**The European Union's TRACECA Programme**
**For ENPI East & Central Asia Countries**

EUROPEAID/131347/C/SER/MULTI

# EU TRACECA CIVIL AVIATION II

## Ref. Contract ENPI 2011/279-740

## INTERIM REPORT N°5

## August 2014

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with AVSEC/AMEC/DGAC/ECORYS/ENAC/UCA

# VERSION CONTROL

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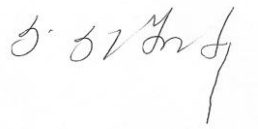
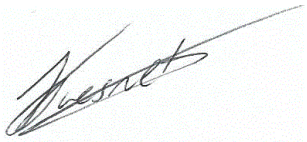
| Kakhi Kvatashidze<br>kakhi.kvatashidze@gmail.com | 31/07/2014 |  |
| Jorg Guesnet<br>jguesnet@yahoo.fr | 31/07/2014 |  |
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# *ACRONYMS*

| | |
|---|---|
| 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 5th 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 and half after the launch of the Project on 3 February 2012, and twenty seven months after the Inception Report which was submitted and approved in April 2012.

It covers the period from 3rd February 2014 (T0+24) to 2nd August 2014 (T0+30). The previous period from 3rd August 2013 (T0+18) to 2nd February 2014 (T0+24) has been covered in the 4th 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.

### *Georgia*

Georgia and the European Union signed Association Agreement, including deep and comprehensive free trade area (DCFTA), on June 27 in the margins of the European Council meeting in Brussels.

The agreement was signed by Georgian Prime Minister Irakli Garibashvili, President of the European Council Herman van Rompuy, President of the European Commission José Manuel Barroso and heads of the states and governments of the EU-member states present at the ceremony.

The Georgian Parliament is expected to ratify the agreement in second half of July. Following Georgian ratification of the Association Agreement, provisional application could start tentatively by October 2014.

Before its provisional application, an institutional framework should be established, which includes setting up of the Association Council (to replace the existing Cooperation Council), as well as various committees, subcommittees and trade-related working groups; the process will also be accompanied by engagement with civil society and parliamentary cooperation to provide for the monitoring mechanisms.

The Association Agreement with Georgia goes significantly further than classical forms of economic integration, offering not only improved trade and investment opportunities but also assistance in trade-related reforms with the aim to contribute to economic recovery and growth and to better integration of the Georgian economy with the world markets.

### *Ukraine*

Ukraine signed the Association Agreement and the Final Act with the EU. The document has been signed by President of Ukraine Petro Poroshenko. The ceremony was held in the premises of the EU Council in Brussels on June 27.

The Association Agreement is a pioneering document: it is the first agreement based on political association between the EU and any of the Eastern Partnership countries, and is unprecedented in its breadth (number of areas covered) and depth (detail of commitments and timelines).

The key parts focus on support to core reforms, economic recovery and growth, and governance and sector cooperation in areas such as energy, transport and environment protection, industrial cooperation, social development and protection, equal rights, consumer protection, education, youth, and cultural cooperation.

It includes a Deep and Comprehensive Free Trade Area – this will go further than classic free trade areas, as it will both open up markets but also address competitiveness issues and the steps needed to meet EU standards and trade on EU markets.

Earlier, on 21 March 2014, European Union Heads of State and Government and Ukrainian Prime Minister Mr Arseny Yatsenyuk signed the political provisions of the EU-Ukraine Association Agreement. At the same time, the commitment to signing the remaining provisions (on the DCFTA) was also reaffirmed.

Kyiv and Brussels intended to sign an agreement on a Common Aviation Area at the occasion of the Transport Council ministerial meeting on 5 June. However, in view of the fact that the Council has not concluded its deliberations on the proposals related to Gibraltar issue, the signature has been postponed.

### *Moldova*

Moldova signed the Association Agreement with the European Union in a ceremony staged in Brussels on June 27. Prime Minister Iurie Leanca, signed the accord on behalf of Moldova.

The Association Agreement can be seen as a reform agenda for Moldova, based around a comprehensive programme of regulatory approximation. Negotiations on the Association Agreement, as the successor agreement to the Partnership & Cooperation Agreement (PCA), were launched in Chisinau on 12 January 2010. In February 2012 the negotiations on a Deep and Comprehensive Free Trade Area (DCFTA) as a core element of the Association Agreement were launched.

# 4 ACHIEVEMENTS DURING THE REPORTING PERIOD

It turns out that in this fifth reporting period, there is no significant deviation from the planned activities in the previous period. The only slight deviations are on the one hand in WP2bis a technical assistance mission which has been delivered in addition to planned activities due to reallocation of resources in terms of 30 STE man-days for the benefit of ATM Activity Plan for CA beneficiary country group, and on the other hand in WP3 a technical assistance which has been postponed to the next interim period.

In Work Package 2, aviation security, all the formal training courses have been completed as part of the strategic planning and this period concentrated on technical assistance designed as a follow up to the formal certified training. Two technical assistance missions were carried out in Tajikistan, one to deal with formulating a corrective action plan to a thematic security audit and the second was to assist in developing the NCASP to incorporate the changes made in the first technical assistance. Armenia was visited to provide guidance on how to establish a National Aviation Security Training Centre and a mission to Georgia had the two pronged approach of assisting in a security audit of the ANSP facilities, both on and off site, and also mentoring the current postholder for head of CAA security who is new in post.

Eight on the spot technical assistance activities were undertaken in the Central Asian Beneficiary country group under Work Package 2bis. Tajikistan and Kyrgyzstan updated its USOAP CAP and developed implementation Road Maps as well as preformed transition to the ICAO CMA online framework. On the other hand inspectors in Kyrgyzstan, Tajikistan and Uzbekistan were provided with OJT leading to the improved knowledge, skills and attitudes necessary to carry out audit / inspection for effective and efficient ATM safety oversight duties. Subchapter 4.3 provides the details of these WP2bis achievements.

Regarding WP3, achievements during this 5th reporting period have been focused on the technical assistance. Indeed, except for the study tour dealing with topics of the environment domain, all WP3 activities related to the carrying out of five missions previously defined in the Road Maps. The first three missions were conducted in Georgia, whereas the last two in Ukraine, and the topics addressed were either linked to the market access domain, or to the social/consumer protection domain. Subchapter 4.4 provides the details of these WP3 achievements.

## *4.1 PROJECT MANAGEMENT, COORDINATION AND REPORTING*

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

- **Steering Committee meeting**

The 4th Steering Committee of the EU TRACECA Civil Aviation II / Egis project was held jointly with EASA – led TRACECA Civil Aviation Safety Project in Chisinau, Moldova, on 29-30 April 2014.

The meeting was attended by 14 representatives of 8 beneficiary States and by observers from EC and invited guests from EASA.

Steering Committee met to discuss the progress of the project, verify the achievement of the outputs and mandatory results and discuss actions to be undertaken at 6 months intervals.

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

- **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 4th 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 Project's website.

## *4.2 SUPPORT IN THE FIELD OF SECURITY*

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

- **Technical assistance activities**

The following on the spot activities in security domain were delivered in the 6 months period according to the Training Plan issued.

***Technical Assistance Delivered in March***

This technical assistance project was delivered in Tbilisi, Georgia from 17-21 March 2014 and was a result of a request from The Georgian CAA to provide on the job training for the new head of security for the Georgian Civil Aviation Authority.

The primary objectives were to deal with the CAA audit of the ANSP provider, including off site radar facilities, an examination of the progress made in relation to the corrective action plan following an ECAC thematic security audit, and to identify any training needs for the current post holder.

This included attending an approved aviation security managers course and receiving training in x ray image interpretation to ensure having the ability to manage overt and covert testing and maintain quality control. The post holder now has a training plan to assist in gaining the necessary

The mission also looked at the implications of the expansion of the terminal facility at Tbilisi and made a number of recommendations which are contained in this report. The NCASP will need to be revised to reflect the new type of screening equipment being installed in the Terminal. The current 3 level HBS( hold baggage screening) system will be replaced by a new 5 level system which also has TIP( threat image projection) incorporated into it. The CAA are now aware of the areas that need to be altered in the NCASP and also the practical implications of the oversight role of the new equipment.

During this mission a number of other issues such as document security and staff screening procedures became apparent and recommendations were made regarding these issues as well.

The current head of security is now familiar with audit procedures and has a personal development plan in regards to future professional training.

***Technical Assistance Delivered in May***

This technical assistance on Aviation Security was held in Dushanbe, Republic of Tajikistan from 26$^{th}$ to 30$^{th}$ May 2014 and the beneficiaries were from the Civil Aviation Administration of Tajikistan.

1 instructor was involved in delivering this technical assistance which lasted 5 days. The instructor was the core team expert for aviation security for the TRACECA Project

The objective of this technical assistance as defined in the corresponding fiche reflected in the Road Map for Tajikistan is:

- The development of a corrective action plan in response to a thematic aviation security audit conducted by ICAO

This was achieved by the core team expert working with the CAA and identifying a response to every one of the findings contained in the audit, including where appropriate the decision not to implement all the findings if they were not relevant to the region. This exercise also highlighted areas in security training and quality assurance which the CAA now can address.

The CAA of Tajikistan now have a comprehensive report in the correct format which they can use to go forward in dealing with the issues raised in the ICAO audit and completing the corrective action plan.

The project considers that the objectives and the deliverables of the mission have been met. However, the effectiveness of the mission can be assessed only at later stage after performing ICAO security validation mission.

### *Technical Assistance Delivered from 17st to 18rd of July*

This 2 days technical assistance mission was conducted from 17th to 18th July 2014 as a result of a request from The CAA of Armenia for assistance in establishing a national aviation security training centre.

The scope of this mission was to provide an achievable operational project plan to facilitate the introduction of the national aviation security training centre. This included identifying both mandatory and optional training courses, recommendations regarding equipment and IT solutions and options available in the area of computer based training.

The recommendations also identified development needs for the current instructors and how to apply a validation process when issuing certification to students.

The CAA of Armenia now has a structure from which they will be able to implement the national aviation security centre.

### *Technical Assistance Delivered from 21st to 23rd of July*

This technical assistance mission was carried out in Dushanbe, Tajikistan from 21st to 23rd July 2014 by a short term expert from ENAC.

The objective was to provide a comprehensive and critical review of the NASP to ensure that it delivers both national and international compliance in a logical document that represents the current state of aviation security in the state.

In liaison with the CAA a number of recommendations were made to ensure that the NASP complies with both domestic and International obligations. The recommendations produced now leave the CAA with a clear plan to work towards in completing the draft NASP.

The expert pointed out that after the mission, the CAA remained entirely responsible to update the NASP and to develop the implementation plan. However, the effectiveness of the mission can be assessed only after the implementation of the NASP.

## *4.3 SUPPORT IN THE FIELD OF ATM*

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

After performing a risk assessment, it turned out, that the probability is very high that delivery of all 60 man-days initially offered to EASA for contributing to the EASA's ATM activity plan for ENP beneficiary country group within remaining period of the project lifespan would fail. Therefore, Egis Avia-led project reallocated its resources in terms of 30 man-days in addition to ATM activity plan for CA beneficiary country group. Thus, Egis Avia made available remaining 30 man-days now for the benefit of EASA's ATM activity plan for ENP beneficiary country group.

Adopted approach was reaffirmed at the Steering committee session held jointly with EASA led TRACECA Civil Aviation Project on 29-30 April 2104 in Chisinau.

Following- up the Steering committee meeting, an ATM action plan for CA beneficiary country group was updated and amended with new technical assistance activities:

- **Technical assistance activities**

***On the Job Training of National ATM/CNS and AIS Inspectors***

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

After completing the OJT course, participants have acquired knowledge and practical experience of the contemporary techniques appropriate for auditing/inspecting ANS 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;
- Manage documents.

Table hereinafter depicts schedule of on-the-job training activities carried out in CA Beneficiary countries during this reporting period:

| DATES 2014 | | TRAINING COMPONENT | FORMAT | DURATION | PLACE |
|---|---|---|---|---|---|
| MAR | | | | | |
| APR | .31/03-04/04 | On -the-Job Training of Air Navigation Services/ATM Inspectors | TA | 5 Days | Dushanbe |
| MAY | .26-30 | On -the-Job Training of Air Navigation Services/CNS Inspectors | TA | 5 Days | Bishkek |
| JUN | .09-13 | On -the-Job Training of Air Navigation Services/AIS Inspectors | TA | 5 Days | Bishkek |
| JUL | .23/06-02/07 | On -the-Job Training of Air Navigation Services ATM/CNS Inspectors | TA | 10 Days | Tashkent |
| AUG | *No training activities planned during this Summer period* | | | | |

***Technical assistance in regard to ICAO USOAP CAP and online CMA framework***

In the frame of this work package the project provided additional support in regard to ICAO USOAP CMA online framework with the focus on ANS part. Technical assistance missions were aimed at reviewing the current corrective action plans and actions undertaken from the perspective of a cohesive system based on protocol questions with the focus on ATM/ANS. The review was aimed at identifying all issues where the action plan (part ANS) might need to be improved and expanded. The experts made use of ICAO USOAP CMA online framework. After the work session introduction, presentations were delivered to the participants to reinforce their knowledge and understanding of the USOAP/CMA process.

ANS specialists in the beneficiary CAA authorities have acquired sufficient knowledge and understanding of the concepts, purpose and methodology enabling them to cope with the ICAO CMA online tool. All participants agreed that missions had been productive and that the advice and recommendations provided were of great assistance. The expert pointed out that after the mission, the CAA remained entirely responsible to finalise to update CAP directly on the ICAO CMA website. The project considers that the objectives and the deliverables of the mission have been met. However, the effectiveness of the mission can be assessed only at later stage after performing ICAO ICVM missions.

Table hereinafter is a snapshot of technical assistance activities in regard to ICAO USOAP CAP roadmap elaboration and CMA web based tool application:

| DATES 2014 | | TRAINING COMPONENT | FORMAT | DURATION | PLACE |
|---|---|---|---|---|---|
| MAR | | | | | |
| APR | .14-18 | A follow up TA mission in regard to ICAO CMA online framework | TA | 5 Days | Dushanbe |
| MAY | .12-16 | TA Mission in regard to ICAO USOAP CAP roadmap development | TA | 5 Days | Bishkek |
| JUN | .16-20 | A follow up TA mission in regard to ICAO CMA online framework | TA | 5 Days | Bishkek |
| JUL | | | | | |
| AUG | *No training activities planned during this Summer period* | | | | |

## *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 – 02Aug2014)

| 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 | Participants of the study tour are not included in these figures |
| | | Number of participants trained in WP3 during the reporting 6-month period (3Feb2014-2Aug2014) | 0 | | |
| | | Number of EU regulations and directives under WP3 covered since the start of the project | 14 | 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 | 88% | 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 | 7 | 9 (total number of selected regulations and directives under WP3 in the ongoing Road Maps- Georgia & Ukr.) | TA missions 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 | 78% | | |

| 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, no standard training activities (i.e. in the shape of academic courses or workshops) have been provided. Nevertheless, we insert in this subchapter the study tour organised during this period as this event, like training activities, aims at enhancing the knowledge of participants and is open to all ENPI countries.

***Study tour on Dir.2006/93 - the regulation of the operation of aeroplanes covered by part II, chapter III, volume 1 of ICAO Annex 16 / on Dir.2002/30 – Noise-related operating restrictions at airports / and on Dir.2002/49 – Assessment and management of environmental noise***

This three-day study tour in the area of Environment (ENV) was conducted in Bucharest, Romania, from 2 to 4 July 2014, with the support of our institutional Romanian partner, ReCECA (Regional Center for Excellence in Civil Aviation).

10 representatives from 4 ENPI beneficiary countries and 1 indirect beneficiary country participated in this training. Besides, 8 representatives from Romania (which is also an indirect beneficiary country) took part as observers and/or lecturers.

The purpose of this study tour was to:

- Review with the hosting indirect beneficiary EU Member State – Romania - how legislation/policy was interpreted/drafted and implemented;
- Observe on the field (in an airport) how the balanced approach has manifested itself with respect to noise-related operating restrictions at airports;
- Observe on the field (in an airport) how environmental assessment has manifested itself with respect to noise mapping and management at airports;
- Understand the benefits that have arisen as a result of the introduction of noise-related operating restrictions and noise mapping and management;
- Understand how non-compliant or marginally chapter III aircraft have been dealt with in relation with the local context;
- Understand the key relations that need to be established if noise is to be successfully managed at airports;
- Establish a Delivery Plan for progressing towards achievement of the *EU acquis*.

**Road Map and technical assistance activities**

***Georgia***

Regarding the **Road Map**, a fifth issue has been prepared by the Project. This new issue takes into account the need raised by GCAA to add a third technical assistance mission on operating licence. If approved by the Contracting Authority, this mission would be organised with the support of, and take place in a competent authority of an EU Member State. There is no other significant modification in this issue as all other planned technical assistance missions have already been completed according to the prior issue of the Road Map.

Regarding the **technical assistance activities**, the following three ones have been performed during this 5th interim period in Georgia.

- ***Ground handling access market – Dir.96/67***

The mission has been performed in Tbilisi at GCAA headquarters on 01-04 April 2014. It was initially planned on 2-5 December 2013 but had to be postponed.

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.96/67;

- Support GCAA counterpart(s) to understand how to apply the provisions.

The action scope was to:

- Review each provision of the draft prepared by GCAA and assess its compliance with Dir.96/67;

- Amend if necessary the provisions (in the draft) 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 by GCAA;

- Provide advice to support and to enhance the implementation of the provisions and the best practices to apply the provisions once effective.

This activity is proposed as part of the Road Map for Georgia. GCAA has indeed raised the need for such technical assistance. Since 2005, Airport BOT concession for 25 years granting full monopoly on GH services (self-handling not allowed as well). This situation is in contradiction with Dir.96/67. There is therefore a will from GCAA to overcome this situation in order to be able to implement the EU directive. But as long as the situation remains as such, the technical assistance can only support the drafting and understanding of a legal text in line with the EU directive.

There is so far neither specific regulation nor written procedure in Georgia to frame the airport market access to ground-handlers. The transposition of Dir.96/67 will be the first legal text in this regard.

Prior to the TA mission, GCAA has prepared a first draft to transpose Dir.96/67 which was reviewed and commented by the STE. This review in the framework of the technical assistance mission has shown that there are few major deviations from the EU Directive, such as the lack of definition of airport user's committee and the way suppliers of ground handling services have to be selected.

It is understood that the finalized draft of the transposition of Dir.96/67 will constitute reference material to find with the current airport operator, TAV, a way to solve the current contradictory situation.

Most of the questions raised during the exchanges with GCAA representatives were answered. Nevertheless, there were still several questions pending that STE had not succeed to solve onsite what prevented to completely finalise the draft prepared by GCAA. These pending questions are reflected in a document that was sent to the European Commission to get answers to the missing points and thus release a final draft. Besides, the European Commission did not answer to all the missing points raised and suggested to direct the remaining ones to the Publication Office.

- ***Air Carrier Liability in the event of accidents – Reg.2027/97***

The mission has been performed in Tbilisi at GCAA headquarters on 23-25 April 2014.

The objectives were to:

- Provide training sessions based on questions / issues raised by GCAA;
- Support GCAA counterpart(s) to understand how to apply the provisions.

The action scope was to:

- Review each provision of the draft "Order" prepared by the GCAA and assess its compliance with Regulation (EC) No 889/2002;
- Propose amendments if necessary to the provisions of the draft in order to ensure compliance with the EU required rules;
- Define and explain the procedures, if the case arises, to make applicable the provisions of the draft prepared;
- Answer the specific questions of understanding raised by the GCAA ahead of the assistance;
- Provide advice to support and to enhance the implementation of the provisions and the best practices to apply the provisions once effective.

In December 2013, GCAA completed the draft of a text based on EC Reg. 2027/97 - Air carrier liability in the event of accidents as part of the EU acquis to be implemented following the signature of the Common Aviation Area Agreement. In January 2014, GCAA informed the Traceca Project that technical assistance will be needed to apply the provisions (this TA was initially reflected as optional in the Road Map, should need raise – or not – from GCAA).

The Technical assistance mission has proved to be useful in many respects. Firstly, the relations between the Montreal Convention and the EU Regulations were clarified and the five additional requirements of the EU rules were well identified. Secondly, the draft "Order" was fully reviewed and recommendations were provided on how best to adjust and complete the text and its structure in order to fully meet all specific requirements of the EU rules. Finally, a response and a detailed explanation were given to all the questions raised by the GCAA together with a legal analysis for further reference.

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

The second mission has been performed in Tbilisi at GCAA headquarters on 19-21 May 2014.

The objectives were to:

- Review the work performed by GCAA to apply the provisions;
- Answer to the questions / issues raised by GCAA and by airlines in the framework of the consultation process;

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.

Since the start of the Traceca II Civil Aviation Project, the following has been achieved. GCAA has completed the draft of both regulations (Operating Licence & Insurance Requirements) and decision has been made that GCAA has the leading role and responsibility to manage the implementation and monitoring of this regulation as competent authority, whereas Ministry of Finance will play a role of assessing the financial information under coordination with GCAA.

A first technical assistance mission was performed in November 2013 to support GCAA in drafting the procedures, forms and checklist to apply these regulations. In the wake of this first mission, GCAA has continued this drafting and has also identified that the Air Code would have to be amended in order to accommodate the operating licence requirements. In February 2014, GCAA launched the consultation process with Georgian airlines.

During this second mission, the Georgian draft legislation was reviewed in detail by the expert prior to the mission. In the workshop held during the mission several provisions of the draft were discussed in detail and it was agreed that the provisions which raise questions or concerns should be identified and commented in the report from the mission.

Recommended follow-up actions are:

- Amend the draft legislation on Licensing of Air Carrier according to the proposed amendments discussed during the mission and reflected in the chapter 4 of this report, under the "outputs" subpart.

- Improve the understanding on how to deal with Licensing of Air Carrier practical matters. This need was raised by GCAA staff who has acquired theoretical knowledge through the Traceca Project training and technical assistance activities, but not yet has the experience of real

cases. Proposition to organise an event in an EU Member State such as a study tour to show and to explain how the competent authority of this European country deals with licensing will be directed to the Contracting Authority of the Project. In case of positive answer, this event will be organised in autumn 2014.

- Invite representatives of the insurance market to discuss the conditions that would apply to airlines in the Georgian context. This would allow getting a better and more precise view – with quantified figures of the premiums – to assess the impact of the insurance requirements on the Georgian airlines industry.

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.

***Ukraine***

Regarding the **Road Map**, a second issue has been prepared by the Project. This new issue takes into account the need raised by SAAU to add a second technical assistance mission on insurance requirements. Amendments relating to dates of technical assistance missions and man-days have also been done in this new issue which has been submitted to SAAU on 29 July 2014 for comments and proposed suggestions, if any.

Regarding the **technical assistance activities**, the following two ones have been performed during this 5th interim period in Ukraine.

- ***Denied boarding, cancellation or long delay of flights – Reg.261/2004***

This mission has been performed in Kiev at SAAU headquarters on 26-27 June 2014.

The objective was to:

- Support SAAU to interpret the rules for implementation of procedures and compensation regarding passengers' complaints.

The action scope was to:

- 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.

SAAU representatives consider this regulation as a priority according to its internal plan. Similar rules to the EU requirements are included in an Order № 735 of 30.11.2012 which is in force since 25.01.2013 and partly in the Air Code (Articles, 100, 103 to 107).

SAAU representatives raised the need to better interpret the non-defined concepts of this regulation such as "long delay" or "exceptional circumstances", and get some insights on how this regulation is going to evolve.

Technical assistance was thus proposed in the shape of a workshop which objective is the interpretation of rules for implementation of procedures and compensation regarding passengers' complaints (guidance and case studies).

- ***Insurance requirements – Reg.785/2004***

This mission has been performed in Kiev at SAAU headquarters on 23-24 July 2014.

The objective was to:

- Support SAAU in drafting a regulatory text in line with Reg.785/2004.

The action scope was to:

- 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.

SAAU representatives consider the regulation Reg.785/2004 as a priority according to its internal plan. A regulatory text in the shape of a draft has been prepared. It was initially expected to be adopted in April 2014. Although this text meets the requirements of the Montreal Convention but not those of the EU Reg.785/2004, SAAU is willing to keep the already prepared text towards its adoption as it has gone through a long process of consultation. In this regard, technical assistance aims at pointing what needs to be added or modified through a concordance table to be in line with the EU provisions.

Many questions during this technical assistance mission were raised by SAAU participants who requested the organisation of second mission to go further in the review and adjustments of the draft. .

Another technical assistance mission, the 1st on ***Operating licence – Reg.1008/2008 (Chapter II)*** was initially planned on 2-6 June 2014 in Kiev at SAAU headquarters but had to be postponed to the next 6th interim period. This postponement implies that out of the 3 initially planned missions on this topic, only 2 are kept as there is only one interim period left till the end of the Traceca II Project.

## *4.5 AWARENESS, COMMUNICATION & VISIBILITY PROGRAMME*

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

- **Communication - Newsletter**

Newsletter n° 4 was issued in April 2014 and distributed in English and Russian versions.

- **Website**

The website is kept regularly updated.

# 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**

The last Steering Committee meeting – Project closing event is tentatively scheduled on the 17 and 18 of December 2014 in Brussels. The contact with EASA-led TRACECA Aviation Safety Project management is already initiated with the purpose of arranging a joint Steering Committee Meeting.

A closing event will formally round off the project. It is important to ensure that the work of the project team is acknowledged and that the lessons to be learned from the project are formally investigated and recorded. This event is going to be a formal review of what went well with the project and what went less well. It will include all aspects of the project; objectives review, performance criteria, financial criteria, resource utilisation, slips and gains of time, quality of work, adherence to the project definition and plan.

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

- **Reporting**

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

Progress Report N°5 will be issued in its English and Russian versions once approved by the EU Project Manager.

Draft Final Report will be prepared and submitted to the EU Project Manager at the end of this year.

Final Report, providing description of achievements and encountered problems as well as recommendations, will be issued within one month of receiving comments on the Draft Final Report from the EU Project Manager.

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## *5.2 SUPPORT IN THE FIELD OF SECURITY*

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

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.

- **Security Study Tour**

The study tour will be from 21st to 23rd October 2014 at the ICAO Headquarters in Montreal, Canada where they are hosting the first ever symposium on innovation in aviation security.

The event will feature an industry exhibition and thematic panel sessions and will allow the delegates to explore issues ranging from threat behaviours to leading edge screening technology.

- **Technical Assistance**

**Kyrgyzstan**

Technical assistance mission as a result of a request from the CAA of Kyrgyzstan is to provide on the job training for security inspectors in the area of ANSP auditing. Mission is going to be delivered beginning of November.

This type of auditing has not been carried out by the CAA of Kyrgyzstan before and will bring new challenges such as how to effectively audit the cyber threat to air traffic control and the security procedures in place for 'off site' facilities that do not benefit from being within the secure airside boundary.

In order to ensure best practice the format for this technical assistance will be based on the Manual for National ATM security oversight, edition 1.0, issued by Eurocontrol.

After completing the OJT course, participants will acquire knowledge and practical experience of the contemporary techniques appropriate for auditing/inspecting ANS service providers in security domain. The trainees will improve ability to:

- Conduct Security audit / inspection according to the procedures and checklist provided in the handbook;
- Write audit / inspection report;
- Enforce security standards and procedures;
- Manage documents.

**Tajikistan**

This technical assistance is a follow up from a previous assignment and will be completed in late November 2014 subject to the new terminal building being confirmed as operational. The purpose is to ensure that the NCASP now reflects the procedures being used with the new screening equipment and the corrective action plan to be updated to reflect this. This work will be done by the core team expert for security.

## *5.3 SUPPORT IN THE FIELD OF ATM*

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

Egis Avia continues the delivery of technical assistance missions and follows already adopted principals:

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.

Project makes available 30 man-days either for the benefit of EASA's ATM activity plan for ENP beneficiary States, or for its own ATM activity plan for CA beneficiary country group. In addition, Egis will convert incidental budget into STE man-days for providing ATM/ANS personnel from civil aviation authorities of Central Asian beneficiary States with improved knowledge skills and capacities in the relevant technical fields.

ATM action plan will be updated and amended following the coordinating meeting with EASA at the end of September 2014. The scope of each on the spot technical assistance activity to be delivered is resulted from the recommendations adopted earlier, after performing ICAO USOAP CAP related missions in CA beneficiary country group.

Uncertainties indicated above challenged us for the elaboration of two overall scenarios. Scenarios being used have more exploratory nature than prediction of modalities. They are developed in exploration of a field which is too general to serve as the basis for decision-making. Thus, this is a kind of outline of two possible futures without indication of desirability.

Under first scenario we assume to allocate 30 STE man-days for the benefit of EASA's ATM activity plan for ENP Beneficiary States. Additional resources, derived from incidental budget, will be assigned for delivering two technical assistance missions in Kyrgyzstan and Tajikistan.

In case of second scenario, we propose to consolidate available resources (30 STE man-days and additional resources, derived from the incidental budget transformation) for providing maximum of five technical assistance missions in CA Beneficiary Countries only. However, scope of the support will be prioritized and coordinated with beneficiaries involved. No activities will be carried out for the benefit of EASA's ATM activity plan for ENPI beneficiary States.

## *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 and planned 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:

- Reduction of the number (1 instead of 2) of session of the workshop on operating licence and insurance requirements, 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 Contracting Authority, the training plan will be applicable to most of the remaining period of the project lifespan, approximatively 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 training activities for the next 6-month period are displayed in the table below.

| DATES | | TD | TRAINING COMPONENT | FORMAT | DURATION | PLACE |
|---|---|---|---|---|---|---|
| AUG | *No training activities planned during this Summer period* | | | | | |
| SEP | | | | | | |
| OCT | | | | | | |
| NOV | .24-25 | SOC | Processing of personal data | AC | 2 Days | Tbilisi |
| | .26-27 | SOC | Package travel/holiday/tour | AC | 2 Days | Tbilisi |
| DEC | | | | | | |

Dates of these two academic courses (AC) reflected in the table above need still to be confirmed. Instructors have been found but their availability still need to be checked. Then, letters of invitation will be sent to the beneficiary countries to nominate the participants.

These two above-mentioned academic courses are the only ones remaining to finalize the WP3 training programme aimed at covering all the European directives and regulations reflected in the Annex 3 of the C3A (Moldova and Georgia) relating to market access, environment, social/consumer protections.

- **Road Map and technical assistance activities**

***Georgia***

According to the 5th issue of the Road Map for Georgia, the technical assistance activity planned to be conducted during the next 6-month period (03Aug.2014.-02Feb.2015) is as follows.

| TOPIC | TECHNICAL ASSISTANCE SCOPE | ONSITE DATES |
|---|---|---|
| • Reg.1008/2008 - Operation of air services (licensing) | • Improve the understanding on how to deal with Licensing of Air Carrier practical matters.<br>• Explain how the competent authority of an EU Member State deals with licensing | October 2014<br>Dates TBD<br>(third mission)<br>*To take place in a EU Member State* |

Besides, as a follow-up action of the past TA mission on ***Ground handling access market – Dir.96/67*** during the previous 5th interim period, remaining points to be answered will be addressed to the Publication Office as suggested by the European Commission.

***Ukraine***

A draft Road Map (second issue, third version), which could still be adjusted to SAAU feed-back, foresees the following technical assistance activities planned to be conducted onsite in Kiev in SAAU HQ during the next 6-month period (03Aug.2014.-02Feb.2015).

| TOPIC | TECHNICAL ASSISTANCE SCOPE | ONSITE DATES |
|---|---|---|
| • Reg.785/2004 – Insurance requirements for air carriers (2nd mission) | • Continue the review the concordance table to identify the EU provisions not (or partly) transposed.<br>• Provide explanations and propose solutions to fully align the Ukrainian text with the EU Reg.<br>• Discuss the adjustments needed & questions/issues raised by SAAU to implement & apply the text | 17-18 Sep.2014 |
| • Reg.1008/2008 - Chapter II – Operating licence (1st & 2nd missions) | • Draft and/or review procedures and checklists adjusted to the Ukrainian context.<br>• Explain how in different EU countries the provisions are applied (benchmarking).<br>• Enhance ability of SAAU counterparts to read and to interpret air carrier business plans.<br>• Provide advices and training sessions based on questions / issues raised by SAAU counterparts, including the cases of insolvency and bankruptcy of air carriers. | 22-25 Sep.2014 (1st mission)<br>17-20 Nov.2014 (2nd mission) |
| • Dir.2000/79 - Working time of mobile workers in civil aviation | • Review each provision of the Directive and the corresponding provision transposed in Order № 279 of 02.04.2002 and the Law № 505/96 BP of 15.11.96 based on a "table of concordance"; identify the missing provisions and those not fully compliant with the Directive.<br>• Explain the full meaning of the various provisions to be implemented and the relations (similarities and differences) with other EU | 28-30 Oct.2014 |

| | | |
|---|---|---|
| | relevant laws required by the C3A (Dir. 2003/88, EU-OPS Subpart Q on Flight time limitations).<br>• Brief representatives of relevant authorities or Ministries (e.g. Social Policy, Health Security, …) on the implications of the transposition of the directive provisions on existing labour and health protection laws under their responsibility, in order to create awareness on the need for legal consistency between working time rules for aircrews and for all other workers (one-day session).<br>• Provide advice on the options available for further work transposition by SAAU and recommendations for a comprehensive and EU compliant transposition including on best practices for applying and monitoring the provisions once implemented. | |
| • Dir.96/67 - Ground handling market access | • Detail the organization of selection procedures for suppliers (successive steps, modalities of consultation).<br>• Examine the possible standard conditions / technical specifications / selection criteria of selection procedures.<br>• Draft a model of tender procedure. | 11-14 Nov.2014 |

***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 according to the Agreement on Common Aviation Area between EU and Moldova is the one dealing with the technical assistance. Traceca II Project remains open to discuss with the specific project activities that could be coordinated between both projects.

## *5.5 AWARENESS, COMMUNICATION & VISIBILITY PROGRAMME*

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

**Communication - Newsletter**

Newsletter n° 5 will be issued in October and distributed in English and Russian versions. It will encompass the upcoming training and technical assistance activities as agreed with the beneficiary countries concerned.

- **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 PR4<br>Summary of project activities planned during the next reporting period<br>(03/02/2014 to 02/08/2014) | Period achieved as shown in PR5<br>Summary of project progress during the reporting period<br>(03/02/2014 to 02/08/2014) | Status of deviation | Comments |
|---|---|---|---|---|
| **WP2bis -Support in the field of ATM** | | | | |
| 1 | Conduct 5 technical assistance activities as defined in the ATM training plan for CA | 8 technical assistance activities have been eventually conducted | Pending | Rescheduled: On -the-Job Training of Air Navigation Services/CNS Inspectors in Dushanbe [Tajikistan] |
| | | | Modified | Combined : OJT of national CNS inspectors merged with OJT of ATM inspectors in Tashkent [Uzbekistan] |
| | | | Added | TA Mission in regard to ICAO USOAP CMA online framework with the focus on ANS part in in Dushanbe [Tajikistan] |
| | | | Added | TA Mission in regard to ICAO USOAP CMA online framework with the focus on ANS part in Bishkek [Kyrgyzstan] |
| | | | Added | On -the-Job Training of Air Navigation Services/AIS Inspectors in Bishkek [Kyrgyzstan] |
| | | | Added | TA mission regard to ICAO USOAP CAP roadmap development with the focus on ANS in Bishkek [Kirgizstan] |
| **WP3 - Support related to the ECAA** | | | | |
| 1 | Conduct 3 technical assistance activities as defined in the Road Map for Ukraine (1st Issue) | 2 out of the 3 technical assistance activities have been eventually conducted | Postponed | Rescheduled: 1st TA mission on Operating Licence (the 3rd TA mission on Operating Licence, initially planned the 6th period is cancelled) |

## 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° 5 (D0.1/5) | T0+30 | 02.08.2014 | Submitted – English version |
| **WP2 –Support in the field of Aviation Security** | | | |
| Revised AVSEC Work Plan for CA countries | n/a | | |
| Training/Technical Assistance materials and reports | Event dates + 2 weeks | Before 02.08.2014 | Material and reports issued |
| **WP2bis – Support in the field of ATM/ANS** | | | |
| ATM Work Plan for CA countries | n/a | 30.04.2014 | Distributed to CA beneficiary States |
| Assistance materials and reports | Event dates + 2 weeks | Before 02.08.2014 | Material and reports issued |
| **WP3 –Support related to ECAA** | | | |
| Revised Roadmap for Georgia -5th Issue (D3.3) | n/a | 30.07.2014 | Submitted to GCAA |
| Revised Roadmap for Ukraine - 2nd Issue (D3.3) | n/a | 29.07.2014 | Submitted to SAAU |
| Revised ENPI Training plan - 5th Issue (D3.2) | n/a | 31.07.2014 | |
| Training/Technical Assistance materials and reports | Event dates + 2 weeks | Before 02.08.2014 | Material and reports issued |
| **WP4 - Visibility, awareness and communication programme** | | | |
| Updated Website (D4.1) | n/a | n/a | |
| Newsletter N°4 (D4.2) | T0+27 | 04.04.2014 | 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 | Average annual en-route service unit growth per State 2013-2015: MD:-21%/UR:-7,7%/AZ:no data/GE:-9,7% /AM:+10% | Eurocontrol, two-year intermediate forecast, May 2014 |

| | 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.<br>B- To continue to provide aviation personnel from the administration and from operators with improved knowledge, skills and capacities in the relevant technical sectors.<br>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<br>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.<br>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) • 1 study tour delivered (ENV) ·14 technical assistance delivered (6 SEC, 1 ENV, 4 MAR, 3 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 | • 2050 visits • 1488 unique visitors • 7522 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<br>2. Contributing to the extension of the Common Aviation Area to the ENPI countries<br>3. Progress as regards security issues, particularly for the Central Asian countries<br>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 , Moldova and Kyrgyzstan | Restricted |
| | | Progress in revising/implementing ICAO USOAP CAP &ATM training programs | • 4 Technical assistance mission (in TJ and in KG) with recommendations, a Road Map to improve ANS-related USOAP CAP and transition to the ICAO CMA online framework | TA mission reports |
| | | | • 5 OJT was delivered to State ATM/CNS/AIS auditor / inspectors in CA country groupe 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, Tajik and Uzbek ATM/CNS/AIS 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.

As no training event has been organised during this 5th interim period, and the participants to the study tour are not recorded in the training statistics, figures thus show no change of the overall total from the previous period.

| 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 |
| Total of the 4th Interim period (02Feb2014) | | | | | | 21 | 2 | 4 | 11 | 7 | 8 | 2 | 3 | 2 | 3 | 2 | 0 | 0 | 44 |
| Total of the 5th Interim period (02Aug2014) | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | | |
| OVERALL TOTAL so far (02Aug2014) | | | | | | 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 | 31.07.14 | | |
| Number of visits: | 702 | 1401 | 2050 | | Total number of visits to the site. |
| Unique visitors: | 493 | 982 | 1488 | | Unique Visitors is the number of unduplicated (counted only once) visitors |
| % of new visitors: | 70,23 | 70,09 | 72,49 | | % of visitors coming for first time. |
| Pageviews: | 3044 | 5516 | 7522 | | Pageviews is the total of pages viewed. Repeated views per page are counted. |
| Pages / visit: | 4,34 | 3,94 | 3,67 | | Pages/visit is the average number of pages viewed during a visit. |
| Average visit duration: | 3m18s | 3m08s | 2m47 | | The average time duration of a session. |
| Bounce rate in %: | 49,15 | 50,82 | 53,85 | | 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 ( August 2014 - February 2015 )**

| | 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 14 | D0.5- Interim Report №5 (2/08) | | | | | .Aug 14 |
| .Sep 14 | | | | 17-18/09 - TA on Reg.785/2004-Insurance Requirements in Ukraine (Kiev)(2nd mission) | | .Sep 14 |
| | | | | 22-25/09 - TA on Reg.1008/2008-Chapter II - Operating licence in Ukraine (Kiev) (1st mission) | News letter 5 | |
| .Oct 14 | | 21-23 /10 - Study tour to Montreal | | 21-22/10 - TA on Reg.1008/2008-Chapter II - Operating lic. in EU Member State for Georgia (3rd mission) | | .Oct 14 |
| | | | | 28-30/10 - TA on Dir.2000/79 - Working Time - Mobile Workers in Ukraine (Kiev) | | |
| .Nov 14 | | dd-dd/07 - On -the-Job Training of National Security Inspectors in Dushanbe [Tajikistan] | | 11-14/11 - TA on Dir.96/67 - Ground Handling Market Access in Ukraine (Kiev) | | .Nov 14 |
| | | | | 17-20/11 - TA on Reg.1008/2008-Chapter II - Operating licence in Ukraine (Kiev) (2nd mission) | | |
| | | dd-dd/11 - TA mission to for completing a survey of the proposals for the new terminal building in Dushanbe [Tajikistan] | | 24-25/11 . AC on Dir.95/46-Processing of personal data in Georgia (Tbilisi) | | |
| | | | | 26-27/11 . AC on Dir.90/314 - Package travel/holiday/tour in Georgia (Tbilisi) | | |
| .Dec 14 | Closing meeting jointly with EASA [date TBD] | | | | | .Dec 14 |
| .Jan 15 | D0.6-Final Report Draft | | | | | .Jan 15 |
| .Feb 15 | D0.6-Final Report | | | | | .Feb 15 |