



# Complicated Basics for a Sustainable CAA

## EASA ICF-4 - Implementing the Basics

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Georgian Civil Aviation Agency

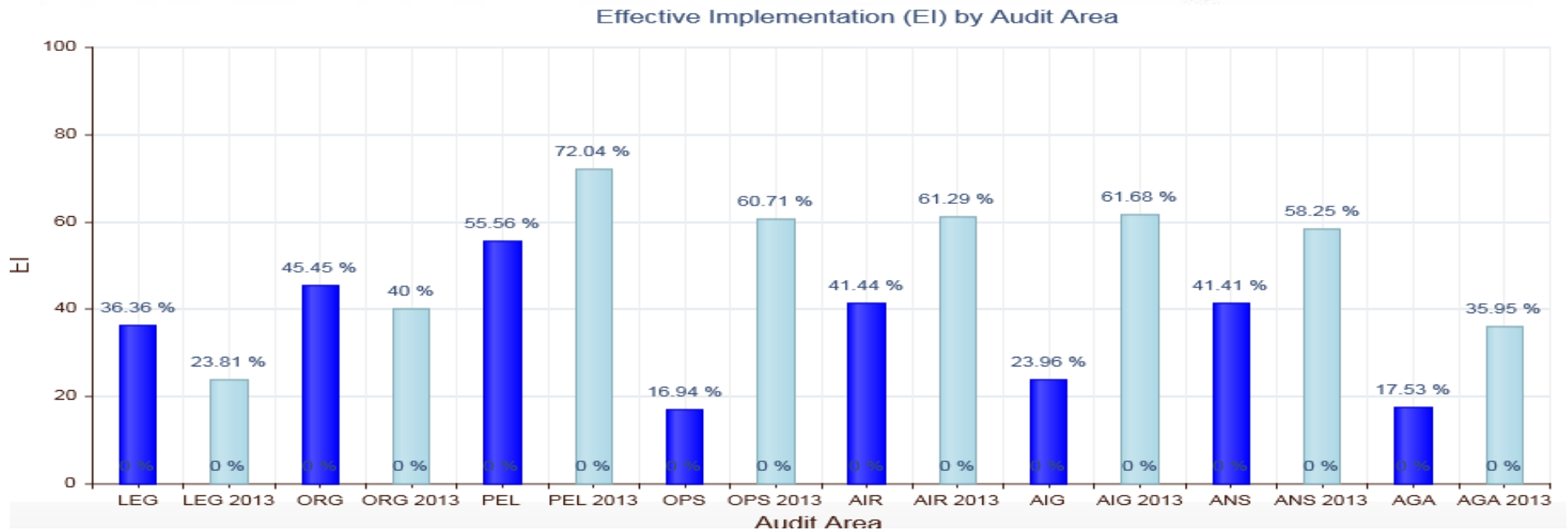
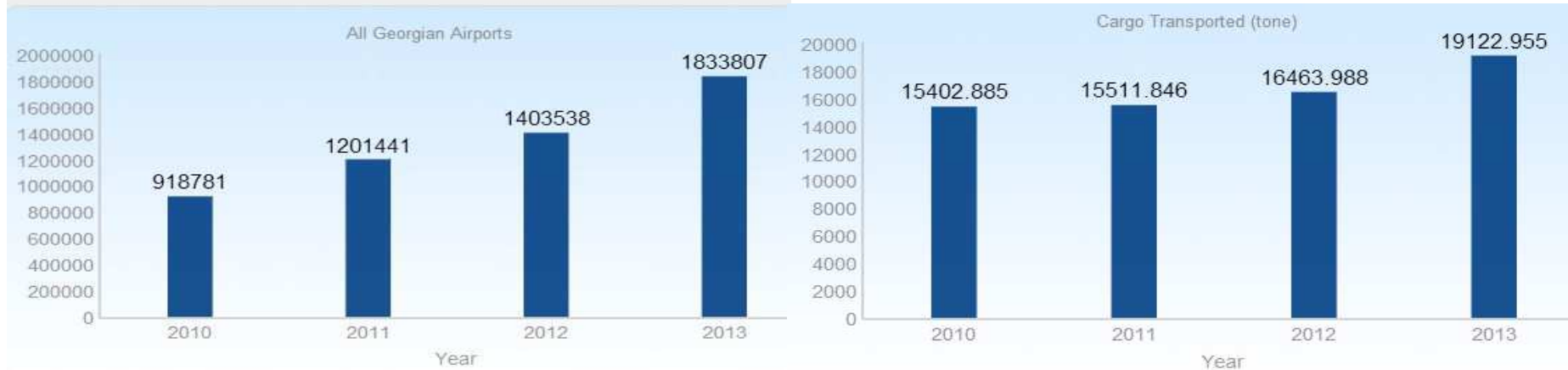
# Little Bit of History

- ▶ First Demonstration Flights- November 1911
- ▶ First Commercial Flight - May 10, 1923
- ▶ Member of ICAO since - 1994
- ▶ Member of ECAC since – 2005
- ▶ Member of EUROCONTROL since – 2014
- ▶ Signatory to European Common Aviation Area Agreement - 2010



# Aviation in Figures

2010	2011	2012	2013	Growth from previous year
918,781	1,201,441	1,403,538	1,833,807	430,269 [ ~ 30.66% ]



# Establishment of Georgian CAA

August, 2010

Ministry of Regional  
Development and  
Infrastructure



United Transport Administration  
*legal status – under the umbrella of the  
Ministry*



Civil Aviation Department  
*legal status - structural entity of UTA*

April 15, 2011

Ministry of Economy and  
Sustainable Development  
(Transport Policy Department)



Civil Aviation Agency  
*legal status – Legal Entity of Public Law*

## Airports

- Tbilisi International
- Batumi International
- Kutaisi International
- Domestic Airports

## ANSP

## Airlines

Other Stakeholders of Operational  
Level

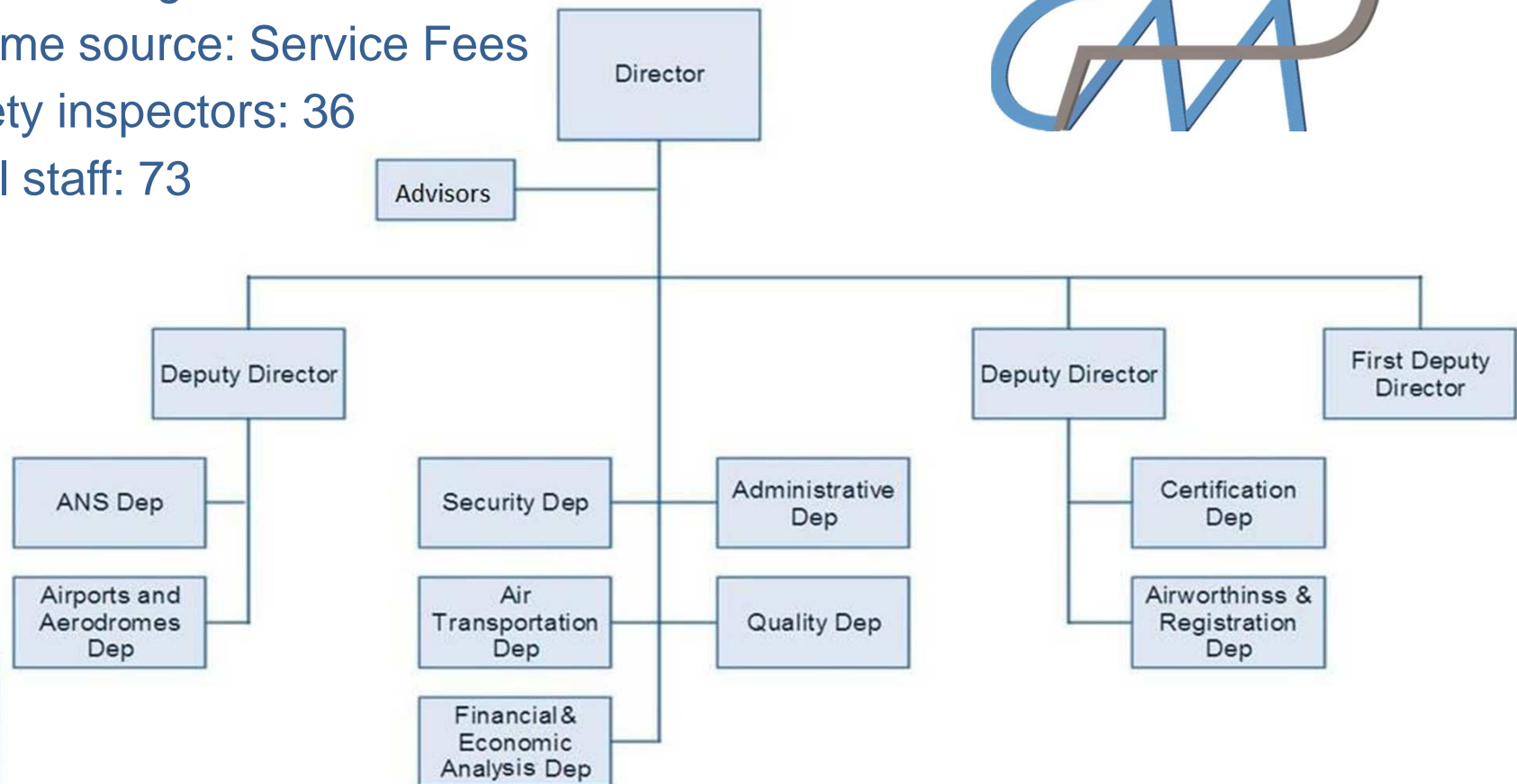
STAFF	
UTA	CAA
30	62

INSPECTORS	
UTA	CAA
19	36

Salary increased for 300%

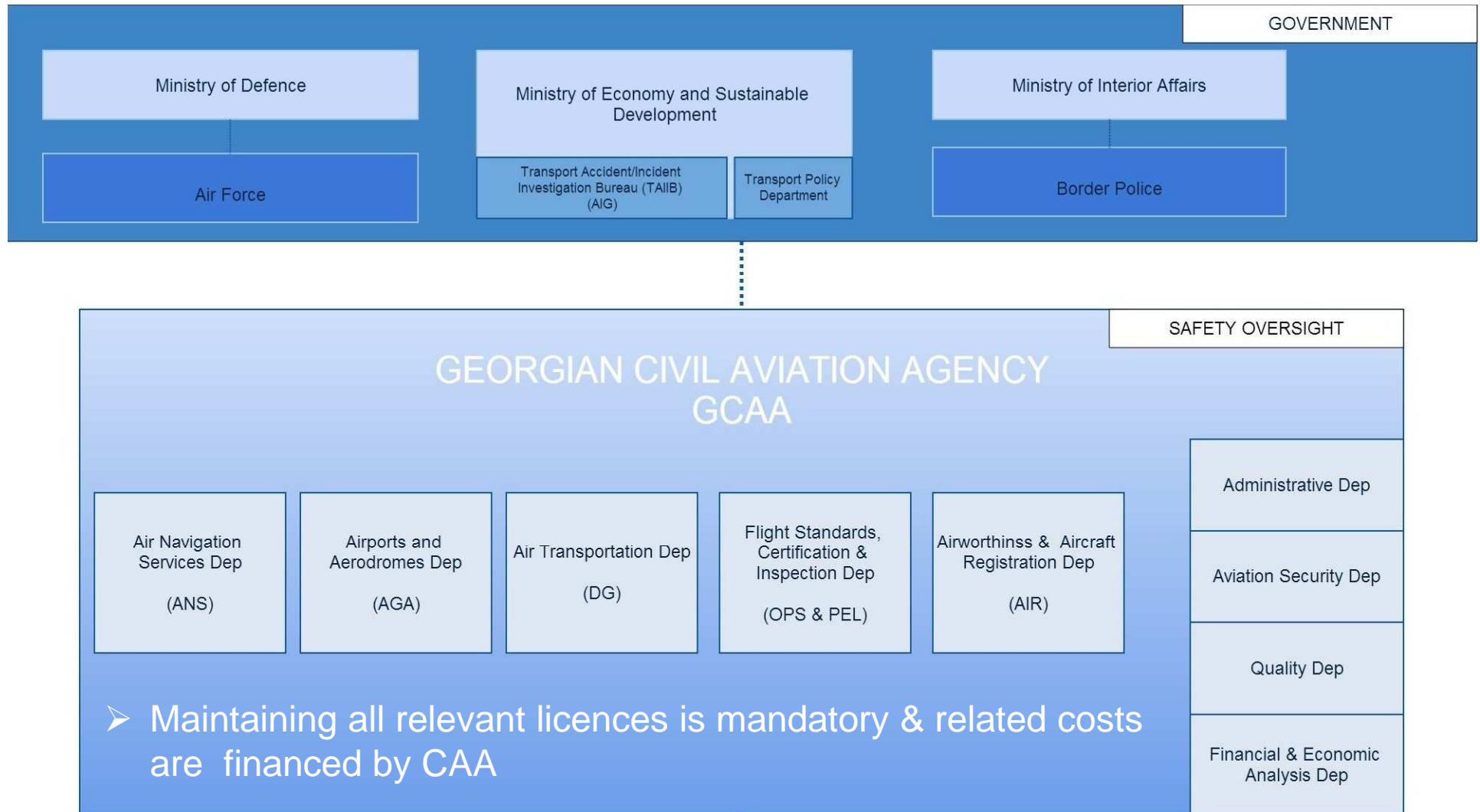
# Georgian Civil Aviation Agency

- ▶ Georgian Civil Aviation Agency (GCAA) was created on 15.04.2011 as a result of reforming the United Transport Administration into 3 independent Agencies for Aviation, Maritime and Road Transport.
- ▶ Legal Status: Legal Entity of Public Law
- ▶ Annual Budget: ≈1 800 000 EUR
- ▶ Income source: Service Fees
- ▶ Safety inspectors: 36
- ▶ Total staff: 73





# State Civil Aviation Oversight Bodies



# International Support For Sustainability

- ▶ **TWINNING** - Harmonisation of the Legislation and Standards of Georgia with the EU Norms in the Field of Civil Aviation;
- ▶ **TRACECA I and TRACECA II** Projects on Civil Aviation Safety and Security;
- ▶ **EUROCONTROL** Project on Support to CAA/NSA;
- ▶ **EASA** support via 2 Working Arrangements;
- ▶ **Bilateral Agreements** with CAAs on Technical Cooperation to overcome staff shortages;
- ▶ **Free trainings** provided using different funding mechanisms.



# Major Challenges

- ▶ Transposition and implementation of International Standards in a rapidly changing regulatory environment;
- ▶ Gap between generations of aviators and training for the next generation of aviation professionals;
- ▶ Managing the change towards European aviation system;
- ▶ Implementation of performance oriented oversight;
- ▶ Finding our role in Global and Regional Aviation system



# Lessons Learnt

- ▶ Active use of all internationally available support mechanisms to effectively perform safety oversight responsibilities;
- ▶ Creation of sense of ownership for the development processes, both within CAA and amongst aviation market players;
- ▶ Proactive behavior of the Management of CAA to involve highest level state officials in support for provision of sustainability and promotion of safety.

*“Tell me and I forget,  
teach me and I may remember,  
involve me and I learn.”*



*Thank you*