

Standard Summary Project Fiche – IPA centralised programmes
(Regional / Horizontal programmes ; centralised National programmes)

1. Basic information

1.1 CRIS Number: 2007/19322

1.2 Title: Implementation of the European Common Aviation Area

1.3 ELARG Statistical code: 03.14

1.4 Location: Serbia

Implementing arrangements:

1.5 Contracting Authority European Commission

1.6 Implementing Agency: N/A

1.7 Beneficiary (including details of project manager): Civil Aviation Directorate of the Republic of Serbia (CAD)

Financing:

1.8 Overall cost: €2.0 Million

1.9 EU contribution: €2.0 million

1.10 Final date for contracting: 3 years after the signature of the Financing Agreement

1.11 Final date for execution of contracts: 5 years after the signature of the Financing Agreement

1.12 Final date for disbursements: 6 years after the signature of the Financing Agreement

2. Overall Objective and Project Purpose

2.1 Overall Objective:

To support the Serbian Aviation authorities in meeting the demands of the European Common Aviation Area

2.2 Project purpose:

- Align Serbian transport/aviation legislation to EU standards supporting liberalisation of market access, traffic rates and fares (including competition and state aid)
- Support adoption by government of the air traffic management and the Single European Sky aspects of the *acquis*
- Improve airport ground handling and slot allocation procedures/regulatory framework
- Improve airport safety and security regulations/procedures
- Improve and assist in the implementation of environmental standards and consumer rights in relation to the aviation industry

2.3 Link with AP/NPAA / EP/ SAA

In June 2006 the EU and the countries of South East Europe signed an agreement on the establishment of a European Common Aviation Area (ECAA) by 2010. The ECAA will amount to a full extension of the EU-internal air transport market to the Western Balkans. It entails the complete liberalization of cross-border traffic among signatories, an adoption of the aviation-related *acquis* and comprehensive sector restructuring at the national level. This should trigger rapid traffic growth, encourage foreign investment in the sector and act as an

important catalyst for broader regional integration. To reap those benefits the countries of the Western Balkans will have to implement an ambitious reform agenda in a relatively short time-span.

The European Partnership document emphasizes the importance of continuation of alignment the aviation legislation with EU *acquis*.

This project is in full compliance with the National Strategy of Serbia for EU Accession, where is stated that in order to approach and fulfil the European requirements:

“Serbia needs to: a) gradually remove the remaining artificial barriers within every branch transport, b) implement the liberalisation simultaneously with passing the regulations that would conform to the EU standards in the area of professional classification, safety, social measures and obligations relating to public services, d) pass compensation measures within the state aid to the public transport with a view to continue creating non-discriminatory conditions on the market, and f) conclude contracts on the access to the air transport service market and adjust to the rest of regulations of the EU’s common policy in this area. More specifically, Serbia needs to pass, amend and harmonise with the EU standards the following transport laws in the next year or two: comply with the *Open Sky Agreement (ECAA Agreement)* ...”

The draft document “Strategy and Policy of Transport Sector Development in Serbia until 2015” recommends that priority should be given to the changes in the legal framework and full implementation of EU directives and other relevant international regulations, as well as the membership in international organizations, since they are necessary for the further development of this sector. The specific goals, important for the definition of strategies and action plans of the subjects in the air transport sector in Serbia are adoption of complementary law on air traffic and related regulations and norms, joining the JAA or EASA, establishing *feeder* and *commuter* services in air transport and establishing fast railway connection from the city centre to the Belgrade airport.

Since one of the main objectives in the area of transport is full harmonization with EU requirements, the realization of the project will enable faster integration of the Republic of Serbia into the EU in the area of civil aviation by means of creating a single aviation market, achieving high safety and security standards, improving regional cooperation and creating better investment opportunities for all interested parties.

2.4 Link with MIPD

In the Transport section of the MIPD support is to be directed to the Transport Authorities to meet demands of EU legislation; Implement the Memorandum of Understanding on the Core Regional Transport Network and to fully implement the European Common Aviation Area Agreement. (Page 27)

2.5 Link with National Development Plan (where applicable)

N/A

2.6 Link with national/ sectoral investment plans(where applicable)

N/A

3. Description of project

3.1 Background and justification:

On the basis of the National Strategy of the Republic of Serbia for EU Accession, Serbia signed the ECAA Agreement on 29 June 2006. By signing this Agreement, Serbia committed itself to the rapid implementation of EC aviation *acquis* for the purpose of ensuring high and uniformly applied safety and security standards, consumer rights rules, competition and state aid rules. The Agreement extends the Single European Sky to South-East European Region and facilitates the strengthening of economic and cultural links within Europe. This project is designed to provide assistance to achieve this overall objective.

Civil Aviation Directorate of the Republic of Serbia (CAD), as a competent civil aviation authority in the Republic of Serbia, a successor to Civil Aviation Directorate of Serbia and Montenegro, founded in 2004. It performs its duties as a joint regulatory and oversight body on the basis of national and international regulations and by-laws, ratified international agreements, international standards and recommended practices with the crucial priority of providing conditions for safe, secure and efficient air transport operations, observing market demands, principles of non-discrimination and transparency. It is worth noting that this kind of organization was approved and supported by all international auditors, since it enabled CAD to both retain and employ well educated and experienced staff.

Since its establishment in 2004, CAD:

- successfully completed the procedure for becoming the EUROCONTROL and JAA full member; concluded the negotiations for signing of the ECAA Agreement; undertook great efforts concerning the implementation of the ECAA Agreement; developed a Draft version of Civil Aviation Law; provided advanced and recurrent trainings of the staff; actively participated in the work of all relevant international civil aviation organizations (ICAO, ECAC, EUROCONTROL, JAA).

One of CAD's main objectives in the future is full implementation of the ECAA Agreement with the view of enabling integration of the Serbian civil aviation into the Single European Sky.

Since implementation of the ECAA Agreement implies gradual transition to EU legal and operational practices, some of which were not previously applied in our country, and given the fact that civil aviation is a constantly changing area, adequate training of CAD's staff and assistance of EU experts in development and implementation of new practices will significantly contribute to easier transition. This project should provide necessary assistance.

Under CARDS the Republic of Serbia successfully cooperated with EU and benefited from its support to reform and modernization of the civil aviation sector. This assistance was mainly obtained through CARDS regional support in the area of air transport safety and air traffic management (ASATC Project), which is to be finalized by mid-2007.

DG TREN organized two assessment visits to Serbia with the aims of monitoring the progress in the implementation of the aviation *acquis* (2005/6). On the basis of the Report on the ECAA Assessment (see Annex), conducted in October 2006 more technical assistance was recommended. The monitoring action also identified significant progress in preparations for accession to the ECAA was made in the safety area. The draft of a new aviation law

developed in compliance with European regulations is in its last phase before ratification by the Serbian Parliament. However before adopting the law some adjustments have to be made. Basic aviation requirements: JAR 21, JAR-OPS 1 and 3, JAR-FCL 1 and 3, JAR 66, JAR 145, JAR 147 have been implemented but not all are fully applied.

While Serbia has full access to the Doc 30 Recommendations of ECAC, DG TREN has recommended that Serbia gets legal access to the EU Security Aviation Regulations as soon as possible.

Serbia has already received substantial support under the CARDS projects Institutional Capacity Building Project in the Transport Sector, finalised in January 2007 and the ongoing Twinning project “First Alignment with the Transport *Acquis*”. The former has delivered Report n° 15, “Institutional Development of the Aviation Sector” which informs this project fiche. The latter which began in September 2006 (lasting for 18 months) has, as one of the foreseen results, an EU harmonized Civil Aviation law.

The overall objective of the project is to enable the integration of Serbian civil aviation into the EU aviation system by full implementation of the ECAA Agreement. The project will support the establishment of the regulatory and economic framework for civil aviation in Serbia. Furthermore it will support implementation of European regulations and requirements in the area of Aviation Safety, Aviation Security, Air Traffic Management, Airports, Noise and Aviation Environment Policy.

3.2 Assessment of project impact, catalytic effect, sustainability and cross border impact (where applicable)

Favourable geographical position of Serbia for transit transport offers great potential for the development of intermodal transport. Rehabilitation work to date via CARDS and IFI funding on Eurocorridors X and VII and positive developments in the region further emphasise this potential.

This project will support the creation of necessary legal framework, implementation of recommendations and best EU practice, as well as implementation of technical and security regulations and establishment of conditions which shall contribute to air transport services improvement and overall economic development of Serbia.

The implementation of this project will enhance development of intermodal transport terminals network in Serbia, networking between stakeholders enabling geographical grouping of independent companies and bodies which are dealing with freight transport (for example, freight forwarders, shippers, transport operators, customs).

3.3 Results and measurable indicators:

Results and measurable indicators in relation with Activity 1

- Fulfilment of ECAA requirements in accordance with the pace provided in the Protocol of the Agreement;
- Alignment with the EU *acquis* in the area of civil aviation;
- Institutional and operational strengthening of the competent civil aviation authority;
- Overall improvement of the aviation area in the Republic of Serbia;

Results and measurable indicators in relation with Activity 2

- Improved technical capacity to meet the ECAA requirements in aviation security

3.4 Activities:

Activity 1.

Technical Assistance will address the following institutional building and training needs:

1. Development of the concept of operating licence, issuing of operating licences and effective monitoring of their use;
2. Assisting in the implementation of the National Aviation Security Quality Control Programme;
3. Establishing security audit program;
4. Assisting in the areas of Flight Data Processing System in the context of the new ATM system;
5. Improving airport management;
6. Assisting in finalising the new Aviation Law and subsequent development of by-laws in line with the EU *acquis*;
7. Addressing Competition, State Aid in all issues of civil aviation;
8. Development and implementation of Safety Management Systems in core areas.

Training of Aviation Personnel

1. Aviation Safety: EASA training on transition from JAA to EASA; Training on certification practices and safety oversight;
2. Aviation Security: Training of national security inspectors on cargo security and security management; Training of x-ray operators;
3. Air Traffic Management: Training of CAD staff in certification and audit process; Training and cooperation on Air Traffic Flow Management; Training of Air Traffic Controllers;
4. Airport Management: Training of CAD inspectors on airport certification and licensing.

Activity 2

The following equipment units will be supplied under this fiche¹:

1. Heimann X-ray Tutor 2.0 Professional or equivalent
2. Standard Test Piece for Conventional X-ray for EDS and EDt
3. Heimann X-ray with TIP or equivalent;
4. HHMD with Test Piece or equivalent;
5. Walk-through MD with Test Piece or equivalent;
6. Millimeterwave people screening system TADAR or equivalent.

The activities will be delivered through service and supply contracts.

¹ Brand names only for illustrative purposes and should not be referenced on tendering documentation

3.5 Conditionality and sequencing:

- The activities under this project are conditional to continued commitment of the aviation civil aviation authorities to implementation of the ECAA Agreement
- Government's support, particularly from the Ministry of Infrastructure, must be obtained for the implementation of the ECAA Agreement
- Civil Aviation Directorate, as the main beneficiary of the project, has to appoint appropriate counterpart personnel and define their competencies before the launch of the tender process
- Furthermore, the Civil Aviation Directorate needs to ensure that it has enough qualified personnel able to operate sensitive and specialised equipment, which will be purchased as per Activity no. 2

3.6 Linked activities

The SEE FABA initiative was launched in 2005 with the objective of implementing the Single European Sky regulations in South East Europe under the umbrella of the European Common Aviation Area (ECAA) agreement. The project, which aims to elaborate optimum Functional Airspace Blocks in the South East Europe, will last till 2009.

Further support to the relevant aviation authorities of the Western Balkans is foreseen under IPA. Namely, Multi Beneficiary IPA will support networking between National Authorities as well as capacity building, the sharing of best practices and lessons learned (including provision for harmonising aviation security and safety standards).

An ongoing Twinning project with the Ministry for Capital Investments (now Ministry of Infrastructure) provides assistance in development of the new Aviation Law which should be in accordance with EU requirements.

The demands of the *acquis* also incorporates regulations dealing with other than strictly aviation aspects (e.g. consumer protection, state aid, fair competition, processing of personal data, social aspects and environment) coordination and cooperation with relevant bodies and projects that are supporting these areas is necessary. Each of them should fulfil the responsibilities from the Agreement and find a way to facilitate coordination and communication with other institutions involved in the process.

3.7 Lessons learned

The growth of transport will continue to cause congestion of trucks and trailers on roads resulting in high rates of accidents, high levels of pollution and noise, it will also reduce mobility of goods and people and decrease use of infrastructure. The EU gives high priority to intermodal transport which provides possibilities for transport of goods by different modes of transport. The aim of its policy is to support efficient movement of goods, using two or more modes of transport, in an integrated transport chain. Each mode of transport has its own advantages (potential capacity, high levels of safety, flexibility, low energy consumption, low environmental impact) and intermodal transport allows each mode to play its role in building transport chains which overall are more efficient, cost effective and sustainable.

Although there is a consensus to introduce and develop intermodal transport in Serbia, the existing level of it is still very low. Traffic flows are limited, and, generally, present facilities

and equipment are not fully utilised. It is important for Serbia, in order to subsist and increase its participation in world market exchange, to accept contemporary methods and transport technologies, to adjust its infrastructure and equipment to modern transport technologies, as an important factor for maintaining competitiveness of its goods and its transport services. The goal is to offer high quality of logistic services.

4. Indicative Budget (amounts in million €)

Activities	TOTAL COST	SOURCES OF FUNDING										
		EU CONTRIBUTION				NATIONAL PUBLIC CONTRIBUTION				PRIVATE		
		Total	% *	IB	INV	Total	% *	Central	Regional	IFIs	Total	% *
Activity 1												
contract 1.1	1.7	1.7		1.7								
contract 1.2												
Activity 2												
contract 2.1	0.3	0.3		0.3								
contract 2.2												
.....												
TOTAL	2											

* expressed in % of the Total Cost

5. Indicative Implementation Schedule (periods broken down per quarter)²

Contracts	Start of Tendering	Signature of contract	Project Completion
Contract 1.1	T+1Q	T+2Q	T+8Q
Contract 1.2	T+1Q	T+3Q	T+8Q

All projects should in principle be ready for tendering in the 1ST Quarter following the signature of the FA

6. Cross cutting issues (where applicable)

Development Policy Joint Statement by the Council and the European Commission of 10 November 2000 establishes that a number of Cross-cutting Issues shall be mainstreamed into EC development co-operation and assistance.

Cross-cutting issues will be addressed in the project so as to comply with the best EU standards and practice in that area and in a way which demonstrates how they will be dealt with within the project's framework, its activities and outputs.

² where T=the date of the signature of the FA and xQ equals the number (x) of quarters (Q) following T

Cross-cutting issues will be addressed in a proactive manner, and will present a specific component of projects (at all levels of projects' development, starting from the project identification stage). Synergies between the projects and the objectives of will be identified and developed. Also, the projects' objectives and activities need to be screened in order to ensure they won't impact negatively on gender equality, minorities' inclusion and environment.

Finally, the beneficiary will make sure its objectives, policies and interventions have a positive impact on and are in line with the main principles of gender equality, minorities' inclusion and environment.

6.1 Equal Opportunity

The service provider for this project will ensure that their human resource policies and procedures take account of gender differences. Criteria should be introduced to ensure that gender equality measures are pursued.

6.2 Environment

The European Common Aviation Area (ECAA) agreement and its implementation covers current and future EU legislation on emissions, noise and other measures that will reduce the environmental impact of aviation.

6.3 Minorities

Transport is one of the priority areas which do not primarily impact minority issues. At the same time, they might have long-term repercussions on minorities. Thus, project needs to consider whether minorities are also beneficiaries of some of the measures, or whether, due to geographical disbursement (or other regions), only majority communities benefit from these measures.³

³ Taken from "EAR Practical Guide on Minority Issues Mainstreaming"

ANNEX I: Logical framework matrix in standard format

LOGFRAME PLANNING MATRIX FOR Project Fiche		Programme name and number Implementation of the European Common Aviation Area	
		Contracting period expires 5 years after the signature of the Financing Agreement	Disbursement period expires 6 years after the signature of the Financing Agreement
		Total budget : €2.00 Million	IPA budget: €2.00 Million
Overall objective	Objectively verifiable indicators	Sources of Verification	
To support the Serbian Aviation Authorities in meeting the demands of the European Common Aviation Area	Implementation of the ECAA Agreement	Ministry of Infrastructure and EU reports on the implementation of the ECAA Agreement	
Project purpose	Objectively verifiable indicators	Sources of Verification	Assumptions
Align Serbian transport/aviation legislation to EU standards supporting liberalisation of market access, traffic rates and fares (including competition and state aid) Support adoption by government of the air traffic management and the Single European Sky aspects of the Acquis Improve airport ground handling and slot allocation procedures/regulatory framework Improve airport safety and security regulations/procedures Improve and assist in the implementation of environmental standards and consumer rights in relation to the aviation industry	Implementations of the requirements in: Operating license and monitoring National Aviation Security Quality Control Programme Security Audit Programme ATM system Airport management development Civil Aviation and By-laws. Clear regulations on State Aid and Competition in all issues of Civil Aviation Safety management Systems	Ministry of Infrastructure and EU-Serbia Enhanced Permanent Dialogue Reports.	Continued commitment of the Serbian Authorities towards the implementation of the ECAA Agreement. Political stability on order have the parliamentary approval of the various laws and regulations towards the approximation of the acquis
Results	Objectively verifiable indicators	Sources of Verification	Assumptions
ECAA requirements fulfilled in accordance with the pace provided for in the Protocol of the Agreement; EU acquis aligned in the area of civil aviation Strong and fully operational competent civil aviation authority; Improved environmental performance of the civil aviation sector in the Republic of Serbia	Technical assistance performed covering all the areas concerning the implementation of the ECAA. Training on: Aviation Safety Aviation Security Air Traffic Management Airport Management. Supplies on: Safety, Security, air management and airport Equipment.	Ministry of Infrastructure- Civil Aviation Directorate	Full commitment of the relevant Serbian Authorities, towards the implementation of the ECAA Agreement.
Activities	Means	Costs	Assumptions
Technical assistance on specific related areas Training activities related to the results Supply of various equipment needed to the better implementation of the agreement	Service and supplies contracts	2 Million Euros (100% IPA Contribution)	Full commitment of the relevant Serbian Authorities towards the implementation of the ECAA Agreement

ANNEX II: amounts (in M€) Contracted and disbursed by quarter for the project

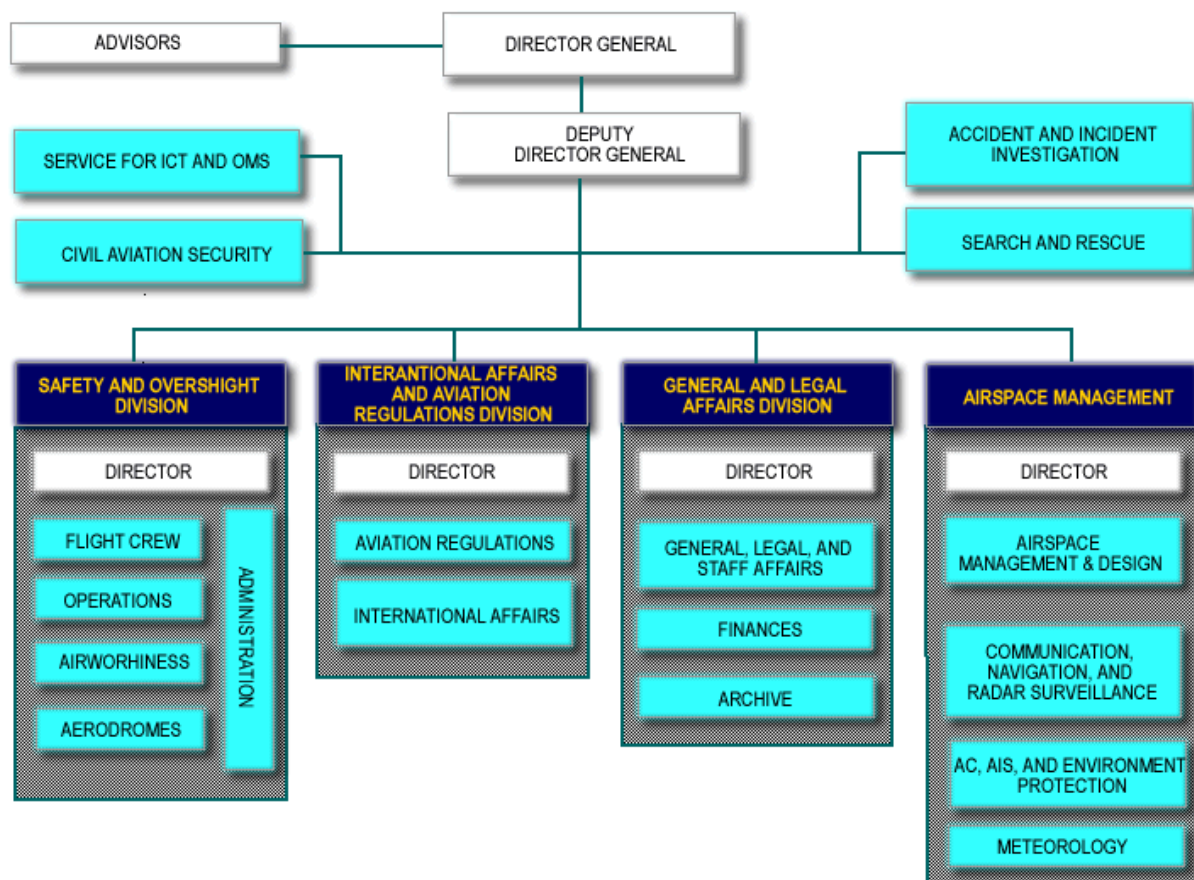
Contracted	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11
Contract 1.1		1.7									
Contract 1.2			0.3								
Contract 1.3											
Contract 1.4											
.....											
Cumulated		1.7	2.0								
Disbursed											
Contract 1.1		1,020,000	102,000	102,000	102,000	102,000	102,000	170,000			
Contract 1.2			180,000		90,000			30,000			
Contract 1.3											
Contract 1.4											
.....											
Cumulated		1,020,000	1,302,000	1,404,000	1,596,000	1,698,000	1,800,000	2,000,000			

ANNEX III

Description of Institutional Framework

The institution in charge of implementation and monitoring of implementation of this project is the Civil Aviation Directorate (CAD). It was established as a joint regulatory and supervisory body for civil aviation on 1 January 2004. Decision on the Establishment of the Civil Aviation Directorate of the State of Serbia and the State of Montenegro was published in the “Official Gazette of RS”, No. 102/2003 and “Official Gazette of RM”, No. 61/2003.

Organigramme of CAD⁴



ANNEX IV

Reference to laws, regulations and strategic documents:

Reference list of relevant laws and regulations

- Strategy and Policy of Transport Sector Development in Serbia until 2015
- Regulations on the identity card of the aviation inspector of the Civil Aviation Directorate of the State of Serbia and the State of Montenegro ;
“Official Gazette RS”, No.51/2004 “Official Gazette RM”, No.30/2004

⁴ Taken from www.cad.gov.yu

- Order on the designation of border corridors;
 “Official Gazette RS”, No.29/2004 “Official Gazette RM”, No. 3/2004

- Order on the designation of the airways and routes;
 “Official Gazette RS”, No.29/2004 “Official Gazette RM”, No. 3/2004

- Order on the working hours of the airports when they have to be opened to public air transport (in Summer Season from 28.03. until 30.10.2004);
 “Official Gazette RS”, No.32/2004 “Official Gazette RM”, No.18/2004

- Order on the level of charges for the test of skill of authorized aviation personnel;
 “Official Gazette RS”, No.29/2004 “Official Gazette RM”, No18/2004

- Order on the level of charges for the issue of an approval for a location and design documentation related to the construction or reconstruction of an airport and other facilities from the standpoint of air traffic safety;
 “Official Gazette RS”, No.52/2004 “Official Gazette RM”, No.31/2004

- Order on the level of charges for the airports and facilities inspection upon the completion of construction, reconstruction, change of purpose or category and prolonged closure;
 “Official Gazette RS”, No.52/2004 “Official Gazette RM”, No. 31/2004

- Order on the level of charges for the inspection of an airfield upon the completion of the construction and review of the terrain, after putting everything in order;
 “Official Gazette RS”, No. 52/2004 “Official Gazette RM”, No.31/2004

- Order on the level of charges for the designation and check whether an airport meets the requirements for providing information to the aircraft in flight within the airport traffic area, meteorological observations and provision of technical devices at the airport are performed by the airport owner or operator;
 “Official Gazette RS”, No.52/2004 “Official Gazette RM”, No.31/2004

- Order on the level of charges for the issue of a Certificate of competence for the purpose of aviation personnel training;
 “Official Gazette RS”, No.61/2004 “Official Gazette RM”, No.35/2004

- Order on the level of charges for designation and check of condition for operation of medical transport and rendering of services from the air;
 “Official Gazette RS”, No.61/2004 “Official Gazette RM”, No.35/2004

- Order on the level of charges for aircraft inspection, for the purpose of airworthiness;
 “Official Gazette RS”, No.53/2004 “Official Gazette RM”, No.31/2004

- Order on the level of charges for checking conditions for enterprise activities, other legal person, State agency or entrepreneur who manufacture, test for the purpose of type designation, or maintain the engine, propeller and aviation product or its components;
 “Official Gazette RS”,No.53/2004 “Official Gazette RM”,No.31/2004

- Order on the level of charges for the inspection of flight simulators and the approval of technical maintenance programme;

“Official Gazette RS”, No.53/2004

“Official Gazette RS”, No. 31/2004

- Order on the level of charges for medical examination by the second instance Medical Commission;

“Official Gazette RS”, No.58/2004

“Official Gazette RM”,No.34/2004

- Order on the level of charges for checking whether an approved medical institution continues to meet the requirements for performing medical examinations of authorized aviation personnel;

“Official Gazette RS”, No.58/2004

“Official Gazette RM”, No.34 /2004

- Order on the level of charges for establishment and check of the conditions for operation of public air transport;

“Official Gazette RS”, No.66/2004

“Official Gazette RM”, No.40/2004

Reference to AP /NPAA / EP / SAA

In June 2006 the EU and the countries of South East Europe signed an agreement on the establishment of a European Common Aviation Area (ECAA) by 2010. The ECAA will amount to a full extension of the EU-internal air transport market to the Western Balkans. It entails the complete liberalization of cross-border traffic among signatories, an adoption of the aviation-related *acquis* and comprehensive sector restructuring at the national level. This should trigger rapid traffic growth, encourage foreign investment in the sector and act as an important catalyst for broader regional integration. To reap those benefits the countries of the Western Balkans will have to implement an ambitious reform agenda in a relatively short time-span.

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Reference to National Development Plan

N/A

Reference to national / sectoral investment plans

N/A

ANNEX V

Details per EU funded contract (*) where applicable:

Activity 1.

Technical Assistance will address the following institutional building and training needs:

1. Development of the concept of operating licence, issuing of operating licences and effective monitoring of their use;
9. Assisting in the implementation of the National Aviation Security Quality Control Programme;
10. Establishing security audit program;
11. Assisting in the areas of Flight Data Processing System in the context of the new ATM system;
12. Improving airport management;
13. Assisting in finalising the new Aviation Law and subsequent development of by-laws in line with the EU *acquis*;
14. Addressing Competition, State Aid in all issues of civil aviation;
15. Development and implementation of Safety Management Systems in core areas.

Training of Aviation Personnel

5. Aviation Safety: EASA training on transition from JAA to EASA; Training on certification practices and safety oversight;
6. Aviation Security: Training of national security inspectors on cargo security and security management; Training of x-ray operators;

7. Air Traffic Management: Training of CAD staff in certification and audit process; Training and cooperation on Air Traffic Flow Management; Training of Air Traffic Controllers;
8. Airport Management: Training of CAD inspectors on airport certification and licensing.

Activity 2

The following equipment units will be supplied under this fiche⁵:

1. Heimann X-ray Tutor 2.0 Professional or equivalent
2. Standard Test Piece for Conventional X-ray for EDS and EDt
3. Heimann X-ray with TIP or equivalent;
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5. Walk-through MD with Test Piece or equivalent;
6. Millimeterwawe people screening system TADAR or equivalent.

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