



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

APPROVED:

Director CAA RM

_____ **Andrei CEBANU**

ATM/ANS ANNUAL SAFETY OVERSIGHT REPORT

YEAR 2025

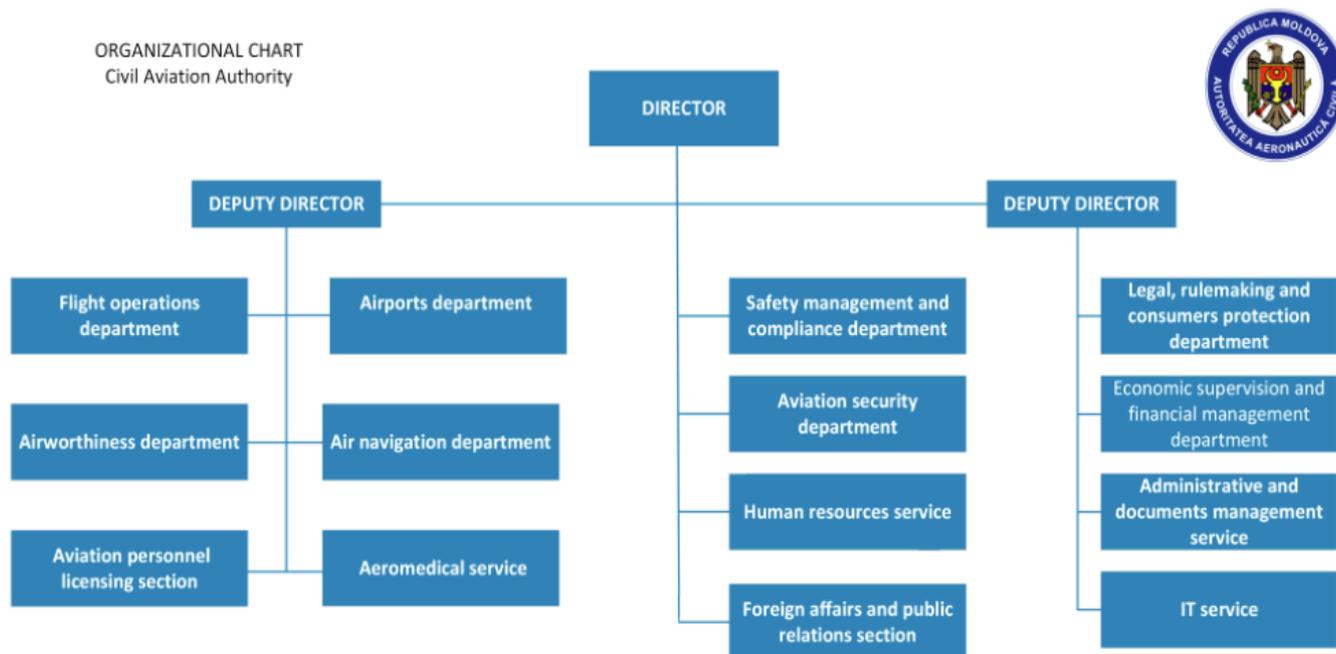
This report is prepared pursuant to Article 7 (1) of Aviation Code of RM Nr.301 from 21.12.2017 and PIAC SCFATMANS Chapter 5.4. It includes descriptions of annual oversight activities, performed by CAA in accordance with requirements set in ATM/ANS.AR.C.010 and ATM/ANS.AR.C.015 of Regulation laying down technical and administrative requirements for ATM/ANS providers, approved by GD nr. 119/2023

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1. Organizational structure and procedures of the Competent Authority for ATM/ANS domain

1.1 Moldovan CAA organizational structure



1.2 Structure and the components of the Competent Authority for ATM/ANS

The functions of the Competent Authority (CA) 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 consumers protection department.

During the Year 2025, the CA for ATM/ANS continued to exercise its power impartially, independently and transparently, in accordance with approved procedures and applicable regulation framework. The CAA's management provided divisions stated above (acting as CA 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 Regulations and NSA's procedures

From the oversight perspective, the year 2025 (part of oversight cycle 2024-2025) was also a transition year, during which the ongoing oversight of the ATM/ANS service provider was initiated based on the requirements set out in the new Regulation laying down technical and administrative requirements for ATM/ANS providers, approved by Government Decision 119/2023, which transposed COMMISSION IMPLEMENTING REGULATION (EU) 2017/373.

Thus, the Year 2025 the following legal framework was used by NSA to comply with the tasks associated with functions, delegated by Article 7 of Aviation Code of RM Nr.301 from 21.12.2017:

1.3.1 Applicable regulations for ATM/ANS domain:

| No | National Regulation | Transposing or aligning to |
|----|--|--|
| 1 | Government decision Nr.119/2023 on approval of the Regulation laying down technical and administrative requirements for ATM/ANS providers (applicable from 27.04.2024); | COMMISSION IMPLEMENTING REGULATION (EU) 2017/373_of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 |
| 2 | CT-PERS ATSEP Training of Air traffic safety electronics personnel (applicable from 27.04.2024) | |
| 3 | AMC/GM related to Regulation 373/2017 | |
| 4 | Government decision no. 134 on approval of the Regulation on laying down technical requirements and administrative procedures relating to air traffic controllers' certificates. | 1. COMMISSION REGULATION (EU) NO. 2015/340_of 20 February 2015 laying down technical requirements and administrative procedures relating to air traffic controllers' licenses and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 923/2012 and repealing Commission Regulation (EU) No 805/2011 2. ICAO Annex 1 (in respect to ATCo) |
| 5 | Technical requirements for the issuance of air traffic controller certificates | |
| 6 | Government decision No. 190/2021 of 06.10.2021 on approval of the Regulation on management of air space and implementation of flexible use of airspace concept | COMMISSION REGULATION (EC) NO. 2150/2005 of 23 December 2005 laying down common rules for the flexible use of airspace |
| 7 | Technical Requirements "Essential specifications on rules of the air" (CT-SERA, applicable from 27.04.2024) | 1. COMMISSION IMPLEMENTING REGULATION (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 2. ICAO Annex 2 |

| | | |
|----|--|---|
| 8 | Regulation on the reporting, analysis and subsequent actions regarding civil aviation events (RAC RAASEAC) | COMMISSION IMPLEMENTING REGULATION (EU) NO. 2015/1018 of 29 June 2015 laying down a list of classifying occurrences in civil aviation to be mandatorily reported according to Regulation (EU) No 376/2014 of the European Parliament and of the Council |
| 9 | Law No. 213 of 19.12.2021 on investigation of accidents and incidents in transport | REGULATION (EU) NO. 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC |
| 10 | Regulation on the reporting, analysis and subsequent actions regarding civil aviation events (RAC RAASEAC) | REGULATION (EU) NO. 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 |
| 11 | Government decision No. 111 of 23.02.2022 on approval of Regulation laying down airspace usage requirements and operating procedures concerning performance-based navigation. | COMMISSION IMPLEMENTING REGULATION (EU) No. 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation |
| 12 | Government Decision No243/2025 on the approval of the Regulation on the establishment of norms for the application of the functions of the air traffic management network. | COMMISSION IMPLEMENTING REGULATION (EU) No 2019/123 of 24 January 2019 laying down rules for the implementation of the air traffic management (ATM) network functions and repealing Commission Regulation (EU) No 677/2011 (CELEX: 32019R0123) |
| 13 | Civil aviation regulations on the establishment of the first common project supporting the implementation of the European Air Traffic Management Master Plan and the initial exchange of trajectory information within the first common project | COMMISSION IMPLEMENTING REGULATION (EU) 2021/116 of 1 February 2021 on the establishment of the first common project supporting the implementation of the European Air Traffic Management Master Plan provided for in Regulation (EC) No 550/2004 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 409/2013 and repealing Commission Implementing Regulation (EU) No 716/2014 (Text with EEA relevance), CELEX: 32021R0116, |
| 14 | Civil aeronautical regulations establishing technical requirements and administrative procedures for the approval of organizations involved in the design or production of air traffic management/air navigation services systems and constituents | COMMISSION IMPLEMENTING REGULATION (EU) 2023/1769 of 12 September 2023 laying down technical requirements and administrative procedures for the approval of organizations involved in the design or production of air traffic management/air navigation services systems and constituents and amending Implementing Regulation (EU) 2023/203, CELEX: 32023R1769, |
| 15 | Technical requirements - Conformity of ATM/ANS equipment and systems | Commission Delegated Regulation (EU) 2023/1768 of 14 July |

| | | |
|----|---|--|
| | | 2023 laying down detailed rules for the certification and declaration of air traffic management/air navigation services systems and air traffic management/air navigation services constituents, CELEX: 32023R1768 |
| 16 | Technical requirements laying down requirements for the application of a flight message transfer protocol used for the purpose of notification, coordination and transfer of flights between air traffic control units. | COMMISSION REGULATION (EC) NO. 633/2007 of 7 June 2007 laying down requirements for the application of a flight message transfer protocol used for the purpose of notification, coordination and transfer of flights between air traffic control units |
| 17 | Technical requirements laying down requirements for automatic systems for the exchange of flight data for the purpose of notification, coordination and transfer of flights between air traffic control units. | COMMISSION REGULATION (EC) NO. 1032/2006 of 6 July 2006 laying down requirements for automatic systems for the exchange of flight data for the purpose of notification, coordination and transfer of flights between air traffic control units |
| 18 | Technical requirements laying down the requirements on procedures for flight plans in the pre-flight phase. | COMMISSION REGULATION (EC) NO. 1033/2006 of 4 July 2006 laying down the requirements on procedures for flight plans in the pre-flight phase for the single European sky |
| 19 | Government Decision Nr. 680 of 02.10.24, on approval of the Regulation on the establishment of norms regarding air traffic flow management | COMMISSION REGULATION (EU) NO 255/2010 of 25 March 2010 laying down common rules on air traffic flow management |
| 20 | Technical Requirements regarding aircraft equipment required for the use of the airspace of the Republic of Moldova, Order CAA nr.39 GEN of 30.09.2024 | COMMISSION IMPLEMENTING REGULATION (EU) 2023/1770 of 12 September 2023 laying down provisions on aircraft equipment required for the use of the Single European Sky airspace and operating rules related to the use of the Single European Sky airspace and repealing Regulation (EC) No 29/2009 and Implementing Regulations (EU) No 1206/2011, (EU) No 1207/2011 and (EU) No 1079/2012 |
| | Technical Requirements - Essential specifications regarding air rules (SERA) | COMMISSION IMPLEMENTING REGULATION (EU) No 923/2012 of 26 September 2012 laying down common rules of the air and operational provisions on air navigation services and procedures and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 |
| 21 | CT-MET "Technical requirements - Meteorological service for air navigation" | ICAO Annex 3 |
| 22 | CT-HA "Technical requirements on aeronautical charts" | ICAO Annex 4 |
| 23 | CT-UNITS "Technical requirements on units of measurement to be used in civil aviation". | ICAO Annex 5 |
| 24 | RAC-TA "Aeronautical telecommunications" | ICAO Annex 10 |

| | | |
|----|--|---------------|
| 21 | CT-TIMRNRL "Technical requirements - Ground and in-flight testing/inspections of radio navigation and radio location equipment and systems" | ICAO Annex 10 |
| 25 | CT-ATS "Technical requirements - Air traffic services" | ICAO Annex 11 |
| 26 | CT-ATCO NCO "Technical requirements - Fatigue control of air traffic controllers" | ICAO Annex 11 |
| 27 | Government decision nr. 249/2021 on approval of Regulation on the organization of the National Search and Rescue System in case of an aviation accident | ICAO Annex 12 |
| 28 | CT-GMCOCS "Technical requirements - Joint group for coordination of search and rescue operations" | ICAO Annex 12 |
| 29 | CT-AIS "Technical requirements - Aeronautical information services" | ICAO Annex 15 |
| 30 | CT-SMS "Technical requirements - Safety management systems (SMS)" | ICAO Annex 19 |

1.3.2 Applicable CA's procedures

| No. | Procedure | Edition |
|-----|--|--------------------------------|
| 1 | Civil Aviation Procedure and Instructions – "PIAC-CFATMANS – Certification of ATM/ANS Service providers" | Edition 01, April 2024 |
| 2 | Civil Aviation Procedure and Instructions – "PIAC-SCFATMANS - Continuous oversight of ATM/ANS service providers" | Edition 01, April 2024 |
| 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 2020 |
| 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, |
| 7 | Government Decision no. 527 – Regulation on authorization of transmitters and the coordination of radio frequencies assigned to aviation | Edition 01 of 22.07.2022 |
| 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 | 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-RAASEAC) | 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 |
| 21 | PIAC-PIFATMANS Inspection procedures for ATM/ANS service providers., | Edition 01, June 2025 |

1.4 CA's activities during 2025

I. Rulemaking issues

During 2025, CA elaborated or supported the elaboration/actualization/amendment of the following national documents which regulate, or have indirect effect on the provision of ATM/ANS:

| No. | Document |
|-----|---|
| 1 | Edition 02 of Technical Requirements - Essential specifications regarding air rules (SERA) |
| 2 | Edition 02 of Technical requirements for safety management systems. |
| 3 | Edition 02 of Use of airspace and operating procedures for collision avoidance in flight. (CT-ACAS) |

| FURNIZORUL ASM | | | | | | | | | | | | |
|----------------|--|-------------------------------|--|--|--|--|--|--|--|--|--|--|
| 1 | CONFORMAREA FURNIZORULUI ASM CU CERINȚELE ATMANS OR (ASM 0124) | A. Bovolii / F. Gutu (A.Toma) | ATMANS. OR. A.040; ATMANS. OR. A.045; ATMANS. OR. A.065; ATMANS. OR. A.070; ATMANS. OR. A.075; ATMANS. OR. A.080; ATMANS. OR. A.090; ATMANS. OR. A.095; ATMANS. OR. B.001; ATMANS. OR. B.005; ATMANS. OR. B.010; ATMANS. OR. B.015; ATMANS. OR. B.020; ATMANS. OR. B.025; ATMANS. OR. B.030; ATMANS. OR. B.035; ATMANS. OR. C.001; ATMANS. OR. C.005 | | | | | | | | | |
| 2 | CONFORMAREA FURNIZORULUI ASM CU CERINȚELE ASM. TR (ASM 0224) | A. Bovolii / F. Gutu (A.Toma) | ASM. TR. 100, HG 180/2021, PIAC -MUSA | | | | | | | | | |

| FURNIZORUL MET | | | | | | | | | | | | |
|----------------|--|----------------------------|---|--|--|--|--|--|--|--|--|--|
| 1 | CONFORMAREA FURNIZORULUI MET CU CERINȚELE ATMANS OR (MET 0124) | A. Bovolii / C. Golovtenco | ATMANS. OR. A.040; ATMANS. OR. A.045; ATMANS. OR. A.065; ATMANS. OR. A.070; ATMANS. OR. A.075; ATMANS. OR. A.080; ATMANS. OR. A.090; ATMANS. OR. B.001; ATMANS. OR. B.005; ATMANS. OR. B.010; ATMANS. OR. B.015; ATMANS. OR. B.020; ATMANS. OR. B.025; ATMANS. OR. B.030; ATMANS. OR. B.035; ATMANS. OR. C.001; ATMANS. OR. C.005 ATMANS. OR. D.001; ATMANS. OR. D.005; ATMANS. OR. D.010; ATMANS. OR. D.015; ATMANS. OR. D.020; ATMANS. OR. D.025 | | | | | | | | | |
| 2 | CONFORMAREA FURNIZORULUI MET CU CERINȚELE MET. OR (MET 0125) | A. Bovolii / C. Golovtenco | MET. OR. 100; MET. OR. 105; MET. OR. 110; MET. OR. 115; MET. OR. 120; MET. OR. 200; MET. OR. 205; MET. OR. 210; MET. OR. 215; MET. OR. 220; MET. OR. 225; MET. OR. 230; MET. OR. 235; MET. OR. 240; MET. OR. 242; MET. OR. 244; MET. OR. 250; MET. OR. 255; MET. OR. 260; MET. OR. 265; MET. OR. 270; MET. OR. 275 | | | | | | | | | |
| 3 | CONFORMAREA FURNIZORULUI MET CU CERINȚELE MET. TR (MET 0225) | A. Bovolii / C. Golovtenco | MET. TR. 115; MET. TR. 200; MET. TR. 205; MET. TR. 210; MET. TR. 215; MET. TR. 220; MET. TR. 225; MET. TR. 230; MET. TR. 235; MET. TR. 250; MET. TR. 255; MET. TR. 260; MET. TR. 265; MET. TR. 270; MET. TR. 275 | | | | | | | | | |

| SERVICIUL MANAGEMENTUL INFORMAȚIEI AERONAUTICE | | | | | | | | | | | | |
|--|--|----------------------|--|--|--|--|--|--|--|--|--|--|
| 1 | CONFORMAREA FURNIZORULUI AIS CU CERINȚELE ATMANS OR (AIS 0124) | A. Bovolii / F. Gutu | ATMANS. OR. A.040; ATMANS. OR. A.045; ATMANS. OR. A.065; ATMANS. OR. A.070; ATMANS. OR. A.075; ATMANS. OR. A.080; ATMANS. OR. A.090; ATMANS. OR. B.001; ATMANS. OR. B.005; ATMANS. OR. B.010; ATMANS. OR. B.015; ATMANS. OR. B.020; ATMANS. OR. B.025; ATMANS. OR. B.030; ATMANS. OR. B.035; ATMANS. OR. C.001; ATMANS. OR. C.005 ATMANS. OR. D.001; ATMANS. OR. D.005; ATMANS. OR. D.010; ATMANS. OR. D.015; ATMANS. OR. D.020; ATMANS. OR. D.025 | | | | | | | | | |
| 2 | CONFORMAREA FURNIZORULUI AIS CU CERINȚELE AIS. OR (AIS 0125) | A. Bovolii / F. Gutu | AIS. OR. 100; AIS. OR. 105; AIS. OR. 200; AIS. OR. 205; AIS. OR. 210; AIS. OR. 215; AIS. OR. 220; AIS. OR. 225; AIS. OR. 230; AIS. OR. 235; AIS. OR. 240; AIS. OR. 250; AIS. OR. 300; AIS. OR. 305; AIS. OR. 310; AIS. OR. 315; AIS. OR. 320; AIS. OR. 325; AIS. OR. 330; AIS. OR. 335; AIS. OR. 340; AIS. OR. 345; AIS. OR. 350; AIS. OR. 355; AIS. OR. 360; AIS. OR. 365; AIS. OR. 370; AIS. OR. 400; AIS. OR. 405; AIS. OR. 410; AIS. OR. 415; AIS. OR. 420 | | | | | | | | | |
| 3 | CONFORMAREA FURNIZORULUI AIS CU CERINȚELE AIS. TR (AIS 0225) | A. Bovolii / F. Gutu | AIS. TR. 200; AIS. TR. 210; AIS. TR. 220; AIS. TR. 225; AIS. TR. 230; AIS. TR. 240; AIS. TR. 300; AIS. TR. 305; AIS. TR. 310; AIS. TR. 315; AIS. TR. 320; AIS. TR. 330; AIS. TR. 340; AIS. TR. 345; AIS. TR. 350; AIS. TR. 355; AIS. TR. 360; AIS. TR. 370; AIS. TR. 400; AIS. TR. 405; AIS. TR. 500; AIS. TR. 505; AIS. TR. 510 | | | | | | | | | |

| SERVICIUL PROIECTARE PROCEDURI DE ZBOR ȘI CARTOGRAFIE | | | | | | | | | | | | |
|---|--|----------------------|---|--|--|--|--|--|--|--|--|--|
| 1 | CONFORMAREA FURNIZORULUI FPD CU CERINȚELE ATMANS OR (FPD 0124) | A. Bovolii / F. Gutu | ATMANS. OR. A.040; ATMANS. OR. A.045; ATMANS. OR. A.065; ATMANS. OR. A.070; ATMANS. OR. A.075; ATMANS. OR. A.080; ATMANS. OR. A.090; ATMANS. OR. B.001; ATMANS. OR. B.005; ATMANS. OR. B.010; ATMANS. OR. B.015; ATMANS. OR. B.020; ATMANS. OR. B.025; ATMANS. OR. B.030; ATMANS. OR. B.035; ATMANS. OR. C.001; ATMANS. OR. C.005 | | | | | | | | | |
| 2 | CONFORMAREA FURNIZORULUI FPD CU CERINȚELE FPD. OR (FPD 0125) | A. Bovolii / F. Gutu | FPD. OR. 100; FPD. OR. 105; FPD. OR. 110; FPD. OR. 115; FPD. OR. 120 | | | | | | | | | |
| 3 | CONFORMAREA FURNIZORULUI FPD CU CERINȚELE FPD. TR (FPD 0225) | A. Bovolii / F. Gutu | FPD. TR. 100; FPD. TR. 105 | | | | | | | | | |

| SERVICIUL COMUNICĂȚII, NAVIGAȚIE, SUPRAVECHERE | | | | | | | | | | | | |
|--|---|-------------------|--|--|--|--|--|--|--|--|--|--|
| 1 | CONFORMAREA FURNIZORULUI CNS CU CERINȚELE ATMANS OR (CNS 0124) | A.Toma/ A. Bzovii | ATMANS OR.A.040; ATMANS OR.A.041; ATMANS OR.A.050; ATMANS OR.A.070; ATMANS OR.A.075; ATMANS OR.A.080; ATMANS OR.A.090; ATMANS OR.A.095; ATMANS OR.B.001; ATMANS OR.B.005; ATMANS OR.B.010; ATMANS OR.B.015; ATMANS OR.B.020; ATMANS OR.B.025; ATMANS OR.B.030; ATMANS OR.B.035; ATMANS OR.C.001; ATMANS OR.C.005 ATMANS OR.D.001; ATMANS OR.D.005; ATMANS OR.D.010; ATMANS OR.D.015; ATMANS OR.D.020; ATMANS OR.D.025 | | | | | | | | | |
| 2 | CONFORMAREA FURNIZORULUI CNS CU CERINȚELE CNS OR (CNS 0204) | A.Toma/ A. Bzovii | CNS OR.100 | | | | | | | | | |
| 3 | CONFORMAREA FURNIZORULUI CNS CU CERINȚELE CNS TR (CNS 0204) | A.Toma/ A. Bzovii | CNS TR.100 | | | | | | | | | |
| 4 | CONFORMAREA FURNIZORULUI CNS CU CERINȚELE FAȚA DE PREGĂTIREA ȘI EVALUAREA PERSONALULUI ATSEP (CNS 0125) | A.Toma/ F. Guju | ATSEP OR.100; ATSEP OR.105; ATSEP OR.110; ATSEP OR.115; ATSEP OR.200; ATSEP OR.205; ATSEP OR.210; ATSEP OR.215; ATSEP OR.220; ATSEP OR.230; ATSEP OR.300; ATSEP OR.400; ATSEP OR.405 din Anexa 13, CT-PERS ATSEP | | | | | | | | | |

NOTĂ EXPLICATIVĂ:

1. Inspecțiile sunt planificate ca și activitate în luna respectivă. Data exactă a inspecției va fi comunicată și coordonată cu organizația inspectată, cu cel puțin 14 zile în avans;
2. Inspecțiile follow up (cu scopul verificării implementării acțiunilor corective), care vor rezulta din realizarea programului actual nu vor fi considerate inspecții adiționale și vor fi planificate/coordonate cu cei implicați individual și în măsura apariției necesității;
3. Programul inspecțiilor pentru ciclul 2024-2025 este elaborat în conformitate cu prevederile PIAC SCFĂTMANS având la bază abordarea bazată pe risk, astfel fiind supuse verificărilor zonele și elementele care în ciclii anteriori de supraveghere au generat perioade și/sau evenimente de siguranță. În caz de necesitate, programul inspecțiilor poate fi revizuit. Noua revizuire va fi subiectul unei noi aprobări și coordonări;
4. Programul inspecțiilor poate fi suplimentat cu inspecții ad-hoc, dacă va fi constată o degradare a nivelului de siguranță sau ca rezultat al investigațiilor evenimentelor aeronautice produse cu implicarea personalului I.S.MOLDATSA.

ELABORAT:
ȘEF DIRECȚIE NAVIGAȚIE AERIANĂ
Andrei BZOVII

Digitally signed by Bzovii Andrei
Date: 2024.03.14 09:02:19 EET
Reason: MoldSign Signature
Location: Moldova



According to the above-mentioned Safety Oversight Inspections Program in 2025 the CA’s inspectors performed 11 inspections. It is to be mentioned that ATM/ANS provider’s personnel involved in the organization and evolution of the inspections demonstrated a very open, collaborative and professional attitude. Thus, during inspections, as evidence was presented and reviewed:

1. training records,
2. information regarding number of available ATC personnel, record related to work, duty and rest periods.
3. results of the internal investigations,
4. safety assessments reports preceding the implementation of changes,
5. operations manuals, procedures, job descriptions,
6. annual quality audits program, internal audit reports and audit’s checklists.

The results of the 2025 Safety Oversight Inspections Program are described in Chapter 5 below.

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

In 2025, S.E. MOLDATSA notified CA of 3 modifications, as per below:

- 1) Modification to implement the allocation of the SSR visibility code A1000 (Mode S coupling).
- 2) Change of ATM/ANS organization organigram- without affecting the ATM/ANS functional system.
- 3) Change related to the implementation of 8.33 kHz spacing in FIR Chisinau.

IV. Approvals / Acceptance of ANSP Manuals

Several ATM/ANS provider’s manuals (amendments to them) were reviewed during 2025 by NSA’s experts to issue their approval or acceptance (as appropriate). These were:

- 1) Instruction on Observations Meteorologic Making at aerodrome LUKK
- 2) SMS Manual and associated procedures
- 3) Operational Procedure TWR LUKK
- 4) Operational Procedure APP LUKK
- 5) Operational Procedure ACC 1 LUKK
- 6) Operational Procedure ACC 2LUKK
- 7) Operational Procedure TWR LUBM
- 8) ERP MOLDATSA
- 9) MOLDATSA Organization Exposition.

LSSIP 2024 - „Moldova Local Single Sky Implementation Overview” was also elaborated, reviewed and approved by all stakeholders in March 2025.

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

In 2025 no accidents occurred with contribution of the national ATM/ANS provider.

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 and 2024. From the data presented below it could be seen a decrease of:

- 1) Events linked to callsign confusion
- 2) Deviations from ATC clearances
- 3) Runway incursions

However, there is noted an increase in the number of events related to:

- 1) unauthorized UAS/RPAS operations,
- 2) failure of ATS communications systems,
- 3) failure of ATS surveillance systems
- 4) laser influence
- 5) the numbers of the “GPS lost” events reported by flight crew in FIR LUUU,

| Nr. | Type of occurrences | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|-----|---|----------|-----------|-----------|-----------|------------|------------|
| 1 | Airspace infringement | 1 | 5 | 1 | 15 | 15 | 14 |
| 2 | Unauthorized UAS/RPAS operations | | 1 | 5 | 2 | 5 | 12 |
| 3 | Radiocommunication loss | | 1 | | | 1 | 2 |
| 4 | Deviation from RTF | | 1 | | | | |
| 5 | Deviation from published ATM procedures and regulations | 2 | | | 4 | 2 | |
| 6 | Callsign confusion CSC | | 1 | 3 | 1 | 6 | 4 |
| 7 | ATM/ANS operational occurrences | | 1 | | | 2 | |
| 8 | Failure of ATS communication systems | | 1 | 1 | 2 | 1 | 3 |
| 9 | Failure of ATS surveillance system | | 2 | | 2 | | 5 |
| 10 | Failure of ATS Data Processing and Distribution system | | | | | | 4 |
| 11 | Failure of navigation systems | | | | | 3 | 3 |
| 12 | Laser influence | | 14 | 15 | 12 | 5 | 23 |
| 13 | Separation minima infringement | 1 | | | 2 | | |
| 14 | Deviation from ATC clearances | 4 | 1 | 1 | 1 | 3 | 1 |
| 15 | RWY excursions (at national aerodromes) | | | | | | |
| 16 | RWY incursions (at national aerodromes) | | | 1 | 3 | 5 | 3 |
| 17 | Loss of GPS signal in FIR LUUU | | | 22 | 52 | 97 | 98 |
| 18 | ATC fatigue scheme deviation | | | 1 | | 8 | |
| 19 | STCA Alert | | | | 2 | | |
| 20 | Cyber attacks on ATM/ANS systems | | | | | | |
| 21 | Failure of meteo equipment | | | | | 2 | 1 |
| 22 | Unlawful interference on aircraft | | | | | | |
| | Total | 8 | 28 | 50 | 98 | 155 | 173 |

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

VI. Verification and approval of Instrument Flight Procedures

In 2025 no IFPs were approved

VII. Issued derogations, deviations

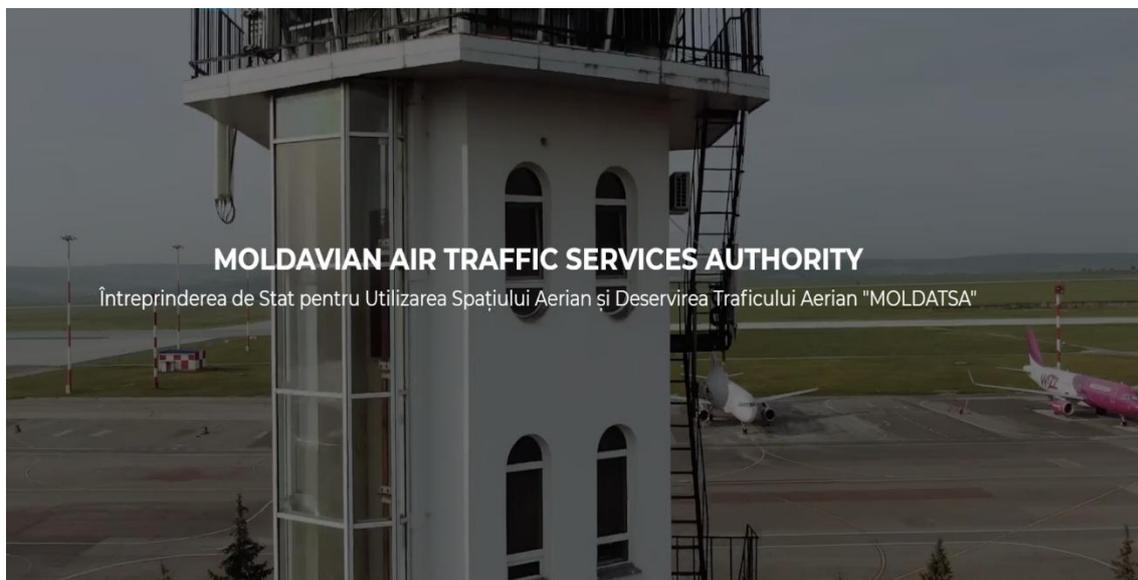
In 2025, on ATS provider's request, CAA approved 1 deviation from the provisions of CT-ATCO NCO "Technical requirements - Fatigue control of air traffic controllers".

VIII. Exercises, simulations, trainings

In 2025 the ANS division inspectors attended the following trainings, workshops and working meetings:

- 1) EUROCONTROL course on "Requirements for Competent Authorities - Part-AR of Regulation"
- 2) TAIEX EXPERT MISSION ON AUDIT PROCEDURES WITHIN THE AIR TRAFFIC MANAGER AND AIR NAVIGATION SERVICE PROVIDER
- 3) Eastern Partnership (EASA) Study Visit on the Oversight of MET Providers
- 4) EUROCONTROL course on "Overview of regulatory framework on the conformity assessment of ATM/ANS equipment [LEX-CAGE-INTRO]"
- 5) Eastern Partnership Project (EASA) - Workshop on Regulation 2017/373 and ATM network functions, at EUROCONTROL quarters
- 6) EUROCONTROL course on "Management and Oversight of Changes: The Basics [SAF-CHG-BASIC]"
- 7) EUROCONTROL course on "Audit Techniques and Practice Stage 1 [LEX-AUDIT-1]"
- 8) EUROCONTROL course on "Overview of EU legislation for ATM/ANS [LEX-SES]"
- 9) Eastern Partnership Project (EASA) - Workshop on ATM/ANS for NAA Inspectors.

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



In 2025, 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 ATM/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.

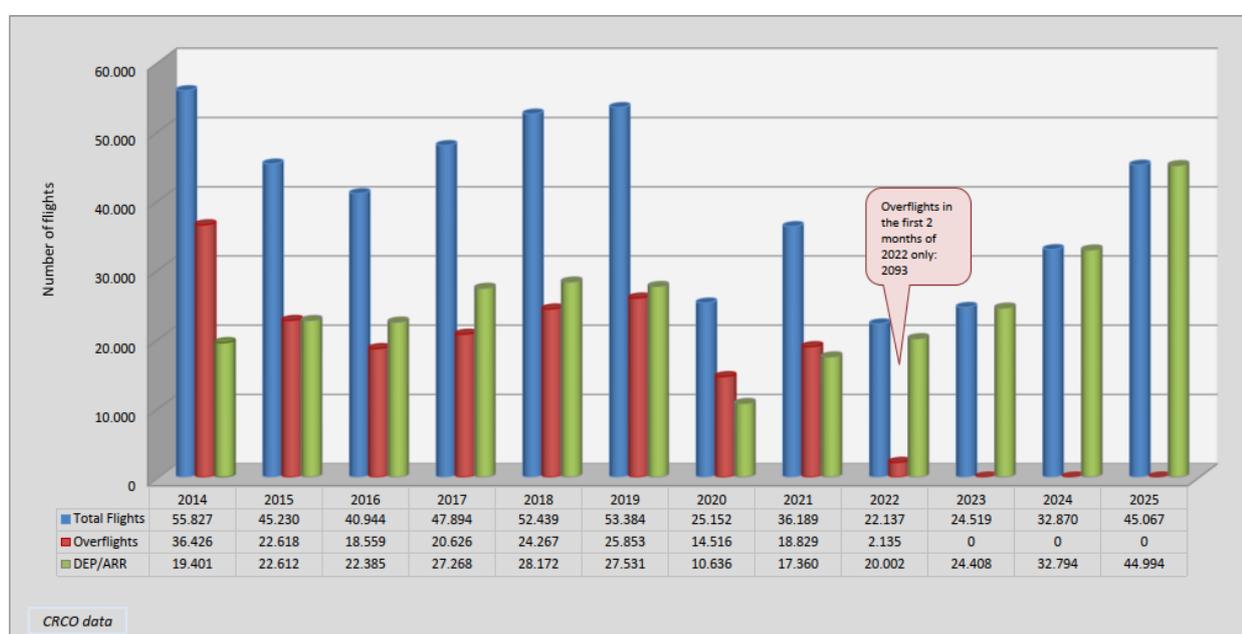
S.E. “MOLDATSA” was certified in December 2025 (ATM/ANS provider Certificate P-0006/2025) in accordance with the new requirements of G.D. no. 119/2023 “Regulation laying down technical and administrative requirements for ATM/ANS providers” by Moldovan CAA/NSA to provide following air navigation services:

- 1) Air Traffic Services (ATS);
- 2) Aeronautical Meteorological Services (MET);
- 3) Aeronautical Information Services (AIS);
- 4) Communication, Navigation, Surveillance Services (CNS);
- 5) Flight Procedures Design (FPD),
- 6) Air Traffic Flow Management (ATFM)
- 7) Air space management (ASM Level 2 and 3).

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 with respect to aerodromes located within territory of R.M. no cross-border services are provided by S.E. MOLDATSA.

Bellow diagram reflects the data on traffic served by S.E. MOLDATSA in the period January – December of 2025, in comparison with previous years:



3. Qualified entities commissioned to conduct safety regulatory audits

No qualified entities were commissioned by Moldovan CAA to conduct safety regulatory audits during 2025.

4. Existing levels of resources of the NSA

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

| Nr. | CAA Department | Number of people 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 | 2 |
| 6 | Safety management and compliance department | 3 |
| 7 | Administrative department | 3 |
| 8 | IT department | 2 |
| 9 | Directors | 3 |
| TOTAL | | 26 |

5. Safety issues identified through the safety oversight processes

During the safety oversight inspections performed during 2025, as mentioned in Chapter 1.4, ii. above, the following results could be stated:

Safety oversight inspections performed in 2025

| Nr | Inspection's | Inspection's Criteria | Number of findings |
|-----------|--|---|--|
| 1 | ATS provider compliance with ATS.OR requirements (ATS0125) | ATS.OR.100; ATS.OR.105; ATS.OR.110; ATS.OR.115; ATS.OR.120; ATS.OR.125; ATS.OR.130; ATS.OR.135; ATS.OR.140; ATS.OR.145; ATS.OR.150; ATS.OR.200; ATS.OR.205; ATS.OR.210; ATS.OR.215; ATS.OR.300; ATS.OR.305; ATS.OR.310; ATS.OR.310; ATS.OR.320; ATS.OR.400; ATS.OR.405; ATS.OR.410; ATS.OR.415; ATS.OR.420; ATS.OR.425; ATS.OR.430; ATS.OR.435; ATS.OR.440; ATS.OR.445; ATS.OR.450; ATS.OR.455; ATS.OR.460; ATS.OR.500; ATS.OR.505; ATS.OR.510; ATS.OR.515; ATS.OR.520; ATS.OR.525; ATS.OR.530 | 2 LEVEL 2 NONCONFORMITIES 8 OBSERVATIONS * Nonconformities were solved – CAA's "200 form"-s were accepted by the CAA. |
| 2 | ATS provider compliance with ATS.TR requirements (ATS0225) | ATS.TR.100; ATS.TR.105; ATS.TR.110; ATS.TR.115; ATS.TR.120; ATS.TR.125; ATS.TR.130; ATS.TR.135; ATS.TR.140; ATS.TR.145; ATS.TR.150; ATS.TR.155; ATS.TR.160; ATS.TR.200; ATS.TR.205; ATS.TR.210; ATS.TR.215; ATS.TR.220; ATS.TR.225; ATS.TR.225; ATS.TR.230, ATS.TR.235; ATS.TR.240; ATS.TR.245; ATS.TR.250; ATS.TR.255; ATS.TR.260; ATS.TR.265; ATS.TR.270; ATS.TR.300; ATS.TR.305; ATS.TR.310; ATS.TR.315; ATS.TR.320; ATS.TR.325; ATS.TR.400; ATS.TR.405; ATS.TR.410; ATS.TR.415; ATS.TR.420; ATS.TR.425 | 1 LEVEL 2 NONCONFORMITY 5 OBSERVATIONS |
| 3 | ATFM provider compliance with ATFM.TR requirements (ATFM0125) | ATFM.TR.100 | NIL |
| 4 | MET provider compliance with MET.OR requirements (MET0125) | MET.OR.100; MET.OR.105; MET.OR.110; MET.OR.115; MET.OR.120; MET.OR.200; MET.OR.205; MET.OR.210; MET.OR.215; MET.OR.220; MET.OR.225; MET.OR.230; MET.OR.235; MET.OR.240; MET.OR.242; MET.OR.245; MET.OR.250; MET.OR.255; MET.OR.260; MET.OR.265; MET.OR.270; MET.OR.275 | NIL |
| 5 | MET provider compliance with MET.TR requirements (MET0225) | MET.TR.115; MET.TR.200; MET.TR.205; MET.TR.210; MET.TR.215; MET.TR.220; MET.TR.225; MET.TR.230; MET.TR.235; MET.TR.250; MET.TR.255; MET.TR.260; MET.TR.265; MET.TR.270; MET.TR.275; MET.TR.280 | 1 OBSERVATION |

| | | | |
|----------------------------|--|--|--|
| 6 | AIS provider compliance with AIS.OR requirements (AIS0125) | AIS.OR.100; AIS.OR.105; AIS.OR.200; AIS.OR.205; AIS.OR.210; AIS.OR.215; AIS.OR.220; AIS.OR.225; AIS.OR.230; AIS.OR.235; AIS.OR.240; AIS.OR.250; AIS.OR.300; AIS.OR.305; AIS.OR.310; AIS.OR.315; AIS.OR.320; AIS.OR.325; AIS.OR.330; AIS.OR.335; AIS.OR.340; AIS.OR.345; AIS.OR.350; AIS.OR.355; AIS.OR.360; AIS.OR.365; AIS.OR.370; AIS.OR.400; AIS.OR.405; AIS.OR.500; AIS.OR.505; AIS.OR.510; AIS.OR.515; AIS.OR.600 | NIL |
| 7 | AIS provider compliance with AIS.TR requirements (AIS0225) | AIS.TR.200; AIS.TR.210; AIS.TR.220; AIS.TR.225; AIS.TR.235; AIS.TR.240; AIS.TR.300; AIS.TR.305; AIS.TR.310; AIS.TR.315; AIS.TR.320; AIS.TR.330; AIS.TR.335; AIS.TR.340; AIS.TR.345; AIS.TR.350; AIS.TR.355; AIS.TR.360; AIS.TR.365; AIS.TR.370; AIS.TR.400; AIS.TR.405; AIS.TR.500; AIS.TR.505; AIS.TR.510 | NIL |
| 8 | FPD provider compliance with FPD.OR requirements (FPD0125) | FPD.OR.100; FPD.OR.105; FPD.OR.110; FPD.OR.115; FPD.OR.120 | NIL |
| 9 | FPD provider compliance with FPD.TR requirements (FPD0225) | FPD.TR.100; FPD.TR.105 | NIL |
| 10 | CNS provider compliance with ATSEP training/ATSEP.OR requirements (CNS0125) | ATSEP.OR.100; ATSEP.OR.105; ATSEP.OR.110; ATSEP.OR.115; ATSEP.OR.200; ATSEP.OR.205; ATSEP.OR.210; ATSEP.OR.215; ATSEP.OR.220; ATSEP.OR.300; ATSEP.OR.305; ATSEP.OR.400; ATSEP.OR.405 of Annex 13 REG.(HG nr.119/2023), CT-PERS ATSEP | 11 OBSERVATIONS |
| 11 | ATS, MET, CNS providers of LUBM aerodrome (ATC TOWER, MET aeronautical station) with certification process requirements (MOLDATSA LUBM CERT-2025) | ATM/ANS.OR.A.070; ATM/ANS.OR.B.001; ATM/ANS.OR.B.005 (f); ATM/ANS.OR.B.025; ATM/ANS.OR.B.035; ATS.OR.110; ATS.OR.400 (a),(c); ATS.OR.405 (b) (2); ATS.OR.430 (a), (b); ATS.OR.435 (a) (4), (b) (2); ATS.OR.445 (a) (1),(c); ATS.OR.460; ATS.OR.500 (a), (b); ATS.OR.515; ATS.OR.520; MET.OR.210; MET.OR.242 (a); MET.TR.210; CNS.OR.100 (a), (b) in connection with "Procedura Resurse de Măsurare (echipamentul LUBM)". | 1 LEVEL 2 NONCONFORMITY 1 OBSERVATION |
| Summary of findings | | | 4 level 2 Nonconformities 26 Observations |

6. Safety Directives

No safety directives in respect to ATM/ANS were issued by NSA during 2025.

Elaborated:

Andrei BZOVII
Main inspector of Air Navigation Division
CAA of Republic of Moldova

Coordinated:

Mădălina CIOBANU
Head of Air Navigation Division
CAA of Republic of Moldova