



Civil Aviation Authority of Republic of Moldova  
(National Supervisory Authority for ATM/ANS)

**APPROVED:**

**Director CAA RM**

\_\_\_\_\_ **Vasile ȘARAMET**

**THE ANNUAL SAFETY OVERSIGHT REPORT**

**YEAR 2023**

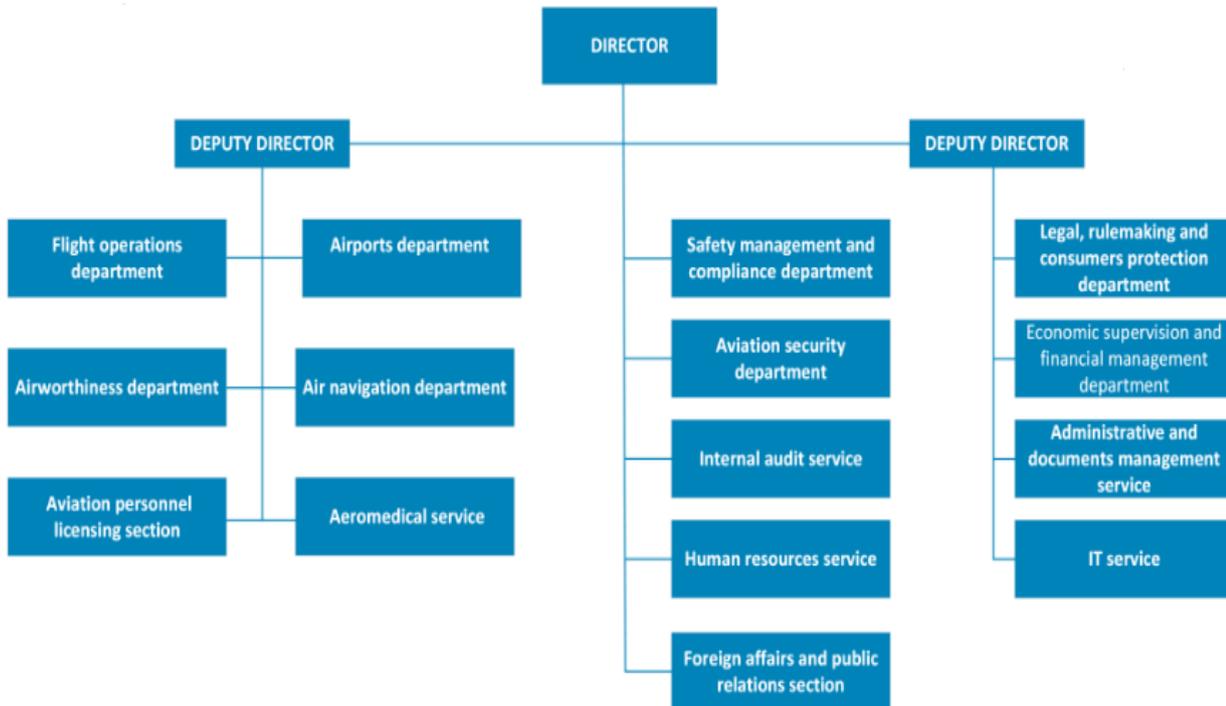
This report is prepared pursuant to Article 7 (1) of Aviation Code or RM Nr.301 from 21.12.2017, RAC ANSPC 0005 (4) and PIAC SSNA Part I (5.5), considering as a guidance the provisions of the Article 15 of the **COMMISSION IMPLEMENTING REGULATION (EU) No 1034/2011 of 17 October 2011 on safety oversight in air traffic management and air navigation services and amending Regulation (EU) No 691/2010**

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# 1. Organizational structure and procedures of the CAA/NSA for ATM/ANS of the Republic of Moldova

## 1.1 Moldovan CAA organizational structure



## 1.2 Structure and the components of the NSA for ATM/ANS

The functions of the National Supervisory Authority for ATM/ANS are jointly provided by the following divisions of the Moldovan CAA:

- I. Air Navigation Department – focal point and coordinator of all oversight processes related to providers of ATM/ANS
- II. Aviation Personnel Licensing Section
- III. Aviation Security Department
- IV. Economic supervision and financial management department
- V. Legal, rulemaking and consumer’s protection department

During the Year 2023, the National Supervisory Authority for ATM/ANS, continued to exercise its power impartially, independently and transparently, in accordance to approved procedures and applicable regulation framework. The CAA’s management provided divisions stated above (acting as NSA for ATM/ANS) with necessary resources to support their capabilities to carry out the tasks assigned to them in an efficient and timely manner.

### 1.3 NSA procedures

During the Year 2023, the following procedures were used by NSA to comply with the tasks associated with functions, delegated by Primary Aviation Legislation (Aviation Code), Civil Aviation Regulation – Certification of ANSP, and other national laws.

Nr	Procedure	Edition
1	Civil Aviation Procedure and Instructions – Oversight of ANS, Part I – “Certification and ongoing oversight of ANSP” (PIAC SSNA Part I)	Edition 01, Am.01 of 25.02.2020
2	Civil Aviation Procedure and Instructions – Oversight of ANS, Part II – “Safety Oversight of Changes in ATM/ANS functional systems” (PIAC SSNA Part II)	Edition 01, Am.01 of 25.02.2020
3	Civil Aviation Procedure – “Approval and safety oversight of instrument flight procedure design organization”	Edition 1, February 2017
4	Civil Aviation Procedure and Instructions – “Identification, assessment and reporting of air navigation deficiencies (PIAC IERDNA)”	Edition 1, February 2021
5	Procedure on Approval of Instrument Flight Procedure (part of TR-on Design, verification and approval of IFP)	Edition 1 Am.01 of 12.03.2021,
6	Procedure on issue, amending and revalidation of Authorization on installation and use of radio transmitters (part of RAC-ATE) (till 26.09.2022)	Edition 1 Am.01 of 19.07.2007
7	Government Decision no. 527 – Regulation on authorization of transmitters and the coordination of radio frequencies assigned to aviation (after 27.09.2022)	Edition 01 of 27.09.2022
8	Regulations on Aeronautical Inspections	Edition, July 2018
9	ANS Guidance on Inspection	Edition 04, April 2019
10	Procedure on “ANSP’s Procedures Implementation Monitoring Program”	Edition 01, March 2022
11	Regulation on Air Navigation Commission	Edition May 2018
12	PIAC – MUSA Management and use of airspace (after 28.09.2022)	Edition 01 of 28.09.2022
13	Civil Aviation Procedure and Instructions – ATCO Certification PIAC- ATCO- CCTA	Edition 1, September 2019
14	Civil Aviation Procedure and Instructions – Certification of ATCO TO PIAC- ATCO- COP	Edition 1, September 2019
15	PI.SMS.ADS – “Safety Data Analyze Procedure”	Edition 02, August 2020
16	Occurrences Reporting Procedure (part of RAC-RAAEAC)	Adopted by Order nr.119 of 02.07.2020

17	Procedure on SMS implementation assessment (part of TR-SMS)	Edition 01 of 01.12.2020
18	Procedure regarding review of proposals/approvals and monitoring of amendments to ICAO documents	Edition 02, 30.01.2021
19	PIAC-ATCO-COP Certification of ATCO training organizations	Edition 01 of 05.09.2019
20	PIAC-ATCO-CCTA Certification of air traffic controllers	Edition 01 of 05.09.2019

#### 1.4 NSA activities during 2023

##### I. Rulemaking issues

During 2023, NSA elaborated or supported the elaboration/actualization/amendment of the following national documents which regulates, or have indirect effect on the provision of ATM/ANS:

Nr	Document
1	Government Decision no. 119/2023, on approval of the Regulation laying down technical and administrative requirements for ATM/ANS providers
2	Government Decision no. 36/2023, on organization and functioning of the Transport accident and incident investigation Bureau
3	CT-SERA Essential specifications on rules of the air
4	Amendment 02 to CT-ATCO-NCO Fatigue control of air traffic controllers
5	PIAC-CFATMANS, certification of ATM/ANS services providers
6	PIAC-SCFATMANS, ongoing oversight of ATM/ANS services providers
7	PIAC-DCDSIZ, declaration and conformation of declaration regarding the provisions of flight information service
8	CT- PERS ATSEP, technical requirements on competence of ATSEP.

##### II. Safety oversight inspections





According to the above-mentioned Safety Oversight Inspections Program and Procedure Implementation Monitoring Program, in 2023 the NSA's inspectors performed 9 inspections and 6 monitoring visits. It is to be mentioned that ANSP's personnel involved in the organization and evolution of the inspections demonstrated a very open, collaborative and professional attitude. Thus, during inspections, as evidence were presented and reviewed:

- i. training records,
- ii. information regarding number of available atc personnel, record related to work, duty and rest periods.
- iii. results of the internal investigations,
- iv. safety assessments reports preceding the implementation of changes,
- v. operations manuals, procedures, job descriptions,
- vi. annual quality audits program, internal audit reports and audit's checklists.

The results of the 2023 Safety Oversight Inspections Program are described in Chapter 5 below.

### **III. Safety oversight of changes in ATM/ANS functional systems**

In 2023, S.E. MOLDATSA notified NSA on 1 modification, as per bellow:

Change of vertical limits of TMA LUKK (FL95 to FL195) and temporary change of configuration of active operational positions. The modification was notified on 13.06.2023 and was classified as a major one, having determined degree 2 for potential consequences. The putting into service of this modification was dependent on CAA review and acceptance, but on 02.08.2023, I.S. MOLDATSA informed AAC regarding the stopping and cancelation of the implementation of the notified change.

### **IV. Approvals / Acceptance of ANSP Manuals**

Several ANSP's manuals (amendments to them) were reviewed during 2023 by NSA's experts to issue their approval or acceptance (as appropriate). These were:

- a) ATC Operational Manual, Ed 04
- b) TD (CNS) Operational Manual, Ed 04
- c) AIS Operational Manual, Ed.01 and Ed.02
- d) Procedure on fatigue and stress management, Ed. 04
- e) ERP, Ed. 03
- f) ANSP Organization Exposition– Edition 09
- g) Manual on training and competence of aviation meteorological personnel Ed.03
- h) Methodology on ATCO number determination Ed.02

LSSIP national document was also elaborated, reviewed and approved by all stakeholders.

- ✓ LSSIP 2022 - Moldova Local Single Sky Implementation. Level 1 – Implementation Overview” – March 2023

### **V. Analyzing of ATM/ANS and airspace use related safety events**

In 2023 no accidents occurred with contribution of the national ATM/ANS provider. However, from all occurrences reported during 2023, one occurrence was classified as serious incident.

In the table below are presented the information related to the numbers of the ATM/ANS and airspace use safety events, reported and analyzed by ANS department since 2020. The events are classified and structured in a generic category and shown for comparison comprising years 2020, 2021, 2022, 2023. From the data presented below it could be seen an increasing of:

- i. airspace infringements,
- ii. deviations from published ATM procedures and regulations,
- iii. the numbers of the laser influence on aircraft departing and arriving from/to national aerodromes,
- iv. the numbers of the “GPS lost” events reported by flight crew in FIR LUUU.

Also, after the implementation of the A-SMGCS system on aerodrome LUKK and the activation of the safety nets, in 2023, 2 cases of runway incursions were reported. Another type of the occurrences that required attention from the oversight point of view were the two cases of STCA activation occurred in 2023, which were caused by the infringements of the separation minima.

Nr.	Type of occurrences	2020	2021	2022	2023
1	Airspace infringement	1	5	1	15
2	Unauthorized UAS/RPAS operations		1	5	2
3	Radiocommunication loss		1		
4	Deviation from RTF		1		
5	Deviation from published ATM procedures and regulations	2			4
6	Callsign confusion CSC		1	3	1
7	ATM/ANS operational occurrences		1		
8	Failure of ATS communication systems		1	1	2
9	Failure of ATS surveillance system		2		2
10	Failure of ATS Data Processing and Distribution system				
11	Failure of navigation systems				
12	Laser influence		14	15	11
13	Separation minima infringement	1			2
14	Deviation from ATC clearances	4	1	1	1
15	RWY exursions (at national aerodromes)				
16	RWY incursions (at national aerodromes)			1	2
17	Loss of GPS signal in FIR LUUU			22	44
18	ATC fatigue scheme deviation			1	
19	STCA Alert				2
20	Cyber attacks on ATM/ANS systems				
21	Unlawful interference on aircraft				
	<b>Total</b>	<b>8</b>	<b>28</b>	<b>50</b>	<b>88</b>

All reported occurrences have been analyzed internally within ANSP’s SMS and by the ANS CAA inspectors. The details of the occurrences (reports, analyzes, records, recommendations etc.) are maintained on a CAA intranet

#### **VI. Verification and approval of Instrument Flight Procedures**

In 2023, no new or modified Instrument Flight Procedures were submitted for approval.

#### **VII. Exercises, simulations, trainings**

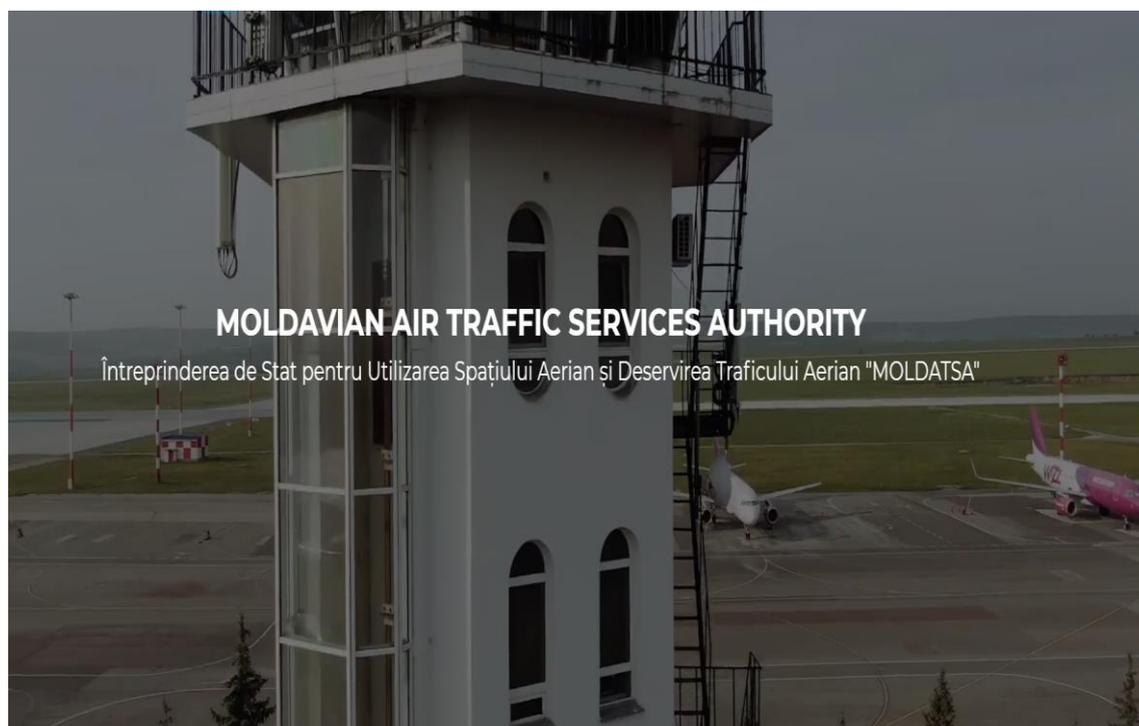
In 2023 the ANS division inspectors attended the following trainings provided by Aviation Learning Centre (ALC) Eurocontrol as it was planned, so the trainings at ALC were:

- Oversight of changes in ATM/ANS Part1 [LEX-CHG-OC-1], provided by Aviation Learning Centre (ALC) Eurocontrol
- The regulatory context in the AIS/AIM domain (IM-REG), provided by Aviation Learning Centre (ALC) Eurocontrol
- ATCO competence and training organization certification (LEX-COMP-ATCO), provided by Aviation Learning Centre (ALC) EUROCONTROL
- Search and rescue Administrators, provided by Singapore Aviation Academy

Other webex-es, workshops, meetings organized during 2023 were:

- ✓ ATM/ANS TeB -webex
- ✓ ANSIG06 meeting
- ✓ LSSIP for newcomers
- ✓ *LSSIP 2023, kick-off event*
- ✓ *Workshop on cross border cooperation SMURD-2*
- ✓ *Workshop on support to the aeronautical accident's victims*
- ✓ *FMG CM2023&RAFT/23*
- ✓ *FMG29/RAFT24*
- ✓ *Workshop on Regulation 2017/373 Software Assurance*
- ✓ *EUR SAR TF meeting*

## **2. Airspace and Services Providers under the responsibility of National Supervisory Authority of the Republic of Moldova**



In 2023, the air navigation services in Republic of Moldova have been continuously provided by the – State Enterprise” MOLDATSA” (Moldavian Air Traffic Services Authority) – the certified and designated ANS provider.

“MOLDATSA” – was created in 1994 in accordance with the Government Resolution No.3 of 12 January 1994. At present time, “MOLDATSA” is an autonomous 100% State owned enterprise, operating on a self-financing basis, being administrative subordinated to the Public Property Agency, according to the Government Decision Nr. 902 from 06.11.2017.

S.E. “MOLDATSA” is certified (ANSP Certificate P-003/2021) by Moldovan CAA/NSA to provide following air navigation services:

1. Air Traffic Services (ATS);
2. Aeronautical Meteorological Services (MET);
3. Aeronautical Information Services (AIS);
4. Communication, Navigation, Surveillance Services (CNS);

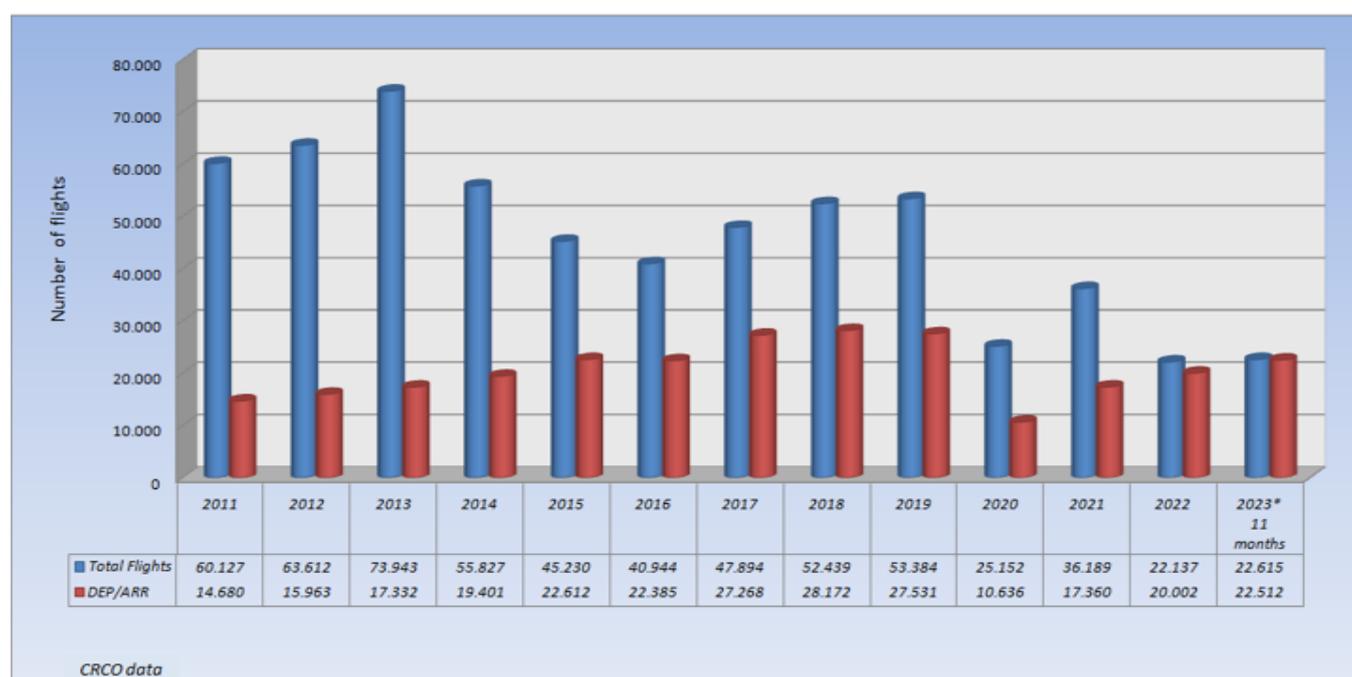
Beside services mentioned above, “MOLDATSA” is also approved by CAA RM to provide:

1. Design of the Instrument Flight Procedures,
2. Functions related to Air Traffic Flow Management (in collaboration with Network Manager, represented by EUROCONTROL),
3. ASM Level 2 and 3 (indirect designation, via specific regulation)

Also, according to G.D. no.249/2021 is designated to ensure the functions of RCC, jointly with General Inspectorate for Emergency Situations (GIES).

All these services and functions are provided by S.E. MOLDATSA within Chisinau Flight Information Region and in respect to aerodromes located within territory of RM. No cross-border services are provided by S.E. MOLDATSA.

Bellow diagram reflects the traffic served by S.E. MOLDATSA in the period January – November of 2023:



### 3. Qualified entities commissioned to conduct safety regulatory audits

No qualified entities were commissioned by Moldovan CAA to conduct safety regulatory audits during 2023.

### 4. Existing levels of resources of the NSA

At the present, NSA for ATM/ANS domain, exercises its functions with the following resources:

Nr.	CAA Department	Number of persons involved in the oversight of ATM/ANS providers
1	Air Navigation Department	6
2	Aviation Personnel licensing section	2
3	Legal, rulemaking and consumers protection department	3
4	Aviation Security department	2
5	Economic and financial management supervision department	1
<b>TOTAL</b>		<b>14</b>

### 5. Safety issues identified through the safety oversight processes

During the safety oversight inspections performed during 2023, as mentioned in Chapter 1.4, ii. above, the following results could be stated:

Safety oversight inspections performed in 2023			
Nr	Inspection's	Inspection's Criteria	Number of findings
1	Technical and operational capacity and competence. Element: air space management level 2 and 3 (CTA0223)	RAC ANSPC 0010; 0045HG 190/2021, PIAC –MUSA	<b>1 NONCONFORMITY LV.2 7 OBSERVATIONS</b>

2	Technical and operational capacity and competence. Element: provision of FIS in class G airspace and alerting services	RAC ANSPC 0010; 0045; 0090; CT-ATS 4.1- 4.2; 5.1-5.6; PANS-ATM 9.1.1-9.1.3; 9.2.2	<b>NIL</b>
3	Verification of compliance with the requirements regarding work, duty and rest time and numbers of available ATCo <b>(CTA INOP 0123)</b>	CT-ATCO NCO P.5,7,8,9,10, 12, 13, 14, 15, 22, 23,25	<b>4 NONCONFORMITIES LV.2 5 OBSERVATIONS</b>
4	Human resource management. Element: maintaining staff competence and qualifications. Continuous training and English language competence <b>(MET0123)</b>	RAC-ANSPC 0045; CT-CCPMA cap.3, 5, 6.	<b>2 OBSERVATIONS</b>
5	Working methods and operational procedures. <b>(SMIA 0123)</b>	RAC-ANSPC 0110, CT-SIA 3.3, ICAO Doc 8126	<b>NIL</b>
6	Compliance with requirements related to validation of IFP and those related to hardware, software and performance indicators <b>(PPZI 0123)</b>	CT-PVAPZI 4.8,4.3, 7;	<b>NIL</b>
7	Safety of CNS services (ELEMENTS: maintaining staff competence and qualifications, operational manuals and procedures, implementation of changes to functional in period 2021-2023 <b>(CNS 0123)</b>	RAC ANSPC - 0120	<b>NIL</b>
8	Compliance with requirements related to implementation of a SMS (ELEMENTUL: management of changes that did not required prior acceptance in period 2019-2022 <b>(SMS 0123)</b>	RAC ANSPC 0025; CT-SMS 4.2; PIAC SSNA PARTEA II 2.1;2.2	<b>1 OBSERVATION</b>
9	Continuous oversight of ATCO unit competence scheme and ATCO TO	PIAC-ATCO-CCTA (8.3) / PIAC-ATCO-COP (Cap.3)	<b>NIL</b>
Summary of findings			5 Nonconformities level 2  15 Observations

## 6. Safety Directives

No safety directives in respect to ATM/ANS were issued by NSA during 2023.

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CAA of Republic of Moldova