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For ENPI East & Central Asia Countries

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EU TRACECA CIVIL AVIATION II

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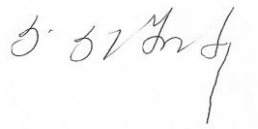
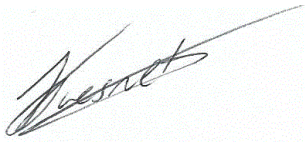
Kakhi Kvatashidze kakhi.kvatashidze@gmail.com	31/01/2014	
Jorg Guesnet jguesnet@yahoo.fr	31/01/2014	
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ACRONYMS

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 4th Interim Report achieved according to the Terms of Reference (chap. 7.1) and the General conditions of the Contract (Art.26).

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

It covers the period from 3rd August 2013 (T0+18) to 2nd January 2014 (T0+24). The previous period from 3rd January 2013 (T0+12) to 2nd August 2013 (T0+18) has been covered in the 3rd 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 part highlight in the beneficiary countries the policy and programme developments which have an impact on the Project.

The Heads of State or Government and the representatives of the Republic of Armenia, the Republic of Azerbaijan, the Republic of Belarus, Georgia, the Republic of Moldova and Ukraine, the representatives of the European Union and the Heads of State or Government and representatives of its Member States have met in Vilnius on 28-29 November 2013. The President of the European Parliament and representatives of the Committee of the Regions, the European Economic and Social Committee, the European Investment Bank (EIB) and the European Bank for Reconstruction and Development (EBRD) the Conference of Regional and Local Authorities of the Eastern Partnership (CORLEAP) and the Euronest Parliamentary Assembly were also present at the Summit.

The EU's association agreements with ***Georgia*** and ***Moldova*** were initialed and other important cooperation agreements between the European Union and Eastern Partnership countries were signed at the Vilnius Summit. Newly elected Georgian President Giorgi Margvelashvili said earlier that his country hoped to sign its EU Association Agreement by September 2014. Moldova is hoping to have AA signed in spring 2014.

On 1 January 2014, ***Georgia*** became EUROCONTROL's 40th Member State. The memorandum was signed in Brussels on 3 December. Georgian delegation was hosted by general director of EUROCONTROL, Frank Brenner. The ceremony was attended by Mrs. Natia Mikeladze Deputy Minister of Economy of Georgia, Mr. Gocha Mezvrishvili, The Director of Sakaeronavigacia LTD, The Directors of Georgian Civil Aviation Agency Mr. Guram Jalaghonia and other officials.

The European Union and ***Ukraine*** have initialled a comprehensive air services agreement at the margins of the Eastern Partnership Summit in Vilnius on 28 November 2013. This agreement opens the way towards a "Common Aviation Area" between the EU and Ukraine, based on common and reliable standards in important areas such as aviation safety and air traffic management. It will foster market access and offer new opportunities for consumers and airlines on both sides.

Vilnius Summit participants welcomed the launching of negotiations of a Common Aviation Area Agreement with ***Azerbaijan.*** They looked forward to the next steps in the aviation negotiations with the country concerned.

Summit participants also take note of the readiness of ***Armenia*** to start negotiations on a Common Aviation Area Agreement.

4 ACHIEVEMENTS DURING THE REPORTING PERIOD

It turns out that in this fourth reporting period, there is no significant deviation from the planned activities in the previous period. The only slight deviations are on the one hand a technical assistance mission which has been postponed due to expert unavailability at the initial dates, and on the other hand a second session of a planned training which has been withdrawn as it doesn't match adequately current expectations of the beneficiaries (see table in subchapter 6.1 and the introductory chapter of the revised ENPI Training plan – 4th Issue - for more details).

4.1 PROJECT MANAGEMENT, COORDINATION AND REPORTING

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

- **Steering Committee meeting**

The 3rd Steering Committee of the EU TRACECA Civil Aviation II / Egis project was held jointly with EASA – led TRACECA Civil Aviation Safety Project in Bishkek, Kyrgyzstan, on 17 October 2013.

Over 25 participants took part in the event. The meeting was indeed attended by 14 representatives of 8 beneficiary states and by observers from EC and invited guests from EASA.

It was concluded that steering committee:

- Noted the progress made towards the implementation of the "EU TRACECA Civil Aviation II Project" since the project starts;
- Satisfied with the activities completed within the reporting period which is instrumental in assisting the ENPI countries in developing and enhancing the implementation of a European Common Aviation Area;
- Welcomed the action plan for the next reporting period and emphasised the importance of an active participation of the 9 Aviation Authorities and of the 9 National Focal Points of the Project for the successful implementation of its objectives;
- Proposed to convene next steering committee meeting jointly with EASA-Led TRACECA Aviation Safety Project.

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

- **Coordination**

  - Coordination and information sharing meeting jointly with EASA took place in Cologne office on the 1st October 2013.
  - Contact with the IDEA 2 project is established. Being a kind of umbrella project for all EU funded TRACECA projects, IDEA 2 has now to open sub-domains (websites) for technical assistance projects financed by the EU in the framework of TRACECA to give them the opportunity to ensure visibility and communication according to the EU rules.
  - Regular informal contacts with all the project partners (Beneficiary countries, twinning projects) are sustained.

- **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 3rd 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. Versions in English and Russian were issued, distributed and posted on the website.

4.2 SUPPORT IN THE FIELD OF SECURITY

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

- **Training activities**

The following training courses in security domain were delivered in the 6 months period according to the Training Plan issued.

Course delivered in September 2013

A 4 day Cargo Security workshop was delivered in Tbilisi from 23-26 September 2013.

This seminar dealt 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 dealt with the regulatory requirements of the EU regulation and explained the screening options available to achieve compliance and the screening methods which are no longer acceptable such as barometric chambers and secure hold.

The course was proposed for 1 participant per Beneficiary country, i.e. a target attendance of 9 persons from 9 direct Beneficiary countries. This workshop enabled to acquaint aviation security personnel with the requirements of the European regulation.

Course Delivered in November 2013

A 5 day workshop 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 dealt with detailed measures of implementation in Reg185/2010.

This training is intended for CAA managers of ENPI countries who are responsible for implementing EU requirements and regulations into their own National Aviation Security Programme.

This workshop enabled to acquaint aviation security personnel with the requirements of the European regulation

This course marked the conclusion of the security training activities in WP2.

Course Delivered in January2014

A 5 day workshop, delivered in Tbilisi from 27 to 31 January 2014, dealt with the procedure for identifying key points, including ATM facilities that are on and off airport site, what criteria are 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.

This training has allowed delegates to strengthen their understanding in the area of aviation security and make them better placed to comply with European standards.

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

4.3 SUPPORT IN THE FIELD OF ATM

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

Coordinating meeting convened in Cologne enabled Egis Avia and EASA to simplify and clarify a border line between ATM activities for ENPI and CA country groups.

The following approach was adopted:

1. EASA-led project will be responsible for ATM activities in the ENPI states and that Egis Avia-led project will do so for Central Asia states to the extent possible.
2. Both EASA, for ENPI, and Egis Avia, for Central Asia, will work on an activity plan that could be presented to the beneficiaries.

In addition, Egis Avia-led project makes available its resources in terms of 60 man-days for the benefit of EASA's ATM activity plan for ENPI beneficiary country group. No incidental budget for beneficiaries' attendance would be covered.

Adopted approach was reaffirmed at the Steering committee session held jointly with EASA led TRACECA Civil Aviation Project on 16-17 October 2103 in Bishkek.

Following- up the Steering committee meeting an ATM action plan for CA beneficiary country group was elaborated. ATM action plan is a living document and will be updated in accordance with comments made by the participants of the Steering Committee Meeting.

Once approved by the EU Delegation, the work plan will apply to most of the remaining period of the project lifespan, more or less till the end of 2014 (T0+34).

The current applicable issue of the ATM Work Plan for CA beneficiary country group – which is the 1st issue – was coordinated with all the beneficiary countries concerned in November 2013.

- **Technical assistance activities**

On the Job Training of National ATM Inspectors

This five-day hands-on training for Kyrgyz CAA Inspectors in ATM field was conducted in Bishkek from 9 to 13 December 2013.

The purpose of the on-the-job training was to provide ATM/ANS auditor / inspectors with knowledge, skills and attitudes necessary to carry out audit / inspection for effective and efficient ATM safety oversight duties.

After completing the OJT course, participants have acquired knowledge and practical experience of contemporary techniques appropriate for auditing/inspecting ATM service providers. The trainees improved ability to:

- Conduct ANS/ATM audit / inspection according to the procedures and checklist provided in the handbook;
- Write audit / inspection report;
- Enforce ATM standards and procedures;
- Evaluate and certify candidates for licensing as air traffic controllers;
- Manage documents.

4.4 SUPPORT RELATED TO THE C3A

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

- **Overall view of the achievements** (situation to date – 02 Feb2014)

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	89	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 (3Aug2013-2Feb2014)	12		
		Number of EU regulations and directives under WP3 covered since the start of the project	12	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	75%	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	3	6 (total number of selected regulations and directives under WP3 in the ongoing Road Maps - Georgia so far)	The target figure will be increased with technical assistance of the Road Map for Ukraine to be approved
		% of EU regulations and directives under WP3 covered since the start of the project	50%		

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 drafted and/or implemented so far by ENPI countries	17	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 drafted and/or implemented are reflected in green in the status of implementation - see chapter 6.4
	% of EU regulations and directives under WP3 drafted and/or implemented so far by ENPI countries	21%		

- **Training activities**

During the reporting period 3 training events were provided in the domains of Market access (MAR) and of Environment (ENV).

Academic Course on Dir.2000/12 – Airport Charges

This two-day academic course in the area of market access (MAR) was conducted in Kiev from 23 to 24 September 2013.

3 representatives from 3 ENPI direct beneficiary countries participated in this training.

The purpose of the training, in relation with Directive 2009/12/EC on airport charges, was to:

- Understand the EU directive on airport charges

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):

- 1 (33%) participant assessed the course as Excellent,
- 2 (67%) participants assessed the course as Good.

Academic Course on Reg.95/93 – Common rules for the allocation of airport slots

This two-day academic course in the area of market access (MAR) was conducted in Kiev from 25 to 26 September 2013.

2 representatives from 2 ENPI beneficiary countries participated in this training.

The purpose of the training, in relation with Council Regulation (EEC) 95/93 on Common rules for the allocation of airport slots, was to:

- Understand the EU regulation on airport slots

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):

- 2 (100%) participants assessed the course as Excellent.

Workshop on Dir.2002/30 – Noise-related operating restrictions at airports / and on Dir.2002/49 – Assessment and management of environmental noise

This three-day workshop course in the area of Environment (ENV) was conducted in Tbilisi from 6 to 8 November 2013.

7 representatives from 4 ENPI beneficiary countries and 1 indirect beneficiary country participated in this training.

The purpose of this workshop was to:

- Gain a detailed understanding of the Directives and how they have been interpreted by EU Member States;
- Understand the key relationships that need to be established if noise is to be successfully managed at an airport;
- Gain an overview understanding on how noise at an airport is mapped and modelled;
- Learn about noise management measures specifically related to the balanced approach;
- Establish a Delivery Plan for progressing towards achievement of the *EU acquis*.

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

- 6 (86%) of participants assessed the course as Excellent,
- 1 (14%) of participants assessed the course as Good.

- **Road Map and technical assistance activities**

Georgia

Regarding the **Road Map**, a fourth issue has been prepared by the Project and then approved by GCAA on the 6th January 2014. This new issue takes into account modifications regarding the schedule of the activities which otherwise remain unchanged (neither insertion nor withdrawal of activities).

Regarding the **technical assistance activities**, the following ones have been performed during this 4th interim period.

- ***Operating licence – Reg.1008/2008 (Chapter II) & Insurance requirements – Reg.785/2004***

The first mission has been performed in Tbilisi at GCAA headquarters on 11-15 November 2013 by a STE from Egis Avia.

The objectives were to:

- Support GCAA counterpart(s) to understand how to apply the provisions;
- Draft procedures and checklists adjusted to the Georgian context in the shape of a handbook;
- Provide training sessions based on questions / issues raised by GCAA.

The action scope was to:

- Define and explain the procedures and checklists to make applicable the draft under preparation;
- Provide advice and training sessions to support and to enhance the implementation of the provisions and the best practices to apply the provisions once effective.

According to the action list implementation of the EU Regulation 1008/2008 – Chapter II Operating licence - prepared during the mission, several components of the Georgian legal framework needed to be assessed by 31 December 2013 in order to ensure the proper

implementation of the draft legislation on operating licence. These components were the Constitution, the General Licensing Law (which scope goes beyond the aviation field and encompasses the economic activities needing a licence), the Air Code and the Instruction regulating the GCAA responsibility for oversight. The Constitution had indeed to be assessed as it includes a provision stating the right to everyone to establish business activities in Georgia whereas the EU Regulation refers to nationality criteria of the owners for such undertakings.

It turns out that, once the assessment achieved by GCAA, only the Air Code needs to be amended. It was nevertheless deemed doubtful by the Project that a consultation process with the industry could be launched at the beginning of 2014 (as reflected in the current version of the Road Map) with these current legal grounds. It was suggested rather to first ensure the proper implementation of the EU Regulation 1008/2008 in the Georgian legal framework (the Air Code), and then make the arrangements for a consultation process with the industry.

Nevertheless, according to GCAA, thanks to the support of the Georgian Ministry of Economy and Sustainable Development, it is expected that the necessary amendments in the Georgian legal framework to implement the EU Regulation 1008/2008 Chapter II can be performed in parallel with the consultation process with industry. GCAA therefore plans to stick to the planning as reflected in the current version of the Road Map and start the consultation process with industry in February 2014.

Based on this planning, it would be relevant to organise a second technical assistance at the end of the consultation process with industry, in late spring or early summer 2014, once feed-back from the airlines, including the questions and issues raised by them, has been collected.

The GCAA is determined to implement the EU Regulation 1008/2008 on licensing of air carriers successfully. The staff is very committed to the task but the successful implementation does not depend only on GCAA. Effective support in due time from the Georgian Ministry of Economy and Sustainable Development is necessary to overcome the potential legal conflicts.

Besides, the implementation implies also many challenges – economic regulation of aviation is a new domain for the GCAA – therefore support should be provided. The short-term expert has committed himself to be available for the staff of the GCAA to support them in the time between the missions to ensure that the work is moving forward and to answer questions regarding the difficulties of the regulation.

- ***Working time of mobile workers in civil aviation – Dir.2000/79***

The mission has been performed in Tbilisi at GCAA headquarters on 9-11 December 2013.

The objectives were to:

- Make sure that either the draft prepared by GCAA (if option has been to translated it into English) or the document prepared in English by GCAA reflecting the choices made according to the possible options with explanation of these choice, are compliant with Dir.2000/79;
- Support GCAA counterpart(s) to understand how to apply the provisions.

The action scope was to:

- Review each provision of the draft or document prepared by GCAA and assess its compliance with Dir.2000/79;
- Amend if necessary the provisions (in the draft) or choices (in the document) that need to be re-formulated 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 advice and training sessions to support and to enhance the implementation of the provisions and the best practices to apply the provisions once effective.

In the Georgian legal and regulatory context, general rules for working time and the related health and safety protection of workers at work are mostly laid down in the Labour Code of May 25, 2006, as last amended in June 2013. Cases for mandatory periodical health assessments of the worker at the cost of the employer are prescribed in an Order nº 215/N of 11 July 2007. It would appear that in Georgia, specific health and safety protective measures at work are only ruled for workers engaged in hazardous occupational activities. However, "*the list of hard, harmful and hazardous works, labour safety regulations, including the list of cases and procedure for the employee's mandatory periodic medical inspection at the expense of the employer"* still needs to be enacted by law.

There is, therefore, no distinct specific legislation transposing as such Directive 2003/88/EC into the Georgian legal order. As a review of the Labour Code with regard to the transposition of Directive 2003/88/EC is not within the tasks of this technical assistance, only findings limited to issues raised with the transposition of Directive 2000/79/EC in connection with Directive 2003/88/EC have been taken into consideration.

These findings are as follows:

- The Order transposing Directive 2000/79/EC makes several references to the Labour Code which is expected to be consistent and in conformity with all the provisions of Directive 2003/88/EC;

- Directive 2003/88/EC has however not been fully transposed in the Labour Code as amended, in particular the provisions applicable to all workers - including aircrew -, on health assessments and transfer of night workers to day work as well as appropriate protection and prevention services or facilities at the work place;

- The Labour Code also appears to be in conflict with some provisions of Directive 2003/88/EC namely the maximum weekly working time of 48 hours and possibly the requirement for working 11 months for an employer before having an entitlement to a paid leave;

- The Georgian legislation includes no definition of working time apparently left to the employer, while specific definitions are included in Directives 2000/79/EC and 2003/88/EC and need to be transposed in the Labour Code.

The lack of full transposition of, and conformity with, all the provisions of Directive 2003/88/EC in the Labour Code has, therefore, implications preventing an accurate, consistent and complete transposition of Directive 2000/79/EC by the GCAA.

Notwithstanding the above mentioned issues, the review of the GCAA draft "Order" has shown that some further transposition improvements are needed although all the provisions of Directive 2000/79/EC have been included therein.

Besides, according to GCAA, there is a way out of this situation as it is written in the Labour Code that if there is a specific law for a specific sector, then the Labour Code may not apply. Consequently, GCAA plans to draft specific requirements which are different from the Labour Code and thus provide the possibility to fully transpose directive 2000/79/EC.

Another technical assistance on ***Ground handling access market – Dir.96/67*** was planned on 2-5 December in Tbilisi at GCAA headquarters but had to be postponed on 1-4 April 2014.

Ukraine

A mission to prepare the **Road Map** for Ukraine was held in Kiev at the SAAU headquarters on 21-22 January 2014.

This Road Map is going to be based on the initialled Common Aviation Area agreement dated 28 November 2013. Out of the 9 EU regulations and directives indicated in the first transitional period of the C3A, which is the starting point to define the scope of activities, 5 have been agreed with SAAU to be subject of technical assistance (highlighted in green in the table below which lists the full scope of EU acquis of the C3A that relates to WP3, and which also indicates the ones being part of the first transitional period).

AREA/Topic	EU Legal Reference	Applicable Scope	1st Period C3A
MARKET ACCESS AND ANCILLARY ISSUES			
Operation of air services	Reg.1008/2008	Chapter II ***substancially eqv***	x
		Chapter IV	x
Airport slot allocation	Reg.95/93 (as amd.)	Art. 1 to 12, 14 & 14a(2)	x
Ground handling market access	Dir.96/67	Art. 1 to 25 & Annex	x
Insurance requirements for air carriers	Reg.785/2004	Art. 1 to 8 & 10(2)	x
Airport charges	Dir.2009/12	All ex. Art. 12(1), 13 & 14	x
ENVIRONMENT			
Taxation of energy products and electricity	Dir.2003/96	Art. 14(1)(b)&(2)	
Operation of aeroplanes - Chapter 3	Dir.2006/93	Art. 1 to 5	
Noise-related operating restrictions	Dir.2002/30	Art. 1 to 15, Annexes I & II	
Assessment and management of environmental noise	Dir.2002/49	Art. 1 to 16, Annexes I to VI	
SOCIAL ASPECTS			
Improvements in safety & health of workers at work	Dir.1989/391	Art. 1 to 16, 18 to 19	
Working time of mobile workers in civil aviation	Dir.2000/79	Art. 2 to 3, Annex	x
Working time	Dir.2003/88	Art. 1 to 19, 21 to 24, 26 to29	
CONSUMER PROTECTION			
Package travel/holiday/tour	Dir.90/314	Art. 1 to 10	
Unfair terms in consumer contracts	Dir.93/13	Art. 1 to 10 & Annex	
Processing of personal data	Dir.95/46	Art. 1 to 34	
Air carrier liability in the event of accidents	Reg.2027/97 (as amd.)	Art. 1 to 8	x
Denied boarding, cancellation or long delay of flights	Reg.261/2004	Art. 1 to 17	x
Rights of disabled/reduced mobility persons	Reg.1107/2006	Art. 1 to 16, Annexes I & II	
COMPUTER RESERVATION SYSTEMS			
Code of conduct for computerised reservation systems	Reg.80/2009	Art. 1 to 19 & Annexes	x
OTHER LEGISLATION			
Statistical returns - Passengers, freight, mail by air	Reg.437/2003 (as amd.)	Art. 1 to 11, Annexes I & II	
Implem.Statistical returns -Passengers,freight,mail by ai	Reg.1358/2003 (as amd.)	Art. 1 to 4, Annexes I to III	

The proposed draft version V1 Road Map has been sent to SAAU to get their feed-back and adjust the contents of the document accordingly. Then, it will be sent to the EU Delegation for approval. First actions in this Road Map are expected to start already in mid-March 2014.

4.5 AWARENESS, COMMUNICATION & VISIBILITY PROGRAMME

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

- **Communication - Newsletter**

Newsletter n° 3 was issued in September 2013 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.

TRACECA Civil Aviation Project was contacted by TRACECA IDEA 2 Project which works on the improvement of this existing TRACECA website as another step to improve visibility and ensure highest possible communication effects for the TA projects as well as for their beneficiary countries.

The website belongs to the IGC TRACECA and was developed by predecessor TRACECA project IDEA 1 together with the Permanent Secretariat (PS) in Baku. The website upgrade was financed by the EU. Technically it is managed by the PS.

It was agreed to open sub-domains (websites) for Technical Assistance projects financed by the EU to give them the opportunity to ensure visibility and communication according to the EU rules. Main idea behind is to bundle all TA projects and their web activities under the brand TRACECA where this is appropriate. For any outsider or stakeholder of TRACECA the usage of ONE common platform makes it convenient to be informed, get contact etc.

TRACECA IDEA 2 being a kind of umbrella project has now arranged all necessary issues with the PS.

All TA projects, running and coming ones, have the opportunity to use the website www.traceca-org.org.

As far as training for TYPO3 is offered we identified the responsible persons to be trained by IDEA 2. Most probably training will be arranged in Kiev and dates to be fixed with IDEA.

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 tentatively scheduled on the 28-30 of April 2014 in Chisinau. The contact with EASA-led TRACECA Aviation Safety Project management is already initiated with the purpose of arranging a joint Steering Committee Meeting. 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 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 ATM/ANS and SEC area,
- Technical assistance aviation project in Moldova regarding all training and technical assistance involving this country which is common to both projects,
- TRACECA IDEA 2 Project for the transition to the IGC TRACECA's website

- **Reporting**

Progress Report N°4 will be issued in its English and Russian versions once approved by the EU Project Manager.

Progress Report N°5 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)

- **Technical Assistance**

The upcoming activities 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.

Georgia

In March 2014 a 5day technical assistance mission to Georgia will be conducted in the form of on the job training.

The new head of security for The CAA has limited experience in this field and a more practical way of addressing the issue is to provide on the job training as opposed to individual courses which would take a long time to organise and not be cost effective.

This mission is intended to provide security department new manager from the administration with improved knowledge, skills and capacities in the relevant technical sector.

This work will be conducted by the key expert for security in the project.

Armenia

In April 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.

This assistance is intended to provide improved knowledge, skills and capacities in the area of aviation security training and certification processes.

Tajikistan

A request has been received by the project for two specific technical assistance missions by the CAA of Tajikistan.

The first concerns a security equipment survey for the new terminal being constructed, this is now mandatory, and will be carried out when the construction has reached the appropriate stage.

The second request was to examine the possibility of setting up a National Aviation security training centre.

It is intended to carry out both of these missions on one trip in order to ensure maximum financial efficiency.

The key expert is liaising with the Tajikistan CAA to identify the optimum date for this work to be carried out.

5.3 SUPPORT IN THE FIELD OF ATM

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

The planned WP2bis for the next 6-month period are displayed in the table below.

In red: activities and/or related information added or updated since the previous version
In black: activities and/or related information still to be confirmed (tentative)
In blue: activities and/or related information confirmed
In purple: activities and/or related information effectively completed (past)

Y/Q	Month	Week	Day	TD	TR	TA	Activities	Dates	Place	Member
Q4 2013	NOV	45	.04-08							
		46	.11-15							
		47	.18-22							
		48	.25-29							
	DEC	49	.02-06							
		50	.09-13			x	On -the-Job Training of Air Navigation Services/ATM Inspectors	.09-13	Bishkek	UCA
		51	.16-20							
		52	.23-27							
Q1 2014	JAN	1	.30-03							
		2	.06-10							
		3	.13-17							
		4	.20-24							
		5	.27-31							
	FEB	6	.03-07							
		7	.10-14							
		8	.17-21							
		9	.24-28			x	On -the-Job Training of Air Navigation Services/CNS Inspectors	.24-28	Bishkek	UCA
	MAR	10	.03-07							
		11	.**10**-14			x	On -the-Job Training of Air Navigation Services/ATM Inspectors	.**10**-14	Dushanbe	UCA
		12	.17-**21**							
		13	.**24**-28							
Q2 2014	APR	14	.31-04			x	On -the-Job Training of Air Navigation Services/CNS Inspectors	.31-04	Dushanbe	UCA
		15	.07-11							
		16	.14-18							
		17	.**21**-25							
		18	.28-02			x	On -the-Job Training of Air Navigation Services/ATM Inspectors	.28-02	Tashkent	UCA
	MAY	19	.05-09							
		20	.12-16							
		21	.19-23			x	On -the-Job Training of Air Navigation Services/CNS Inspectors	.19-23	Tashkent	UCA
		22	.26-30							
	JUN	23	.02-06							
		24	.09-13							
		25	.16-20							
		26	.23-27							

The task sheets under this chapter provide in a standardized way the characteristics of on-the-spot technical assistance considered.

Subject :	***On -the-Job Training of Air Navigation Services/ATM Inspectors***
Intended for:	This OJT course is designed for CAA inspectors/auditors working within the ATM/ANS department.
Purpose:	Provide ATM/ANS auditor / inspectors with knowledge, skills and attitudes necessary to carry out audit / inspection for effective and efficient ATM safety oversight duties.
Contents/Topics:	- This OJT course covers the core supervision and oversight functions of a CAA. The OJT course deals with both the principles of auditing/inspection and practical skills. - This OJT provides participants with sufficient understanding of the basic principles of auditing/inspection to enable them to conduct in-depth and searching regulatory audits of ATM services. - Although the course focuses on the use of auditing in order to assess compliance with safety-related requirements, the techniques and skills taught can be applied to regulatory auditing in any ATM domain
Course Objectives:	After completing the OJT course, participants will have knowledge and practical experience of contemporary techniques appropriate for auditing/inspecting ATM service providers. The trainees will improve ability to: - Conduct ANS/ATM audit / inspection according to the procedures and checklist provided in the handbook; - Write audit / inspection report; - Enforce ATM standards and procedures; - Evaluate and certify candidates for licensing as air traffic controllers; - Manage documents.
Format/support:	- OJT
Duration:	- 5 days
Deliverables:	- Elaborate, in cooperation with the relevant Civil Aviation Authority recommendations for a revised and expanded handbooks for ATM inspectors; - Delivery to CAA of advice for defining tasks and responsibilities for ANS department; - Make recommendations for the actions to be taken in relation with the issues discussed; and - Identify where CAA might need additional assistance
Comments / prerequisite	- It is recommended to nominate Air traffic controllers with 3 ratings to be assigned audit/inspection duties.

Subject :	***On -the-Job Training of Air Navigation Services/CNS Inspectors***
Intended for:	This OJT course is designed for CNS inspectors/auditors working within an ATM/ANS department in the CAA.
Purpose:	Provide CNS auditors/inspectors with knowledge, skills and attitudes necessary to carry out audit/inspection checks for effective and efficient CNS safety oversight duties.
Contents/Topics:	- This OJT course covers the core supervision and oversight functions of a CAA. The OJT course deals with both the principles of auditing/inspection and practical skills. - This OJT provides participants with sufficient understanding of the basic principles of auditing/inspection to enable them to conduct in-depth and searching regulatory audits of CNS services. - Although the course focuses on the use of auditing in order to assess compliance with safety-related requirements, the techniques and skills taught can be applied to regulatory auditing in any CNS domain
Course Objectives:	After having successfully completed this course, the trainees will improve ability to: - Carry out audit / inspection of CNS systems ; - Write audit / inspection report; - Enforce CNS regulations and standards; - Manage documents.
Format/support:	- On-the-job training
Duration:	- 5 days
Deliverables:	- Elaborate, in cooperation with the relevant Civil Aviation Authority, recommendations for a revised and expanded handbooks for CNS inspectors; - Delivery to CAA of advice for defining tasks and responsibilities for ANS department; - Make recommendations for the actions to be taken in relation with the issues discussed; and - Identify where CAA might need additional assistance
Comments / prerequisite	- It is recommended to nominate maintenance officers with at least 3 CNS equipment Training.

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

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:

- Reduction of the number (1 instead of 2) of session of the workshop on ground handling, meaning that no other training session in this topic will be provided; this second cancelled session was also intended to train operators but it turns out to be too premature and therefore efforts will be put instead on technical assistance for several CAAs;
- 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.

Study tour in the field on environment

The planned WP3 for the next 6-month period regarding training is focussed on the study tour in the field on environment and is intended for representatives of ENPI countries This three-day event will take place in Bucharest, Romania, on 2-4 July 2014. Coordination to organise this study tour relies in Romania on the Regional Centre for Excellence in Civil Aviation (RECECA) which liaises with the institutions dealing with aviation-related issues.

A draft programme with the topics to be covered and the respective guidelines has been prepared (see table on next page). The study tour will indeed address the 3 noise environment-related EU directives which are part of the C3A of Georgia and Moldova. The way Romania has adapted and is applying these directives will be reviewed, and practical exercises in the shape of delivery plans to be elaborated with the participants.

Legal scope	Time		Speaker	Duration	Topic	Contents guidelines
Directive 2006/93/EC (Chapter3-Vol.1-An.16)	First day	Morning	Traceca II - STE-AMEC	60 min.	Introduction to, and background of the implementation of Directive 2006/93/EC within EU	What the Directive 2006/93/EC is about, what are the different ways applied and deadlines to implement it within EU
			CAA-RO	60 min.	Case of Romania to deal with Directive 2006/93/EC: implementation and oversight	How Directive 2006/93/EC has been implemented and is being monitored in Romania: deadlines, type of exemptions, consultation process/feedback with/from industry, procedures used to verify compliance of aircraft in Romanian registery and foreign aircraft operating to/from Romania, applicable penalties
			CAA-GE	10 min.	Approach of Georgia to implement Directive 2006/93/EC	Expected deadlines, exemptions, penalties that would apply in the adapted text.
			CAA-MD	10 min.	Approach of Moldova to implement Directive 2006/93/EC	Expected deadlines, exemptions, penalties that would apply in the adapted text.
Directive 2002/30/EC (AirportsNoiseRestric.)		Afternoon	Traceca II - STE-AMEC	60 min.	Introduction to, and background of the implementation of Directive 2002/30/EC within EU	What the Directive 2002/30/EC is about, including the principles of the "Balanced approach", what are the different ways applied and deadlines to implement it within EU
			CAA-RO	60 min.	Case of Romania to deal with Directive 2002/30/EC: implementation and oversight	How Directive 2002/30/EC has been implemented and is being monitored in Romania: type of exemptions, consultation process/feedback with/from industry, procedures used to verify application of "balanced approach" principles
	Second day	Morning	Airport (onsite visit)	120 min.	Application of the "balanced approach" principles	Measures, including economic incentives if applicable, implemented in the airport related to: reduction at source (quieter aircraft), land-use planning and management, noise abatement operational procedures and operating restrictions; methods used to monitor and assess the effectiveness of these measures in place
		oon	Traceca II - STE-AMEC + Participants	120 min.	Delivery plan approach of Directive 2002/30/EC	Key considerations to take into account in the preparation of a 'delivery plan' for the adoption of Directive 2002/30/EC
Directive 2002/49/EC (EnvironmentalNoise)	Third day	Morning	Traceca II - STE-AMEC	60 min.	Introduction to, and background of the implementation of Directive 2002/49/EC within EU	What the Directive 2002/49/EC is about, what are the different ways applied and deadlines to implement it within EU
			CAA-RO or other competent authority	60 min.	Case of Romania to deal with Directive 2002/49/EC: implementation and oversight (focus on airports and/or major sources in general)	How Directive 2002/49/EC has been implemented and is being monitored in Romania: noise maps and indicators, information/consultation/reporting/decision processes with stakeholders, mitigating measures implementation, noise action plans and long-term strategy
		on	Traceca II - STE-AMEC + Participants	120 min.	Delivery plan approach of Directive 2002/49/EC	Key considerations to take into account in the preparation of a 'delivery plan' for the adoption of Directive 2002/49/EC

- **Road Map and technical assistance activities**

Georgia

According to the 4th issue of the Road Map approved by GCAA on 6 January 2014, the technical assistance activities planned to be conducted onsite in Tbilisi during the next 6-month period (Feb.-Jul.2014) are as follows.

TOPIC	TECHNICAL ASSISTANCE SCOPE	ONSITE DATES
• Dir.96/67 - 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 advice to support and to enhance: - The implementation of the provisions - The best practices to apply the provisions once effective	01-04 Apr.2014 (rescheduled)
• Reg.2027/97 (as amended)- Air carrier liability in the event of accidents	• Define and explain the procedures, if the case arises, to make applicable the provision of the draft prepared (and amended). • Provide advice to support and to enhance: - The implementation of the provisions - The best practices to apply the provisions once effective	Apr.2014 – Dates TBD
• 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 advice and training sessions to support and to enhance: - The implementation of the provisions; - The best practices to apply the provisions once effective.	Q2 2014 – Dates TBD (second mission)

Moldova

The Road Map, so far, does not include any technical assistance activity.

Besides, it is understood that the specific project in charge to support the implementation of legal and regulatory framework in the aviation sector is the one dealing in priority the technical assistance. Traceca II Project remains open to discuss with the specific project activities that could be coordinated between both projects.

Ukraine

As a Common Aviation Area Agreement has been initialled on 28 November 2013 (with signature expected during 2014), a draft Road Map has been prepared by the project to identify the technical assistance to be carried out.

This draft Road Map (first issue, first version), which could still be adjusted to SAAU feed-back and which still has to be approved by the EU Delegation, foresees the following technical assistance activities planned to be conducted onsite in Kiev during the next 6-month period (Feb.-Jul.2014).

TOPIC	TECHNICAL ASSISTANCE SCOPE	ONSITE DATES
• Reg.261/2004 – Denied boarding, cancellation and long delays of flight	• Review the concepts of the regulation which have no straightforward definition. • Provide guidance and examples from the ECJ/national Courts to interpret these concepts. • Discuss passenger compensation cases and the effective applicability of this regulation in the Ukrainian regulatory context. • Indicate how this EU regulation could be modified in the future.	26-27 Mar.2014
• Reg.785/2004 – Insurance requirements for air carriers	• Review the concordance table to identify the EU provisions not (or partly) transposed. • Provide explanations and propose solutions to fully align the Ukrainian text with the EU Reg. • Discuss the adjustments needed & questions/issues raised by SAAU to implement & apply the text	Q2-2014 – Dates TBD
• Reg.1008/2008 - Chapter II – Operating licence	• Draft and/or review procedures and checklists adjusted to the Ukrainian context. • Explain how in different EU countries the provisions are applied (benchmarking). • Enhance ability of SAAU counterparts to read and to interpret air carrier business plans. • Provide advices and training sessions based on questions / issues raised by SAAU counterparts, including the cases of insolvency and bankruptcy of air carriers.	Q2-2014 – Dates TBD (first mission)

5.5 AWARENESS, COMMUNICATION & VISIBILITY PROGRAMME

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

Communication - Newsletter

Newsletter n° 4 will be issued in April in the wake of the 4th 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 4th 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 PR3 Summary of project activities planned during the next reporting period (3/08/2013 to 02/02/2014)	Period achieved as shown in PR4 Summary of project progress during the reporting period (3/08/2013 to 02/02/2014)	Status of deviation	Comments
WP3 - Support related to the ECAA				
1	Conduct 3 technical assistance activities as defined in the Road Map for Georgia (3rd Issue)	2 out of the 3 technical assistance activities have been eventually conducted	Pending	Rescheduled: TA on ground handling (reflected as amended in theRoad Map for Georgia - 4th Issue)
2	Conduct 16 training events (WS, AC, ST) as defined in the Training Plan for WP3 (3rd Issue)	15 out of the 16 training events will been eventually conducted	Withdrawn	Deleted: Workshop on Ground hanling (second session) (reflected as amended in the Training Plan for WP3 - 4th Issue)

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° 4 (D0.1/4)	T0+24	03.02.2014	Submitted – English version
WP2 –Support in the field of Aviation Security			
Training/Technical Assistance materials and reports	Event dates + 2 weeks	Before 03.02.2014	Material and reports issued
WP2bis – Support in the field of ATM/ANS			
ATM Work Plan for CA countries	n/a	30.10.2013	Distributed to CA beneficiary States
Assistance materials and reports	Event dates + 2 weeks	Before 03.02.2014	Material and reports issued
WP3 –Support related to ECAA			
Revised Roadmap for Georgia -4th Issue (D3.3)	n/a	06.01.2014	Submitted to / approved by GCAA
Draft Roadmap for Ukraine - 1st Issue (D3.3)	n/a	31.01.2014	Sent to UCAA for approval
Revised Training plan for CAA - 4th Issue (D3.2)	n/a	31.01.2014	Submitted as annex of D0.1/4
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°3 (D4.2)	T0+18	08.10.2013	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	• 3 Road Maps established for CAA compliance (GE & MD & UA) • Road Maps planned to be prepared for ENPI countries signing C3A	Inception report, Road Maps for Georgia, Moldova & Ukraine
		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), 8 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), 15 have been prepared and/or implemented, 10 are under process and/or slightly diverges, 5 have an unknown status	ENPI Gap Analysis, Road Map for Georgia, Road Map for Moldova, Road Map for Ukraine (internal SAAU plan)
		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)	• 21 training/workshops delivered (6 SOC, 1 ENV, 10 SEC, 4 MAR) • 5 tecnical assistance delivered (2 SEC, 1 ENV, 1 MAR, 1 SOC)	Work Plan for Security (WP2), Training Plan (WP3), Road Map for Georgia
		Number of beneficiaries' representatives involved in the implementing activities	• 235 representatives having attended so far the training activities	Training reports, Interim Progress Report 3
		Number of website visits	• 1401 visits • 982 unique visitors • 5516 pages viewed	Google Analytics - Counter on website tracecacivilaviation.org
		Number of signed or projected CAA agreements with the EU	• 2 C3A signed (GE Jul2010, MD Dec2012), 1 C3A initialled (UA 28Nov2013)	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	• 21 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
			• 1 OJT was delivered to State ATM/ANS auditor / inspectors in Kyrgyzstan providing with knowledge, skills and attitudes necessary to carry out audit / inspection for effective and efficient ATM safety oversight duties.	Training report; updated handbooks for Kyrgyz ATM Inspectors

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					x
	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			x		?
	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

x **Status "downgraded" as it turns out according to last information available that bigger gap with EU legal referen**
than previously understood

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	
		Total of the 2nd Interim period (02Feb2013)				**21**	**12**	**10**	**19**	**12**	**14**	**8**	**6**	**5**	**2**	**5**	**0**	**0**	**93**
		Total of the 3rd Interim period (02AUG2013)				**34**	**13**	**11**	**19**	**15**	**18**	**4**	**6**	**3**	**1**	**8**	**0**	**0**	**98**
2	SEC	Aviation Security Cargo Seminar	WS	Tbilisi	23Sep-26Sep 2013	4	1	1	2	1	2	1	1	0	1	0	0	0	10
3	MAR	Airport charges	WS	Kiev	23Sep -24Sep2013	2	0	0	1	1	1	0	0	0	0	0	0	0	3
3	MAR	Airport slot allocation	WS	Kiev	25Sep- 26Sep2103	2	0	0	1	1	0	0	0	0	0	0	0	0	2
3	ENV	Noise op.restrict.	WS	Tbilisi	06Nov-08Nov2013	3	0	1	2	2	1	0	0	0	0	1	0	0	7
2	SEC	Common rules in the field of civil aviation security	WS	Tbilisi	25Nov-29Nov2013	5	0	1	2	1	1	0	1	1	1	1	0	0	9
2	SEC	ATM Security Procedures	WS	Tbilisi	27Jan-31Jan2013	5	1	1	3	1	3	1	1	1	1	0	0	0	13
		Total of the 4th Interim period (02FEB2014)				**21**	**2**	**4**	**11**	**7**	**8**	**2**	**3**	**2**	**3**	**2**	**0**	**0**	**44**
		OVERALL TOTAL so far (02FEB2014)				**76**	**27**	**25**	**49**	**34**	**40**	**14**	**15**	**10**	**6**	**15**	**0**	**0**	**235**

6.6 WEBSITE STATISTICS

WEBSITE AUDIENCE OVERVIEW					
At end of interim period:	3rd	4th	5th	6th	
Exact date of record:	31.07.13	31.01.14			
Number of visits:	702	1401			Total number of visits to the site.
Unique visitors:	493	982			Unique Visitors is the number of unduplicated (counted only once) visitors
% of new visitors:	70,23	70,09			% of visitors coming for first time.
Pageviews:	3044	5516			Pageviews is the total of pages viewed. Repeated views per page are counted.
Pages / visit:	4,34	3,94			Pages/visit is the average number of pages viewed during a visit.
Average visit duration:	3m18s	3m08s			The average time duration of a session.
Bounce rate in %:	49,15	50,82			Bounce Rate is the % of single-page visits (i.e. site left from the entrance page).

7 ANNEX

7.1 SCHEDULE OF PROJECT'S ACTIVITIES FOR THE UPCOMING PERIOD

TRACECA II PROGRAMME SCHEDULE (February - August 2014)

	WP0: Project Management, Coordination and Reporting	WP2: Support in Aviation Security	WP2bis: Support in ATM	WP 3: Support related to CAA	WP4: Communication & Visibility	
.Feb 14	D0.4- Interim Report №4 (3/02)		24-28/02 - TA mission for delivering On -the-Job Training of Air Navigation Services/CNS Inspectors in Kyrgyzia [Bishkek]			.Feb 14
.Mar 14		A 5day technical assistance mission to Georgia will be conducted in the form of on the job training.	10-14/03 - On -the-Job Training of Air Navigation Services/ATM Inspectors in Dushanbe [Tajikistan]	26-27/03 - TA on Reg.261/2004 - Denied boarding, cancellation or long delay of flights in Ukraine (Kiev)		.Mar 14
.Apr 14	Steering Committee Meeting 4 to be held jointly with EASA on 28-30 April in Chisinau	Part one of a two-part technical assistance mission will take place in Yerevan, Armenia.	31/03-04/04 - On -the-Job Training of Air Navigation Services/CNS Inspectors in Dushanbe [Tajikistan]	01-04/04 - TA on Dir.67/96 - Ground handling market access in Georgia [Tbilisi]	News letter 4	.Apr 14
				23-25/04 - TA on Reg.2027/97 - Air carrier liability in the event of accident in Georgia [Tbilisi]		
.May 14			28/04-02/05 - On -the-Job Training of Air Navigation Services/ATM Inspectors in Tashkent [Uzbekistan]	14-15/05 - TA on Reg.785/2004 – Insurance requirements for air carriers in Ukraine (Kiev)		.May 14
			19 -23/05 - On -the-Job Training of Air Navigation Services/CNS Inspectors in Tashkent [Uzbekistan]			
.Jun 14		TA mission to examine the possibility of setting up a National Aviation security training centre in Dushanbe, Tajikistan		02-06/06 - TA on Reg.1008/2008- Chapter II - Operating licence (1st mission) in Ukraine (Kiev)		.Jun 14
.Jul 14		TA mission concerning security equipment survey for the new terminal being constructed in Dushanbe, Tajikistan		02-04/07 - ST on noise-related issues in Romania [Bucharest]		.Jul 14
.Aug 14	D0.5- Interim Report №5 (3/08)					.Aug 14