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For ENPI East & Central Asia Countries

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EU TRACECA CIVIL AVIATION II

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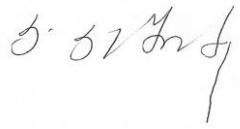
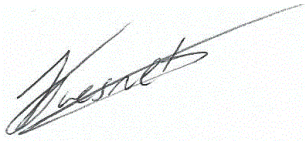
Kakhi Kvatashidze kakhi.kvatashidze@gmail.com	30/07/2013	
Jorg Guesnet jguesnet@yahoo.fr	30/07/2013	
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ACRONYMS

AC	Academic Course
ANS	Air Navigation Services
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 Neighborhood and Partnership Instrument
ENV	Environment
EU	European Union
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
SAF	Safety
SARPs	Standards And Recommended Procedures
SCM	Steering Committee Meeting
SE	Seminar
SEC	Security
SES	Single European Sky
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)
WP	Work Package
WS	Workshop

1 INTRODUCTION

This document is the 3rd 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 and half after the launch of the Project on 3 February 2012, and eighteen months after the Inception Report which was submitted and approved in April 2012.

It covers the period from 3 February 2013 (T0+12) to 2 August 2013 (T0+18). The previous period from 3 August 2012 (T0+6) to 2 February 2013 (T0+12) has been covered in the 2nd Interim Report issued 6 months ago.

The purpose of the interim report is to describe the implementation of the project, including activities, results achieved and problems encountered, for 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 achievements per work package during the covered period and those planned in the next 6-month period.

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

- An **annex** (Chapter **7**) to indicate what is planned to be achieved in the upcoming period and further.

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 Project 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 centers, 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 sub-chapter per country highlight the policy and programme developments which have an impact on the Project.

Azerbaijan

Common aviation area agreement negotiations

The delegations of the State Civil Aviation Administration of Azerbaijan and the European Union held first round of negotiations on Common Aviation Area agreement on 24-25 January 2013, in Baku.

During the two-day negotiations European side briefed the delegation of the Republic of Azerbaijan with the structure of the Common Aviation Area agreement. All the questions raised from Azerbaijani side during the presentation of the draft agreement text found responses accordingly.

Georgia

Twinning Project is over at Georgian Civil Aviation Agency

With reference to Georgian CAA, the closing event of the twinning project held on 17th April 2013. The meeting was attended by representatives of Delegation of EU to Georgia, the Ambassador of Germany, Honorary Consul of the Republic of Austria to Georgia, representatives of Federal Ministry of Transport, Building and Urban Development of Germany and the Austrian Air Navigation Services Company Austro Control, Resident Twinning Advisor and officials of Georgian CAA.

The project entitled "Harmonization of aviation legislation of Georgia with EU aviation legislation and norms" started in April 2011 and was aimed at providing support to the Country in the process of harmonization of legislation in compliance with EU norms.

With the support of twinning project, about 90 targeted trainings and seminars were provided for aviation safety inspectors of the Agency. Within the framework of the study visits they had opportunities to get familiar with flight safety standards and good practices developed in European Standard organizations. Together with foreign experts the Agency elaborated training program for technical personnel and began working on legislation amendments in the Air Code of Georgia.

Currently, a new aviation twinning project is being prepared (the twinning project document is to be drafted in autumn 2013) on the request of the Georgian CAA. The project has already provided its comments at the stage of a concept note drafting and would be eager to contribute at the later stages of the twinning project preparation, if relevant and requested, to avoid possible duplication.

Moldova

First Meeting of the EU-Moldova Joint Committee on the Common Aviation Area Agreement between the Republic of Moldova and the European Union

On February 14, 2013 in Chisinau the First Meeting of the EU-Moldova Joint Committee took place. The event of a high importance offered to the both delegations the opportunity to meet in order to submit the most relevant moments after signing the Common Aviation Area Agreement between Republic of Moldova and the European Union and its Member States.

The both parties welcomed the adopted decisions promoting the RM – EU common aviation area liberalization process and reaffirming the mutual commitment to continue the efforts in order to obtain the desired results. Actually, this meeting confirmed that all the attendees are willing to find the best solutions regarding the high development of the aviation market, encouraging operators to enter the Republic of Moldova airspace market, therefore ensuring benefits for passengers consumers and operators as well.

Ukraine

Started 7th round of negotiations with the EU Agreement on Common Aviation Area

The 7th round of negotiations for an EU-Ukraine Common Aviation Area Agreement was held in Kiev on 4th - 5th July 2013. It was a fruitful round and the parties continued to work diligently to find a mutually acceptable compromise on the draft text of the Agreement. Big number of issues that formerly contained divergent positions was agreed upon. There are still open issues would need further consideration, including a reasonable balance of traffic rights and adequate safety levels allowing in future mutual recognition in the EU of a part of the Ukrainian certification.

The next round of negotiations will be held in Brussels on 21-22 October 2013. Negotiations on the Common Aviation Area Agreement between Ukraine and the EU were launched in December 2007. In accordance with the Priority Action Plan for Ukraine's integration into the EU in 2013, approved by the cabinet of Ministers of Ukraine, the term conclusion of the Agreement between Ukraine and the EU is stet by the end of 2013.

Twinning Project is over at Ukraine State Aviation Administration

Implementation of this twinning project started on October 1st, 2011. On July 4th, 2013 at Ukraine State Aviation Administration held a final meeting on the official closing of the twinning project in aviation "Support to the implementation of norms and standards in the areas of airports, aerodromes and air traffic / air navigation services (ATM / ANS). The project was assessed as a successful initiative by the Ukrainian beneficiary as well as other stakeholders, allowing making progress in some aspects related to air traffic management, aerodrome certification and economic regulation in aviation.

4 ACHIEVEMENTS DURING THE REPORTING PERIOD

4.1 PROJECT MANAGEMENT, COORDINATION AND REPORTING

This subchapter relates to the achievements under Work Package 0 (WP0)

- **Steering Committee meeting**

The second Steering Committee Meeting jointly with EASA-led TRACECA Civil Aviation Safety Project took place in Kiev, Ukraine, on March 13 and 14. It was attended by:

- The EU Project Manager
- Representative of EC, DG - MOVE
- Representatives of 9 Beneficiary countries
- EU TRACECA Civil Aviation II Project Core Team (Egis Avia)
- TRACECA Civil Aviation Safety Project Core Team (EASA)

Steering Committee serves as forum for the beneficiary countries and fosters and supports decision making process as well as supervises progress of the Project and brings guidance on the major areas of the Project. It allows to review the past and up-coming activities of the Project and to provide advice and inputs when required.

At 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 October 2013.

Detailed minutes were issued and distributed, and posted on the website

- **Coordination**
  - Coordination and information sharing meeting jointly with EASA office took place in Cologne office on 4 July 2013.
  - Information about on-going project-related activities was shared with EU funded technical assistance aviation project in Moldova.
  - Regular informal contacts with all the project partners (Beneficiary countries, twinning projects) are sustained.
  - Preparation for next Steering Committee Meeting planned mid-October was coordinated with the EASA-led project.
- **Reporting**

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

After approval of the 2nd 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.

4.2 SUPPORT IN THE FIELD OF SECURITY

This subchapter relates to the achievements under Work Package 2 (WP2)

- **Training activities**

During the reporting period 4 trainings were provided in the area of Security.

National Screener certification Programme Development *(5 days workshop)*

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

This course was arranged 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 was delivered by ENAC, the French Civil Aviation University, and dealt 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 was a double edged. The scope of training was not solely limited to ICAO regulatory requirements, but 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 was proposed for 2 participants per Beneficiary country, i.e. a target attendance of 20 persons from 9 direct and 1 indirect Beneficiary country (Turkey).

The outcome from this training is that delegates are now able to implement screener certification within their own National Security Programme.

National Aviation Crisis Management Programme Development *(5 days workshop)*

A 5 days workshop on National Aviation crisis management programme was arranged in Tbilisi from 25 to 29 March 2013. This training session was dedicated for the participants who are responsible for the production and implementation of National Aviation crisis management plans.

The course, delivered by Avsec Global Ltd, aimed 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 also involved scenarios involving aircraft hi jacking, loss of airport facility and the actions required in the event of an aircraft accident.

The outcome from this course is that delegates are now able to develop National contingency plans as required under EU and ICAO legislation.

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

Aviation Security Quality Control programme Development *(5 days workshop)*

A 5 days workshop on Aviation security quality control programme held in Tbilisi from 22 to 26 April 2013.

This course, delivered by Avsec Global Ltd, was addressed to 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.

11 representatives from 7 beneficiary countries participated in this training activity.

Critical National Infrastructure in Aviation *(5 days workshop)*

A 5 days workshop on Critical National Infrastructure in Aviation was delivered in Tbilisi from 27 to 31 May. This course, delivered by Avsec Global Ltd, was proposed to the participants who have responsibility within the aviation sector for identifying areas in line with the EU Critical Infrastructure Programme. Delegates learned how to identify, assess and then put in place protection measures where necessary and how to document the actions taken.

The course was proposed for participants' from 5 ENPI Beneficiary country. 6 participants attended this training session.

- **Technical assistance activities**

Short Term mission for Security Assistance to Georgia

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 was carried out from 1 to 3 April 2013.

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 was trained and approved in this area which means they have acquired the qualifications and expertise to conduct and supervise in this area of aviation security without the need for outside assistance in the future.

- **Assessment and needs identification mission in Uzbekistan**

This assessment mission to The Republic of Uzbekistan was organised from 14 to 16 May 2013 to ascertain the current situation regarding aviation security and to identify areas of training and technical assistance that could be provided in the framework of TRACECA Civil Aviation II project.

From the TRACECA project the Key Expert for security attended together with representatives of the European Aviation Safety Agency although most of the work was conducted separately.

This visit was necessary because in the previous TRACECA aviation project Uzbekistan was a beneficiary country but did not actively participate and therefore the key expert needed to assess the current situation to identify where the current project could assist in areas of aviation security training and technical assistance.

It is pleasing to note that Uzbekistan is currently an active participant in TRACECA Aviation II and representatives of the Uzbekistan CAA have been attending training courses in the area of aviation security.

4.3 SUPPORT IN THE FIELD OF ATM

This subchapter relates to the achievements under Work Package 2bis (WP2bis)

At the coordinating meeting in Cologne on 4 July 2013, EASA team presented ATM work plan for ENPI and CA Beneficiary countries. ATM plan based on the analysis of needs identified during assessment missions. The meeting was twofold. It aimed at presenting analyses of identified needs in terms of training, on-site technical assistances and study tours for both groups of beneficiary countries. On the other hand it allowed defining actions, discussing a way how to move forward and sharing training and technical assistance activities between EASA-led and Egis Avia-led TRACECA aviation projects.

Participants noted progress done towards the ATM. The first assessment and needs identification session Egis Avia-led TRACECA project carried out at the occasion of project opening seminar in February 2012 in Kiev. ATM report was updated after performing on-site visits in 7 beneficiary countries in September-December 2012. Nevertheless, EASA-led TRACECA project is in inception phase regarding to ATM and assessment mission in Azerbaijan and Uzbekistan will be performed by EASA experts.

Since September 2012 EU published Commission implanting regulation (EU No 923/2012) laying down common rules of the air, implementing regulation on charging scheme (EU No 391/2013) and Commission implementing regulation on performance scheme (EU No 390/2013); ICAO has published SARPs on the safety management as new Annex 19 which will become applicable on 14th November 2013. These developments will bring new challenges and opportunities to the beneficiary countries, and will lead to the changes in their regulatory framework. 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.

As a next step it was agreed that Egis Avia team will coordinate with beneficiary countries the relevancy of determined needs and provide EASA-led TRACECA civil aviation safety project team with the feedback on minimum list of activities and priorities by end of September 2013. An updated ATM action plan will be presented jointly by EASA and Egis Avia led TRACECA project teams to the beneficiary countries for establishing synergies at the Third Steering Committee Meeting in Bishkek in October 2013.

Once approved, the ATM training plan will apply to most of remaining period of the project lifespan, more or less till the end of 2014 (T0+34). EASA and Egis Avia-led TRACECA project teams will define actions and share delivery of training and technical assistance. Most probably Egis Avia-led TRACECA project will be in charge of providing targeted technical assistance missions and capacity building on the spot. Egis Avia-led TRACECA aviation II project has available recourses in terms of 100 STE man-days to allocate to the commonly agreed on-site technical assistance ATM activities.

4.4 SUPPORT RELATED TO THE ECAA

This subchapter relates to the achievements under Work Package 3 (WP3)

- **Overall view of the achievements** (situation to date – 02 Aug2013)

Purpose	Project's activity	Indicator	Qty	Target at the end of Project	Remarks
To acquaint aviation personnel	Training	Number of participants trained in WP3 since the start of the project	77	As many as possible as long as the profiles of the participants are relevant with the subject of training	
		Number of participants trained in WP3 during the reporting 6-month period (3Feb-2Aug2013)	41		
		Number of EU regulations and directives under WP3 covered since the start of the project	9	16 (total number of EU reg. and dir. in C3A under WP3)	Training repeating an already covered topic are not included in these figures
		% of EU regulations and directives under WP3 covered since the start of the project	56%	100%	
To provide aviation personnel with improved knowledge, skills and capacities	Technical assistance	Number of EU regulations and directives under WP3 covered since the start of the project	1	6 (total number of selected regulations and directives under WP3 in the ongoing Road Maps - Georgia so far)	The target figure can be increased if further on there will be other ongoing Road Maps
		% of EU regulations and directives under WP3 covered since the start of the project	16%		

Results to be achieved	Indicator	Qty	Target at the end of Project	Remarks
Progress as regards regulatory approximation towards the EU aviation acquis for the ENPI countries	Number of EU regulations and directives under WP3 implemented so far by ENPI countries	12	As many as possible among the 16 regulations and directives reflected in C3A under WP3 in all 5 ENPI countries, i.e. 16 x 5 = 80	EU regulations and directives under WP3 already implemented are reflected in green in the status of implementation - see chapter 6.4
	% of EU regulations and directives under WP3 implemented so far by ENPI countries	15%		

- **Training activities**

During the reporting period 5 training events were provided in the domains of Market access (MAR) and of Social aspects (SOC).

Workshop on Dir.79/2000 - Working Time of Mobile Workers

This three-day workshop course in the area of Social aspects/consumer protection (SOC) was conducted in Kiev from 5 to 7 March 2013 by an ECORYS instructor.

11 representatives from the 5 ENPI direct beneficiary countries (2 per country) and from the indirect beneficiary country (Turkey) participated in this training.

The purpose of the training, in relation with Directive (EU) 79/2000 establishing common rules on working time for mobile workers, was to:

- Clarify the differences in scope and objectives between the EU legislation on aircrew occupational health and safety (working time directive) and:
  - the legislation on the organization of the working time of all workers;
  - the legislation on aircrew operational safety (EU-OPS flight time limitation rules);
- Review and understand the exact requirements of the EU Directive;
- Provide guidance on the most appropriate legislative approach to follow for ensuring the implementation of rules protecting the occupational health and safety of air crews taking also into account the feasibility of basing these rules on an agreement to be reached between the social partners at national level;
- Review with the representatives how and by which law(s) the provisions of the EU directive have been addressed in their respective country, identify the missing provisions and advise on further transposition rules compatible with all the EU directive 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):

- 9 (82%) of participants assessed the course as Excellent,
- 2 (18%) of participants assessed the course as Good.

Workshop on Dir.67/96 - Ground Handling Market Access

This three-day workshop course in the area of Market Access (MAR) was conducted in Kiev from 18 to 20 March 2013 by an Egis Avia instructor.

10 representatives from the 5 ENPI beneficiary countries and one indirect beneficiary country participated in this training.

The training materials were prepared as starting point aiming at presenting the main issues and guiding the discussions concerning:

- Detailed presentation of the provisions of EU Council Directive 96/67/EC;
- Introduction to the process of selection of providers referred to in article11 of EU Council Directive 96/67/EC:
  - Launch of a tender procedure;

- Selection criteria (Standard conditions / technical specification);
- Consultation with the airport users' committee;

- Examples and/or cases studies of the regulatory approach in a European State (Sweden) and in the industry;
- Practical exercise to prepare and monitor a tender for selecting suppliers.

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):

- 4 (40%) of participants assessed the course as Excellent,
- 5 (50%) of participants assessed the course as Good,
- 1 (10%) of participants assessed the course as Average.

Academic Course on Reg.80/2009 - Code of Conduct for Computerized Reservation Systems

This two-day workshop course in the area of Social aspects/consumer protection (SOC) was conducted in Kiev from 14 to 15 May 2013 by a French Civil Aviation Authority instructor.

5 representatives from the 3 ENPI beneficiary countries participated in this training.

The purpose of this academic course is to understand the EU Regulation on a code of conduct for computerised reservation systems with the following approach:

- To present in detail the provisions of the Regulation (EC) 80/2009;
- To provide recommendations in drafting and applying such regulation;
- To give examples and/or cases studies showing how the provisions of this regulation have been interpreted and implemented in the EU.

The training course was well received by participants. In particular, participants were keen to know more about the regulation application.

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

- 1 (20%) of participants assessed the course as Excellent,
- 4 (80%) of participants assessed the course as Good.

All the participants, especially Moldova and Georgia who signed an agreement with the EU, raised an unforeseen problem for the transposition of this regulation due to two points:

- The European Commission has a major role in implementation of the regulation: the Commission alone is in charge of investigating in case of infringements and of making a sanction decision. At no moment, national governments are involved in the procedure.
- No national CRS exists in these countries. Carriers and subscribers use international CRS, which have branches in the participants' countries. As branches of a European CRS, they already respect the European regulation.

This problem was conveyed to the EC which replied that each party (i.e. ENPI country having signed C3A) is responsible for the proper enforcement of the regulations and directives under the Annex III of the C3A.

Workshop on Reg.1008/2008 – Operation of air services and Reg.785/2004-Insurance Requirements for air carriers

This four-day workshop in the domain of Market Access (MAR) was conducted in Kiev from 10 to 13 June 2013 by an Egis Avia instructor.

Training was intended for the representatives of bodies involved in economic rulemaking and oversight of air transport (Ministry in charge and/or CAA). 11 representatives of 5 ENPI countries participated in this workshop.

Purpose of training in relation with Regulation (EC) No 1008/2008 of 24 September 2008 on common rules for the operation of air services in the Community and Regulation ((EC) No 785/2004 of 21 April 2004 on insurance requirements for air carriers and aircraft operators was to :

- Understand the EU regulations on licensing and insurance of air carriers;
- Build up professional skills to draft and enforce similar regulations (rule-makers & auditors);
- Build up professional skills to follow similar regulations (airlines).

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 (73%) of participants assessed the course as Excellent,
- 3 (27%) of participants assessed the course as Good.

Academic Course on Dir.88/2003 - Concerning certain aspects of the organisation of working time

This two-day academic course in the domain of Social aspects/consumer protection (SOC) was conducted in Kiev from 17 to 18 June 2013 by an ECORYS instructor.

The purpose of this academic course was to understand the EU Directive on working time for all workers with the following approach:

- Apprehend the importance of this EU non-aviation legislation for countries who are signatories of a Common Aviation Area Agreement with the EU, in particular the needs for its early and accurate transposition in the context of such an agreement;
- Review the EU Directive most essential provisions in detail and understand its exact *minimum* requirements taking into account the reduced time allocated for this training course;
- Understand the EU legislative context of the Directive, the role of national authorities in addressing the flexibility provided in the Directive as well as the possible involvement of social partners and collective agreements;
- Provide guidance on the interpretation and meaning of a number of provisions which have raised issues of clarification involving EU States' authorities and courts as well as the European Court of Justice, in particular in the context of the derogations and exceptions allowed by the Directive;
- Review with the representatives how and by which law(s) the provisions of the EU directive have been addressed in their respective countries, identify the differences and advise on transposition rules that may be compatible or not with the EU directive provisions.

The scope of the directive concerned is considered as a "non aviation-specific" and extended beyond the competences of Civil Aviation Authorities or Ministries of Transport. Therefore it has been

decided to invite delegates from the Ministries of Health Protection or Justice. 4 participants from 4 ENPI beneficiary countries participated in this training.

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):

- 3 (75%) of participants assessed the course as Excellent,
- 1 (25%) 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. A. 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 2013 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 this same date, 17 January 2013, 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. Further actions regarding the Road Map implementation depend on feed-back provided by DG MOVE.

Further exchanges with Mr. A. Gachechiladze in Kiev on 18-20 March 2013, during the workshop on Ground Handling, raised the need to amend the previous issue /versions and release a second issue of the Road Map. On 11 June 2013, during the workshop on operating licenses and insurance requirements held in Kiev, Mr. A. Gachechiladze expressed the need to slightly revise the Road Map by postponing activities related to these topics.. Representatives of Georgian Ministry of Finances are indeed expected to participate in the technical assistance activities on operating licenses and insurance requirements and therefore Mr. A. Gachechiladze need extra time to coordinate their participation. Outcomes of this workshop also led to revision of technical assistance activities to be conducted.

The current applicable issue of the Road Map – which is the 3rd issue – was approved by GCAA on 27 June 2013. No technical assistance has been performed during the covered period.

4.5 AWARENESS, COMMUNICATION & VISIBILITY PROGRAMME

This subchapter relates to the achievements under Work Package 4 (WP4)

- **Communication - Newsletter**

Newsletter n° 2 was issued in March on the eve of the 2nd Steering Committee and distributed in English and Russian versions.

- **Website**

The site is now updated according to the new structure and constantly kept updated on a monthly basis. Links are established to relevant additional documents.

5 ACHIEVEMENTS PLANNED FOR THE NEXT PERIOD

5.1 PROJECT MANAGEMENT, COORDINATION AND REPORTING

This subchapter relates to the achievements planned under Work Package 0 (WP0)

- **Steering Committee meetings**

Next Steering Committee meeting is scheduled jointly with EASA-led TRACECA Civil Aviation Safety project in Bishkek on the 16 and 17 October 2013 . 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.

- **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 aviation project in Moldova regarding all training and technical assistance involving this country which is common to both projects.

- **Reporting**

Progress Report N°3 will be issued in its English and Russian versions once approved by the EU Project Manager.

Progress Report N°4 will be prepared and submitted at the end of the reference period in its English Draft version.

5.2 SUPPORT IN THE FIELD OF SECURITY

This subchapter relates to the achievements planned under Work Package 2 (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 September 2013

A 4 day Cargo Security workshop is scheduled in Tbilisi from 23-26 September 2013.

This seminar will deal with the implications of Commission Regulation (EU) No 1082/2012 of 9/11/2012 amending regulation (EU) No 185/2010 that requires all operators to EU destinations to have certain procedures in place by July 2014, this directive does not only apply to ENPI countries but to any operator carrying cargo to an EU destination and is mandatory.

The seminar will not only deal with the regulatory requirements of the EU regulation but also explain the screening options available to achieve compliance and the screening methods which are no longer acceptable such as barometric chambers and secure hold.

At the conclusion delegates will be able to implement National Regulations which are EU compliant.

The course is proposed for 1 participant per Beneficiary country, i.e. a target attendance of 9 persons from 9 direct Beneficiary countries.

Course planned in November 2013

A 5 day WS on Reg. 300/2008 – Common Rules in the Field of Civil Aviation Security and Reg. 272/2009 - Suppl. Common Rules of Civil Aviation Security scheduled on 25-29 November 2013 in Tbilisi. The training will also deal with detailed measures of implementation in Reg185/2010.

This training, to be delivered by Avsec Global Ltd, is intended for CAA managers of ENPI countries who are responsible for implementing EU requirements and regulations into their own National Aviation Security Programme.

The course is proposed for 1 participant per Beneficiary country, i.e. a target attendance of 5persons from the 5 ENPI direct Beneficiary countries.

Course planned in December 2013

This course, to be delivered by Avsec Global Ltd, deals with the procedure for identifying key points, including ATM facilities that are on and off airport site, what criteria is used to designate a high risk facility, what action needs to be taken in terms of protection and reporting and how to incorporate this into The National Civil Aviation Security Programme

The course is proposed for 1 participant per direct Beneficiary country, i.e. a target attendance of 9 persons from 9 direct Beneficiary countries.

- **Technical assistance activities**

In January 2014 part one of a two-part technical assistance mission will take place in Yerevan, Armenia.

This resulted from a request made by the Armenian CAA for assistance in setting up of a National Aviation Security Training Academy.

The initial visit is to assess the current situation, examine Armenian legislation as it relates to legal constraints, ascertain areas that will be the subject of future training and , if necessary, draft a proposal to amend The National Civil Aviation Programme to authorise the use of CBT(computer based training) if the Armenian CAA wish to use this method of training and approval.

It will also identify what areas of security training will need to be dealt with, how the training will be approved and certified and how a list of equipment that will be needed before training commences will be drawn up.

5.3 SUPPORT IN THE FIELD OF ATM

This subchapter relates to the achievements planned under Work Package 2bis (WP2bis)

As a next step it was agreed that Egis Avia team will verify with the beneficiary countries the relevance of determined needs and provide the EASA-led TRACECA civil aviation safety project team with the feedback on a minimum list of activities and priorities by the end of September 2013. An updated ATM action plan will be presented jointly by the EASA and Egis Avia led TRACECA project teams to the beneficiary countries for establishing synergies at the third Steering Committee Meeting in Bishkek in October 2013.

When approved, the ATM training plan will be applicable to the most of the remaining period of the project lifespan, more or less till the end of 2014 (T0+34). The EASA and Egis Avia-led TRACECA project teams will define actions and share delivery of training and technical assistance. Most probably the Egis Avia-led TRACECA project will be in charge of providing targeted technical assistance missions and capacity building on the spot. The Egis Avia-led TRACECA aviation II project has available resources of around 100 STE man-days to allocate to the commonly agreed on-site technical assistance ATM activities.

5.4 SUPPORT RELATED TO THE ECAA

This subchapter relates to the achievements planned under Work Package 3 (WP3)

- **Training activities**

The ENPI training plan has been amended 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 of the place where to hold the training activities.

Once approved by the EU Delegation, the training plan will be applicable to the 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 – as it has been so far every 6 month - should additional training needs in MAR, ENV and SOC domains for ENPI countries arise.

The planned WP3 for the next 6-month period are displayed in the table below.

DATES		TD	TRAINING COMPONENT	FORMAT	DURATION	PLACE
SEP	.23-24	MAR	Airport charges	AC	2 Days	Kiev
	.25-26	MAR	Airport slot allocation	AC	2 Days	Kiev
OCT						
NOV	.06-08	ENV	Noise mapping/modelling & management	WS	3 Days	Tbilisi
DEC						
JAN						

The first two training events in the table above to be conducted in September are confirmed. Letters of invitation have been sent to the beneficiary countries to nominate the participants.

- **Road Map and technical assistance activities**

Georgia

According to the 3rd issue of the Road Map approved by GCAA on 27 June 2013, the technical assistance activities planned to be conducted onsite in Tbilisi during the next 6-month period are as follows.

TOPIC	TECHNICAL ASSISTANCE SCOPE	ONSITE DATES
• Reg.1008/2008 - Operation of air services (licensing) • Reg.785/2004 – Insurance requirements for air carriers	• Define and explain the procedures and checklists to make applicable the draft under preparation. • Provide advices and training sessions to support and to enhance: - The implementation of the provisions; - The best practices to apply the provisions once effective.	11-14 Nov.2013
• Dir.67/96 - Ground handling market access	• Review each provision of the draft or document prepared by GCAA and assess its compliance with Dir.67/96. • Amend if necessary the provisions (in the draft) or choices (in the document) that need to be re-formulate in order to be compliant. • Define and explain the procedures, if the case arises, to make applicable the provisions of the draft prepared or the choices of the document. • Provide advices to support and to enhance: - The implementation of the provisions - The best practices to apply the provisions once effective	02-04 Dec.2013
• Dir.79/2000 - Working time of mobile workers in civil aviation	• Review each provision of the draft or document prepared by GCAA and assess its compliance with Dir.79/2000. • Amend if necessary the provisions (in the draft) or choices (in the document) that need to be re-formulate in order to be compliant. • Define and explain the procedures, if the case arises, to make applicable the provisions of the draft prepared or the choices of the document. • Provide advices to support and to enhance: - The implementation of the provisions; - The best practices to apply the provisions once effective.	Dec.2013 – Dates TBD

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.

A meeting could be set up with the newly-nominated project team and the EU Delegation in Moldova to determine and coordinate the activities to be conducted in Moldova by each project.

Ukraine

If a Common Aviation Area Agreement is reached during this next reporting period with the European Commission, a Road Map will be prepared by the project to identify the technical assistance to be carried out.

5.5 AWARENESS, COMMUNICATION & VISIBILITY PROGRAMME

This subchapter relates to the achievements planned under Work Package 4 (WP4)

Communication - Newsletter

Newsletter n° 3 will be issued in October in the wake of the 3rd Steering Committee and distributed in English and Russian versions. It will encompass the upcoming training and technical assistance activities as agreed at the occasion of the 3rd Steering Committee.

- **Website**

The website will continue to be regularly updated.

6 DEVIATIONS, OUTPUTS AND STATISTICS

See the next pages of this tabular section which displays the progress achieved so far in the shape of outputs, deviations and statistics relating to the performed activities.

6.1 DEVIATIONS FROM PLANNED ACTIVITIES IN PREVIOUS PERIOD

#	Period forecast as indicated in PR2 Summary of project activities planned during the next reporting period (03/02/2013 to 02/08/2013)	Period achieved as shown in PR3 Summary of project progress during the reporting period (03/02/2013 to 02/08/2013)	Status of deviation	Comments
WP2 - Support in Aviation Security				
1	Conduct 6 wokshops as defined in the training plan for WP2	4 out of the 6 workshops have been eventually conducted	Pending	Rescheduled: Security workshop on ATM facilities and Key Points is planned to be carried out during the next reference period.
			Withdrawn	Inspector / Auditor for aviation security course is cancelled. It will be replaced by a five-day WS on Reg. 300/2008 – Common Rules in the Field of Civil Aviation Security and Reg. 272/2009 - Suppl. Common Rules of Civil Aviation Security scheduled during next reporting period.
WP2bis -Support in the field of ATM				
2	ATM assessment and needs identification mission to Uzbekistan planned in April; Mission to Azerbaijan planned in June;	ATM assessment and needs identification mission have not been conducted	Withdrawn	ATM assessment reports will be based on the data collected at the occasion of Opening Seminar held on 14-16 February 2012 in Kiev.

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° 3 (D0.1/3)	T0+18	03.08.2013	Submitted – English version
WP2 –Support in the field of Aviation Security			
Training/Technical Assistance materials and reports	Event dates + 2 weeks	Before 03.08.2013	Material and reports issued
WP2bis – Support in the field of ATM/ANS			
Assessment/ Assistance materials and reports	Event dates + 2 weeks	Before 03.08.2013	Reports transmited to EASA
WP3 –Support related to ECAA			
Revised Roadmap for Georgia -2nd Issue (D3.3)	n/a	04.04.2013	Submitted to / approved by GCAA
Revised Roadmap for Georgia - 3rd Issue (D3.3)	n/a	27.06.2013	Submitted to / approved by GCAA
Revised Training plan for CAA - 3rd Issue (D3.2)	n/a	03.08.2013	Submitted as annex of D0.1/3
Training/Technical Assistance materials and reports	Event dates + 2 weeks	Before 03.08.2013	Material and reports issued
WP4 - Visibility, awareness and communication programme			
Updated Website (D4.1)	n/a	n/a	
Newsletter N°2 (D4.2)	T0+12/13	11.04.2013	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) • Road Maps planned to be prepared for ENPI countries signing C3A	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), 12 have been prepared and/or implemented, 9 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)	• 15 training/workshops delivered (6 SOC, 7 SEC, 2 MAR) • 3 tecnical assistance delivered (2 SEC, 1 ENV)	Work Plan for Security (WP2), Training Plan (WP3), Road Map for Georgia
		Number of beneficiaries' representatives involved in the implementing activities	• 191 representatives having attended so far the training activities	Training reports, Interim Progress Report 3
		Number of website visits	• 702 visits • 493 unique visitors • 3044 pages viewed	Google Analytics - Counter 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 flights	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 of the 2nd Interim period (02Feb2013)						**21**	**12**	**10**	**19**	**12**	**14**	**8**	**6**	**5**	**2**	**5**	**0**	**0**	**93**
2	SEC	National Screener Certification Programme	WS	Tbilisi	18Feb-22Feb2013	5	2	2	3	2	3	2	2	2	1	1	0	0	20
3	SOC	Working Time - Mobile Workers	WS	Kiev	05Mar-07Mar2013	3	2	2	2	2	1	0	0	0	0	2	0	0	11
3	MAR	Ground Handling market access	WS	Kiev	18Mar-20Mar2013	3	2	1	2	2	1	0	0	0	0	2	0	0	10
2	SEC	National Aviation Crisis management programme	WS	Tbilisi	25Mar-29Mar2013	5	2	2	3	2	6	1	2	1	0	1	0	0	20
2	SEC	National Aviation Security Quality Control Programme	WS	Kiev	22Apr-26Apr2013	5	2	0	1	1	2	1	2	0	0	2	0	0	11
3	SOC	Code of conduct of computerized reservation systems	AC	Kiev	14May-15May2013	2	0	0	2	2	1	0	0	0	0	0	0	0	5
2	SEC	Critical National Infrastructure Programme in Aviation	WS	Tbilisi	27Apr-31May2013	5	1	1	2	1	1	0	0	0	0	0	0	0	6
3	MAR	Licensing & Insurance requirements	WS	Kiev	10-13 June 2013	4	2	2	3	2	2	0	0	0	0	0	0	0	11
3	SOC	Working time	AC	Kiev	17-18 June 2013	2	0	1	1	1	1	0	0	0	0	0	0	0	4
Total of the 3rd Interim period (02Aug2013)						**34**	**13**	**11**	**19**	**15**	**18**	**4**	**6**	**3**	**1**	**8**	**0**	**0**	**98**
OVERALL TOTAL so far (02Aug2013)						**55**	**25**	**21**	**38**	**27**	**32**	**12**	**12**	**8**	**3**	**13**	**0**	**0**	**191**

6.6 WEBSITE STATISTICS

WEBSITE AUDIENCE OVERVIEW

At end of interim period:	3rd	4th	5th	6th	
Exact date of record:	31.07.13				
Number of visits:	702				Total number of visits to the site.
Unique visitors:	493				Unique Visitors is the number of unduplicated (counted only once) visitors
% of new visitors:	70.23				% of visitors coming for first time.
Pageviews:	3044				Pageviews is the total of pages viewed. Repeated views per page are counted.
Pages / visit:	4.34				Pages/visit is the average number of pages viewed during a visit.
Average visit duration:	3m18s				The average time duration of a session.
Bounce rate in %:	49.15				Bounce Rate is the % of single-page visits (i.e. site left from the entrance page).

TOP 12 COUNTRIES IN NUMBER OF VISITS

End of interim period:	3rd	4th	5th	6th	Bounce
Exact date of record:	31.07.13				rate in %
Ukraine	240				42.08
Russia	62				75.81
Georgia	60				35.00
Moldova	40				30.00
Germany	35				57.14
Armenia	26				38.46
United States	23				95.65
Kazakhstan	19				63.16
Belgium	17				23.53
Turkey	15				26.67
Azerbaijan	12				41.67
Uzbekistan	12				58.33

7 ANNEX

7.1 SCHEDULE OF PROJECT'S ACTIVITIES FOR THE UPCOMING PERIOD

TRACECA II PROGRAMME SCHEDULE (August 2013 - January 2014)

	WP0: Project Management, Coordination and Reporting	WP2: Support in Aviation Security	WP2bis: Support in ATM	WP 3: Support related to ECAA	WP4: Communication & Visibility
.Aug 13	D0.3- Interim Report №3 (3/08)				
.Sep 13		23-26/09 - WS on EU Reg. 1082/2012 Cargo Security procedures in Georgia [Tbilisi]		23-24/09 - AC on EU Dir.12/2009 - Airport charges in Kiev [Ukraine]	
				25-26/09 - AC on EU Reg.95/93 - Airport slot allocation in Kiev [Ukraine]	
.Oct 13	Steering Committee Meeting 3 - 16-17/10 Bishkek				News letter 3
.Nov 13				06-08/11 -WS on EU Dir.30/2002-Noise op.restrict.+ EU Dir.49/2002-As.&mngmnt env.noise in Georgia [Tbilisi]	
		25-29 /11 - WS regaring EU Reg. 300/2008 on common rules in the field of civil aviation security in Georgia [Tbilisi]		11-14/11 - TA regarding EU Reg.1008/2008-Op.air services + Reg.785/2004-Ins. Req.for air carriers in Georgia [Tbilisi]	
.Dec 13		DD-DD/12 - WS on ATM and Key points in Georgia [Tbilisi]		02-04/12 - TA regarding to Dir.67/96 - Ground handing market access in Georgia [Tbilisi]	
.Jan 14		DD-DD/01 - TA in setting up of a National Aviation Security Training Center in Yerevan [Arnenia]			
.Feb 14	D0.4- Interim Report №4 (3/02)				