

ANNEX 1

of the Commission Implementing Decision on ENI East Regional Action Programme 2014
part 2

Action Document for Supporting the implementation of aviation agreements in the Eastern Partnership countries and upgrading civil aviation safety and security standards in Central Asia

1. IDENTIFICATION

| | | | |
|--|--|--------|---------------|
| Title/Number | Supporting the implementation of aviation agreements in the Eastern Partnership countries and upgrading civil aviation safety and security standards in Central Asia. CRIS number: ENI/2014/037-448 | | |
| Total cost | Total estimated cost: EUR 5 million Total amount of EU budget contribution: EUR 5 million | | |
| Aid method / Management mode and type of financing | Project Approach Direct management – grants – direct award | | |
| DAC-code | 21010 | Sector | Air transport |

2. RATIONALE AND CONTEXT

2.1. Summary of the action and its objectives

The overall objective of this Action is to support the sustainable development of civil aviation and the civil aviation administration system in the beneficiary countries, i.e. the Eastern Partnership countries and 4 Central Asian countries (Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan). It aims at upgrading regulations and working practices to reach compliance with the international standards in the fields of air safety and security and, specifically for the Eastern Partnership countries, with the requirements of the Common Aviation Area Agreements (CAAA) being negotiated or signed with the EU.

The European Aviation Safety Agency (hereinafter referred to as EASA or the Agency) will be the main implementing body of the Action, in collaboration with the European national aviation authorities. The European Civil Aviation Conference (ECAC) will take up the activities related to air security.

The Action builds on several twinning and regional projects that have taken place in recent years and more particularly on the regional EU funded projects “TRACECA - Civil aviation safety and security II”, implemented by EASA between 2012 and 2015 and the project “TRACECA Civil aviation” implemented between 2012 and 2015 by EGIS Avia.

Activities of the Action include awareness raising activities, training, peer-to-peer and on-the-spot support. The different fields of intervention are aviation safety, aviation security, market access, environmental performance and passenger rights. Dedicated initiatives on safety management and civil aviation administration management will be developed, in order to facilitate the establishment of sustainable oversight systems within the countries. Partner countries will be supported in the transposition in their policies, legislation and working procedures, of recent changes in the international civil aviation framework, as well as of the EU *acquis* in the field of aviation safety.

Corrective Action plans (CAP) following up the findings identified by the Universal Safety Oversight Audit Programmes (USOAP) of the International Civil Aviation Organisation (ICAO) will be established and implemented. A monitoring system will be set up with the partner countries to track progress towards compliance with the international requirements. The Eastern Partnership countries will be supported in the implementation of the necessary policy, legislative, regulatory and technical measures stemming from the Common Aviation Area Agreements.

2.2. Sector context: policies and challenges

2.2.1 Regional context

Eastern Partnership

The Eastern Partnership¹, launched by the EU at a Summit meeting with the Eastern European partners in May 2009 in Prague, is based on mutual commitments to the rule of law, good governance, respect for human rights, and respect for the rights of minorities, the principles of market economy and sustainable development. It sets out an ambitious path for deeper relations with Armenia, Azerbaijan, Belarus, Georgia, the Republic of Moldova² and Ukraine, through both bilateral and multilateral dimensions. Under the Eastern Partnership, four thematic platforms have been founded. A transport panel, under Platform 2 on Economic Integration and Convergence with EU Policies, covers promotion of transport collaboration in the partner countries and holds regular meetings.

In line with the Eastern Partnership 2012–13 roadmap, partner countries gradually integrate their transport systems with that of the EU. In the aviation area, significant progress has been made over the last years with the conclusion of comprehensive air services agreements between the EU and Georgia and Moldova. Negotiations are ongoing with Azerbaijan and Armenia expressed its interest to follow in due course. In the framework of the Eastern Partnership summit in Vilnius in November 2013, a comprehensive air services agreement was initialled with Ukraine and it is expected that the agreement will be signed very soon.

Through these agreements, the Eastern Partnership countries become part of the EU's wider common aviation area and accept to implement the EU's aviation *acquis* in their internal legal system. Based on common rules in important areas such as aviation safety and security, the aviation markets between Eastern Partnership countries and the EU will be gradually opened and integrated.

In October 2013, the EU and Eastern Partnership Transport Ministers took stock of transport cooperation. The ministerial meeting approved the Eastern Partnership regional transport

¹ http://eeas.europa.eu/eastern/index_en.htm

² Hereinafter referred to as Moldova

network and the list of priority projects on the network, including connections between Eastern European countries themselves and with the Trans-European Transport Network (TEN-T). The Joint Declaration of Ministers outlined the progress made on regulatory convergence in all modes of transport, especially on market integration through aviation agreements. It also provided guidance for future cooperation in the sector. At the Vilnius summit, the EU and Eastern Partnership countries welcomed the progress made in the negotiation or implementation of the Common Aviation Area Agreements as a concrete contribution to the Eastern Partnership's goal of bringing the EU and its partners closer together.

From 2014, the European Union cooperates with the Eastern Partnership through projects financed under the European Neighbourhood Instrument (ENI).

Central Asia

As regards Central Asia and air transport, the focus of the EU's policy is on improving the region's air connectivity through effective implementation of international agreements with regard to air safety, air traffic management and security.

TRACECA

The Transport Corridor Europe-Caucasus-Asia (TRACECA) is originally an EU programme launched in 1993 to develop a transport corridor from Europe to China, via the Black Sea, the Caucasus, the Caspian Sea and Central Asia. The main aim of the European Commission's TRACECA programme was to strengthen economic relations, trade and transport links between the EU and the programme's participating countries. The participating countries are: Azerbaijan, Armenia, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine and Uzbekistan.

The EU has supported this cooperation with investment and technical assistance projects in the areas of infrastructure development, safety and security in transport as well as trade facilitation and logistics.

In parallel to the technical cooperation, the countries have engaged in a political process. In September 1998 most of the countries signed the “Basic Multilateral Agreement on International Transport for Development of the Europe-Caucasus-Asia Corridor” (MLA) in Baku (Azerbaijan). The implementation of this MLA is done through the Intergovernmental Commission (IGC) and the TRACECA Permanent Secretariat of the IGC, based in Baku.

This project falls under one of the objectives of the EU – TRACECA - transport cooperation program, and is in line with the ENI Regional East Strategy Paper objectives (2014-2020). The Strategy refers to supporting activities in the Eastern Partnership countries as well as contributing to enhancing existing cooperation between the EU, partner countries and Central Asia in the field of transport.

2.2.2 Sector context

2.2.2.1 Aviation Safety

In the field of aviation safety, all targeted countries are bound by their international obligations, i.e. stemming from the Convention on International Civil Aviation. Their

compliance is verified by the USOAP, established by ICAO, and by EASA for those countries which have signed a working arrangement³ with EASA.

Results of the latest ICAO audits/compliance assessments with regards to **aviation safety**, as made available to ICAO member states⁴, have shown different levels of application of international standards and requirements by the different partner countries (see table below).

| Country | Date of ratification/ notification of ICAO | Last ICAO inspection - overall score Effective Implementation (EI) ⁵ (World average EI: 61.62%) | Common aviation area agreement |
|--------------------------------|--|---|--|
| Armenia | 18/06/1992 | June 2007 – 96.22% | Armenia expressed its interest to launch negotiations in due course |
| Azerbaijan | 09/10/1992 | May 2007 – 58.25% | Negotiations started on 24 Jan. 2013 |
| Georgia | 21/01/1994 | May-June 2007 – 32.25% ICAO Serious Safety Concern | Signed on 2 Dec. 2012. Ratification in process. Applied provisionally |
| Moldova | 01/06/1992 | November 2009 – 55.92% | Signed on 26 Jun. 2012. Ratification in process. Applied provisionally |
| Ukraine | 10/08/1992 | June 2008 – 81.54% | Initialled on 28 Nov. 2013 |
| Kazakhstan | 21/08/1992 | April 2009 – 47.47% ICAO Serious Safety Concern | Not foreseen |
| Kyrgyzstan | 25/02/1993 | April 2009 – 67.22% | Not foreseen |
| Tajikistan | 03/09/1993 | July 2008 – 53.60% | Not foreseen |
| Uzbekistan | 13/10/1992 | July 2008 – 87.28% | Not foreseen |
| <i>Belarus (for info)</i> | <i>04/06/1993</i> | <i>June 2009 – 53.39%</i> | <i>Not foreseen</i> |
| <i>Turkmenistan (for info)</i> | <i>15/03/1993</i> | <i>April 2010 – 63.74%</i> | <i>Not foreseen</i> |

Table: Detailed results of ICAO USOAP audits

The ICAO USOAP programme is used to assess the States' implementation of safety oversight, the compliance with the provisions of ICAO Standards and Recommended Practices (SARP) as contained in all ICAO Safety-related Annexes⁶ and the conformity with the provisions of ICAO guidance material.

The ICAO SARPs on safety in civil aviation refer to the primary and secondary legislation, the organisational structure, the aircraft operations certification and supervision, airworthiness, personal licencing, aircraft accident and incident investigation, air navigation services and aerodromes.

Georgia and Kazakhstan show serious safety concerns (below 50%), followed by Tajikistan, Moldova and Azerbaijan (below world average).

The main issues identified are related to the structure of the civil aviation organisation and lack of qualified staff, which call for further capacity building activities. Azerbaijan, Georgia, Tajikistan and Kyrgyzstan have been analysed following their capability to implement ICAO

³ <http://easa.europa.eu/rulemaking/international-cooperation-working-arrangements.php>

⁴ Of which EU Member States and partner countries

⁵ The Effective Implementation (EI) is rated from 0% to 100%, with 0% being "Not Implemented" and 100% being "Fully Implemented". The EI score represents the percentage of satisfactory USOAP protocol questions applicable for a given State

⁶ So excluding ICAO-Annexes 9 and 17

SARPs in different domains, and the results showed that either the countries cannot ensure implementation of ICAO SARPs, or their capability is affected by serious findings.

Whereas the ratio on the State Oversight System of Armenia, Azerbaijan, Uzbekistan and Ukraine can be considered as good or reasonably good, the respective systems in Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan are still (at least partially) below expectations.

This demonstrates the need for additional efforts in the beneficiary countries in order to establish and ensure a sustainable civil aviation administration structure as well as certification and oversight capability. The project will use the parameters of the standardized audits as indicators of progress (see 4.6.2).

In addition, recent developments from ICAO with the introduction of the new Annex 19 on Safety Management, which draws from existing Annexes regarding the State Safety Programme (SSP) and safety management systems (SMS), plus related elements including the collection and use of safety data and State safety oversight activities, have led partner countries to ask for support on how to introduce the principles and recommendations stemming from this annex in their daily work.

2.2.2.2 Aviation Security

Air cargo traffic figures and recent ICAO security audits underline the need for the target countries to improve their systems to guarantee the respect of international standards as regards air cargo security.

The latest ICAO audits under the Universal Security Audit Programme (USAP) have shown different levels of application of international standards and requirements related to aviation security by the different partner countries (see table below).

The ICAO USAP programme is used to assess the States' implementation of security oversight, the compliance with the provisions of ICAO SARPs as contained in all ICAO Security-related Annexes (9 and 17) and the conformity with the provisions of ICAO guidance material.

| | Total Cargo in tonnes arrived by air (source Eurostat, 2012) | Lack of effective implementation' of ICAO rules in % (ICAO USAP 2nd cycle from 2008) |
|------------|--|--|
| Kazakhstan | 25,274 | 37,01% |
| Kyrgyzstan | 524 | 19,90% |
| Tajikistan | 14 | 45,04% |
| Uzbekistan | 1,795 | 11,86% |
| Armenia | 612 | 29,82% |
| Azerbaijan | 50,141 | 16,68% |
| Georgia | 611 | 42,39% |
| Moldova | 607 | 29,32% |
| Ukraine | 5,946 | 16,12% |

With the rise of global threats across the world, in particular targeting Civil Aviation, the international aviation community has strengthened security measures, to provide international prevention and response measures.

Although ICAO security standards remain the common basis for internationally recognised minimum requirements, as established in ICAO's Annexes, the EU, the USA and other partners decided to enhance aviation security beyond ICAO standards at operational, supervisory and regulatory levels (e.g. Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security).

The EU promotes aviation security in a number of initiatives. As an example, following an attempt by AQAP (Al-Qa'ida in the Arabian Peninsula) to bring down an aircraft with a bomb concealed in cargo, concerns about the potential risks of air cargo led to the introduction of new Air Cargo Regulations applicable by February 2012. These Regulations affect all Air Carriers flying air cargo and mail into Europe. These regulations detail standards for a secure supply chain when transporting cargo and mail into the EU from third countries. Failure to meet these standards would expose a vulnerability that could be exploited by terrorists; and ultimately could lead to all air cargo from a particular country being refused entry to the EU, with the associated significant economic consequences for the country concerned.

The initiative for Air Cargo and Mail Carrier Operating into the European Union from a Third Country Airport (ACC3) is drafted in such a way that the carrier has the responsibility for ensuring that the correct screening methods are applied to consignments loaded onto the aircraft provided that controls have not been applied by local cargo handling facilities (RA3, KC3) themselves subject to secure supply chain vetting. During the introduction of the standards, air carriers were required to sign a declaration indicating that such basic aviation security standards were applied. This is being superseded by an independent verification system validating the foreign activities and certifying air carriers and cargo handling facilities as ACC3s, RA3s or KC3s respectively. The EU aims to enshrine this secure supply chain monitoring system into ICAO SARPs eventually.

The EU's interest to support the Central Asian countries in improving their cargo security system also stems from the fact that the EU's new ACC3 system raises important concerns by this region. This was clearly expressed at last year's ICAO aviation security event in Astana.

Enhancing the capacity of partner countries to meet these and other security standards requires to support national bodies with sufficient awareness for security issues and skills to implement effectively the Standards and Recommended Practices of ICAO aiming at protecting aviation from unlawful interference. It also requires that the national bodies are adequately organised and staffed for defining and implementing aviation security measures and conducting regular quality control inspections in order to ensure the appropriate resilience capacity. In spite of the encouraging progress noted in many states over the past years, actual implementation of innovative and effective security measures as well as maintenance of sustainable practices in aviation security still requires external support, in particular in exchanging best practices.

To successfully and sustainably improve the security situation in partner countries and facilitate the implementation of the ACC3 measures by the operators concerned, the adoption of a top down approach could be needed, complemented by provision of assistance / support

actions lower down. To achieve this, high level involvement on both sides (EU and partner countries) will need to be ensured.

2.2.2.3 Obligations stemming from the conclusion of Common Aviation Area agreements with the EU

Eastern Partnership countries have shown their interest and commitment to move towards negotiation (Armenia, Azerbaijan) or implementation (Ukraine, Moldova, Georgia) of Common Aviation area agreements. This means in practice that - through these legally binding international agreements - the signatory countries legally commit themselves to integrate and implement the EU's entire aviation *acquis*. This is done in a clearly described phased approach. At the end of this process, partner countries become an integral part of the EU's aviation market area. The final objective is to ensure that, over time, a truly integrated common aviation area evolves where relations between the neighbouring countries themselves also become open and integrated.

Eastern Partnership countries have already worked towards aligning their regulatory framework with EU legislation in key areas such as:

- aviation safety,
- aviation security,
- air traffic management,
- the environment,
- passenger rights,
- economic regulation and
- social aspects.

The EU has already started to support this process through technical assistance projects as described in Point 2.3.

All these areas will also be covered by this project. In this context it is important to provide the different beneficiary countries with tailor-made support that addresses specifically areas in which the EU's aviation *acquis* has not been implemented yet.

In the legislative field, recent changes of EU legislation will have also to be considered in the support provided to partner countries (see Annex for a non-exhaustive list).

2.3. Results of existing projects

Existing projects have helped preparing the ground for the establishment of a sustainable oversight system in civil aviation within the beneficiary countries by enhancing the expertise of the experts as well as the management of the civil aviation administrations. In more specific terms:

The **EGIS AVIA project** (EUR 2.7 million) supports the Civil Aviation Authorities and Oversight (CAA) of the beneficiary countries (5 Eastern Partnership and 5 Central Asian countries) to harmonize regulations and working practices of those countries to comply with international standards (ICAO) and to prepare them for the implementation of international standards and EU regulations concerning aviation security, market access and environmental performance, and, partially, air traffic management/air navigation services (ATM/ANS) (for the Central Asian countries). Closer relations with (Central Asia) and integration (Caucasus, Moldova, Ukraine) to Pan-European aviation structures are expected to be established between the beneficiary CAAs and EU aviation institutions as a result of this project, which is due to finish in January 2015.

Three main sets of activities can be distinguished: support in aviation security, support in ATM and support to the Eastern Partnership countries in the context of the European Common Aviation Area.

1. Strengthening aviation security: overall progress regarding security issues, particularly in Central Asian countries, is envisaged. In Eastern Partnership countries having signed CAAAs, 6 EU regulations and directives regarding security are to be or are being implemented. The contents and formats of National Aviation Security Programmes of Georgia and Moldova are improved. A number of training sessions in such issues as management of cyber threat in aviation security, Screener Certification Programme, development of the National Aviation Crisis Management Programme and National Aviation Security Control Programme, development of Critical National Infrastructure Procedures and ATM Security Procedures have been carried out.
2. Support in ATM/ANS: activities are concentrated on Kyrgyzstan and Tajikistan, and include support for the establishment of a sustainable ATM/ANS safety oversight system in Tajikistan, and support for upgrading the ATM/ANS safety oversight functions and for revising the ICAO USOAP CAP in Kyrgyzstan; this was done through on-the-job training of ATM inspectors and technical assistance missions.
3. Support in the implementation of the EU *acquis*, to prepare for achieving the most important requirements of the CAAAs (for Eastern Partnership countries): 21 EU regulations and directives in the area of market access, environment and social protection are to be or are being implemented in the countries having signed CAAAs. An additional group of 16 regulations and directives were presented and discussed in detail with the respective CAAs during the training sessions and technical assistance missions. The project is also monitoring the status of implementation of those regulations in the Eastern Partnership countries in the context of the extension of the Common Aviation Area.

The ongoing **EASA project** (EUR 2.5 million) will achieve the following results by February 2015:

1. Enhanced awareness among beneficiary countries of international standards and European requirements in the field of aviation safety, through EASA-organised workshops in various domains (ATM, air operations, aerodromes, and airworthiness).
2. A number of experts of the beneficiary countries were trained to conduct inspections and certification processes in accordance with international standards and European requirements, mainly in the domain of air operations and airworthiness, including training on Safety Assessment of Foreign Aircraft (SAFA), dangerous goods and auditing techniques.
3. A number of Aeromedical Examiners successfully passed comprehensive initial/advanced training.
4. Progress has been made for the implementation of Safety Management systems in accordance with the principles of ICAO Annex 19 and the European Aviation Safety Program and plan (EASPP), where applicable, and the involved experts were successfully trained accordingly.
5. The project developed a comprehensive initiative for the different levels of the Civil Aviation Administration Management of the beneficiary countries and refreshed their

skills and cultural understanding of the overall management capability by application of modern management tools.

6. Beneficiary countries were jointly trained by ICAO and EASA on the European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS), recommended as a safety data collection tool to all Contracting States of ICAO.
7. The project enhanced cooperation of the European Partnership countries by supporting their pro-active participation in EASA working groups on air safety.

Although substantial progress has been achieved, demonstrating the strong commitment of the beneficiary countries, in some of the partner countries the civil aviation system is not yet sustainable, safe or secure, or not sustainable enough as it is emphasised by the indicators of point 4.6.2. For this reason, the present Action has been designed, with clear pre-defined objectives and results, in order to close most of the still existing gaps in the field of civil aviation.

The present Action will follow up on the results of existing projects. It will further support Central Asian countries to implement the requirements related to international agreement in the field of air safety and security and will support the implementation of the Common Aviation Area agreements for the Eastern Partnership countries.

2.4. Lessons learnt

Experience of the past projects in the field of air safety has shown a great level of interest and commitment from partner countries.

Participation of highly motivated staff to training sessions was important in the past projects although follow up activities were not always implemented.

High fluctuation or rotation of managing positions in some of the beneficiary countries affects the performance of civil aviation administrations. Frequent changes of key staff involved in the project in beneficiary countries have not helped constructing a clear and efficient working relationship. Partner countries will be asked to nominate only one focal point and one alternate for the project follow up.

Some of the administrations are understaffed or the experts within the civil aviation administrations have difficulties to follow advanced training courses which affect the proper execution of assigned tasks.

The salary scheme in some of the beneficiary countries is below the average of the aviation industry which affects sustainable staff resources needed for the execution of oversight functions.

The presence of two projects working at the same time, one led by a private service provider, one by EASA, on similar issues has led to overlapping of some activities, to redundant work and mobilisation costs for beneficiary countries. In addition, as messages were coming from two different streams, some confusion has been created with partner countries, leading to a lack of trust and a feeling of uncertainty with regard to the recommendations proposed by the projects staff.

Given the high sensitivity of the subject, and the risk associated to possible unclear information provided on security processes in the field of air operation, it is important that the project is implemented by highly knowledgeable and qualified staff, with strong experience of EU working procedures. As part of lessons learnt from the past projects, it has been decided

to entrust the European Aviation Safety Agency (EASA) - a non-profit EU agency with legal personality – with the full implementation of the project. This will increase accountability, quality of the training, trust and buy-in by partner countries, and resource efficiency.

2.5. Complementary actions

2.5.1. EU-actions

A series of regional and bi-lateral, including twinning, EU-funded projects have been or are being implemented in the field of civil aviation in the region with as overall objectives to improve air transport safety, security and environmental performance, and market integration with the EU, via support towards the adoption and implementation of EU and international standards and an appropriate legal, institutional and regulatory framework in accordance, where applicable, with concluded Civil Aviation Agreements.

An overview of recent projects (which have now ended):

- Ukraine - Aviation twinning project "Support the Implementation of the Norms and Standards of the EU in the Spheres of Airports, Aerodromes and Air Traffic Management/Air Navigation Services (ATM/ANS)" (EUR 1.7 million; 10/2011 - 09/2013)
- Georgia - Aviation twinning project "Harmonisation with EU norms of the legislation and standards of Georgia in the field of Civil Aviation" (EUR 1.18 million; 05/2011 – 05/2013)
- Armenia - Aviation twinning project "Strengthening the capacity of the Armenian General Department of Civil Aviation (GDCA) in the integration and enforcement of European safety standards, and harmonisation with EU aviation safety regulations" (EUR 1.1 million; 02/2011- 02/2013)
- TRACECA - Civil aviation, security and environment project (EUR 4.82 million; 02/2009 - 02/2012)

An overview of ongoing projects:

- Moldova – Technical Assistance for the implementation of the legal and regulatory framework in the aviation sector (EUR 1.85 million; 02/2013 – 02/2016)
- TRACECA - Civil aviation safety and security II (EUR 5.2 million; 03/2012 – 02/2015) (see detailed information on 2.3)
- Ukrainian aviation twinning project “Harmonization with EU Norms of the Legislation and standards of Ukraine in the field of Civil Aviation” (EUR 1 million)⁷

2.5.2. Other actions:

The following list provides an overview of further projects in civil aviation not funded by the EU:

⁷ <http://www.easternpartnership.org/programmes/harmonisation-eu-norms-legislation-and-standards-ukraine-field-civil-aviation>
<http://avia.gov.ua/documents/Miznarodnadiyalnist/Twinning/zagalnayainformaciya/30255.html>

- Azerbaijan: grant to assist the State Civil Aviation Administration of the Republic of Azerbaijan (SCAA) in meeting ICAO standards for civil aviation safety and security oversight (U.S. Trade & Development Agency (USTDA) and The Wicks Group)
- Ukraine: Upgrade of air traffic control facilities at various airport sites throughout Ukraine (European Investment Bank)
- Kazakhstan: Assistance in resolving two Significant Safety Concerns identified by ICAO (ICAO Technical Cooperation Bureau)
- Kyrgyzstan: Assistance to help develop a business plan for the Manas International Airport to increase passenger and cargo operations (U.S. Trade & Development Agency (USTDA) and Ascendant Program Services, LLC)

In addition, a more extended list of civil aviation projects is available in an ICAO-maintained database⁸.

2.6. Donor coordination

Safety and security coordination is generally ensured by ICAO, at the occasion of their regular meetings.

Donor coordination at country level is ensured by the EU Delegation.

Although at the international (ICAO) and supranational level (EASA, Commission, EU Delegations) several platforms on civil aviation exist the experience of previous projects has identified the need for strengthening project coordination processes in order to avoid the risk of duplication in activities. To this end, a technical board will be established in addition to the steering committee of this project.

The “Technical Board” will be grouping representatives of the different EU-funded projects (including bilateral) involved in the domain, to maximise efficiency and planning and to ensure that there is no overlap and that project activities are known.

The Technical Board shall consist of EASA’s appointed project management as well as the appointed project management of the aforementioned projects of the EU (such as Twinning/TAIEX etc.).

3. DETAILED DESCRIPTION

3.1. Objectives

The overall objective of this project is to support the sustainable development of civil aviation and the civil aviation administration system in the beneficiary countries, harmonise regulations and working practices to comply with the international standards in the field of air safety and security and, specifically for the Eastern Partnership countries, with the requirements of the Common aviation area agreements being negotiated or signed with the EU.

⁸ <http://www.icao.int/safety/scan/Pages/default.aspx>

Specific objectives are made between the Eastern Partnership countries on the one hand and the Central Asian countries on the other hand.

1. For the **Eastern Partnership countries**, the project aims to ensure that the beneficiary countries which have signed a comprehensive civil aviation agreement with the EU or for which such negotiations are planned or in progress, can participate effectively in the pan-European civil aviation system, meaning they have implemented the requirements stemming from these agreements and have implemented working arrangements signed by EASA and each of the respective civil aviation administrations. The project also aims to ensure that the beneficiary countries with significant aviation safety concerns will address them and bring solutions (so-called ‘close the findings’).
2. For the **Central Asian countries** the specific objective is the fulfilment of their international obligations in the domain of aviation safety and security and to foster deeper awareness and knowledge of the specificities of the EU’s aviation safety system. In this respect, the project also aims to ensure that the beneficiary countries with significant aviation safety concerns will be able to address them and bring solutions (so-called ‘close the findings’).

3.2. Expected results and main activities

3.2.1. Results

R1. Eastern Partnership countries (Armenia, Azerbaijan, Georgia, Moldova and Ukraine) will have implemented the measures foreseen in the Common aviation area agreements. Hence, the main expected results of this project are:

- R1.1: The functional structure and core processes as well as relevant documentation of the administrations concerned are analysed and updated to ensure the effective transposition and implementation of the EU aviation legislation in accordance with the Common Aviation Area Agreement (CAAA) as amended, and follow up procedures to maintain functional compliance are established;
- R1.2: A framework of policies and procedures is in place for the regulation and implementation of Safety Management at various levels, complying with the principles of ICAO Annex 19 as well as the European Aviation Safety Program and plan (EASP(p));
- R1.3: Applicable EU aviation legislation remaining to be transposed in the beneficiary countries stemming from CAAA is identified together with a detailed analysis of existing bottlenecks in the legal system and implementation roadmap, elaborated together with the follow-up procedures needed to maintain regulatory compliance;
- R1.4: Related regulations are drafted/updated by partner countries in accordance with the EU aviation legislation, with expert advice of the project;

- R1.5: A legal mechanism and related legal amendments are investigated for a fast track adoption procedure applicable to new or modified European Civil Aviation requirements (regulations, directives, decisions, AMCs, Guidance Materials and Certification Specifications), to allow beneficiary countries to react in a more timely and comprehensive manner;
- R1.6: A continuous progress monitoring system is in place to follow beneficiary countries actions, built on transparent and focused indicators (milestones and objectively verifiable indicators) ensuring effective implementation of the concepts, frameworks, regulations, policies and procedures after their adoption;
- R1.7: Sustainable progress is made in the fulfilment of oversight requirements in the domains of Airworthiness, Flight Standards, Aerodromes, ATM/ANS and Management System;
- R1.8: Databases on aircraft safety operations, accidents and incidents are established/upgraded in every country, with working procedures for the collection, exchange and analysis of safety data, in line with the EU acquis and international best practice;
- R1.9: Corrective Action plans following up the findings identified by the Universal Safety Oversight Audit Programmes of ICAO (USOAP) are developed and implemented;
- R1.10: Progress in strengthening awareness of benefits of Working Arrangements signed by EASA and beneficiary countries⁹;
- R1.11: Through legislative and operational improvements, compliance with international aviation security standards in the field of air cargo and mail (establishment of robust secure supply chain and application of effective security controls including screening).

R2. Central Asian countries (Kazakhstan, Kirgizstan, Tajikistan and Uzbekistan) will achieve the following results:

- R2.1: The organisational and institutional structure of the Central Asian countries is strengthened, through a higher ratio of effective implementation of ICAO SARPs;
- R2.2: The internal and organisational processes of the Central Asian countries is strengthened, through a higher ratio of effective implementation of ICAO SARPs;
- R2.3: The ICAO CAPs (Corrective Action Plans) are implemented by Central Asian countries, with the support of the project through technical on-site

⁹ Working Arrangement on collection and exchange of information on the safety of aircraft using community airports and the airports of the relevant country;
Working Arrangements in the framework of the transition of the Joint Aviation Authorities

support and consultancy as well as monitoring and evaluation of interventions related to CAPs;

- R2.4: A framework of policies and procedures is in place for regulation and implementation of Safety Management at various levels, complying with ICAO Annex 19 together with the European Aviation Safety Program and plan (EASP(p));
- R2.5: Through legislative and operational improvements, compliance with international aviation security standards in the field of air cargo and mail (establishment of robust secure supply chain and application of effective security controls including screening).

3.2.2. Activities and implementation modalities

The Action will be based on a holistic approach towards the enhancement of the human, structural and social dimensions of the beneficiary countries civil aviation administrations. In practical terms this means that the focus should equally be on human resources, as on the establishment of an effective organisation (structures, manuals, procedures, databases etc.) with adequate integration in the wider social structures.

The capacity building activities will take the form of workshops/seminars/training sessions.

For Eastern Partnership countries, resources will be made available for the pro-active participation in EASA events, to support to the maximum extent possible the further integration of these countries into the overall EU aviation system. This approach can be extended towards supporting the participation in various events organised by other international and supranational organisations for the sake of the enhancement of the broadest possible understanding of the international aviation system.

In a broader sense, the project will provide direct technical support and engage in sharing of expertise mainly based on the work plans, developed during the previous projects.

Fact finding and/or compliance assessment missions to the beneficiary countries, if deemed necessary, will be performed in order to assess the progress as well as whether the implementation of the common rules and procedures has been done correctly and to identify possible gaps. The aforementioned missions will be done using the standardisation visits methodology. Accordingly, EASA standardisation activities will be funded by the project until the following conditions are met: (i) the beneficiary country concerned has entered into agreement with the European Union in accordance with Art. 66 of the Regulation (EC) No 216/2008¹⁰, (ii) the agreement has entered into force and (iii) the country meets the requirements for the appropriate participation in the work of the Agency as determined by the European Commission.

In relation to already existing roadmaps/work plans, adjustments will be conducted, if deemed necessary or new roadmaps will be prepared together with the beneficiary countries concerned.

¹⁰ Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of the civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) 1592/2002 and Directive 2004/36/EC

3.2.3. Key measures to ensure the project success and sustainability:

All beneficiary countries will appoint one unique focal point and one unique substitute in order to ensure that relevant staff are made aware and available and sent for participation to the activities. This will ensure a proper functioning communication chain being essential for the effectiveness of the project.

Active participation of the experts of the beneficiary countries will be a key to the success of the project.

Effective coordination with other donors, ICAO, European institutions and the EU Member States will be assured through participation and consultation in regular project meetings, events and mutual progress review, exchange of information and good practices, formal and informal communications.

This project will take advantage of synergies with other initiatives, avoiding duplications.

This project will also provide some flexibility in responding to partner countries specific needs that may emerge during the lifetime of the project (subject to approval from the Commission).

3.3. Risks and assumptions

It is assumed that the growth that took place in the economic and civil aviation sector in some of the beneficiary countries in recent years will be maintained and that the political will for further development, harmonisation and interaction with the international organisations as well as the EU on related aviation issues will be continued.

The underlying assumption on which the success of the programme depends is also the continuous commitment of national civil aviation administrations to the establishment of harmonised international, regional or supra-national processes in the field of civil aviation.

On a more concrete level, the following risks have been identified:

- Political instability and security constrains
- Lack of commitment to the reform process. As this project is a regional one, this risk is considered as minimal overall, although some countries may show reluctance to implement some of the reforms.
- Insufficient human resources and technical expertise required for the attendants to activities of this programme. Partner countries will be asked at the inception phase of the project to commit enough resources for the implementation of the programme.
- Various interpretations of rules and requirements. This risk is considered as medium, but this will be mitigated by providing appropriate training and information on the experience of Member States implementing these rules and requirements.
- Complexity of the programme, involving the participation of a larger number of countries, beneficiary institutions and administrations. This risk is considered medium, but the implementing bodies will mitigate this risk by having a strong project monitoring system established.

- Lack of coordination between similar simultaneous projects. This risk is minimum as the main implementing bodies are key players internationally recognised and well aware of activities of other projects. However, a technical coordination mechanism will be integrated as described under point 2.5.
- Insufficient cooperation between the beneficiary countries on the cross-regional level, and limited engagement of partner countries. To mitigate the risks the project will facilitate the acceleration of the Eastern Partnership countries integration process, and will provide special assistance to the less advanced beneficiary countries on their national aviation development and capacity building. The project provides a formula for flexible participation, which may be applied where there is a consensus to do so. This formula will allow the speed up of cooperation among the readied countries, rather than having to wait for all members to join all aspects of integration from the start.

In this respect, a more detailed risk assessment and mitigation plan will be developed during the inception phase of the project, for each risk and divided in High/Medium/Low value for both likelihood of occurrence and potential impact on the project. The issue of sustainability will be specifically looked at in this plan.

3.4. Cross-cutting issues

Climate change and environmental sustainability

The Project will pursue further alignment to the EU-acquis in the field of civil aviation environmental legislation, of which the enforcement will decrease the negative environmental impact of the civil aviation sector.

Gender equality

An appropriate men/women balance will be sought on all the managing bodies and activities of the project.

Good governance and human rights

This project has no negative impact on minority and vulnerable groups. It will apply the policy of equal opportunities for all groups including vulnerable groups.

3.5. Stakeholders

The main beneficiaries of the project will be official bodies who are the counterpart of the Agency in the beneficiary countries responsible for regulation and operation of the air transport, such as competent departments of the ministries of transport, civil aviation authorities, aerodrome authorities, national supervisory authorities, civil aviation institutions.

More generally, the main stakeholders include civil aviation authorities of partner countries (and to a lesser extent from Member States), air carriers, airport authorities, airlines, ATM service providers and the aeronautical industry.

Given the trans-regional nature of the Action, the following countries shall be associated to and shall benefit from the activities foreseen by this action, in accordance with Article 16(1) of Regulation (EU) No 232/2014: Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan.

4. IMPLEMENTATION ISSUES

4.1. Financing agreement

In order to implement this action, it is not foreseen to conclude a financing agreement with the partner country, referred to in Article 184(2)(b) of Regulation (EU, Euratom) No 966/2012.

4.2. Indicative operational implementation period

The indicative operational implementation period of this action, during which the activities described in sections 3.2. and 4.3. will be carried out, is 60 months (indicative contract duration: 48 months) from the adoption of this Action Document, subject to modifications to be agreed by the responsible authorising officer in the relevant agreements. The European Parliament and the relevant Committee shall be informed of the extension of the operational implementation period within one month of that extension being granted.

4.3. Implementation

The action will be implemented in direct management through a grant directly awarded to EASA and ECAC. EASA will act as coordinator of the Action. As the mandate of EASA does not cover aviation security, ECAC will be responsible for implementing the security related activities.

Alternatively, if further analysis shows that synergies can be established between the security component and another similar programme under the ‘Instrument contributing to Stability and Peace’¹¹, the Commission may sign separate grants contracts with EASA and ECAC, for their respective components.

- (a) Objectives of the grant, fields of intervention, priorities of the year and expected results

See section 3.

- (b) Justification of direct grant(s)

Under the responsibility of the authorising officer by delegation, the grant(s) may be awarded without a call for proposals to EASA and to ECAC.

For both organisations, recourse would be taken to Article 190(1)(f) of Commission Delegated Regulation (EU) No 1268/2012, Exceptions to calls for proposals (Article 128 of the Financial Regulation): Grants may be awarded without a call for proposals for actions with specific characteristics that require a particular type of body on account of its technical competence, its high degree of specialisation or its administrative power, on condition that the actions concerned do not fall within the scope of a call for proposals.

EASA, as Agency of the European Union, was given specific regulatory and executive tasks in the field of civil aviation safety and environmental protection. Its mission is to promote the highest common standards of safety and environmental protection in civil aviation. The Agency develops common safety and environmental rules at the European level. It monitors

¹¹ Targeting the same questions of aviation security, but on Africa and Middle East, and still to be approved

the implementation of standards through inspections in the Member States and provides the necessary technical expertise, training and research. The Agency works hand in hand with the national authorities who continue to carry out many operational tasks, such as certification of individual aircraft or licensing of pilots. The main tasks of the Agency currently include:

- Rulemaking: drafting aviation safety legislation and providing technical advice to the European Commission and to the Member States;
- Inspections, training and standardisation programmes to ensure uniform implementation of European aviation safety legislation in all Member States;
- Safety and environmental type-certification of aircraft, engines and parts;
- Approval of aviation products design organisations world-wide, air navigation services providers as and of production, maintenance and training organisations as well as flight simulation training devices outside the EU;
- Authorization of third-country (non EU) operators;
- Coordination of the European Community programme SAFA (Safety Assessment of Foreign Aircraft) regarding the safety of foreign aircraft using Community airports;
- Data collection, analysis and research to improve aviation safety

Under the responsibility of the authorising officer by delegation, the recourse to an award of a grant without a call for proposals is justified because of EASA's unique mandate and specific technical expertise to execute the tasks of the project.

As described above, the EU Basic Regulation 216/2008 creates and sets the European Aviation Safety Agency at the core of the aviation safety system in Europe while the European national aviation authorities (NAA) continue to carry out many operational tasks, such as certification of individual aircraft or licensing and work hand-in-hand with EASA. Hence, in order to reach out to all the components of the European Aviation Safety System, EASA will be encouraged to enter into a collaborative partnership with the European NAA and European public bodies making the fabric of the European aviation system.

For what concerns aviation security, and under the responsibility of the authorising officer by delegation, the recourse to an award of a grant without a call for proposals is justified because of ECAC specific competences. ECAC covers the widest grouping of Member States of any European organisation dealing with civil aviation. Currently it is composed of 44 Member States, including all Eastern Partnership countries except Belarus.

Security is one of the three strategic priorities of ECAC, and represents a key area of ECAC activities. In this context, ECAC's security activities are multi-faceted: they include the development of recommendations and good practices by several groups, and the management and implementation of four operational programmes

The engagement of ECAC in this Action is in line and represents a concrete result as regards the implementation of the 2014 Rolling Programme to the Cooperation Arrangement between the European Civil Aviation Conference and the Directorate-General for Mobility and Transport of the European Commission in the field of civil aviation security, which includes the possibility for the European Commission and ECAC to cooperate on capacity building activities.

(c) Eligibility conditions

Not applicable.

(d) Essential selection and award criteria

The essential selection criteria are financial and operational capacity of the applicant.

The essential award criteria are relevance of the proposed action to the objectives of the action as described in this action document: design, effectiveness, feasibility, sustainability and cost-effectiveness of the action.

(e) Maximum rate of co-financing

The maximum possible rate of co-financing for this grant is 100 % in accordance with Articles 192 of Regulation (EU, Euratom) No 966/2012 if full funding is essential for the action to be carried out. The essentiality of full funding will be justified by the responsible authorising officer in the award decision, in respect of the principles of equal treatment and sound financial management.

(f) Indicative trimester to contact the potential direct grant beneficiary

3rd trimester of 2014.

4.4. Scope of geographical eligibility for procurement and grants

Subject to the following, the geographical eligibility in terms of place of establishment for participating in procurement and grant award procedures and in terms of origin of supplies purchased as established in the basic act shall apply. The responsible authorising officer may extend the geographical eligibility in accordance with Article 9(2)(b) of Regulation (EU) No 236/2014 on the basis of urgency or of unavailability of products and services in the markets of the countries concerned, or other duly substantiated cases where the eligibility rules would make the realization of this action impossible or exceedingly difficult.

4.5. Indicative budget

The indicative allocation of the resources, according to the major field of intervention and sub-region is as follows (amount in EUR):

| | Eastern Partnership countries | Central Asian countries | Total | Third party contribution |
|---------------------------------|--------------------------------------|--------------------------------|--------------|---------------------------------|
| 1. Fields of intervention | | | | |
| Aviation safety | 2 670 000 | 1 000 000 | 3 670 000 | |
| Aviation security | 300 000 | 200 000 | 500 000 | |
| Implementation of CAAAs | 670 000 | | 670 000 | |
| 2. Communication and visibility | 50 000 | 50 000 | 100 000 | |

| | | | | |
|------------------|------------------|------------------|------------------|-------------|
| 3. Contingencies | 20 000 | 20 000 | 40 000 | |
| 4. Evaluation | 10 000 | 10 000 | 20 000 | |
| Total | 3 720 000 | 1 280 000 | 5 000 000 | N.A. |

4.6. Performance monitoring

4.6.1. Monitoring

It is foreseen that the progress and work plan of the project will be monitored and discussed by a steering committee composed of EASA and other implementing bodies, the civil aviation authorities of the beneficiary countries, and the European Commission (Directorate-General for Mobility and Transport and Directorate-General for Development and Cooperation – EuropeAid). It shall convene minimally once a year, in a place to be agreed with the contracting authority.

The project will be subject to the internal monitoring procedures of EASA. The project might be object of result-oriented monitoring (ROM) by the European Commission.

4.6.2. Indicators

The following indicators will be used to monitor progress. Baseline is available for certain countries. Progress is expected in all fields:

| Country | | Primary aviation legislation and civil aviation regulations (LEG) | Civil Aviation Organisation (ORG) | Aircraft operations certification and supervision (OPS) | Airworthiness of aircraft (AIR) | Personnel licensing (PEL) | Aircraft Accident and Incident Investigation (AIG); |
|------------|----------|---|-----------------------------------|---|---------------------------------|---------------------------|---|
| Armenia | baseline | na | na | na | na | na | na |
| | future | ↗ | ↗ | ↗ | ↗ | ↗ | ↗ |
| Azerbaijan | baseline | II | II | III | II | II | III |
| | future | ↗ | ↗ | ↗ | ↗ | ↗ | ↗ |
| Georgia | baseline | II | II | III | III | II | II |
| | future | ↗ | ↗ | ↗ | ↗ | ↗ | ↗ |
| Moldova | baseline | na | na | na | na | na | na |
| | future | ↗ | ↗ | ↗ | ↗ | ↗ | ↗ |
| Ukraine | baseline | na | na | na | na | na | na |
| | future | ↗ | ↗ | ↗ | ↗ | ↗ | ↗ |
| Kazakhstan | baseline | na | na | na | na | na | na |

| Country | | Primary aviation legislation and civil aviation regulations (LEG) | Civil Aviation Organisation (ORG) | Aircraft operations certification and supervision (OPS) | Airworthiness of aircraft (AIR) | Personnel licensing (PEL) | Aircraft Accident and Incident Investigation (AIG); |
|---------------------|----------|---|-----------------------------------|---|---------------------------------|---------------------------|---|
| | future | ↗ | ↗ | ↗ | ↗ | ↗ | ↗ |
| Kyrgyz Republic | baseline | III | II | III | III | II | II |
| | future | ↗ | ↗ | ↗ | ↗ | ↗ | ↗ |
| Tajikistan | baseline | III | II | III | III | III | II |
| | future | ↗ | ↗ | ↗ | ↗ | ↗ | ↗ |
| Uzbekistan | baseline | na | na | na | na | na | na |
| | future | ↗ | ↗ | ↗ | ↗ | ↗ | ↗ |
| <i>Turkmenistan</i> | For info | II | III | II | II | II | II |

Legend:

I: State can ensure implementation of ICAO SARPs

II: State capability to implement ICAO SARPs affected by significant findings

III: State cannot ensure implementation of ICAO SARPs

↗: Improvement expected by the project

4.7. Evaluation and audit

A final evaluation of the project will be carried out, the modalities of which will be agreed between EASA and/or ECAC on the one hand and the European Commission on the other hand.

4.8. Communication and visibility

Communication and visibility of the EU is a legal obligation for all external actions funded by the EU.

For the present Action, a specific Communication and Visibility Plan of the Action will be elaborated before the start of implementation and supported with the budget indicated in section 4.5 above. The Communication and Visibility Manual for European Union External Action shall be used to establish the Communication and Visibility Plan of the Action and the appropriate contractual obligations.

The measures shall be implemented either (a) by EASA and ECAC, and/or (b) by the partner countries, (sub) contractors, grant beneficiaries and entrusted entities. Appropriate contractual obligations regarding visibility will be reflected in subcontracts, if any, and in Memorandum of agreements/appropriate documents between EASA and/or ECAC on the one hand and partner countries on the other.

4.9. Appendices

Appendix 1: Non-exhaustive list of recent changes of EU legislation in the field of civil aviation

- the amendment of the Regulation (EU) No 748/2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations, implying airworthiness and environmental, certification specifications for products, part and appliances, requirements for production and design organisation, requirements for certificates of airworthiness and permit to fly, noise certificates, modification standards;
- the Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, implying different ratings for pilots' licences, the conditions for issuing, maintaining, amending, limiting, suspending or revoking licences, the privileges and responsibilities of the holders of licences, the conditions for the conversion of existing national pilots' licences and of national flight engineers' licences into pilots' licences, as well as the conditions for the acceptance of licences from third countries;
- the Regulation (EU) 290/2012, amending Regulation (EU) 1178/2011 implying requirements for flight simulator training devices, aeromedical centres, pilot training organisation, cabin crew qualification and related attestation, oversight capability;
- the Regulation (EU) 70/2014, amending Regulation (EU) 1178/2011 implying requirements for type rating training and operational suitability data;
- the Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, implying detailed rules for commercial air transport operations with aeroplanes and helicopters, including ramp inspection of aircraft of operators under the safety oversight of another State when landed at aerodromes located in the territory subject to the provisions of the Treaty. This Regulation also lays down detailed rules on the conditions for issuing, maintaining, amending, limiting suspending and revoking the certificate of operations;
- the Regulation (EU) No 800/2013, amending Regulation (EU) 965/2012 implying particular aspects related to non-commercial operations (aeroplanes, helicopters, balloons and sailplanes);
- the Regulation (EU) No 83/2014 amending the Regulation (EU) No 965/2012, implying the requirements concerning flight and duty time limitations and rest requirements;
- the Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council,

implying the conditions for issuing, maintaining, amending, limiting, suspending or revoking certificates for aerodromes, and certificates for organisations responsible for the operation of aerodromes, including operating limitations related to the specific design of the aerodrome;

- the Commission Implementing Regulation (EU) No 859/2011 and Commission Implementing Regulation (EU) No 1082/2012, both amending Commission Implementing Regulation (EU) No 185/2010 laying down detailed measures for the implementation of the common basic standards on aviation security, respectively in the field of air cargo and mail and EU aviation security validation;
- new working methods of the European Aviation Safety Agency for conducting Standardisation, implying monitoring the application by competent authorities of the Member States of Regulation (EC) No 216/2008 and its implementing rules in the field covered by Article 1(1) of that Regulation.

Appendix 2: Acronyms

| | |
|-------------|--|
| ACC3 | Air Cargo or Mail Carrier operating into the Union from a Third Country Airport - designation |
| AGA | Aerodromes |
| AIG | Aircraft Accident and Incident Investigation |
| AIR | Airworthiness of Aircraft |
| AMC | Acceptable Means of Compliance |
| ANS | Air Navigation Services |
| ATM | Air Traffic Management |
| CAA | Civil Aviation Authority & Oversight |
| CAAA | Common Aviation Area Agreement |
| CAD | Civil Aviation Department |
| CAP | Corrective Action Plan |
| CSA | Comprehensive System Approach |
| CSO | Continued Surveillance Obligations |
| EASA | European Aviation Safety Agency |
| EASP | European Aviation Safety Programme |
| EASp | European Aviation Safety Plan |
| ECAC | European Civil Aviation Conference |
| ECCAIRS | European Co-ordination Centre for Accident and Incident Reporting Systems |
| ENI | European Neighbourhood Instrument |
| ENP | European Neighbourhood Policy |
| ENPI | European Neighbourhood and Partnership Instrument |
| EU | European Union |
| FAA | Federal Aviation Administration |
| FSS | Flight Standard Service |
| GDCA | General Department of Civil Aviation of Armenia |
| IASA | International Aviation Safety Assessment |
| ICAO | International Civil Aviation Organisation |
| KC3 | Third Country Known Consignor - designation |
| LCO | Licensing & Certification Obligations |
| LEG | Primary Aviation Legislation and Civil Aviation Regulations |
| OPS | Aircraft Operations Certification and Supervision |
| PAL | Primary Aviation Legislation |
| PEL | Personnel Licensing |
| RA3 | Third Country Regulated Agent - designation |
| ROM | Result-oriented Monitoring |
| RSC | Resolution of Safety Concerns |
| QTP | Qualified Technical Personal |
| SAFA | Safety Assessment of Foreign Aircraft |
| SARP | Standards and Recommended Practices |
| SCM | Steering Committee Meeting |
| SMS | Safety Management System |
| SSC | Significant Safety Concern |
| SOR | Specific Operating Regulations |
| SSP | State Safety Programme |
| TB | Technical Board |
| TEN-T | Trans-European Transport Network |
| TGM | Technical Guidance Material |
| TRACECA | Transport Corridor Europe - Caucasus-Asia |
| TRACECA-MLA | Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor |
| TRACECA-IGC | TRACECA Intergovernmental Commission |
| USAP | Universal Security Audit Programme |
| USOAP | Universal Safety Oversight Audit Programme |
| UTA | United Transport Administration |
| WA | Working Arrangement |
| WG | Working Group |