

Distinguished Guests,

On behalf of the entire team of ACAA, I would like to welcome you in this very important event for our Institution: Official launching of the "Twinning IPA 2008 project". We are honoured by your presence here today being able to demonstrate to you once more our determination : application and implementation of the policies, standards and procedures in the overall regulatory and oversight activities of ACAA we are using in order to comply with the EU – EASA standards in the aviation field in Albania. One of the tools we have chosen to achieve that goal in "The Twinning project" with ENAC. Through this instrument we will make possible not simply improvement of the current legislation and the respective procedures reinforcing the standards but through that we aim to achieve another very important goal as well : making possible the exchange of the ideas and common experiences in the improvement process of the Implementation of EASA Standards and recommending practices.

Currently, our long term goal is to make the Air Transport in Albania, one of the most important and the safest transport, developing it in accordance to the International Standards, being active part of the economic growth of our country. And to go toward this target, ACAA is operating in strict compliance with straight settled objectives being reflected in a short, medium and long-term action plan. Implementing and promoting the EU- EASA standards, in the Civil Aviation field, is one of the main goals of the Albanian ACAA. In order to achieve that goal, our Institution, as part of its set strategy, has chosen, thanks to the support of the EU Commission, a very important instrument "TWINNING – IPA 2008"

Before mentioning some of its key elements, I would like to say few words regarding ACAA and its developing stages: DGCA organisation and the relations with ICAO and other International aviation Institutions.. Albania has been member of ICAO in 1990, making itself part of the organisation that represents the basement of the entire aviation activities and recognising its contribution in promoting and unifying safety standards in a great number of UN countries.

In June 2006, Albania signed the Agreement on the establishment of the European Common Aviation Area (ECAA). This Agreement that was ratified in Parliament on December 2006 and amounts to a full extension of EU internal air transport market to the Balkan countries, entails the complete liberalization of cross-border air traffic, adapting and implementing the *acquis communautaire* in air transport field and restructuring the civil aviation sector at a national level.

More specifically, this agreement requires for Albania to implement EU standards in the field of safety, security, ATM and Social and Economic matters. For DGCA it is not just an agreement full of obligations; it is a challenging action-plan towards the fulfilment of its vision and objectives.

ACAA Albania in implementing its action plan is completely based on the ICAO Standards and in strong cooperating with EU instruments (Twinning) and other European aviation organisations. Albania, after the last ECAA assessment visit report, has completed of the first phase of ECAA Agreement.

On this regard, I would like to thank very much the EU commission assistance and support as well as its technical aviation organisation "EASA" for their precious contribution to our organisation in our way in achieving our main goals.

In strong cooperation with the EU instruments, Albanian DGCA has drafted a new primary law for the Civil Aviation, wherein EU and international standards for civil aviation are reflected and a new modern organisational structure has been settled. The Air Code of Albania is now in force, by law No 10040, dated December 22, 2008.

More specifically in the field of safety, we have implemented EC Regulations, 2042/2003 and 1702/2003, as well as the Flight Crew Licensing procedures in compliance with JAR FCL. These standards are now in force by the respective orders of the Minister of Transport.

A very positive and visionary development as well as a major integration step would be considered the integration process of DGCA Albania to EASA. That is coming through:

- Albania is part of EASA Convergence Plan, thanks to EASA great plan in assisting our country and others like us, who aim to be associated to EASA.
- On year 2007 DGCA of Albania has signed SAFA Working Arrangements and we are close to assignment of EASA working arrangements.
- In December 2008, DGCA Albania received the Draft Working arrangements with EASA, we are in the studying process with the technical expertise and very shortly will endorse it.
- In April 2010, ACAA has concluded a MOU with ENAC prioritising the need for technical assistance and improvement of policy and procedures in use being able to apply the required standard.
- In September 2010 has officially started the Twinning Project – IPA 2010 with ENAC with the main goal : Building capacities and capabilities inside ACAA able to apply and implement the EU – EASA Standards in the areas of aviation safety, security and ATM.

## **1.0 Background**

The project entitled "Support/Twinning to Albanian Civil Aviation Safety Management Systems to the requirements of the Council Regulation (EEC) No 787/2007" has been approved for inclusion under IPA 2008 with a total EU contribution of €1,000,000 (one million EURO).

### **1.1 Overall Objective**

To contribute to meet the European safety standards and taking additional measures to the strengthening of air transport structure responsible for national civil aviation.

### **1.2 Project Purpose**

The project purpose is to improve the high level air transport structure, responsible for national civil aviation setting a complete legal framework in compliance with EU legislation and ECAA obligations, and ensuring its effective implementation and civil aviation administrative organization with its sectors security, safety, air traffic management.

- Application of the requirements of the first transitional phase of ECAA and asses the level of the implementation of the relevant aviation *acquis communiter*
- Implementation of the Corrective Action Plan to address the deficiencies identified within its Civil Aviation Authority as regards safety oversight of the country's airlines is ongoing.
- Air Traffic Management Master Plan, approved by the Council of Ministers' decision no. 571, dated 23 October 2000, is applicable and fully coherent with the mid-term and long-term political challenges since it is extended in a 10 year timeframe.
- Corrective actions follow up after the ECAC Security audit

### **1.4 Results and Measurable Indicators:**

- ICAO Universal Safety Oversight Audit Programme (USOAP) reports, in the framework of the European Common Aviation Area (ECAA), will inform Member States of the status of and implementation of suggestions contained in previous USOAP reports.
- The capability of the civil aviation authorities of Albania should encompass human resources, legal framework and expertise necessary to enable them to perform their air safety oversight responsibilities in a satisfactory manner.
- Air carriers certified in Albania should ensure that they operate in accordance with the relevant safety standards and take whatever measures necessary to ensure their own safety oversight given the recognized deficiencies of the national civil aviation (air safety oversight) authorities.

- Progress in implementation of the Comprehensive Corrective Action Plan to address recognised deficiencies of the national civil aviation (air safety oversight) authorities.

### **1.5 Targets of the Intervention**

The results and measurable indicators all relate to air safety oversight functions and duties and consequently the primary target of the intervention should be the Air Safety Directory of the Albanian Civil Aviation Authority.

The Air Safety Directory operates within the wider scope of the Albanian Civil Aviation Authority and the intervention should extend to the wider management of the ACAA, particularly the understanding of air safety oversight duties, functions, responsibility and accountability.

## **2. Proposed Activities**

While the project title mentions Support/Twinning the Project Fiche defines the proposed activity as:

A Contract on twinning project for Support to Albanian Civil Aviation Safety Management Systems to the requirements of the Council Regulation (EEC) No 787/2007, with the following separate components.

- (a) Trainings in implementing EC Reg. & Dir. in civil aviation security, safety, ATM and TA for those.
- (b) On job trainings and exchanging of experience with EU Ministry Transport's structure (political structures) & similar institutions on CA sector and organizational structure of similar institutions/agencies.
- (c) Trainings in civil aviation security, safety

So, at the end, it obvious that our country is willing to integrate the EU Aviation system, especially in the field of Aviation Safety, and again we appreciate the support we are having from your esteemed organisations.

It is a pleasure for me and for our Institution having the opportunity to arrange this important event today, so I would like to thank you again for your participation, your interest and support, availing myself and my entire staff to respond to your questions and everything else connected to this Twinning Project with ENAC and its definitively positive outcome expectation.

Thank you,

Ervin Mazniku  
Albanian Civil Aviation Authority  
Executive Director