



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

APPROVED:

Acting Director CAA RM


Vasile ȘARAMET

“ 02 ” IANUARIE 2023

THE ANNUAL SAFETY OVERSIGHT REPORT

YEAR 2022

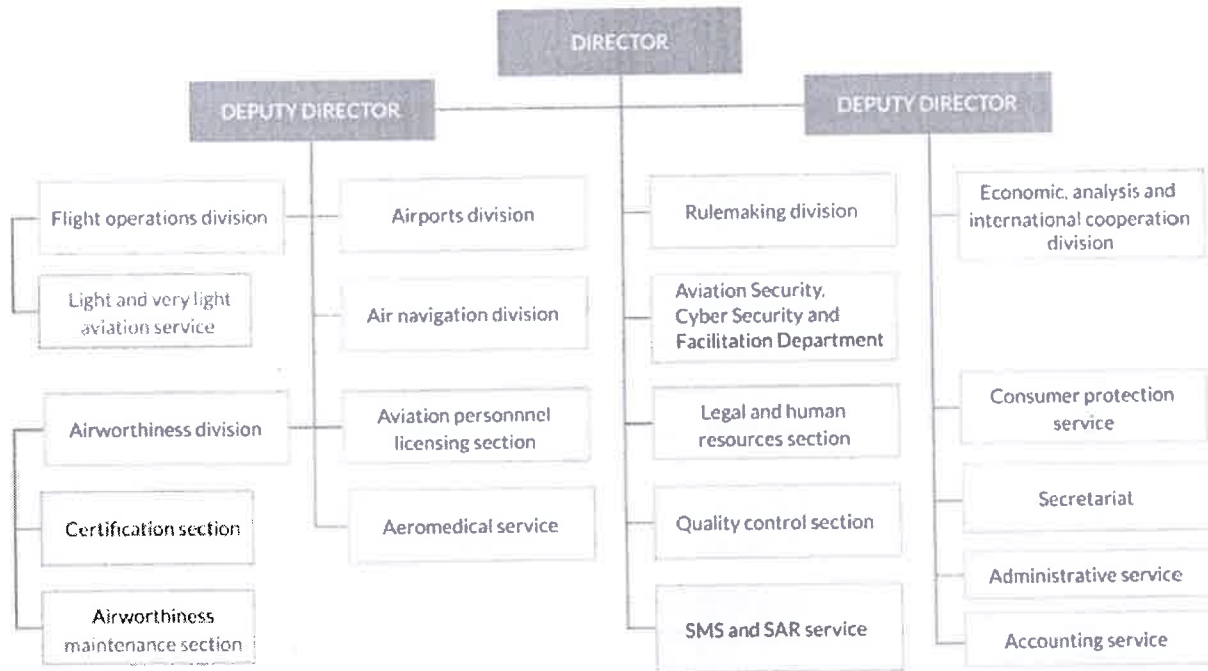
This report is prepared pursuant to Article 7 (1) of Aviation Code or RM Nr.301 from 21.12.2017, RAC ANSPC 0005 (4) and PIAC SSNA Part I (5.5), considering as a guidance the provisions of the Article 15 of the **COMMISSION IMPLEMENTING REGULATION (EU) No 1034/2011 of 17 October 2011 on safety oversight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

Table of content

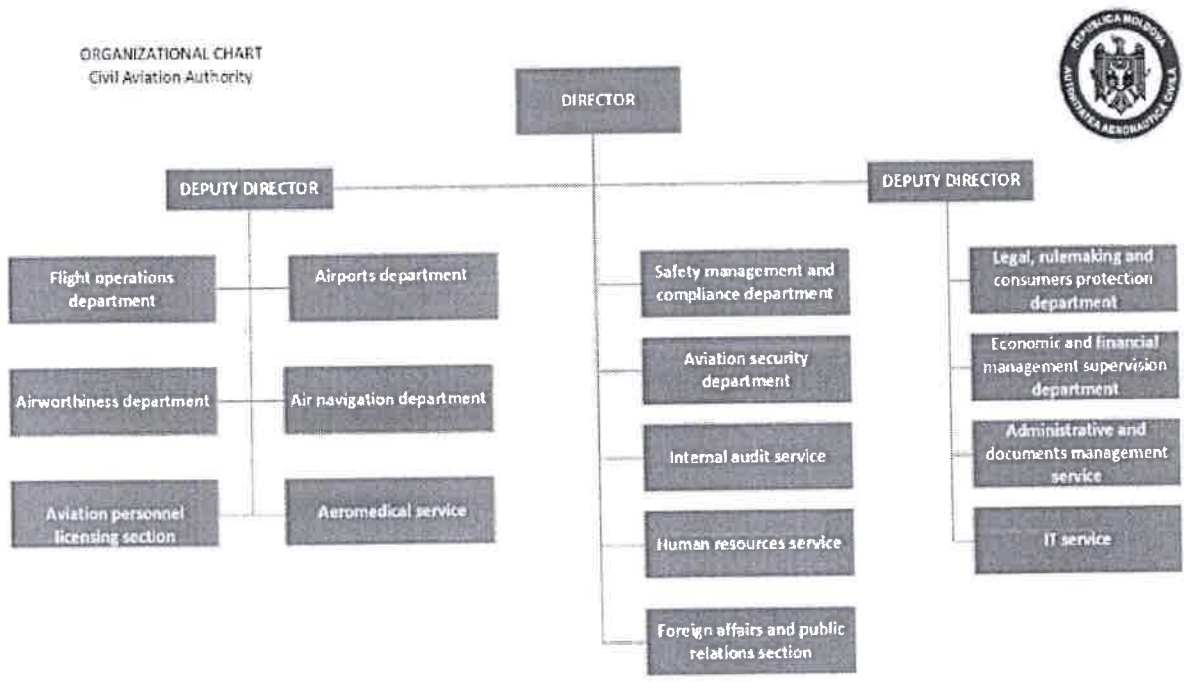
Table of content	2
1. Organizational structure and procedures of the CAA/NSA for ATM/ANS of the Republic of Moldova	3
1.1 Moldovan CAA organizational structure (01.01.22-02.08.2022)	3
1.1.1 Moldovan CAA organizational structure (03.08.22-31.12.2022)	3
1.2 Structure and the components of the NSA for ATM/ANS.....	4
1.3 NSA procedures	4
1.4 NSA activities during 2022.....	5
I. Rulemaking issues	5
II. Safety oversight inspections.....	6
III. Safety oversight of changes in ATM/ANS functional systems.....	9
IV. Approvals / Acceptance of ANSP Manuals	9
V. Analyzing of ATM/ANS and airspace use related safety events.....	10
VI. Verification and approval of Instrument Flight Procedures.....	12
VII. Exercises, simulations, trainings.....	12
2. Airspace and Services Providers under the responsibility of National Supervisory Authority of the Republic of Moldova.....	13
3. Qualified entities commissioned to conduct safety regulatory audits	15
4. Existing levels of resources of the NSA.....	15
5. Safety issues identified through the safety oversight processes	16
6. Safety Directives	17

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

1.1 Moldovan CAA organizational structure (01.01.22-02.08.2022)



1.1.1 Moldovan CAA organizational structure (03.08.22-31.12.2022)



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 and Financial Management service
- V. Legal, rulemaking and consumers protection department

During the Year 2022, 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 2022, 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 2022

I. Rulemaking issues

During 2022, 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	Actions
1	Government Decision no. 111 – Regulation on airspace usage requirements and operating procedures concerning performance-based navigation (transposition of EU Reg. 2018/1048 of 18 July 2018)	Edition 01 of 23.02.2022
2	PIAC – MUSA Management and use of airspace	Edition 01 of 28.09.2022

3	Government Decision no. 527 – Regulation on authorization of transmitters and the coordination of radio frequencies assigned to aviation	Edition 01 of 27.09.2022
4	CT-GMCOCS (Technical Requirements. Mixt group of Search and Rescue coordination operations)	Edition 01 of 03.05.2022
5	AMC la RAC-ANSPC - Operational manuals of Air Navigation Services Provider	Edition 01 of 22.04.2022
6	PIAC -Phraseology	Am 01 to Edition 01 of 23.06.2022

II. Safety oversight inspections

The main processes of ongoing safety oversight in the cycle 2022-2023 remained planned and ad-hoc inspections, procedure's implementation monitoring visits, surveys, interviews and collecting information via safety reporting system. The Safety Oversight Inspection's Programs for cycle 2022-2023 (Edition 1 /2022) were developed considering the risk based oversight approach, mainly being focused on verification whether ANSP remains in compliance with applicable requirements related to technical and operational competence and capability, human resources, management system, quality (compliance) assurance program, safety management system (in special internal investigation of occurrences), level 3 airspace management procedures, as shown in image below:

During the COVID-19 pandemic, which started in March 2020 and continued in 2021, ANSP S.E. MOLDATSA recorded a decrease in planned revenues, which made it impossible to achieve several objectives, primarily related to the realization of investment projects. Initially, the achievement of these objectives was rescheduled for 2022, but with the starting of the military conflict in Ukraine, which led to the complete closure of the airspace of the Republic of Moldova between 24.02.2022 and 13.05.2022, the financial situation of ANSP became even more complicated.

Currently, although a portion of the national airspace is open for civil aviation operations, overflight traffic, which had the largest contribution to the formation of S.E. revenues MOLDATSA, is still reduced to zero. Despite this difficulty situation, the ANSP succeeded in providing its services and the NSA's Inspectors performed 10 planned inspections (including inspections of RCC (COC) and ATCO TO). 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. results of the internal investigations,
- iii. safety assessments reports preceding the implementation of changes,
- iv. operations manuals, procedures, job descriptions,
- v. annual quality audits program, internal audit reports and audit's checklists.

The results of the 2022-nd Safety Oversight Inspections Program are described in Chapter 5 below.

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

In 2022, S.E. MOLDATSA notified NSA on 1 modification, as per bellow:

- i. Notification No. 198 MOLDATSA from 20.05.2022 regarding the organizational modification, due to the introduction of national RCC (COC); separation of "ARO/AMC" and "FMP/COC" which practically affects the elements of the ATM/ANS functional system (personnel, procedures), as well as the introduction of the "Planning, Development and Documentation Group" which does not affect the functional systems. The introduction of organizational changes was carried out after the assessment and issuance of acceptance by the AAC on 01.06.2022.

The notification was annexed with the preliminary assessment, stating the categories of the severity for the potential consequences, considering the worst scenario. According to the assessment, the modification has been classified as a minor change.

IV. Approvals / Acceptance of ANSP Manuals

Several ANSP's manuals (amendments to them) were reviewed during 2022 by NSA's experts to issue their approval or acceptance (as appropriate). These were:

- a) ATC Manual, Ed 03, Am.01
- b) Measuring Resources Procedure, Ed. 03
- c) ATCO Initial Training Program (Base training component) Ed 01
- d) Initial and refresh training for ATCO OJTI, Ed01
- e) Initial and refresh training for ATCO assessors., Ed.01
- f) ERP, Ed. 02, Am.01

- g) ANSP Organisation Exposition– Edition 08, Amd.02
- h) Operational Manual of MET Provider (CNPMNA), Ed. 01, Am. 02
- i) Training, qualification and competence assessment Manual of MET Provider (COMPMA)Manual, Ed. 02, Am1

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

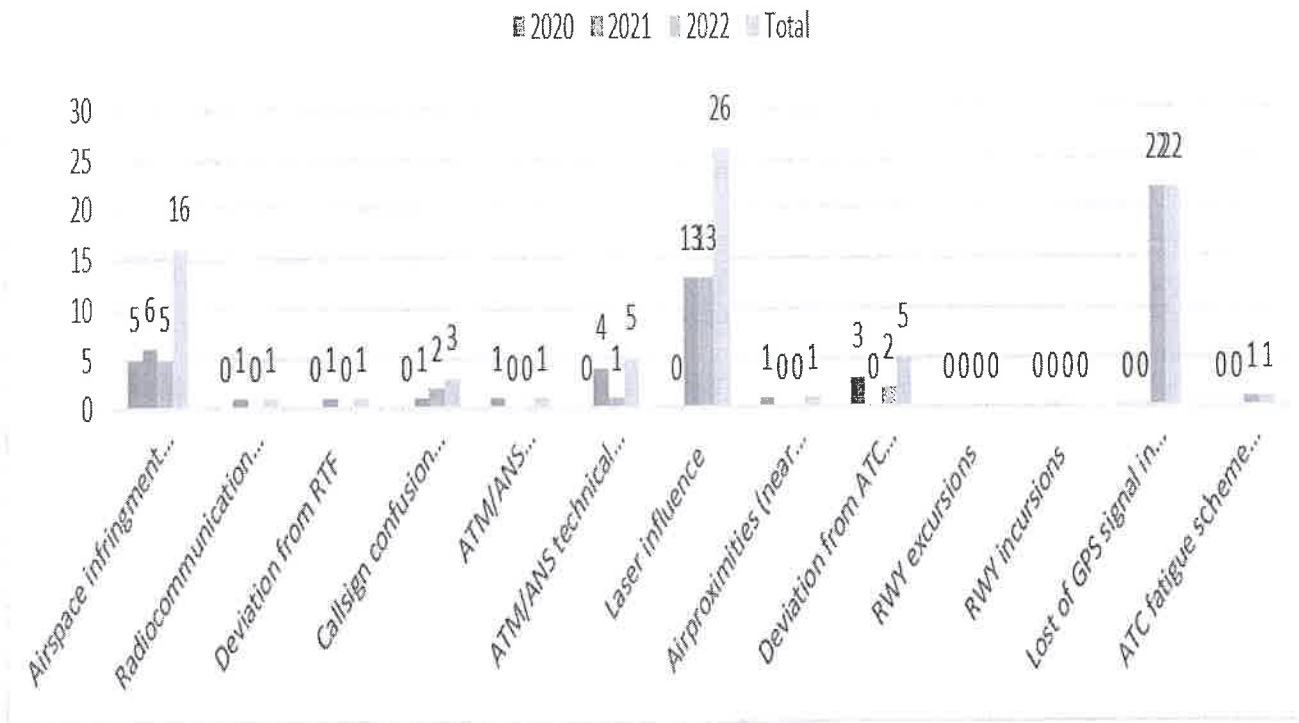
- ✓ LSSIP 2021 - Moldova Local Single Sky Implementation. Level 1 – Implementation Overview” – March 2022

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

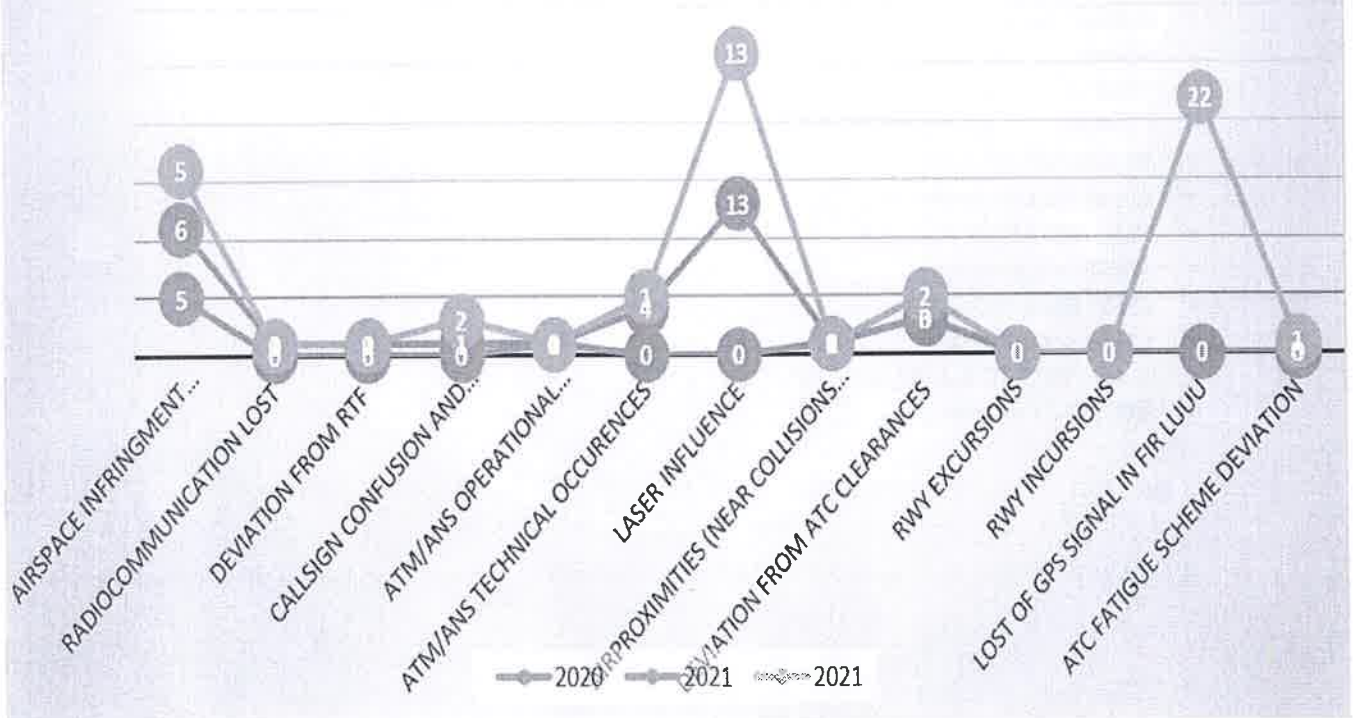
In 2022 no accidents or serious incidents occurred with contribution of the national ATM/ANS provider. However, in the table and diagrams below are presented the information related to the numbers of the ATM/ANS and airspace use safety events, reported and analyzed by ANS department since 2020. The events are classified and structured in a generic category and shown for comparison comprising years 2020, 2021, 2022. From the data presented below it could be seen that the number of airspace infringement occurrences continue to be constant and quite high. Also, is increasing the number of the laser influence on aircraft departing and arriving from/to national aerodromes. In 2022, also was increase the number of the “GPS lost” events reported by flight crew in FIR LUUU.

Nr.	Event's Category	2020	2021	2022	Total
1	Airspace infringement (including UAS/RPAS operations)	5	6	5	16
2	Radiocommunication lost	0	1	0	1
3	Deviation from RTF	0	1	0	1
4	Callsign confusion and similarity	0	1	2	3
5	ATM/ANS operational occurrences	1	0	0	1
6	ATM/ANS technical occurrences	0	4	1	5
7	Laser influence	0	13	13	26
8	Airproximities (near collisions or potential for collisions)	1	0	0	1
9	Deviation from ATC clearances	3	0	2	5
10	RWY excursions	0	0	0	0
11	RWY incursions	0	0	0	0
12	Lost of GPS signal in FIR LUUU	0	0	22	22
13	ATC fatigue scheme deviation	0	0	1	1
	TOTAL:	10	26	46	82

Safety events related to ATM/ANS and airspace use



Safety events related to ATM/ANS and airspace use



VI. Verification and approval of Instrument Flight Procedures

In 2022, no new or modified Instrument Flight Procedures were submitted for approval.

VII. Exercises, simulations, trainings

The exercise VOLCEX22 was organized in 17.11.2022. The Report on participation of national stakeholders to VOLCEX22 was submitted to the exercise leader on 23.11.2022, as required.

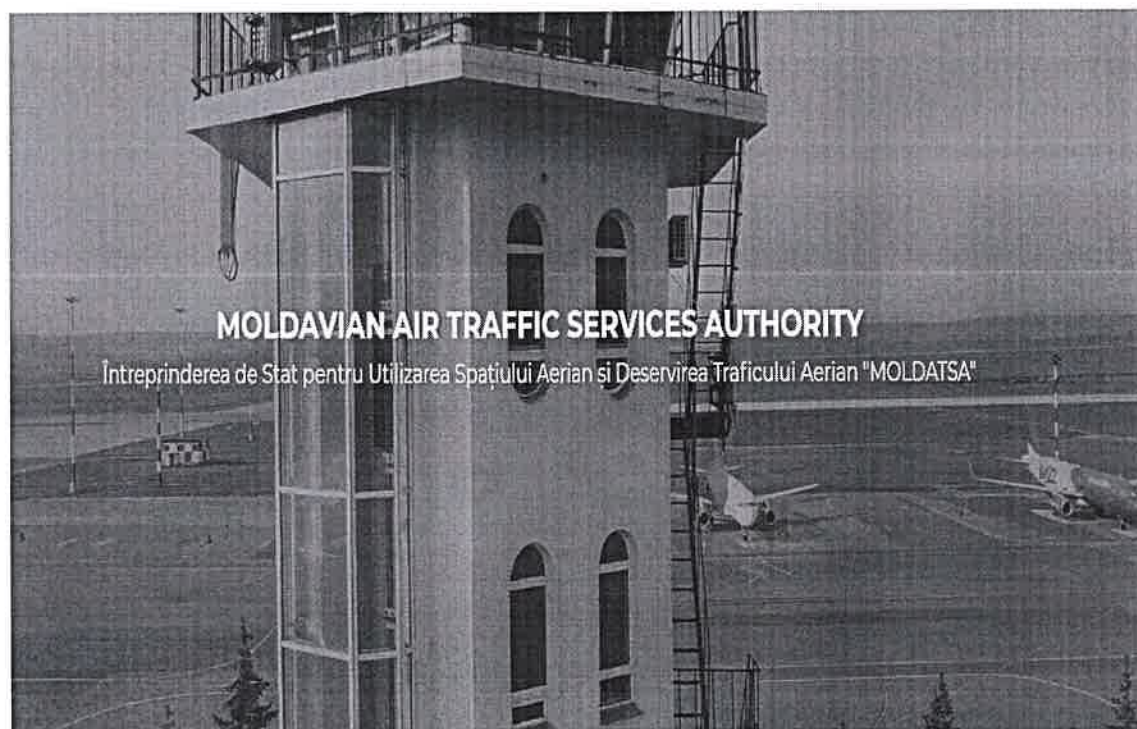
In 2022 the ANS division inspectors attended the trainings provided by Aviation Learning Centre (ALC) Eurocontrol as it was planned, so the trainings at ALC were:

- Audit Techniques and Practice Stage 3 [LEX-AUDIT-3]
- Overview of Regulation 2017/373 [LEX-INTRO-373]
- Inside ATM [GEN-ATM-INTRO], virtual course
- Other virtual 1-2 hour webinars like:
 - How airspace closures triggered by the Russian war against Ukraine are impacting European aviation
 - IRIS Satcom: a system designed for aviation (EUROCONTROL Aviation Learning Centre)
 - Aeronautical Spectrum: Is aviation making the best use of this scarce resource in light of recent 5G impact
 - Technical webinar on Aeronautical spectrum
 - Workshop on the evolution of CNS infrastructure in Europe

Other webex-es, workshops, meetings, etc organized during 2022 were:

- ✓ Advanced SMS and IMS JAA TO, on line training
- ✓ Advanced Accident and Incident Investigation JAA TO, on line training
- ✓ Advanced Aviation Lead Auditor JAA TO, classroom course
- ✓ Cyber security base for public authorities
- ✓ CARMA User group
- ✓ SAPFIRE workshop
- ✓ UNDP/SHS climacteric services workshop
- ✓ ANSIG ASBU Implementation Monitoring Workshop -WebEx
- ✓ ATM/ANS TeB -webex
- ✓ FMG CM2022/RAFT21
- ✓ "SMURD-2 cross-border agreement" meeting
- ✓ PT-EAST20 Meeting
- ✓ Cyber security intro
- ✓ FMG28/RAFT22 meeting
- ✓ ANSIG05 meeting
- ✓ *LSSIP 2022, kick-off event*
- ✓ Cyber security base
- ✓ *ICAO PBNC-TF/5-ECTL NSG/32.*
- ✓ *VOLCEX22 meeting.*

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



In 2022, 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. In 2022, S.E. MOLDATSA had a number of 181 operational personnel. “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).

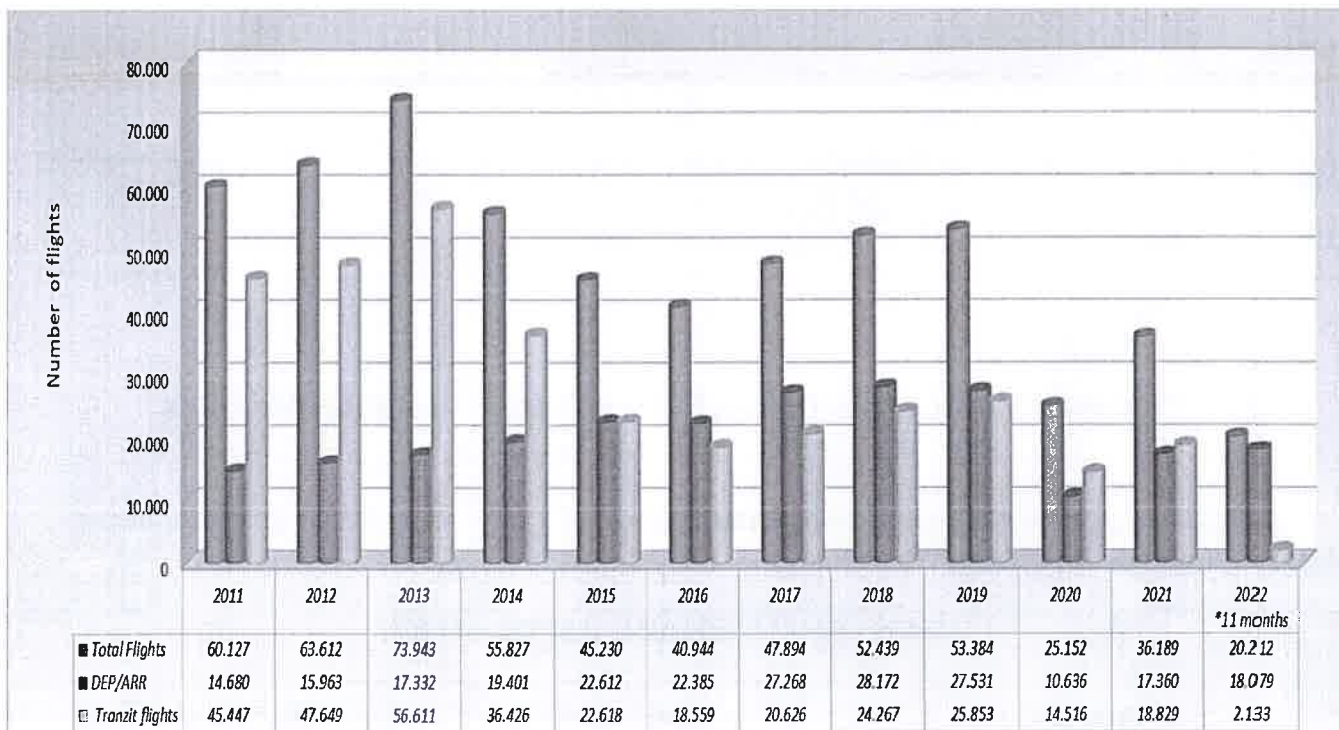
All these services and functions are provided by S.E. MOLDATSA within Chisinau Flight Information Region and in respect to aerodromes located within territory of RM. No cross-border services are provided by S.E. MOLDATSA.

Starting with 24-th of February 2022, when military conflict between Ukraine and Russian Federation was triggered, the National Commission for Exceptional Situations of the Republic of Moldova by Provision no. 1 of 24.02.2022 empowered the Interdepartmental Commission for Airspace Management (CIMSA) to assess the risks and to take the decisions related to the restrictions and conditions on national airspace use. Thus, during February-November 2022, CIMSA adopted decisions which were published by means of the following AIP Supplements:

Nr. crt.	AIP SUP	Effective date	End date	The main conditions/modifications in the airspace management of the Republic of Moldova
1	AIP SUP 005/2022	24.04.2022	25.05.2022	All flights are prohibited in the airspace of the Republic of Moldova.
2	AIP SUP 009/2022	26.06.2022	07.08.2022	In accordance with the Decision of the Government of the Republic of Moldova no. 163 of 23.06.2022, the emergency period has been extended and part of the airspace of the Republic of Moldova was opened.
3	AIP SUP 011/2022	18.07.2022	07.08.2022	Decision on the airspace reconfiguration: establish of the temporary Restricted Part identified as LUR TEMP and unrestricted part, opened for use without limitations. In addition, the types of flights allowed in the restricted area and the conditions were defined.
4	AIP SUP 012/2022	03.08.2022	06.10.2022	Flights from the aerodrome LUKV (Vadul lui Voda) aerodrome are allowed under the certain conditions.
5	AIP SUP 014/2022	07.10.2022	04.01.2023	Reduction of the dimensions of the LUR TEMP area according to the proposals of the Ministry of Defence.

The total closure of Ukrainian airspace for civil aircraft starting with 24-th of February and limitations/restrictions imposed to the national airspace, significantly reduced the volume of the air traffic served by S.E. MOLDATSA.

Bellow diagram reflects the traffic served by S.E. MOLDATSA in the period January – November of 2022:



3. Qualified entities commissioned to conduct safety regulatory audits

No qualified entities were commissioned by Moldovan CAA to conduct safety regulatory audits during 2022.

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
TOTAL		14

5. Safety issues identified through the safety oversight processes

During the safety oversight inspections performed during 2022, as mentioned in Chapter 1.4, ii. above, the following results could be stated:

Safety oversight inspections performed in 2022			
Nr	Inspection's	Inspection's Criteria	Number of findings
1	Technical and operational capacity and competence. Element: air traffic controllers' fatigue control (CTA0122)	RAC ANSPC 0010; CT-ATS 2.28; CT-ATCO NCO pt.16-20, 22	1 NONCONFORMITY LV.2 2 OBSERVATIONS
2	Technical and operational capacity and competence. Human resource management. Working methods and operational procedures. Element: SAR - search operations coordination function within GMCOCS (SAR0122)	G.D. nr. 249/2021 pt. 14; CT-GMCOCS pt. 8 - 17, 19 – 21, 26 – 29	4 OBSERVATIONS
3	Technical and operational capacity and competence. Working methods and operational procedures. Element: issuing and disseminating meteorological messages in IWXXM GML format (MET0122)	RAC-ANSPC 0095, 0100; CT-MET App.2, 1.3.1.3, 2.1.2, App.3, 2.1.3, App.5, 1.1.2 App.6, 1.1.6, 2.1.6	2 OBSERVATIONS
4	Human resource management. Element: maintaining staff competence and qualifications. Continuous training (joined SMIA 0122 and PPZI 0122)	RAC-ANSPC 0045, CT-SIA 3.6.4	-
5	Human resource management. Element: maintaining staff competence and qualifications. Continuous training (joined PPZI 0122 and SMIA 0122)	RAC-ANSPC 0045, CT-PVA-PZI 3.2.	1 OBSERVATION
6	Technical and operational capacity and competence. Elements: quality level of service provided, maintenance of functionality and of the systems and equipment calibration and verification program (CNS0122)	RAC ANSPC 0120 (0085); RAC ANSPC 030 (b).	2 OBSERVATIONS

7	Continuous oversight of ATCO unit competence scheme and ATCO TO	PIAC-ATCO-CCTA (8.3) / PIAC-ATCO-COP (Cap.3)	-
8	Continuous oversight of ATCO unit competence scheme and ATCO TO	PIAC-ATCO-CCTA (8.3) / PIAC-ATCO-COP (Cap.3)	-
9	ANSPs financial strength, as per RAC ANSPC 0050	In accordance with art. 11(5) of the Aviation Code of the Republic of Moldova, during the year 2022 the ANS provider, quarterly submitted to the NSA the economic and financial information with the basic indicators regarding financial sustainability, which allowed NSA to provide the continuous monitoring of the ANS provider's ability to ensure the financial support of its operational costs.	
Summary of findings			1 Nonconformity lv.2 11 Observations

6. Safety Directives

No safety directives in respect to ATM/ANS were issued by NSA during 2022.

Madalina CIOBANU



Head of Air Navigation Division
CAA of Republic of Moldova

Date: 28.12.2022