moldova

Launch of an EU-funded project

An EU-funded project to provide technical assistance for the implementation of legal and regulatory framework in the aviation sector according to the Agreement on Common Aviation Area between the EU and the Republic of Moldova has been launched. It is therefore expected to liaise with this project so as to avoid any duplication of efforts, especially in what relates to the technical assistance actions to be reflected in the Road Map for this country.

Georgia

EU-Georgia Preliminary Joint Committee

The first meeting of the EU-Georgia Preliminary Joint Committee took place on 18 September 2012 in Tbilisi. Despite of being invited by the European Commission DG Move to take part, the TRACECA II project core team was not able to attend the meeting due to tight schedule and short notice invitation.

EU-Georgia Preliminary Joint Committee is responsible for the administration and proper implementation of the Agreement. The Joint Committee ensures the continuous dialogue between the parties and taking effective measures in light of the comprehensive scope of the Agreement including regulatory harmonisation. Indeed, the Joint Committee is the forum to exchange information on market conditions, legislative and regulatory matters, social effects, amendments to the Agreement where necessary, procedural issues and technical assistance.

The nature of responsibilities of the Preliminary Joint Committee and the future Joint Committee suggests that, all provisions including those concerning the Joint Committee are applied by the parties in practice according to the administrative application of the Agreement. Therefore, the Preliminary Joint Committee have all the powers of the future Joint Committee; however, before the entry into force of the Agreement, the Joint Committee cannot take binding decisions but its decisions should be implemented by the parties in accordance with the administrative application of the Agreement.

The Road Map for Georgia will thus have to be coordinated with the Preliminary Joint Committee to ensure that its contents and time framework are in line with the approach adopted by this committee.

Towards accession to EUROCONTROL.

The formal ceremony of signature was held in Brussels, Belgium, on December 5, 2012. After the procedures of ratification, Georgia will become Eurocontrol's 40th Member State, which will be a result of reforms carried in the field of civil aviation of Georgia, as well as rapid development of air traffic management system, including technical re-equipment, implementation of modern systems and staff training.

Kazakhstan

ICAO Technical cooperation project

As part of the effort to assist States in resolving safety deficiencies identified by the ICAO Universal Safety Oversight Audit Programme (USOAP), ICAO has developed State-specific tailored plan of action proposing Kazakhstan a series of remedial technical and political actions. As per the agreement concluded, ICAO Technical Cooperation Bureau will render technical assistance to Kazakhstan's aviation authorities in the full spectrum, including ATM/ANS domain.

Ukraine

The 6th round of negotiations for an EU-Ukraine Common Aviation Area Agreement was held in Brussels on 20 – 21 September 2012. The previous draft Agreement had been amended in a way allowing encompassing a change of the approach for the CAA Agreement with respect to the issue of certification of aircraft mainly. Next round of negotiations is expected in March 2013.

Uzbekistan

Participation in the Project's activities and designation of a focal point

The management of Civil Aviation Authority "Gosavianadzor" and representatives from National Coordinating Unit (NCU) of Uzbekistan welcomed the team composed of TRACECA II Project Team Leader and EASA Project Manager in Tashkent on the 26 and 27 November 2012. Mission aimed at improving visibility of the both projects as well as building and maintaining strong positive relations with our beneficiary. As a result of this mission "Gosavianadzor" nominated single focal point for both TRACECA/Egis and TRACECA/ EASA projects.

The mission Team wishes to express its sincere appreciation to the Civil Aviation Authority "Gosavianadzor" and National Coordinating Unit (NCU) of Uzbekistan for the hospitality and the EU Delegation to Uzbekistan for facilitating this mission and for the assistance provided during the stay in Tashkent. The Team acknowledges the commitment and enthusiasm of the respective authorities' personnel, to participate in the project related activities and events.

Indirect Beneficiary Countries – Bulgaria, Romania, Turkey

New format of participation

Participants from indirect beneficiaries Romania, Bulgaria and Turkey are to be invited to the SCM, in the same line as the other direct beneficiary countries. The same applies for other events organised by the project. Representatives of Romania and Bulgaria have to meet their expenses. They cannot get reimbursed their costs from the project. The costs for the Turkish participants however can get reimbursed from the project within the same limits as for the direct beneficiary. This is a change in policy vis-à-vis the previous SCM.

The indirect beneficiary countries (Romania, Bulgaria and Turkey) can however never receive any individual direct technical assistance, meaning that no needs assessment should be performed vis-à-vis their civil aviation institutions/regulatory framework, nor can any specific TA request on their behalf be honoured.

Administrative arrangements for SCM, including invitation of participants from Turkey, reservation of hotel rooms and flight tickets is well under way now.

4 ACTIVITIES ACHIEVED DURING THE REPORTING PERIOD

4.1 PROJECT MANAGEMENT, COORDINATION AND REPORTING (WP0)

- **Steering Committee meeting**

The first Steering Committee Meeting jointly with IATA Aviation Safety day took place in Astana, Kazakhstan, on September 12 and 13. It was attended by:

- Deputy Transport Minister of Kazakhstan
- The EU Programme Manager
- Representative of EC, DG - MOVE
- Representatives of the EU Delegation in Kazakhstan
- Representatives of 8 Beneficiary countries (Missing: Uzbekistan)
- Representatives of TRACECA General Secretariat
- Representatives of TRACECA National Secretariat
- Representatives of ICAO
- Representatives of IATA
- The Project Core Team

The role of the Steering Committee is to engage beneficiary countries to the decision making process as well as to supervise progress of the Project and to provide guidance on the major areas of the Project. It allowed to review the past and up-coming activities of the Project and to provide advice and inputs when required.

During the SC Meeting, the participants were informed about the progress of project implementation. The next planned activities were presented and validated by the Steering Committee. At the end of the meeting it was proposed to set the date of the next SC Meeting jointly with EASA-led TRACECA Civil Aviation Safety project in March, 2013.

Detailed minutes were issued and distributed, as appended hereafter in Annex 7.1.

- **Coordination**

  - Coordination and information sharing meeting jointly with EASA and ICAO EUR/NAT office took place in Paris office on 4 September.

- Coordination with EASA regarding ATM assessment missions schedule was discussed during the 1st Steering Committee meeting of the EASA-led TRACECA Civil Aviation Safety project held on 11 October in Cologne.

- Information about on-going project-related activities was shared with TRACECA General and National Secretariats.

- Regular informal contacts with all the project partners (Beneficiary countries, twinnings) are sustained.

- Preparation for next Steering Committee Meeting planned mid March was coordinated with the EASA-led project.

- Informal coordination and information sharing meetings was conducted with the EU funded project on the Support of the Implementation of the Transport Strategy of Ukraine in Kiev in November.

- **Reporting**

We have submitted monthly activity update reports to the Project Manager describing very briefly progress in the shape of the activities achieved and planned per work package, as well as issues pending.

After approval of the 1st Interim Report by the EU Project Manager it was forwarded to all beneficiaries, EU Delegations to the respective beneficiary countries, TRACECA representatives and the EU Project Manager. It was distributed in electronic and paper versions, in English and Russian.

This current Interim Report n°2 was prepared in English Draft version.

4.2 SUPPORT IN THE FIELD OF SECURITY (WP2)

- **Training activities**

During the reporting period 3 courses were provided in the area of Security.

Aviation Security Technology Seminar *(3 days course)*

The course was conducted in Kiev from 01 to 03 October 2012 by 2 instructors from AVSEC Global Ltd. 2 other external speakers were mobilized from SGS and ICTS. Training presentations were given using Powerpoint modules and films.

It was addressed to participants who have responsibility at a management level for aviation security in CAA and in Airport.

The aim of the seminar was to make delegates aware of the security technologies that were currently available and the European standards and specification for technologies in aviation security. At the same time the delegates were given the opportunity to question representatives from the manufacturers and service providers in one to one sessions to discuss needs, problems and solutions. In addition, selection methods, integration plans for technologies, human factors and impact on commercial operations were covered.

The courses for aviation security personnel were proposed for 2 participants per Beneficiary country,

i.e. a target attendance of 17 persons from 7 Beneficiary counties.

Management of Training and Training Needs Assessment *(5 days workshop)*

The course was conducted in Tbilisi from 22 to 26 October 2012 by 2 instructors from AVSEC Global Ltd. Training presentations were given using Powerpoint modules and films.

It was addressed to participants who have responsibility at a management level for aviation security for training management in CAA.

The purpose of the training programme was to equip those involved in the management of training to oversee and manage effective and appropriate training programmes within their organisations, ensuring maximum retention of information by their trainees and value for money. It also aimed at effectively assessing training needs within Aviation organisations, enabling participants to understand and use modern methods for planning training programmes and to cater for individual learning needs within group training.

21 representatives from 9 beneficiary countries participated in this training.

Cyber Threat to Aviation Security *(5 days training)*

The course was conducted in Kiev from 03 to 07 December 2012 by 2 instructors from ICAO Institute. Training presentations were given using Powerpoint modules and films. It was addressed to participants who have responsibility at a management level for aviation security in CAA and in Airport.

The training was designed to increase the awareness of delegates to the increasing threats to aviation security posed by cyber activity and how to introduce systems to prevent any unauthorised access to operational and sensitive systems.

The content of this course is approved by ICAO and ECAC and is applicable to both ENPI and Central Asian countries.

17 representatives from 7 beneficiary countries participated in this training.

- **Technical assistance activities**

Short Term mission for Security Assistance to the Republic of Moldova

The technical assistance mission to Moldova on 13-16 November was a direct result of a request from the Civil Aviation Authority of Moldova to assist in two specific areas:

1. The development of a specific emergency planning issue relating to an act of unlawful interference on an aircraft.

2. A review, with recommended alterations, of the current aviation security systems in use in Moldova when assessed against the requirements of ECAC Doc 30 and the implications of the fact that Moldova has now agreed to comply with the EU Common Aviation Area Agreement which means they must comply in all areas with the security legislation and procedures as outlined in Doc 30.

The specific content of the work carried out in this area is of a highly sensitive nature and for security reasons will only be referred to in a generic form as opposed to detailing any of the specific areas dealt with. If any agency or person has need for more detailed information regarding this aspect of the

mission it can be obtained by contacting the key expert for security for the TRACECA project.

Moldova is now working to a road map for achieving the compliance requirements of the Common Aviation Area Agreement and this mission is intended to assist in achieving that in the area of aviation security.

4.3 SUPPORT IN THE FIELD OF ATM (WP2bis)

- **ATM assessment missions in progress (7 missions completed out of 9)**

ATM assessment template and guidelines were elaborated in coordination with EASA-led TRACECA project in September 2012. The guidelines aim at making a short and simple evaluation of an ATM authority in both EANPI and CA countries. It is based on EASA inspection checklists. The format of the questionnaire exactly follows the EASA protocol questions structure. Choice has been made to make references to relevant EU regulations and ICAO SARPs when specific technical requirements have been disseminated through several protocol questions.

The main objectives of the ATM assessment mission to ENPI countries were to evaluate the level of maturity of the SES regulations and processes implementation in order to prepare future technical assistance actions. In this respect, EASA protocol questions have been grouped and simplified.

Regarding interoperability requirements, EASA protocol questions concern only safety aspects. For technical assistance needs, it has been decided to add a specific questionnaire regarding interoperability regulations to make the assessment easier.

Moreover, FABs requirements have been put aside at this stage, considering that this subject is not relevant at this stage. Only cross border situations have been considered.

Finally, all aspects regarding specific EU aspects (mutual recognition, notifications to EC or EU) have been voluntarily simplified, due to the nature of TRACECA countries. The focus has been made on the mandatory functions of a national supervisory authority.

The main objectives of the ATM assessment mission to CA were:

1 To meet the personnel of the Civil Aviation Authority and ANS Department, in order to evaluate with them the level of maturity of ATM oversight, then assisting the Civil Aviation Authorities of CA States in its efforts to enhance, in the ATM field, its regulatory and oversight capabilities; organisation; Personnel Licencing for ANS Personnel; Monitoring of Occurrence Reporting (MOR); Resolution of Safety Concerns (RSC).

2 To evaluate any opportunity of cooperation in order to help the Civil Aviation CA Sates to elaborate, and take, any necessary action in order to comply with ICAO SARPS (Standards and Recommended Practices), hence preparing future technical assistance actions.

- **Short Term mission for ATM Assistance to Tajikistan**

The overall objectives of the mission were to assist the General Authority of Civil Aviation and the State Service for Supervision and Regulation in the Field of Air Transport of the Republic of Tajikistan in its efforts to enhance its regulatory and oversight capabilities; to help Tajikistan achieve full implementation of ICAO Standards and Recommended Practices, to provide support and recommendations to the GACA and SSS&R-AT on issues related to Air Navigation Services (ANS);

identify where GACA and SSS&R - AT might need external assistance that may support the improvements efforts of the regulatory authority.

Consultant prepared a document which reflects the status of the corrective action plan based on the information provided by the working group and the recommendations made by the consultant. This comments and recommendations document is intended to explain and support the tasks listed in the project document follows the structure of the corrective action plan. The MS project document contains all remaining tasks from the accepted corrective action plan and the additional tasks recommended by the TRACECA project Consultant and agreed by the working group.

4.4 SUPPORT RELATED TO THE ECAA (WP3)

- **Training activities**

During the reporting period 3 training events were provided in the domain of Social aspects (SOC).

Workshop on Denied boarding, cancellation or long delay

This three-day workshop course in the area of Social aspects/consumer protection (SOC) was conducted in Kiev from 23 to 25 October 2012 by an ECORYS instructor.

10 representatives from the 5 ENPI beneficiary countries (2 per country) participated in this training.

The purpose of the training, in relation with Regulation (EC) 261/2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding, was to:

- Understand the exact requirements of the EU regulation;
- Provide guidance on the most appropriate approach to follow for ensuring the implementation of rules on compensation and assistance to passengers;
- Determine the most appropriate legal framework in order to implement at national level in their respective country all the requirements of the EU regulation;
- Review with the representatives how and by which law(s) the provisions of the EU regulation have been addressed in their respective country, identify the missing provisions and advise on further transposition rules compatible with all the EU regulation provisions.

The results showing to what extent trainees' expectations in these areas have been met are as follows (based on the overall assessment of the training):

- 8 (80%) of participants assessed the course as Excellent,
- 2 (20%) of participants assessed the course as Good.

WS on Rights of disabled/reduced mobility persons

This three-day workshop course in the area of Social aspects/consumer protection (SOC) was conducted in Tbilisi from 6 to 8 November 2012 by an ECORYS instructor.

15 representatives from the 5 ENPI beneficiary countries (2 per country, except Georgia with 7) participated in this training.

The purpose of the training, in relation with Regulation (EC) 1107/2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air, was to:

- Understand the exact requirements of the EU regulation;
- Provide guidance on the most appropriate approach to follow for ensuring the implementation of rules on the rights of disabled/ reduced mobility persons;
- Determine with participants the most appropriate legal framework in order to implement at national level in their respective country all the requirements of the EU regulation;
- Review with the representatives how and by which law(s) the provisions of the EU regulation have been addressed in their respective country, identify the missing provisions and advise on further transposition rules compatible with all the EU regulation provisions.

The results showing to what extent trainees' expectations in these areas have been met are as follows (based on the overall assessment of the training):

- 11 (79%) of participants assessed the course as Excellent,
- 3 (21%) of participants assessed the course as Good.

WS on Air carrier liability in the event of accidents

This three-day workshop course in the area of Social aspects/consumer protection (SOC) was conducted in Tbilisi from 16 to 18 January 2013 by an ECORYS instructor.

11 representatives from the 5 ENPI beneficiary countries (2 per country, except Georgia with 3) participated in this training.

The purpose of the training, in relation with Regulation (EC) 2027/97 concerning air carrier liability in event of accidents, was to:

- Clarify the differences between the two adopted EU regulations on air carrier liability;
- Identify the exact additional requirements of the EU regulation as compared to the Montreal Convention rules;
- Provide guidance on the most appropriate approach to follow for ensuring the implementation of rules on air carrier liability in the event of accidents;
- Determine with the representatives the most appropriate legal framework in order to implement at national level in their respective country all the requirements of the EU regulation;
- Review with the representatives how and by which law(s) the provisions of the EU regulation have been addressed in their respective country, identify the missing provisions and advise on further transposition rules compatible with all the EU regulation provisions.

The results showing to what extent trainees' expectations in these areas have been met are as follows (based on the overall assessment of the training):

- 7 (64%) of participants assessed the course as Excellent,

- 4 (36%) of participants assessed the course as Good.

- **Road Map and technical assistance activities**

Georgia

Regarding the **Road Map**, it has to be noted that at the occasion of the 1st Steering Committee, Mr Irakli Davitadze, former GCAA DG (he has since then be replaced), indicated that the Road Map previously prepared had to be modified. This implied to remove 2 out of the 8 regulations being dealt with. Since then, Mr Aleksandre Gachechiladze, Head of GCAA Air Transport Department, has been designated as the overall focal point to oversee the on-going of the Road Map. He explained during a meeting held in Tbilisi on 17 January that several steps of implementation will have to be postponed and that the translation into English of the drafts internally prepared in Georgian - to allow the STE to review them in the framework of his/her technical assistance mission – could not be supported by GCAA due to budget reasons.

Another meeting was held in Tbilisi on 17 January with Mr. Michel Jambou, Project Manager at the EU Delegation to Georgia, who informed the Project that it should liaise with DG MOVE (contact point on Civil aviation: Mr. Mate Gergely) as this body is overseeing the implementation of activities towards the EU acquis. The Project then informed the EU Task Manager who established contact with DG Move in this regard. Further actions regarding the Road Map implementation depend on feed-back provided by DG MOVE.

A **technical assistance** mission regarding noise-related issues as described in the Road Map took place in Tbilisi (30 October – 01 November). Its scope was to:

- Understand air traffic specifics in Georgia in terms of aircraft noise.
- Assess and balance economical impact against noise restrictions.
- Elaborate a draft allowing adequate flexibility for non-compliant and marginally compliant Chapter 3 aircraft in line with Dir.93/2006.
- Define and explain the criteria to admit, exempt and prohibit non-compliant and marginally compliant Chapter 3 aircraft in accordance with the elaborated draft.
- Provide advices to support and to enhance:
    - The implementation of the provisions;
    - The best practices to apply the provisions once effective.

The final report of this technical assistance has not been released yet due to missing information in relation with the possible exemptions and their modalities of application to be officially decided.

Moldova

In order to draft the **Road Map** for Moldova, a mission conducted by KE3 and a STE from ECORYS was set up in Chisinau on 13-15 November. At this occasion, the Moldovan CAA clearly expressed that so far its needs relate to training but not to technical assistance. Its staff currently is in a process of performing rulemaking according to an internal plan reflecting how and when EU regulations of the signed Agreement have to be incorporated in the national legal framework.

The first issue of Road Map, which has been sent to the Moldovan focal point for comments and approval, does not include technical assistance activities. They will be prepared later on as technical assistance needs arise from the Moldovan CAA to master in practical way the EU regulations. Nevertheless, the training plan has been adjusted to stick to the deadlines of the internal plan so that Moldovan CAA staff will have the necessary time to draft appropriate regulatory texts once having attended the corresponding training.

4.5 AWARENESS, COMMUNICATION & VISIBILITY PROGRAMME (WP4)

- **Communication - Newsletter**

Newsletter n° 1 was issued in October in the wake of the 1st Steering Committee and distributed in English and Russian versions.

- **Website**

In order to feed the website, the display has been restructured to ensure that all relevant information can be found in a straightforward manner. The amended structure is as follows:

	A	B	C	D	E	F
0	**Welcome**	**Structure**	**Training**	**Assistance**	**Events**	**Communication**
1	Facts & Figures	Work Package 1	Security (WP2)	Security (WP2)	Opening Seminar	Newsletters
2	Objectives	Work Package 2	ATM (WP2bis)	ATM (WP2bis)	Steering Committee n°1	Press Releases
3	Activities	Work Package 2bis	Market Access / Environment / Social (WP3)	Market Access / Environment / Social (WP3)	Steering Committee n°2	Interviews
4	Beneficiaries	Work Package 3				Publications
5	Stakeholders	Work Package 4				
6	Who Are We					

The information has been identified with references (A to F, and 0 to 6) to ease its location and amendments.

The site is now being up-to-dated according to this new structure and will be constantly kept up-dated at each new event / on a monthly basis. Links are going to be established to relevant additional documents.

5 ACTIVITIES PLANNED FOR THE NEXT PERIOD

5.1 PROJECT MANAGEMENT, COORDINATION AND REPORTING (WP0)

- **Steering Committee meetings**

Next Steering Committee meeting is scheduled jointly with EASA-Led TRACECA Civil Aviation Safety project on the 13 and 14 March 2013 in Kiev. The main purpose of these bi-annual joint meetings is to help the involvement of the Project partners to define the actions and the promotion of the project. In order to avoid overloading Steering Committee members, these events last only one day per project.

Administrative arrangements for this conference, inviting participants, reservation of hotel rooms and flight tickets is well under way; conference presentation material is now being prepared and will be sent to all delegates and translators during the first days of March.

- **Coordination with other TRACECA projects**

Egis Avia-led TRACECA project will continue coordination and information sharing meetings with EASA- led TRACECA project on regular basis.

- **Coordination with stakeholders and key-players**

Egis Avia-led EU TRACECA Civil Aviation Project will continue coordination and information sharing meetings on regular basis to frame further steps with:

- EASA- led TRACECA project in ATM/ANS area,
- ICAO EUR/NAT Office in Paris in SEC area,
- New technical assistance project in Moldova regarding all training and technical assistance involving this country which is common to both projects,
- Twinning projects in Ukraine and Georgia regarding all training and technical assistance involving these countries which are common to the respective twinning and our project.

- **Reporting**

Progress Report N°2 will be issued in its English and Russian versions once approved by the EU Project Manager.

Progress Report N°3 will be prepared and submitted at the end of the period in its English Draft version.

5.2 SUPPORT IN THE FIELD OF SECURITY (WP2)

- **Training activities**

The upcoming training courses in security domain will be delivered in the next 6 months period according to the Training Plan issued.

They are planned as described hereafter, subject to possible further date changes due to practical availabilities / convenience of the Beneficiaries.

Course planned in February

A 5 day training course on National Screener certification programme is scheduled in Tbilisi from 18 to 22 February 2013.

This course is for the participants who have responsibility at a management level in the CAA for oversight and regulation in the area of screener certification as defined in the National Aviation Security Programme.

The course will be delivered by ENAC, the French Civil Aviation University, and will deal with SARP's based on ICAO manual, the screener certification template and how to implement it, performance evaluation and three practical exercises based on a programme currently in use.

The workshop is a double edged. The scope of training is not solely limited to ICAO regulatory requirements, but is extended to the provisions as provided for in EU directives. On the one hand transposition of those directives is mandatory for Georgia and Moldova and on the other hand "nice to know" for representatives of other ENPI and CA countries.

The course is proposed for 2 participants per Beneficiary country, i.e. a target attendance of 20 persons from 9 direct and 1 indirect Beneficiary country Turkey.

Course planned in March

A 5 days WS on National Aviation crisis management programme is for the participants who are responsible for the production and implementation of National Aviation crisis management plans.

The course aims to develop the ability of the delegates in not only production of crisis management plans but also in designing the required re licensing exercises. It will also involve scenarios involving aircraft hi jacking, loss of airport facility and the actions required in the event of an aircraft accident.

The course will be delivered by Avsec Global Ltd.

The course is proposed for 2 participants per Beneficiary country, i.e. a target attendance of 20 persons from 9 direct and 1 indirect Beneficiary country Turkey.

Course planned in April

A 5 days WS on Aviation security quality control programme scheduled in April 2013-01-30.

This course is for the participants who have regulatory responsibilities within The CAA in ensuring quality control measures have been put in place by airport and operator security departments.

A National Civil Aviation Security Quality Control Programme is a requirement for all member states of both ICAO and ECAC.

The course will be delivered by Avsec Global Ltd.

The course is proposed for 2 participants per Beneficiary country, i.e. a target attendance of 20 persons from 9 direct and 1 indirect Beneficiary country Turkey.

Course planned in May

A 5 days WS on on Critical National Infrastructure in Aviation dedicated to participants who have responsibility within the aviation sector for identifying areas in line with the EU Critical Infrastructure Programme.

Delegates will learn how to identify, assess and then put in place protection measures where necessary and how to document the actions taken.

The course will be delivered by Avsec Global Ltd.

The course is proposed for 2 participants per ENPI Beneficiary country, i.e. a target attendance of 12 persons from 5 direct and 1 indirect Beneficiary country Turkey.

Course planned in June

Inspector /Auditor for Aviation Security course is exclusively intended for CAA and Ministry of Transport staff.

The training will incorporate areas such as, remedial processes from identified findings, graded rectification processes, covert testing and airport and airline security programmes.

This course will be modelled on the system used by The UK Department for Transport. It also follows the requirements of both ECAC and ICAO.

The course will include practical exercises and be subject of examination.

The course is proposed for 2 participants per Beneficiary country, i.e. a target attendance of 20 persons from 9 direct and 1 indirect Beneficiary country Turkey.

Course planned in July

A 5 days WS on ATM and Key Points dedicated to participants who are involved in producing airport, airline and ATM security programmes and for regulatory managers tasked with oversight and issuing approvals for aviation security plans.

The course will be delivered by Avsec Global Ltd.

The course is proposed for 2 participants per Beneficiary country, i.e. a target attendance of 20 persons from 9 direct and 1 indirect Beneficiary country Turkey.

- **Technical assistance activities**

A 4 day technical assistance mission in March to Georgia regarding assessment of EU legislation and OJT training of inspectors in the area of Lighting [date TBD] will be carried out.

A report indicating what remedial action is required following an up to date and accurate assessment of the work already carried out to ensure compliance with EU regulations will be prepared.

Georgian security staff will be trained and approved in this area which will mean they will have the qualifications and expertise to conduct and supervise in this area of aviation security without the need for outside assistance in the future.

5.3 SUPPORT IN THE FIELD OF ATM (WP2bis)

- **ATM assessment missions in progress**

Delivery of ATM assessment mission in Uzbekistan will be performed jointly with the EASA team in April 2013. The main objectives of the ATM assessment mission will be:

1 To meet the personnel of the Civil Aviation Authority and ANS Department, in order to evaluate with them the level of maturity of ATM oversight, then assisting these bodies in their efforts to enhance, in the ATM field, their regulatory and oversight capabilities, organisation, Personnel Licencing for ANS Personnel, Monitoring of Occurrence Reporting (MOR), Resolution of Safety Concerns (RSC).

2 To evaluate any opportunity of cooperation in order to help the CAA of this beneficiary country to elaborate, and take any necessary action in order to comply with ICAO SARPS (Standards and Recommended Practices), hence preparing future technical assistance actions.

Delivery of ATM assessment mission in Azerbaijan is planned for June 2013. The main objectives of this mission will be to evaluate the level of maturity of the SES regulations and processes implementation in order to prepare future technical assistance actions.

- **Support to the preparation of the ATM training plan**

Following the assessment performed in the previous period, and taking into account needs as identified during WP1 (round table assessment during the opening seminar and visits and/or as expressed by the countries), a full ATM Action Plan will be prepared by EASA-led TRACECA project. It will be shared with TRACECA project II for further implementation. It is expected that practical impact will be visible in the beneficiary countries. Particularly for ENPI countries this is desirable in terms of changes in the regulatory framework or its implementation. For such changes training is a useful pre-requisite, but further support is likely to be needed, in terms of specific expertise or technical assistance.

5.4 SUPPORT RELATED TO THE ECAA (WP3)

- **Training activities**

The ENPI training plan has been amended (second issue, see Annex 7.2) to take into consideration the lessons learnt and needs arisen from this past period.

These amendments can be categorized as follows:

- Modification of the man days assigned for several training activities;

- Modification of the dates for several training activities to better fit the needs of the beneficiary countries and/or the availability of the instructors;

- Modification to extend the choice of locations where to hold the training activities;

- Principle adopted to always have a translator English-Russian for any training activity.

Once approved by the EU Delegation, the training plan will apply to most of the remaining period of the project lifespan, more or less till the end of 2014 (T0+34). As it has been eventually decided to manage the ATM/ANS technical domain as a separate entity in WP2bis, the present training plan does not include training activities related to this domain. Nevertheless this ENPI training plan could be updated should additional training needs in MAR, ENV and SOC domains for ENPI countries arise.

DATES		TD	TRAINING COMPONENT	FORMAT	DURATION	PLACE
FEB						
MAR	.05-07	SOC	Working time of mobile workers - civil aviation	WS	3 Days	Kiev
	.18-20	MAR	Ground handling market access	WS	3 Days	Kiev
APR						
MAY	.14-15	SOC	Code of conduct for CRS	AC	2 Days	Kiev
JUN	.10-13	MAR	Licensing & Insurance requirements	WS	4 Days	Kiev
	.17-18	SOC	Working time	AC	2 Days	Kiev
JUL	*No training activities planned during this Summer period*					
AUG						

The both training events in the table above to be conducted in March are confirmed. Letters of invitation have been sent to the beneficiary countries to nominate the participants. The place of Chisinau to conduct the training events in May still needs to be confirmed. In case it turns out that this place cannot be confirmed, related training events will then be organized in Kiev.

- **Road Map and technical assistance activities**

Georgia

It is assumed that the Road Map will be submitted to the Preliminary Joint Committee and DG Move for reviewing and commenting. It is thus premature to indicate if the technical assistance activities will be implemented as describe in the Road Map or if an amended Road Map will imply new priorities hence different technical assistance activities.

Moldova

The Road Map so far does not include any technical assistance activity but it may turn out that during this upcoming period needs in this regard could be identified by the Moldovan CAA that will be reflected in an amended version of the Road Map.

Besides, it is expected during this period to liaise with the newly-nominated project team in charge of the technical assistance for the implementation of legal and regulatory framework in the aviation sector according to the Agreement on Common Aviation Area between the EU and the Republic of Moldova.

5.5 AWARENESS, COMMUNICATION & VISIBILITY PROGRAMME (WP4)

Communication - Newsletter

Newsletter n° 2 will be issued in March in the wake of the 2nd Steering Committee and distributed in English and Russian versions. It will encompass the upcoming training and technical assistance activities and agreed at the occasion of the 2nd Steering Committee.

- **Website**

The website will continue to be updated.

6 DEVIATIONS, OUTPUTS AND STATISTICS

See the next pages of this tabular section.

6.1 DEVIATIONS FROM PLANNED ACTIVITIES IN PREVIOUS PERIOD

#	Period forecast as indicated in PR1 Summary of project activities planned during the next reporting period (3/08/2012 to 02/02/2013)	Period achieved as shown in PR2 Summary of project progress during the reporting period (3/08/2012 to 02/02/2013)	Status of deviation	Comments
WP2bis -Support in the field of ATM				
1	Conduct ATM assessment and needs identification missions in the 9 Project Beneficiary countries	ATM assessment and needs identification missions were carried out in 7 Project Beneficiary countries out of 9	Pending	Rescheduled: Mission to Uzbekistan planned in April; Mission to Azerbaijan planned in June
WP3 - Support related to the ECAA				
2	Conduct 4 wokshops as defined in the training plan for WP3	3 out of the 4 workshops have been eventually conducted	Pending	Rescheduled: Workshop on Licensing & Insurance requirements planned in June
3	Conduct 4 technical assistance activities as defined in the Road Map for Georgia	1 out of the 4 technical assistance activities has been eventually conducted	Pending	GCAA has requested to remove and/or to postpone activities of the Road Map. Besides, no actions will be peformed until liaising with the Preliminary Joint Committee is established
WP4 - Awareness, communication and visibility programme				
4	Project website to be hosted by TRACECA IDEA project website	Project website eventually hosted on its own	Solved	

6.2 DELIVERIES

The following table displays the deliverable submitted, issued or transmitted during this reporting period.

Deliverable	Due date	Actual date	Completion
WP0 - Management & Reporting			
Interim Report n° 1 (D0.1/1)	T0+6	29/08/2012	English version: transmitted
		12/10/2012	Russian version: transmitted
Interim Report n° 2 (D0.1/2)	T0+12	03/02/2013	Submitted – English version
WP2 –Support in the field of Aviation Security			
Training/Technical Assistance materials and reports	Event dates + 2 weeks	Before 03.02.2013	Reports issued
WP2bis – Support in the field of ATM/ANS			
Assessment/ Assistance materials and reports	Event dates + 2 weeks	Before 03.02.2013	Reports transmited to EASA
WP3 –Support related to ECAA			
Revised Training plan for CAA compliance (D3.2)		03/02/2013	Submitted – English version
Roadmap towards ECAA (Moldova) (D3.3)	T0 + 12	03/02/2013	Submitted – English version
Training/ Technical Assistance materials and reports	Event dates + 2 weeks	Before 03.02.2013	Reports issued
WP4 - Visibility, awareness and communication programme			
Website (D4.1)	T0+8	15/11/2012	Site operational
Newsletter nr1 (D4.2)	T0+6	11/10/2012	Issued

6.3 OUTCOMES ACCORDING TO THE LOGICAL FRAME

	Description	Objectively Verifiable Indicators	Outcomes	Source of verification
Overall objective	To support the sustainable development of civil aviation in the beneficiary countries, harmonise regulations and working practices to comply with International and European standards and practices	Political commitment towards the establishment of the Roadmap for CAA compliance	• 2 Road Maps established for CAA compliance (GE & MD) • 3 Road Maps planned to be prepared in 2013 for remaining ENPI countries	Inception report, Road Map for Georgia, Road Map for Moldova
		Progress of implementation of the Roadmap for CAA compliance for beneficiary country (ENPI East)	• MAR: out of the 25 EU regulations or directives to be implemented (5 x 5 ENPI countries), 9 are under process and/or slightly diverge • ENV: out of the 15 EU regulations or directives to be implemented (3 x 5 ENPI countries), 1 is under process and/or slightly diverges • SOC : out of the 40 EU regulations or directives to be implemented (8 x 5 ENPI countries), 11 have been prepared and/or implemented, 10 are under process and/or slightly diverges, 9 have an unknown status	ENPI Gap Analysis, Road Map for Georgia, Road Map for Moldova
		Improvement of the ICAO critical elements compliance degree (CA countries)	• 3 Assessment missions (in TJ, KZ & KY) with recommendations to improve ATM-related critical elements	ICAO USOAP Reports, ATM assessment report for TJ, KZ & KY
		Increase of air traffic in the region	Growth of IFR movements in 2012: MD:+5,9%/UR:+3,1%/AZ:+5,4%/GE:-1,4% /AM:-1,7%	Eurocontrol, two-year flight forecast, Dec.2012

	Description	Objectively Verifiable Indicators	Outcomes	Source of verification
Purpose	A- To continue to acquaint aviation personnel from the administration and from operators with the requirements of international & European conventions, resolutions & standards. B- To continue to provide aviation personnel from the administration and from operators with improved knowledge, skills and capacities in the relevant technical sectors. C- To continue to further develop and strengthening the administrative capacity of the civil aviation authorities of the beneficiary countries in their implementation of international and, where relevant, European security, ATM and environmental standards D- To prepare the civil aviation authorities of the beneficiary countries for closer relations with (Central Asia) or integration (Caucasus, Moldova, Ukraine) to Pan-European aviation structures. E- To promote closer regional cooperation between the aviation administrations of the beneficiary countries to optimise the use of scarce resources.	Number of training / workshops, study tours, technical assistance organised in the various fields of the project (ATM, market access, security, environment, other regulations)	• 6 training/workshops delivered (3 SOC, 3 SEC) • 2 tecnical assistance delivered (1 SEC, 1 ENV)	Work Plan for Security (WP2), Training Plan (WP3), Road Map for Georgia
		Number of beneficiaries' representatives involved in the implementing activities	• 93 representatives having attended so far the training activities	Training reports, Interim Progress Report 2
		Number of website visits	*Not determined yet*	Counter expected to be installed on website tracecacivilaviation.org
		Number of signed or projected CAA agreements with the EU	• 2 CAA agreements signed (GE Jul2010, MD Dec2012)	CAA Agreements
		Number of signed or projected agreements between ENPI East countries	*Not determined yet*	
		Number of Single European Sky agreements signed between ENPI East and the EU	*Not determined yet*	

	Description	Objectively Verifiable Indicators	Outcomes	Source of verification
Results	1. Progress as regards regulatory approximation towards the EU aviation acquis for the ENPI countries 2. Contributing to the extension of the Common Aviation Area to the ENPI countries 3. Progress as regards security issues, particularly for the Central Asian countries 4. Progress as regards ATM issues, particularly for the Central Asian countries	Number of EU acquis provisions related to CAA agreements and decided to be adopted or adapted/ being drafted or implemented/ applicable in ENPI countries legal frameworks	• 16 EU regulations and directives re MAR, ENV & SOC to be or being implemented in ENPI countries having signed CAA agreements	CAA Agreements
		Number of ICAO ATM-related provisions decided to be adopted or adapted/ being drafted or implemented/ applicable in ENPI countries legal frameworks	• 32 EU regulations and directives re ATM to be or being implemented in ENPI countries having signed CAA agreements	CAA Agreements
		Number of ICAO security-related provisions decided to be adopted or adapted/ being drafted or implemented/ applicable in ENPI countries legal frameworks	• 6 EU regulations and directives re SEC to be or being implemented in ENPI countries having signed CAA agreements	CAA Agreements
		Progress in revising/implementing National Security Programs	Improvement of the contents and formats of the National Aviation Security Programs of Georgia and Moldova	Restricted
		Progress in revising/implementing ICAO USOAP CAP &ATM training programs	• 1 Technical assistance mission (in TJ) with recommendations and a Road Map to improve ATM-related USOAP CAP	ATM assessment report for TJ

6.4 STATUS OF IMPLEMENTATION OF EU REGULATIONS IN ENPI COUNTRIES (WP3)

*	AREA/Topic	EU legal ref.	AM	AZ	GE	MD	UR
	MARKET ACCESS						
	Operation of air services (licensing)	Reg.1008/2008					
	Airport slot allocation	Reg.95/93 (as amended)					
	Ground handling market access	Dir.67/96					
	Insurance requirements for air carriers	Reg.785/2004					
	Airport charges	Dir.12/2009					
	ENVIRONMENT						
	Operation of aeroplanes - Chapter 3	Dir.93/2006					
	Noise-related operating restrictions	Dir.30/2002 (as amended)					
	Assessment and management of environmental noise	Dir.49/2002					
	OTHER REGULATIONS (SOCIAL - CONSUMER PROTECTION)						
	Working time of mobile workers in civil aviation	Dir.79/2000					
	Working time	Dir.88/2003					?
	Package travel/holiday/tour	Dir.314/90					
	Processing of personal data	Dir.46/95	?		?	?	?
	Air carrier liability in the event of accidents	Reg.2027/97 (as amended)	?				
	Denied boarding, cancellation or long delay of flights	Reg.261/2004	?		?	?	
	Rights of disabled/reduced mobility persons	Reg.1107/2006	?		?		
	Code of conduct for computerised reservation systems	Reg.80/2009					

KEYS:

According to the beneficiary country or the expert:
There is no legislation at all and it is not under process of preparation; or
There is a legislation but its approach strongly diverges from EU legal reference (many provisions are different)

According to the beneficiary country or the expert:
There is no legislation at all but it is under process of preparation in line with EU legal reference; or
There is a legislation but its approach slightly diverges from EU legal reference (a few provisions are different)

? **According to the beneficiary country:**
There is a legislation prepared and/or already implemented in line with EU legal reference

According to the the expert:
There is a legislation prepared and/or already implemented in line with EU legal reference

No information available

6.5 TRAINING STATISTICS

The following table reflects the number of attendees during the reporting period per training event and per beneficiary country.

WP	TD	Training Event	Format	Place	Dates	Days	Beneficiaries												Total
							ENPI					CA				Indirect			
							AM	AZ	GE	MD	UR	KY	KZ	TJ	UZ	TK	BG	RO	
2	SEC	Security Equipment	SE	Kiev	01Oct-03Oct2012	3	2	0	1	2	3	3	2	2	0	2	0	0	17
2	SEC	Management of training /Needs assessment	AC	Tbilisi	22Oct-26Oct2012	5	2	2	4	2	3	3	2	2	0	1	0	0	21
3	SOC	Denied boarding, cancellation or long delay of	WS	Kiev	23Oct-25Oct2012	3	2	2	2	2	2	0	0	0	0	0	0	0	10
3	SOC	Rights of disabled/reduced mobility persons	WS	Tbilisi	06Nov-08Nov2012	3	2	2	7	2	2	0	0	0	0	0	0	0	15
2	SEC	Management of cyber threat in aviation security	AC	Kiev	03Dec-07Dec2012	4	2	2	2	2	2	2	2	1	2	2	0	0	19
3	SOC	Air carrier liability in the event of accidents	WS	Tbilisi	16Jan-18Jan2013	3	2	2	3	2	2	0	0	0	0	0	0	0	11
					Total	**21**	**12**	**10**	**19**	**12**	**14**	**8**	**6**	**5**	**2**	**5**	**0**	**0**	**93**

7 ANNEXES

7.1 MINUTES OF THE 1st STEERING COMMITTEE

- **Introduction**

Venue

The EU TRACECA Civil Aviation Project II First Steering Committee Meeting took place in Astana, Kazakhstan on the 12th of September 2012.

Attendance

Over 30 participants visited the event. The meeting was attended by 14 representatives of 8 beneficiary States and by observers from EC, invited guests from ICAO, IATA, and TRACECA Permanent Secretariat. The list of participants is given in **Appendix 1.**

Programme management and core team

The Steering Committee Meeting presided by Mr. Kakhi Kvatashidze, Project Team Leader, and it was assisted by Ms. Svitlana Didkivska, the Sector Manager of the Delegation of the EC to Ukraine, Mr. Thibault Raisson, Project Manager, Mr. Peter Cooper, Security Expert, Mr. Jorg Guesnet, Project Legal Expert and Ms. Olesya Tatarnikova, Referent on main activity.

- **Welcome speeches (EU Delegation / TRACECA)**

Mr. Kvatashidze welcomed participants and gave a floor to Mr. Azat Bekturov, Vice Minister of the Ministry of Transport and Communication of Kazakhstan.

Mr. Bekturov positively mentioned work of the First Project of EU TRACECA Civil Aviation in the framework of which experts of EU provided technical assistance to the Committee of civil aviation in elimination of remarks made by ICAO. Information: The project provided more than 35 courses where 40 experts of Kazakhstan were trained.

Mr. Kamen VELICHKOV, welcomed participants in Astana on behalf of European Union and hoped that the success of TRACECA CA Project would make a difference for all the countries involved not least for Kazakhstan. The work with Central Asian TRACECA countries aims at improving the civil aviation oversight system do that they will meet ICAPO requirements.

Project Team Leader gave a floor to Mr. Eduard Biriucov, Secretary General of Permanent Secretariat IGC TRACECA. He welcomed the meeting participants and pointed out supporting of sustainable development of civil aviation in the beneficiary countries, harmonization of rules and practices in line with international standards (ICAO), international best practices, preparing for the introduction of international standards and EU regulations concerning aviation security, air traffic management and environmental protection.

He hoped that the project will have significant support in addressing issues in the countries whose airlines are in the "black list" of the EU. We would like the consultant to continue the activities initiated by the previous project, and take this opportunity to urge the countries concerned to intensify efforts in this direction.

- **Presentation of the meeting agenda**

Mr. Kvatashidze proposed the Agenda for the guests' consideration putting stress on round table discussions and main disciplines such as ATM, Security, Market Access, Environment, Social aspects and Consumer protection. The seminar participants agreed the agenda for organizing the work of the Steering Committee Meeting. The Agenda is given in **Appendix 2.**

- **Presentations**

All presentations used during the First Steering Committee Meeting are attached to the document as Appendix.

- **Conclussions**

Committee:

- ✓ Agrees on the establishment of an Steering Committee, which will be responsible to follow the progress of the EU TRACECA Civil Aviation II Project , provide steering guidance to the Core Team and therefore will convene regularly (at the end of each reporting period);
- ✓ Recognises the progress made towards implementation of the "EU TRACECA Civil Aviation II Project" since the project start;
- ✓ Proposes to hold next steering committee meetings jointly with EASA-Led TRACECA Aviation Safety Project;
- ✓ Is satisfied with the activities done within the reporting period which is instrumental in assisting the ENPI countries in developing and enhancing the implementation of a European Common Aviation Area;
- ✓ Welcomes the action plan for the next reporting period and emphasises the importance of an active participation of the 9 Aviation Authorities and of the 9 National Coordinators in the Project for the successful implementation of its objectives;
- ✓ Engages itself in supporting and participating in the achievement of the action plan of the "EU TRACECA Civil Aviation II Project" to be implemented in 2012 and 2015:
  - The training plan
  - The technical assistance
  - The seminars
- ✓ Finds IATA presentation very informative and welcomes participation to the IATA Aviation Day on the 13th of September in Astana.

7.2 TRAINING PLAN WP3 AMENDED

Note
Soft copy is prepared and distributed as a standalone document;
Hard copy is attached at the end of this deliverable.

7.3 ROAD MAP WP3 FOR MOLDOVA

Note
Soft copy is prepared and distributed as a standalone document;
Hard copy is attached at the end of this deliverable.