EUROCONTROL

LSSIP 2025 - MOLDOVA
LOCAL SINGLE SKY IMPLEMENTATION

Implementation Overview

Foreword

The LSSIP+ process is a fundamental planning and reporting tool for ATM operational improvement and technical modernisation in Europe, encompassing all major advancements in air traffic management. Its strength lies in its ability to provide a coordinated and adaptable framework for planning and monitoring progress, with an increasing focus on supporting operational performance across the European Network. In this context, infrastructure implementation is positioned as a key enabler to meet operational needs, supported by strong cooperation with States, the SESAR Deployment Manager, and the CNS Programme Manager.

The 2025 LSSIP+ cycle brought together stakeholders from all EUROCONTROL Member States, reaffirming a shared commitment to modernising European ATM. The inclusion of Iceland as the newest member of the LSSIP community further strengthens this collective effort. As highlighted during the Kick-Off event, a common understanding of progress is essential— "you can only improve what you measure"—making robust monitoring and reporting more critical than ever to support informed decision-making at Network level.

The LSSIP+ process and its deliverables, including the EUROCONTROL Implementation Plan and Report, are key instruments for planning and monitoring implementation activities. They play a central role in linking implementation efforts to Network priorities, ensuring alignment with the Network Strategy Plan (NSP) and the Network Operations Plan (NOP). Guided by the principle "Collect once, use many", continuous improvements are enhancing efficiency, transparency and the effective reuse of information, while supporting deliverables such as the SDP Monitoring View.

Following the adoption of SES2+ in December 2024, the European ATM community benefits from a reinforced framework to strengthen the ATM Value chain through improved integration between Research, Innovation and Deployment. The evolution of the LSSIP+ process reflects a more integrated planning approach, strengthening alignment with key strategic frameworks, including the NSP 2025-2029, the NOP and the CNS Evolution Plan, while supporting the implementation of the European Network priorities—air-ground integration, open digital architecture and seamless airspace organisation. This also contributes to a more coherent and performance-driven implementation landscape in line with emerging Network Functions requirements.

In this context, the adaptability of the LSSIP+ process remains crucial. It supports the short- to medium-term evolution of the European ATM Network, providing a structured view of progress over the next five years, while ensuring alignment with the ICAO GANP, the ATM Master Plan and the strategic objectives of the Network Manager. By strengthening the link between planning, monitoring and operations, it enables timely, coordinated and effective advancements across the Network.

EUROCONTROL remains committed to further strengthening the LSSIP+ process. In close collaboration with European institutional partners, the SESAR Deployment Manager, and all Member States, it will continue to serve as a robust and evolving implementation planning mechanism, supporting harmonised implementation, reinforcing Network-centric operations and contributing to the delivery of tangible operational improvements.

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Document Title	LSSIP Year 2025 for Moldova
Info Centre Reference	26/02/10/29
Date of Edition	19/06/2026
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Status	Released Issue
Intended for	EUROCONTROL Stakeholders
Available in	https://www.EUROCONTROL.int/service/local-single-sky-implementation-monitoring

Reference Documents	
LSSIP Documents	https://www.EUROCONTROL.int/service/local-single-sky-implementation-monitoring
EUROCONTROL Implementation Plan and Report - Edition 2025	https://www.EUROCONTROL.int/publication/eipar-EUROCONTROL-implementation-plan-and-report
Network Operations Plan	European Network Operations Plan 2022-2026 | EUROCONTROL
STATFOR Forecasts	https://www.EUROCONTROL.int/statfor
National AIP	https://aim.moldatsa.md/#welcome
FAB Performance Plan	N/A

Approval Sheet

The following authorities have approved all parts of the LSSIP Year 2025 document, and the signatures confirm the correctness of the reported information and reflect the commitment to implement the actions laid down in the EUROCONTROL Implementation Plan and Report (EIPAR) - Edition 2025

Stakeholder	Name	Position	Signature and date
Ministry of Infrastructure & Regional Development	Mircea PĂSCĂLUȚĂ	State Secretary	Digitally signed by Păscăluță Mircea Date: 2026.06.19 09:54:54 EEST Reason: MoldSign Signature Location: Moldova MOLDOVA EUROPEANĂ
Civil Aviation Authority	Evgheni KOSTEȚKI	Director	Digitally signed by Kosteţki Evgheni Date: 2026.04.16 14:48:00 EEST Reason: MoldSign Signature Location: Moldova MOLDOVA EUROPEANĂ
MOLDATSA	Dumitru VANGHELI	CEO	Digitally signed by Vangheli Dumitru Date: 2026.04.17 16:29:24 EEST Reason: MoldSign Signature Location: Moldova MOLDOVA EUROPEANĂ
Ministry of Defence/ General Staff of the National Army	Sergiu VOINU	Deputy chief of National Army General Staff	Digitally signed by Voinu Sergiu Date: 2026.05.26 09:29:15 EEST Reason: MoldSign Signature Location: Moldova MOLDOVA EUROPEANĂ
International Airport Chișinău	Sergiu SPOIALĂ	CEO	Digitally signed by Spoială Sergiu Date: 2026.05.07 14:47:46 EEST Reason: MoldSign Signature Location: Moldova MOLDOVA EUROPEANĂ

Table of Contents

Introduction

The Local Single Sky ImPlementation (LSSIP) documents, as an integral part of the EUROCONTROL Implementation Plan and Report (EIPAR)/LSSIP mechanism, constitute a short/medium term implementation plan containing ECAC States' actions to achieve the Implementation Objectives as set out by EIPAR and to improve the performance of their national ATM System. This LSSIP document describes the situation in the State at the end of December 2025, together with plans for the next years.

Chapter 1 provides an executive overview of the national ATM scope within each State which is relevant for the implementation activities, as well as an overview of the planning activities by providing different charts on the progress reported by the different stakeholders. It also gives an overview of the main ATM stakeholders and the membership of the State in various international organisations.

Chapter 2 provides an overview of the ATM institutional arrangements within the State, the organisational structure of the main ATM players -civil and military- and their responsibilities under the national legislation. In addition, it gives an overview of the Airspace Organisation and Classification, the ATC Units and the ATM systems operated by the main ANSP.

Chapter 3 provides a comprehensive picture of the situation of Air Traffic, Capacity and ATFM Delay per each ACC in the State. It shows the evolution of Air Traffic and Delay in the last five years and the forecast for the next five years. It also presents the achieved performance in terms of delay during the summer season period and the planned projects assumed to offer the required capacity which will match the foreseen traffic increase and keep the delay at the agreed performance level.

Chapter 4 provides the main Implementation Projects which contribute directly to the implementation of the MP Operational Improvements and/or Enablers and Implementation Objectives. The LSSIP document covers a high-level list of the projects showing the applicable links. All other details like description, timescale, progress made and expected contribution to the ATM Key Performance Areas provided by the State per each project are available in the LSSP DB (extraction can be asked to LSSIP FP or LSSIP CP).

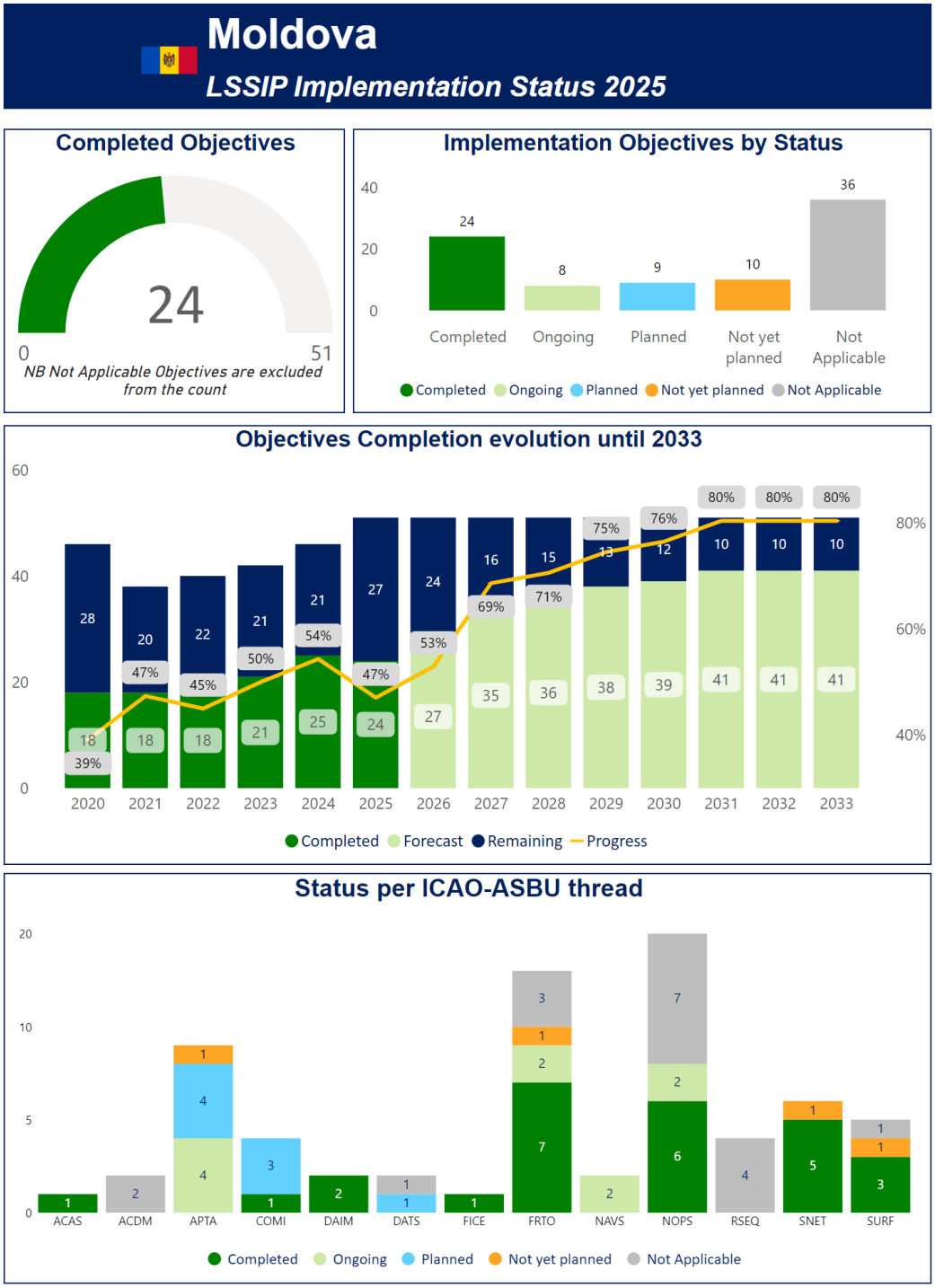
Chapter 5 deals with other cooperation activities beyond Implementation Projects. It provides an overview of the FAB cooperation, as well as all other multinational initiatives, which are out of the FAB scope. The content of this chapter generally is developed and agreed in close cooperation between the States concerned.

Chapter 6 provides the high-level information on progress and plans of each Implementation Objective. The information for each Implementation Objective is presented in boxes giving a summary of the progress and plans of implementation for each Stakeholder. The conventions used are presented at the beginning of the section.

The information contained in Chapter 6 – Implementation Objectives Progress is deemed sufficient to satisfy State reporting requirements towards ICAO in relation to ASBU (Aviation System Block Upgrades) monitoring.

1. National State View

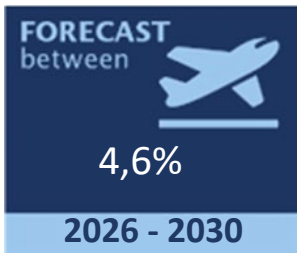
1.1. High Level dashboard



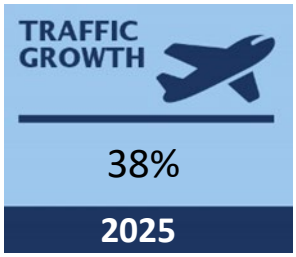
The progress of the Extended AMAN functionality is based on the aggregation of ATC15.2 progress (addressing interfaces within the national FIR) and the information collected via the dedicated 'Extended AMAN' questionnaire (addressing interfaces with neighbouring FIRs).
This dashboard presents the overall status of CP1 implementation objectives, including those implemented voluntarily.

1.2. Traffic and Capacity[1,2]

Forecast between 2026-2030



Traffic growth compared to 2024



Summer En-Route Delay per ACC

[1] The information in this section has been prepared by EUROCONTROL DNM/OPL (Operations Planning) and agreed with the Specialists concerned in the State before inclusion in the LSSIP Document. Its content is aligned with the information available in Annex 1 – ACC Traffic forecast & Capacity Plans of the European Network Operations Plan

[2] The capacity plans and chapters created with all ANSPs are prepared during the period November-January based on and using the Autumn STATFOR forecast. This is done to keep the data in the traffic and capacity chapter fully consistent.

1.3. National ATM Scope

International Membership

Republic of Moldova is a member of the following international organisations related to Air Traffic Management:

Organisation	Since	Organisation	Since
EUROCONTROL	2000	ECAC CEAC	1996
ICAO · OACI · ИКАО	1992	ITU	1992
WORLD METEOROLOGICAL ORGANIZATION	1994		

Number of national projects: 24 (8 Implemented, 16 Planned)

National provider of Air Navigation Services - MOLDATSA has planned, in accordance with its Investment Plan, a wide range of major projects covering its areas of activity. As described in Chapter 4, the planned national projects include:

- ✓ Implementation of ATC Roster.
- ✓ Separation reduction from 10 NM to 5 NM for ACC.
- ✓ Removing ATS routes above FL095.
- ✓ Remote TWR LUBM.
- ✓ Remote observer at LUBM airport.
- ✓ Network of X-Band doppler dual polarisation meteorological radars.
- ✓ Digital NOTAM.
- ✓ Providing aeronautical products through the graphical visualisation of digital data sets and UAV.
- ✓ Automated system for validation of IFP.
- ✓ Automation of documentation process in FPD, AIS and cartography.
- ✓ Automation of spatial data creation process for the INSPIRE project.
- ✓ Automation of the IFP conversion process from AIXM to ARINC format.
- ✓ Implementation of self-briefing.
- ✓ Workflow Management Tool from Data Provider to the Data Receiver (AIM).
- ✓ Installation of 2 sets of DME.
- ✓ DVOR/DME hardware updates.

Number of FAB projects: N/A

Number of multinational projects: 5 (Ongoing processes as described in Chapter 5).

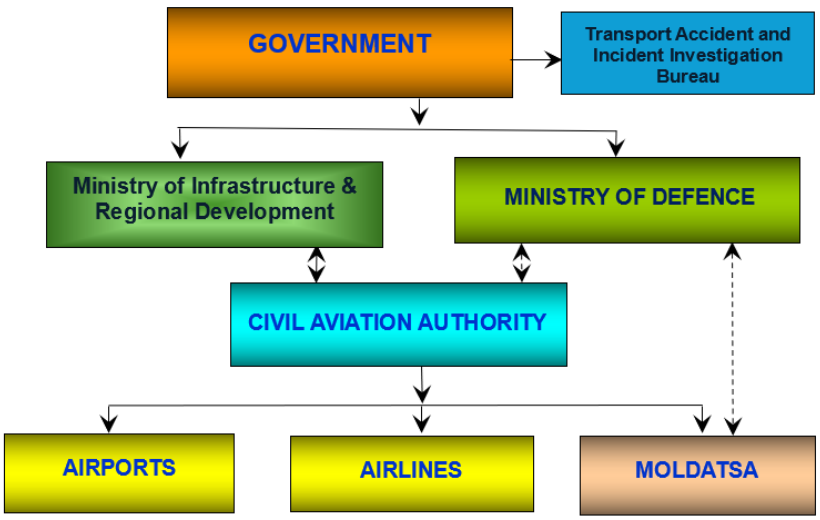
1.4. Main National Stakeholders

The main National Stakeholders involved in Air Traffic Management in Republic of Moldova are:

- Ministry of Infrastructure & Regional Development.
- Civil Aviation Authority (CAA) of Republic of Moldova.
- Air Navigation Services Provider S.E. MOLDATSA.
- Ministry of Defence.
- International Airport Chişinău.

Also, by Government Decision No.36/2023, was founded Transport Accident and Incident Investigation Bureau, central administrative authority subordinate to the Government.

Their activities are detailed in the following subchapters, and their relationships are shown in the diagram below:



Different national entities having regulatory responsibilities in ATM are summarised in the table below. The responsibilities of the CAA and of the Ministry of Infrastructure and Regional Development (MoI&RD) are further detailed in the following sections.

Activity in ATM:	Organisation responsible	Legal Basis
Rulemaking	Government/ MoI&RD / CAA	Aviation Code Nr. 301/2017
Safety Oversight	CAA	Aviation Code Nr. 301/2017 Government decision Nr. 133/2019
Enforcement actions in case of non-compliance with safety regulatory requirements	CAA	Aviation Code Nr. 301/2017 Contravention code Nr. 218/2008
Airspace	CAA/Ministry of Defence	Aviation Code Nr. 301/2017 Law on security of national airspace Nr. 231/2025
Economic	MoI&RD /CAA	Aviation Code Nr. 301/2017
Environment	CAA	Aviation Code Nr. 301/2017
Security	CAA	Aviation Security Law Nr. 192/2019
Accident investigation	Transport Accident and Incident Investigation Bureau	Government decision Nr. 36/2023

1.5. Implementation Views

Overall Situation of Implementation Objectives

Main Objectives	Topic	Progress at the end of 2025	Status	2025		2026		2027		2028		2029		2030		2031		>2031
AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling	0%	Not Applicable															
AOM19.4	Management of Predefined Airspace Configurations	0%	Not Applicable															
AOM19.5	ASM and A-FUA	58%	Ongoing															
AOM21.1	Direct Routing	0%	Not Applicable															
AOM21.2	Initial Free Route Airspace	100%	Completed															
AOM21.3	Enhanced Free Route Airspace Operations	100%	Completed		*													
AOM22	Pan-European implementation of the harmonised improved OAT (iOAT) flight plan	0%	Not Applicable															2035
AOP04.1(LUKK)	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance Service (former ICAO Level 1)	100%	Completed															
AOP04.2(LUKK)	Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (Airport Safety Support Service = former ICAO Level 2)	100%	Completed		*													
AOP05(LUKK)	Airport Collaborative Decision Making (A-CDM)	0%	Not Applicable															
AOP10(LUKK)	Time-Based Separation	0%	Not Applicable															
AOP11.1(LUKK)	Initial Airport Operations Plan	0%	Not Applicable															
AOP11.2(LUKK)	Extended Airport Operations Plan	0%	Not Applicable						*									
AOP12.1(LUKK)	Airport Safety Nets	100%	Completed		*													

Main Objectives	Topic	Progress at the end of 2025	Status	2025		2026		2027		2028		2029		2030		2031		>2031
AOP13(LUKK)	Automated Assistance to Controller for Surface Movement Planning and Routing	0%	Not Applicable		*													
AOP14.1(LUKK)	Remote Tower Services	0%	Planned												*			
AOP14.2	Multiple Remote Tower Module	0%	Not Applicable															2035
AOP15(LUKK)	Enhanced traffic situational awareness and airport safety nets for the vehicle drivers	0%	Not yet planned												*			
AOP16(LUKK)	Guidance assistance through airfield ground lighting	0%	Not yet planned												*			
AOP17(LUKK)	Provision/integration of departure planning information to NMOC	0%	Not Applicable												*			
AOP18(LUKK)	Runway Status Lights (RWSL)	0%	Not yet planned												*			
AOP19(LUKK)	Departure Management Synchronised with Pre-departure sequencing	0%	Not Applicable															
AOP21(LUKK)	Wake Turbulence Separations for Arrivals based on Static Aircraft Characteristics (S-PWS-A)	0%	Not Applicable												*			
AOP23(LUKK)	Integrated runway sequence for full traffic optimization on single and multiple runway airports	0%	Not Applicable												*			
AOP25(LUKK)	De-icing management tool	0%	Not Applicable												*			
AOP26(LUKK)	Reduced separation based on local Runway Occupancy Time (ROT) characterisation	0%	Not Applicable												*			
ATC02.2	Implement ground-based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations	100%	Completed															
ATC02.8	Ground-Based Safety Nets	100%	Completed															
ATC02.9	Short Term Conflict Alert (STCA) for TMAs	100%	Completed															
ATC07.1(LUKK)	AMAN Tools and Procedures	0%	Not Applicable															
ATC12.1.1	Automated Support for Conflict Detection Tools	100%	Completed															

Main Objectives	Topic	Progress at the end of 2025	Status	2025		2026		2027		2028		2029		2030		2031		>2031
ATC12.1.2	Automated Support for Conflict Detection using Tactical Controller Tools	100%	Completed															
ATC12.1.3	Automated Support for Conflict Resolution	100%	Completed															
ATC12.1.4	Automated Support for Conformance Monitoring Tools	100%	Completed															
ATC15.2(LUKK)	Arrival Management Extended to En-route Airspace	0%	Not Applicable															
ATC16	Implement ACAS II compliant with TCAS II change 7.1	100%	Completed															
ATC18	Multi-Sector Planning Function	0%	Not yet planned												*			
ATC19(LUKK)	AMAN/DMAN Integration	0%	Not Applicable						*									
ATC20	Enhanced STCA with down-linked parameters via Mode S EHS	0%	Not yet planned												*			
ATC23	Initial Air-Ground Trajectory Information Sharing (Ground Domain)	0%	Not yet planned						*									
ATC25	Initial Trajectory Information Sharing ground distribution	0%	Not yet planned						*									
ATC26(LUKK)	Point Merge in complex TMA	0%	Not Applicable												*			
CNS01	National Minimum Operational Network (MON)	29%	Ongoing															2035
COM10.1	Migrate from AFTN to AMHS (Basic service)	100%	Completed															
COM11.1	Voice over Internet Protocol (VoIP) in En-Route	100%	Completed															
COM11.2	Voice over Internet Protocol (VoIP) in Airport/Terminal	100%	Completed															
COM12	New Pan-European Network Service (NewPENS)	0%	Planned															
COM13	Air Traffic Services (ATS) datalink using SatCom Class B	0%	Not Applicable												*			
DGT01	ATM cloud-based infrastructure	0%	Not Applicable															2035

Main Objectives	Topic	Progress at the end of 2025	Status	2025		2026		2027		2028		2029		2030		2031		>2031
ENV01(LUKK)	Continuous Descent Operations (CDO)	0%	Planned															
ENV03(LUKK)	Continuous Climb Operations (CCO)	0%	Planned												*			
FCM01	Implement enhanced tactical flow management services	100%	Completed															
FCM03	Collaborative Flight Planning	100%	Completed															
FCM04.2	Enhanced Short Term ATFCM Measures	0%	Not Applicable															
FCM06.1	Automated Support for Traffic Complexity Assessment and Flight Planning interfaces	100%	Completed															
FCM10	Interactive Rolling NOP	100%	Completed															
FCM11.1(LUKK)	Initial AOP/NOP Information Sharing	0%	Not Applicable															
FCM11.2(LUKK)	AOP/NOP integration	0%	Not Applicable						*									
INF07	Electronic Terrain and Obstacle Data (eTOD)	100%	Completed															
INF10.10	Meteorological Information Exchange - Aerodrome Meteorological information Service	0%	Not Applicable		*													
INF10.11	Meteorological Information Exchange - En-Route and Approach Meteorological information service	0%	Not Applicable		*													
INF10.12	Meteorological Information Exchange - Network Meteorological Information	0%	Not Applicable		*													
INF10.13	Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	0%	Not Applicable		*													
INF10.14	Cooperative Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	0%	Not Applicable		*													
INF10.15	Cooperative Network Information Exchange – Measures Service (Traffic Regulation)	0%	Not Applicable		*													
INF10.16	Cooperative Network Information Exchange – MCDM Service (STAM	0%	Not Applicable		*													

Main Objectives	Topic	Progress at the end of 2025	Status	2025		2026		2027		2028		2029		2030		2031		>2031
	measures and Slots)																	
INF10.17	Cooperative Network Information Exchange – Counts service (ATFCM Congestion Points)	0%	Not Applicable		*													
INF10.19	Flight Information Exchange (Yellow Profile) - Flight Data Request Service	0%	Planned		*													
INF10.2	Stakeholders' SWIM PKI and cyber security	0%	Planned		*													
INF10.20	Flight Information Exchange (Yellow Profile) - Notification Service	0%	Planned		*													
INF10.21	Flight Information Exchange (Yellow Profile) - Data Publication Service	0%	Planned		*													
INF10.23	Flight Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0%	Not Applicable		*													
INF10.3	Aeronautical Information Exchange - Airspace structure service	0%	Not yet planned		*													
INF10.4	Aeronautical Information Exchange - Airspace Availability Service	0%	Not yet planned		*													
INF10.5	Aeronautical Information Exchange - Airspace Reservation (ARES)	0%	Not Applicable		*													
INF10.6	Aeronautical Information Exchange – Digital NOTAM service	8%	Ongoing		*													
INF10.7	Aeronautical Information Exchange - Aerodrome mapping service	0%	Ongoing		*													
INF10.8	Aeronautical Information Exchange - Aeronautical Information Features service	8%	Ongoing		*													
INF10.9	Meteorological Information Exchange - Volcanic Ash Mass Concentration information service	0%	Not Applicable		*													
ITY-ACID	Aircraft Identification	100%	Completed															
ITY-AGDL	Initial ATC Air-Ground Data Link Services	0%	Planned															

Main Objectives	Topic	Progress at the end of 2025	Status	2025		2026		2027		2028		2029		2030		2031		>2031
ITY-COTR	Implementation of ground-ground automated co-ordination processes	100%	Completed															
ITY-FMTP	Common Flight Message Transfer Protocol (FMTP)	100%	Completed															
NAV03.1(LUKK)	RNAV 1 in TMA Operations	65%	Ongoing											*				
NAV03.2(LUKK)	RNP 1 in TMA Operations	25%	Ongoing											*				
NAV10(LUKK)	RNP Approach Procedures to instrument RWY	70%	Ongoing															
NAV11.1(LUKK)	Implement precision approach procedures using GBAS CAT II based on GAST C	0%	Not Applicable												*			
NAV12	ATS IFR Routes for Rotorcraft Operations	0%	Not yet planned											*				

LEGEND:

*	Full Operational Capability (FOC) date
	The Planned Implementation Date as reported in the LSSIP DB for each objective

Progress of implementation of ATM Master Plan 2025 per SDO (Strategic Deployment Objectives)

The table summarises the progress of the Active Implementation Objectives which are currently supporting the implementation of the **Strategic Deployment Objectives** (SDOs) from the **ATM Master Plan 2025**. The mapping between Implementation Objectives and SDOs links SDOs with the agreed at Pan-European level set of implementation actions. It allows for a unified and harmonized data collection supporting the elaboration of the **EUROCONTROL Implementation Plan and Report** (EIPAR), and SESAR 3JU AMPLE3 Strategic Deployment Monitoring report and by this eliminate any double stakeholder reporting.

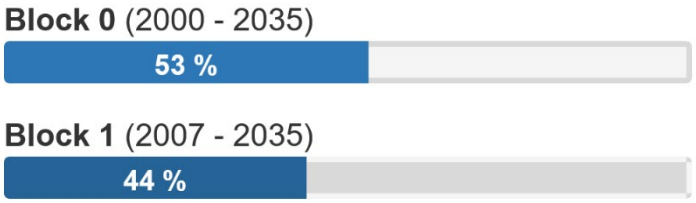
ATM MASTER PLAN 2025 - Implementation progress					
Strategic Deployment Objective (SDO)	**Strategic Deployment Objective (SDO) Title**	**Implementation Objective mapped**	**Topic**	**Progress %**	**Status**
SDO#2	Optimising airport and TMA environmental footprint	AOP21	Wake Turbulence Separations for Arrivals based on Static Aircraft Characteristics (S-PWS-A)	0%	Not Applicable
	Optimising airport and TMA environmental footprint	AOP26	Reduced separation based on local Runway Occupancy Time (ROT) characterisation	0%	Not Applicable
	Optimising airport and TMA environmental footprint	ENV01	Continuous Descent Operations (CDO)	0%	Planned
SDO#3	Dynamic airspace configuration	AOM22	Pan-European implementation of the harmonised improved OAT (iOAT) flight plan	0%	Not Applicable
SDO#4	Increased automation support	ATC18	Multi-Sector Planning Function	0%	Not yet planned
SDO#5	Transformation to trajectory-based operations (TBO)	*FCM12*[3]	Proactive Flight Delay Criticality Indicator (P-FDCI)	-	-
SDO#6	Virtualisation of operations	AOP14.2	Multiple Remote Tower Module	0%	Not Applicable

[3] The reporting scope for FCM12 covers Airspace Users and the Network Manager.

SDO#7	Transition towards high performance of air-ground connectivity (multilink)	COM13	Air Traffic Services (ATS) datalink using SatCom Class B	0%	Not Applicable
SDO#8	Service-oriented delivery model (Data-driven and cloud-based)	DGT01	ATM cloud-based infrastructure	0%	Not Applicable
SDO#9	CNS optimisation, modernisation and resilience	CNS01	National Minimum Operational Network (MON)	29%	Ongoing

ICAO ASBU Implementation Progress per Blocks 0 and 1[4]

The figure below shows the progress made so far in the implementation of the ICAO ASBU Blocks 0 and 1, according to ICAO Global Air Navigation Plan 7th Edition (2022). The overall percentage is calculated as an average of the relevant Objectives contributing to each of the relevant ASBU Blocks.



ATM Deployment Outlook

State Objectives

✓ **Deployed in 2025**

- **Aircraft Identification**

  [ITY-ACID] 100 % progress

By 2026

- **ASM and A-FUA**

  [AOM19.5] 58 % progress

- **National Minimum Operational Network (MON)**

  [CNS01] 29 % progress

By 2027

- **Flight Information Exchange (Yellow Profile) - Flight Data Request Service**

  [INF10.19] 0 % progress

- **Aeronautical Information Exchange - Aeronautical Information Features service**

  [INF10.8] 8 % progress

- **Aeronautical Information Exchange - Aerodrome mapping service**

  [INF10.7] 0 % progress

- **Aeronautical Information Exchange – Digital NOTAM service**

  [INF10.6] 8 % progress

[4] The overall completion of the ICAO Blocks based on ALL corresponding ASBU Elements, includes supplementary information collected through channels other than Implementation Objectives and is not presented in this document

- **Flight Information Exchange (Yellow Profile) - Notification Service**

  [INF10.20] 0 % progress

- **Flight Information Exchange (Yellow Profile) - Data Publication Service**

  [INF10.21] 0 % progress

By 2028

- **Stakeholders' SWIM PKI and cyber security**

  [INF10.2] 0 % progress

By 2029+

- **Initial ATC Air-Ground Data Link Services**

  [ITY-AGDL] 0 % progress

- **New Pan-European Network Service (NewPENS)**

  [COM12] 0 % progress

Airport Objectives Chisinau Airport

✓ **Deployed in 2025**

By 2026

- **RNP Approach Procedures to instrument RWY**

  [NAV10] 70 % progress

By 2027

- **RNAV 1 in TMA Operations**

  [NAV03.1] 65 % progress

- **Remote Tower Services**

  [AOP14.1] 0 % progress

By 2029+

- **RNP 1 in TMA Operations**

  [NAV03.2] 25 % progress

- **Continuous Descent Operations (CDO)**

  [ENV01] 0 % progress

- **Continuous Climb Operations (CCO)**

  [ENV03] 0 % progress

2. National ATM Environment

2.1. Main National Stakeholders

Civil Aviation Agency (CAA)

According to Art.7 of the Aviation Code, the Civil Aviation Authority of Republic of Moldova issues, within its competence, decisions of administrative character, approves regulations, instructions, other technical acts containing standards and binding procedures for natural and legal entities carrying out activities in the field of civil aviation, including ATM. CAA is functionally and organisationally separated from the ANSP, as shown in the organisation chart presented in Annex D.

Annual Report published:	Y	Available on the website https://www.caa.md/rapoarte-pe-activitate-3-10
National Civil Aviation Master Plan (CAMP):	N	If "Y", add URL or provide full name/reference to the document. NOTE 1: National CAMP is referenced in ICAO resolutions below: • A39-23: No Country Left Behind (NCLB) Initiative (Draws the attention of Contracting States requesting technical cooperation and technical assistance to the advantages derived from well-defined projects based on civil aviation master plans) • A39-25: Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development (Urges Member States to enhance their air transport systems by effectively implementing SARPs and policies while at the same time including and elevating the priority of the aviation sector into their national development plans supported by robust air transport sector strategic plans and civil aviation master plans, thereby leading to the attainment of the SDGs) • A39-26: Resource Mobilization (Requests the Secretary General to develop guidance material to assist States in including and elevating the priority of the aviation sector into their national development plans and developing robust air transport sector strategic plans and civil aviation master plans).

From the regulatory perspective, in 2025 was adopted Government Decision Nr. 564/2025 transposing Commission Implementing Regulation (EU) 2019/317 of 11 February 2019 laying down a performance and charging scheme in the single European sky. Also, a national civil aviation regulation was approved by MoI&RD order, transposing COMMISSION IMPLEMENTING REGULATION (EU) 2021/116 of 1 February 2021 on the establishment of the Common Project One supporting the implementation of the European Air Traffic Management Master Plan.

In June 2025, CAA of Republic of Moldova participated in the bilateral screening on CLUSTER 4: Green Agenda and sustainable connectivity, Chapter 14 – Transport Policy with the European Commission, as part of the process of the accession of the Republic of Moldova to the European Union.

Air Navigation Service Provider

MOLDATSA

The core activity of Moldavian Air Traffic Services Authority, MOLDATSA, is to provide air navigation services in the airspace of Republic of Moldova, in accordance with international and national recommended procedures, standards and practices, in order to ensure the safety, regularity and efficiency of air navigation. MOLDATSA is an autonomous 100% State owned enterprise. The founding body of S.E. MOLDATSA is the Public Property

Agency which exercises its management rights through the Board of Administrative and the executive director of the enterprise. The Organisation's structure is presented in Annex D.

From the oversight perspective, during 2025 the ongoing oversight of the ATM/ANS services provider was continued based on the requirements set out in the Regulation laying down technical and administrative requirements for ATM/ANS providers, approved by Government Decision Nr. 119/2023, which transposed COMMISSION IMPLEMENTING REGULATION (EU) 2017/373.

In September - December 2025, MOLDATSA followed the certification process in accordance with requirements of the GD Nr. 119/2023. The Civil Aviation Authority of Republic of Moldova issued a certificate covering all services provided by MOLDATSA: ATS, ATFM, ASM, CNS, AIS, MET, and FPD. The realized certification process is considered an important milestone both in the process of institutional modernization and alignment with the requirements of EU regulations. By obtaining the Certificate, MOLDATSA committed to maintain the highest standards of operational safety and performance in providing ATM/ANS services listed in table below:

Governance:	State Enterprise	**Ownership:**	100% State owned
Services provided	**Y/N**	**Comment**	
ATC en-route	Y		
ATC approach	Y		
ATC Aerodrome(s)	Y		
FIS	Y		
ALR	Y		
CNS	Y		
MET	Y		
AIM	Y		
IFPD	Y		
ATCO training	Y		
Others	N		
Provision of services in other State(s):	N		
Annual Report published:	Y	Report is available on the website. This is the annual report covering yearly activities of the ANSP. http://www.moldatsa.md	

During 2025, S.E. MOLDATSA also notified the CAA of Republic of Moldova of 2 major changes:

- Implementation of the allocation of the SSR visibility code A1000 (Mode S coupling) – ITY-ACID objective.

Through this implementation, MOLDATSA contributes to increasing safety and efficiency in European airspace, by providing accurate aircraft identification, enhancing surveillance data integrity, and reducing radio workload through automatic, selective interrogation, demonstrating meanwhile its commitment to international standards and integration into the European Air Traffic Management network.

- Implementation of 8.33 kHz spacing in FIR Chisinau – ITY-AGVCS2 objective from former LSSIP cycles.

Through the implementation of the air ground voice communications based on 8.33 kHz channel spacing, MOLDATSA also contributes to increasing safety and efficiency in European airspace, by optimizing the use of the bandwidth, which is a prerequisite to a number of crucial operational improvements that will deliver benefits such as reduced delays and increased capacity.

2.2. ATS systems in use

The main aim of the "ATS System in use" tables is to ensure data accuracy and integrity through comprehensive structured questions about ATS systems, focusing on the surveillance and flight data processing systems.

These questions offer reliable information on current and future national/local ATS systems, their upgrades or replacements. They capture information on how they are linked to the actions defined by one or several Implementation Objectives and, if those changes impact the Network Operations Planning and the Summer Capacity Plans. They aim to gather the information (if available) if the planned changes will be subject of the COMMISSION REGULATION (EU) 2023/1768.

ATS System in Use:

Main ANSP is part of any technology alliance	no	*If yes, please specify*

FDPS

Current FDP System							
Current FDP system Vendor		Si ATM, Sweden					
Current FDP system		**Implemented in:** 2013			**Last upgrade:** 2022		
Are you planning to upgrade the current ATS system		2025	2026	2027	2028	**2029**	**2030**
		no	no	no	yes	no	no
Is the upgrade performed in the scope of an Implementation Objective?		-	-	-	*ITY-AGDL, INF10.19, INF10.20, INF10.21 (FF-ICE)*	-	-
According to Commission Delegated Regulation (EU) 2023/1768, will the upgrade be subject of:	SOCs	-	-	-	yes	-	-
	DODCs				yes	-	-
	Certificates					-	-
The upgrade has an impact on the EUROCONTROL NOP's Summer capacity plans.		-	-	-	*Hardware and software system upgrade*	-	-
Please specify the involved ATC units accordingly	ACC				Chisinau ACC1, ACC2, ACC3		
	APP				Chisinau APP		
	TWR				Chisinau TWR		
New FDP System (if applicable)							
Are you planning to replace the current ATS system		no	no	no	no	no	no
New FDP system Vendor							

Is the replacement performed in the scope of an Implementation Objective?		-	-	-	-	-	-
According to Commission Delegated Regulation (EU) 2023/1768, will the replacement be subject of:	SOCs	-	-	-	-	-	-
	DODCs				-	-	-
	Certificates				-	-	-
The replacement has an impact on the EUROCONTROL NOP's Summer capacity plans.		-	-	-	-	-	-
If applicable, please, specify the year, where the first operational use of the new FDP system is planned to be performed		-	-	-	-	-	-
Please specify the involved ATC units accordingly	ACC						
	APP						
	TWR						

SDPS

Current SDP System							
Current SDP system Vendor		Si ATM, Sweden					
Current SDP system		**Implemented in:** 2013			**Last upgrade:** 2022		
Are you planning to upgrade the current ATS system		2025	2026	2027	2028	2029	2030
		no	no	no	no	no	no
Is the upgrade performed in the scope of an Implementation Objective?		-	-	-	-	-	-
According to Commission Delegated Regulation (EU) 2023/1768, will the upgrade be subject of:	SOCs	-	-	-	-	-	-
	DODCs				-	-	-
	Certificates				-	-	-
The upgrade has an impact on the EUROCONTROL NOP's Summer capacity plans.		-	-	-	-	-	-
Please specify the involved ATC units accordingly	ACC						
	APP						
	TWR						
New SDP System (if applicable)							
Are you planning to replace the current ATS system		no	no	no	no	no	no
New SDP system Vendor							
Is the replacement performed in the scope of an Implementation Objective?		-	-	-	-	-	-
According to Commission Delegated Regulation (EU) 2023/1768, will the replacement be subject of:	SOCs	-	-	-	-	-	-
	DODCs				-	-	-
	Certificates					-	-
The replacement has an impact on the EUROCONTROL NOP's Summer capacity plans.		-	-	-	-	-	-
If applicable, please, specify the year, where the first operational use of the new SDP system is planned to be performed		-	-	-	-	-	-
Please specify the involved ATC units accordingly	ACC						
	APP						
	TWR						

2.3. Airports

There are two international airports in Moldova. Main airport, Chişinău International Airport, is situated in the capital city of Republic of Moldova – Chişinău. Only Chişinău International Airport is covered by LSSIP. Another international airport – Mărculești (LUBM), is used for non-scheduled cargo operations.

Airport(s) covered by the LSSIP

Referring to the List of Airports in the EIPAR, the EUROCONTROL Implementation Plan and Report– Annex D, it is up to the individual State to decide which additional airports will be reported through LSSIP for those Objectives.

Therefore, the following airport is covered in this LSSIP: Chișinău International Airport.

The information on individual airports is also available in the Airport corner at: https://ext.EUROCONTROL.int/airport_corner_public/

Terminal Airspace (TMA or equivalent)	Airport	Controlled by
CHISINAU TMA	Chișinău International Airport	S.E MOLDATSA, ATS UNIT - CHISINAU APPROACH (CHISINAU APP)

2.4. Military Authorities

There are no Military ATM functions in Moldova.

ANSP provides ATM/ANS to civil and military flights operated as GAT within national airspace. Within military aerodrome or temporary segregated/reserved areas, military flight operations conducted as OAT may be supervised by military authorities.

At present, Civil Aviation Authority, Ministry of Defence and MOLDATSA ensure jointly the coordination of all airspace management issues and procedures for all 3 ASM levels (strategical, pre-tactical and tactical). Coordination of all issues related to airspace management at tactical level is provided by MOLDATSA together with representatives of Air Force Command of Ministry of Defence. Access to EUROCONTROL's CIMACT has been given to Ministry of Defence in order to provide them with the full airspace situation as supplied by MOLDATSA.

3. Traffic and Capacity

The information in this section has been prepared by EUROCONTROL NMD/OPL (Operations Planning) and agreed with the Specialists concerned in the State before inclusion in the LSSIP Document.

Its content is aligned with the information available in Annex 1 – ACC Traffic forecast & Capacity Plans of the European Network Operations Plan.

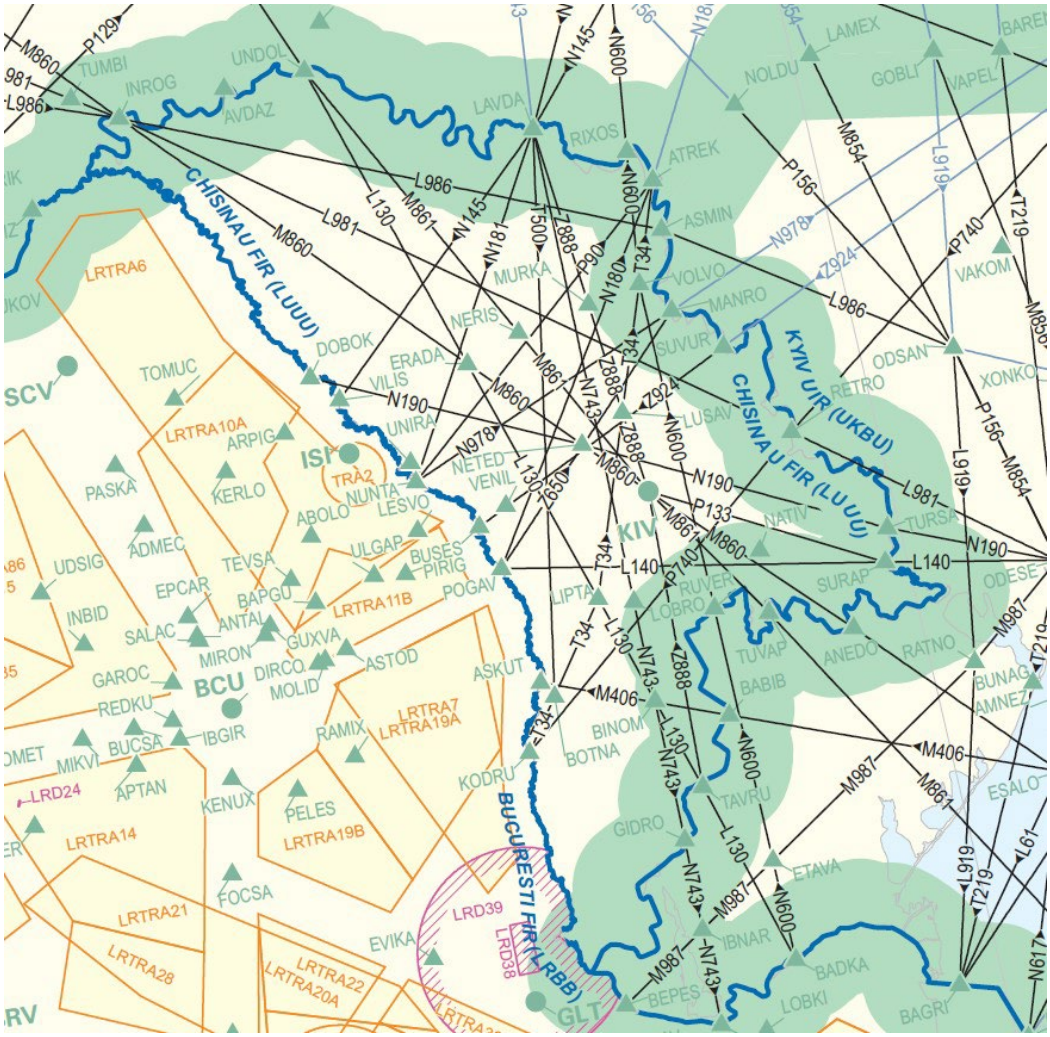
3.1. National ATM Structure

Geographical description of the FIR(s)

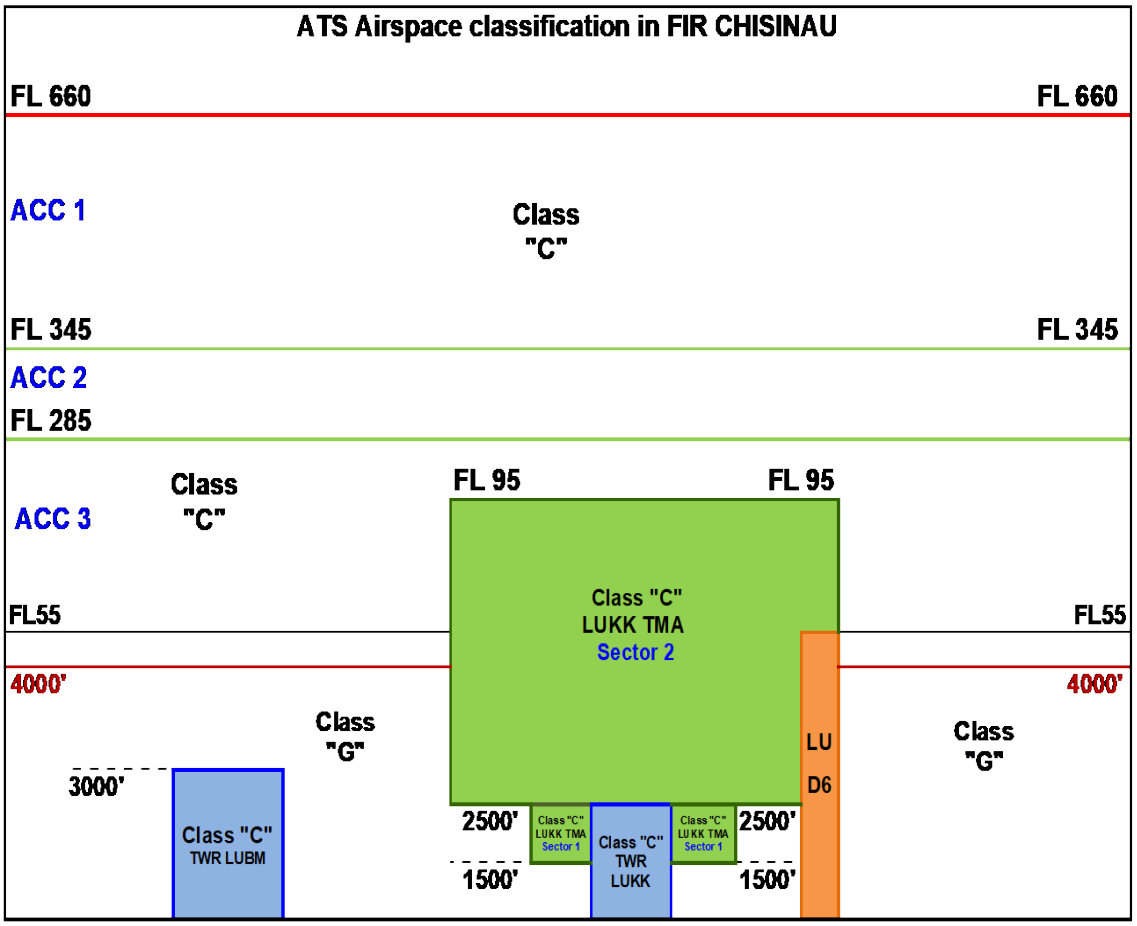
The geographical scope of this document addresses the Republic of Moldova FIR(s): Chişinău FIR.

The Republic of Moldova FIR is surrounded by the FIRs of two States, namely Romania and Ukraine.

Chişinău FIR Upper Airspace and route network



Airspace Classification and Organisation



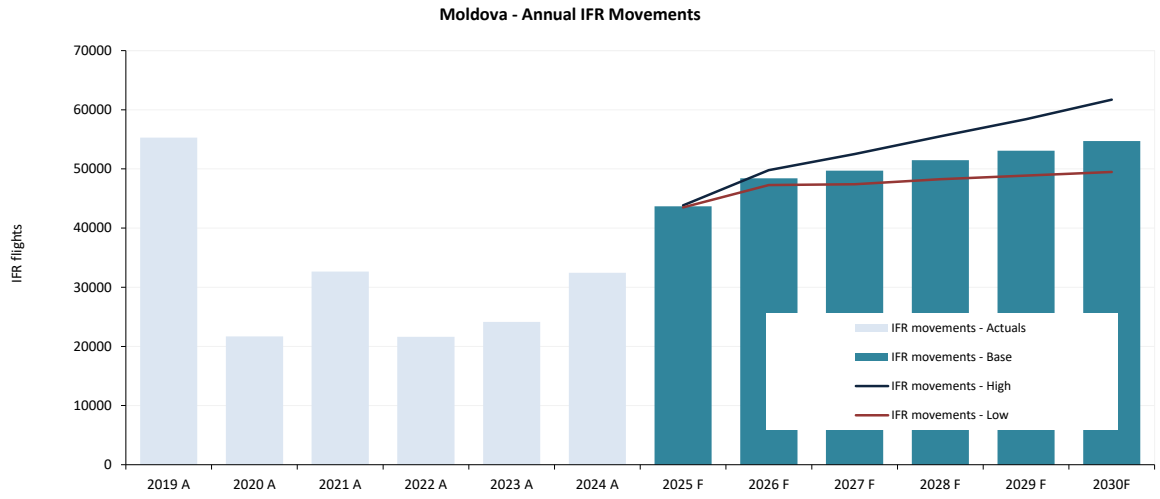
Moldova Airspace is Class C from FL 55 up to FL660 including TMA and TWR areas.

ATC Units

The ATC units in the Moldova airspace, which are of concern to this LSSIP are the following: **ATC Unit**	**Number of sectors**		**Associated FIR(s)**	**Remarks**
	En-route	**TMA**		
Chişinău ACC 1, ACC 2, ACC 3	3		Chişinău FIR	ACC Sector 1 FL 345 - 660 ACC Sector 2 FL 285 – 345 ACC Sector 3 FL GND – 285
Chişinău APP		1	Chişinău FIR	

There are no cross-border arrangements or delegations.

3.2. Evolution of Traffic in Moldova



EUROCONTROL Forecast Update 2025-2031 - Autumn 2025										
IFR Movements (Growth)		2022 A	2023 A	2024 A	2025 F	2026 F	2027 F	2028 F	2029 F	2030 F
Moldova	High	.	.	.	35%	14%	5.5%	5.7%	5.2%	5.7%
	Base	-34%	12%	34%	35%	11%	2.7%	3.5%	3.1%	3.1%
	Low	.	.	.	34%	8.7%	0.3%	1.8%	1.3%	1.3%
ECAC	High	.	.	.	4.1%	5.0%	4.3%	3.8%	2.9%	3.1%
	Base	48%	10%	4.8%	3.6%	3.1%	2.1%	2.1%	1.5%	1.6%
	Low	.	.	.	3.0%	1.2%	-0.2%	0.4%	-0.2%	-0.1%

2025

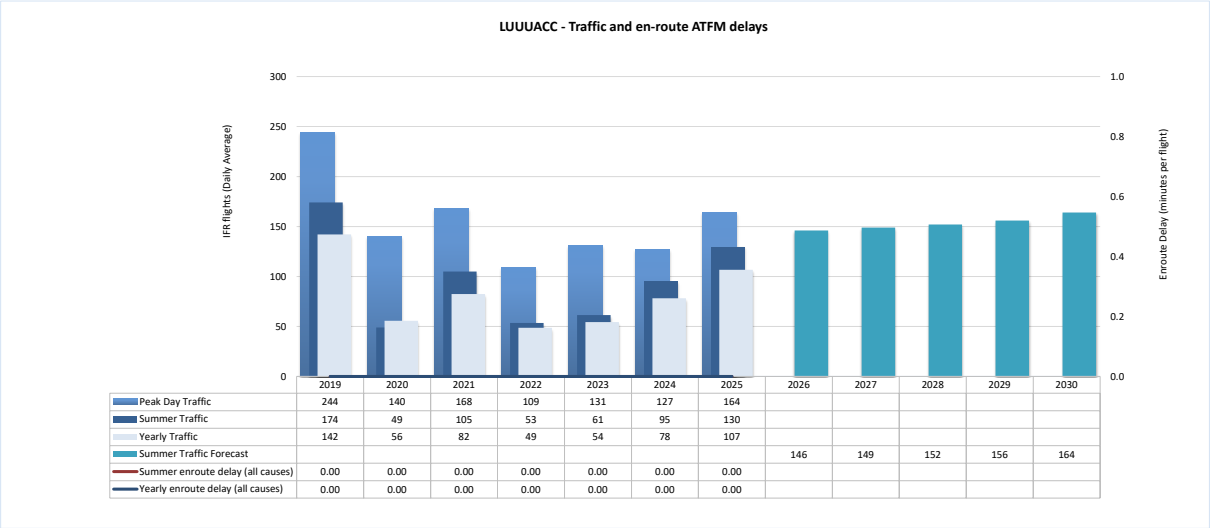
Traffic in Moldova increased by 38% compared to 2024 and recovery was at 81% of 2019.

2026-2030

The EUROCONTROL Seven-Year forecast predicts an average annual increase between 2.6% and 7.1% during the planning cycle, with an average baseline growth of 4.6%.

3.3. Chisinau ACC

3.3.1. Traffic and en-route ATFM delays 2019-2030



	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Peak Day Traffic	244	140	168	109	131	127	164					
Summer Traffic	174	49	105	53	61	95	130					
Yearly Traffic	142	56	82	49	54	78	107					
Summer Traffic Forecast								146	149	152	156	164
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00					

3.3.2. 2025 performance

Chisinau ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+20%	+37%	75%	0.00	0.00	0.01			No	
Summer		+36%	75%		0.00		0%	0%		40

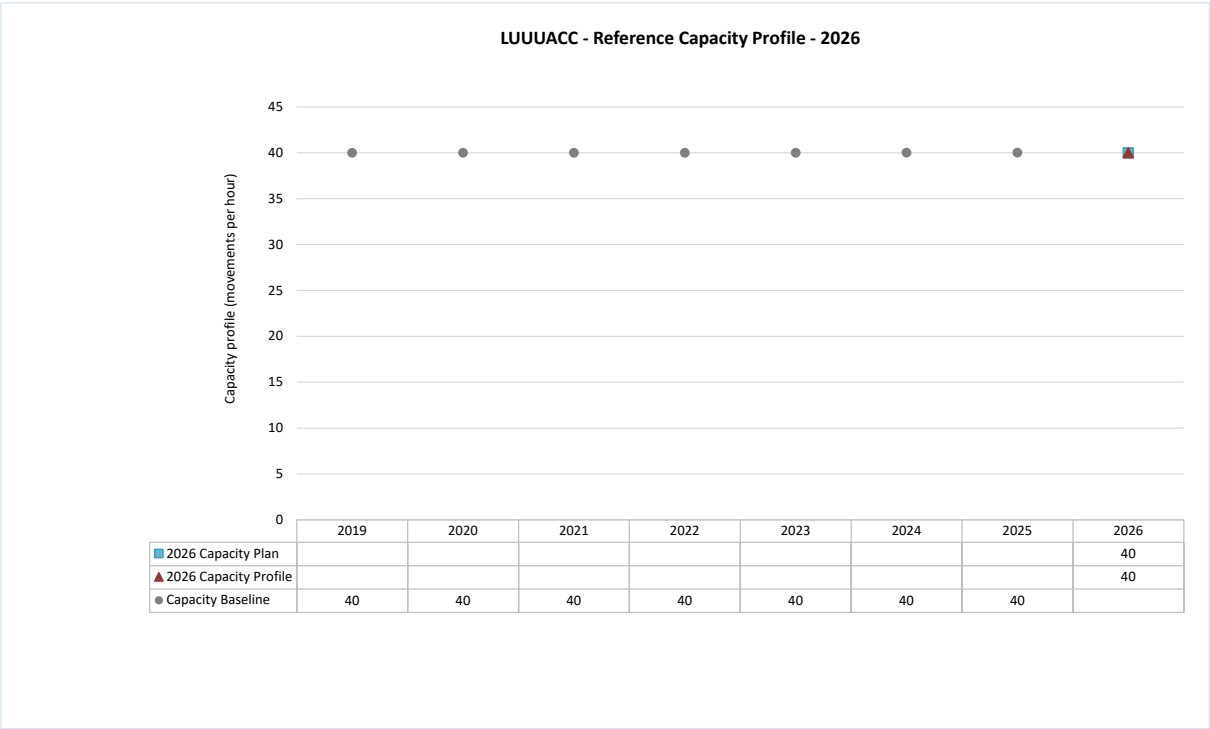
Year 2025 Performance Assessment
The average delay was zero minutes per flight in 2025, below the reference value.
Summer 2025 performance assessment
The average delay was zero minutes per flight in Summer 2025. The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
ILS CAT III RWY 08 at LUKK airport (Q4 2024). Review of all SID/STAR procedures at LUKK	Yes	The system is in place, flight check was performed, AIRAC AIP AMDT with implementation of ILS CAT III RWY 08 at LUKK published with effective date 23/01/2025.
Recruitment plan for 10 additional ATCOs per year	Yes	The actual number was 11 ATCO candidates in 2025. Three of them already started the OJT.
Staffing: +6 (up to 32)	Yes	The actual was +5 (31).
VCS upgrade (Q4 2024)	Yes	The project was implemented in Q1 2025.
Max sectors: 3	Yes	The actual traffic demand requires only 1 sector to be open.

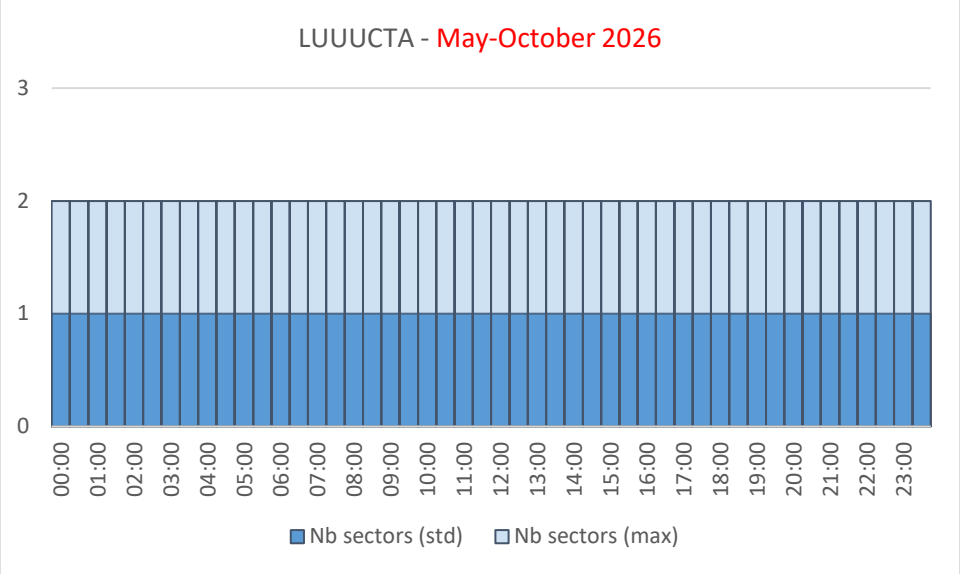
3.3.3. Summer 2026 Planning

Measures Summer 2026

Summer Capacity Plan		
	2026	Details
Free Route Airspace		
Airspace Management **Advanced FUA**	LARA implementation	LARA communication between Chisinau and Bucharest FIRs.
Airport & TMA Network Integration	Procurement of 5 DME stations to enable the RNP procedures for LUKK and LUBM	
Cooperative Traffic Management		
Airspace		
Procedures	Reduction of separation minima from 10NM to 5NM	Revision of capacities will follow after the implementation. The benefits will greatly depend on the separation minima in neighbouring ACCs (UKOV, UKLV).
Staffing	Recruitment plan for 10 additional ATCOs per year	The new wave of ATCO recruitment started on 1st December 2025.
	+11 (up to 42)*	
Technical		
Capacity		
Significant Events		
Max sectors	3	
Planned Annual Capacity Increase	Sufficient capacity to meet expected demand	
Capacity Profile **Annual % Increase**	0%	
Capacity Plan v. Profile	0%	
Annual Reference Value (min)	0.01	
Additional information	*The total number of ATCOs represents those available for ACC sectors. Most ATCOs at MOLDATSA hold a shared license for ACC, TWR, and APP sectors, allowing them to rotate across different controlling positions.	



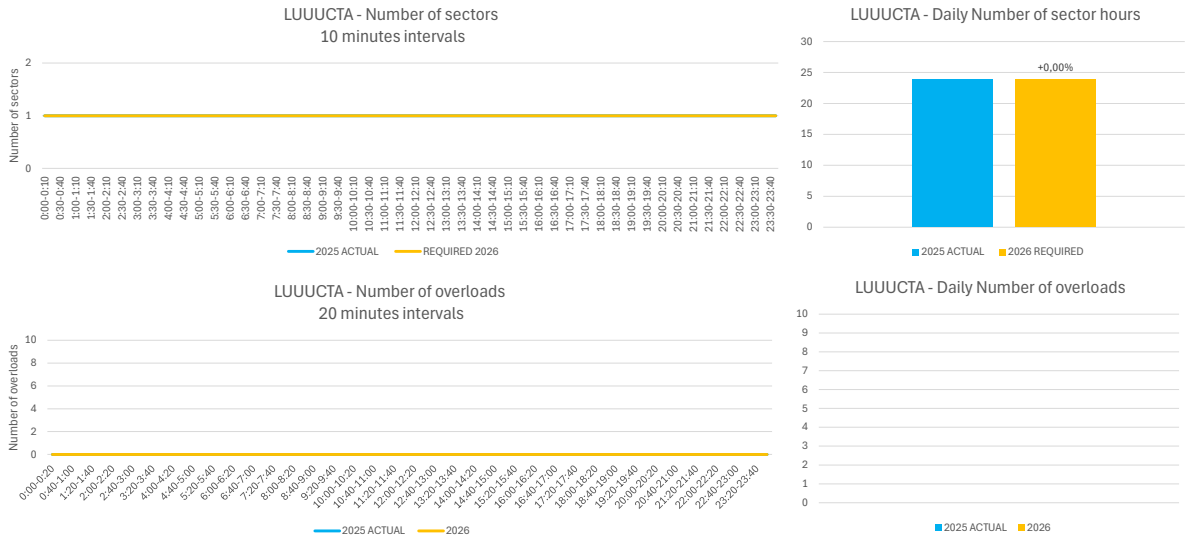
Sector Openings Summer 2026



Sector hours requirements / Saturated sectors

Note: The information below is considering 2025 sector configurations and capacities, i.e. no changes included. The analysis is based on the two reference weeks in summer 2025 used for the ACC Capacity Planning process. Data presented in the charts represent averages over the two reference weeks.

It has to be noted that the required capacity increases can be achieved in the plans through additional sector hours and/or additional sector capacity. The combination of both might address the requirements.



The charts above illustrate that the actual number of sectors in 2026 is expected to remain sufficient to accommodate the projected traffic growth, without generating additional overloads.

Moreover, MOLDATSA intends to continue recruiting new ATCOs and implementing technical upgrades, to further enhance its capacity to handle forecasted traffic.

2026 Capacity Outlook

No capacity issues are foreseen in Chisinau ACC in 2026.

3.3.4. Planning Period – Summer 2027-2030

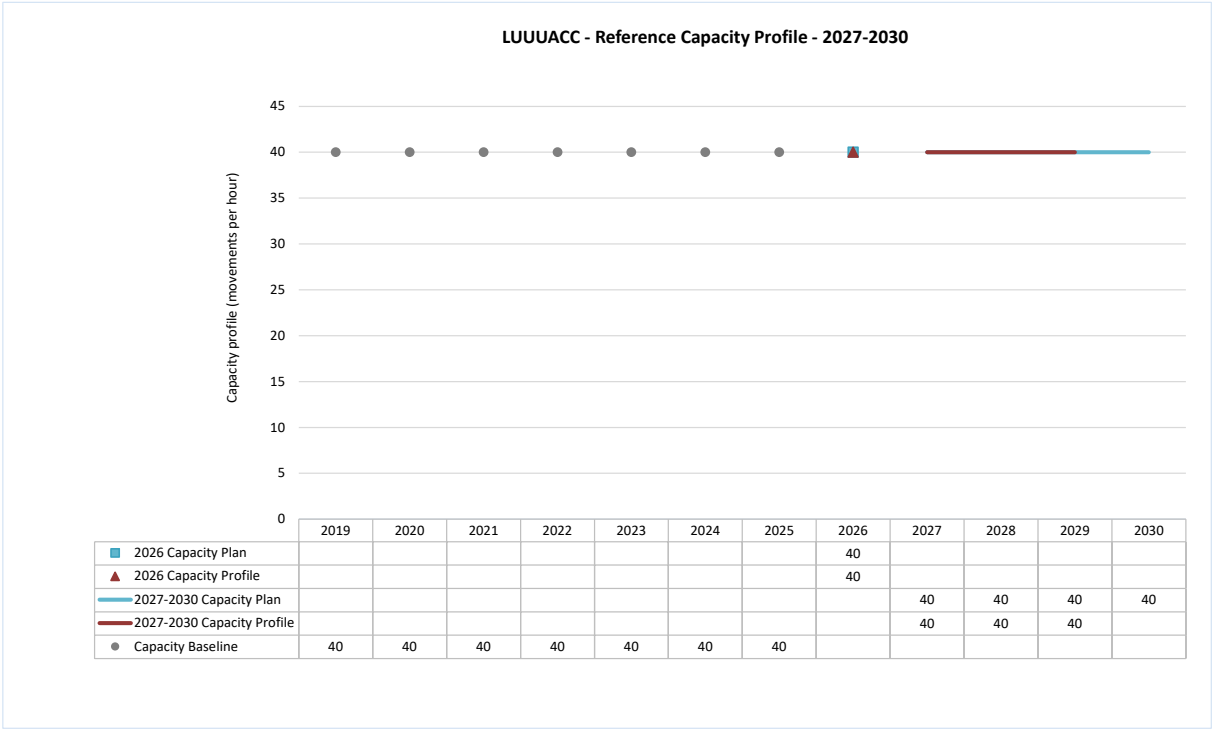
Measures Summer 2027-2030

The planning focuses on the Summer season to reflect the most demanding period of the year from a capacity perspective. This approach ensures consistency with the previous planning cycles.

The measures for each year are the measures that will be implemented before the summer season.

Summer Capacity Plan				
	2027	2028	2029	2030
Free Route Airspace				
Airspace Management Advanced FUA	PBN implementation at LUKK and LUBM			
Airport & TMA Network Integration				
Cooperative Traffic Management				
Airspace				
Procedures				
Staffing	Recruitment plan for 10 additional ATCOs per year			
	+6 (up to 48)*	+6 (up to 54)*	+8 (up to 62)*	0 (62)*
Technical		CDPLC implementation above FL285		

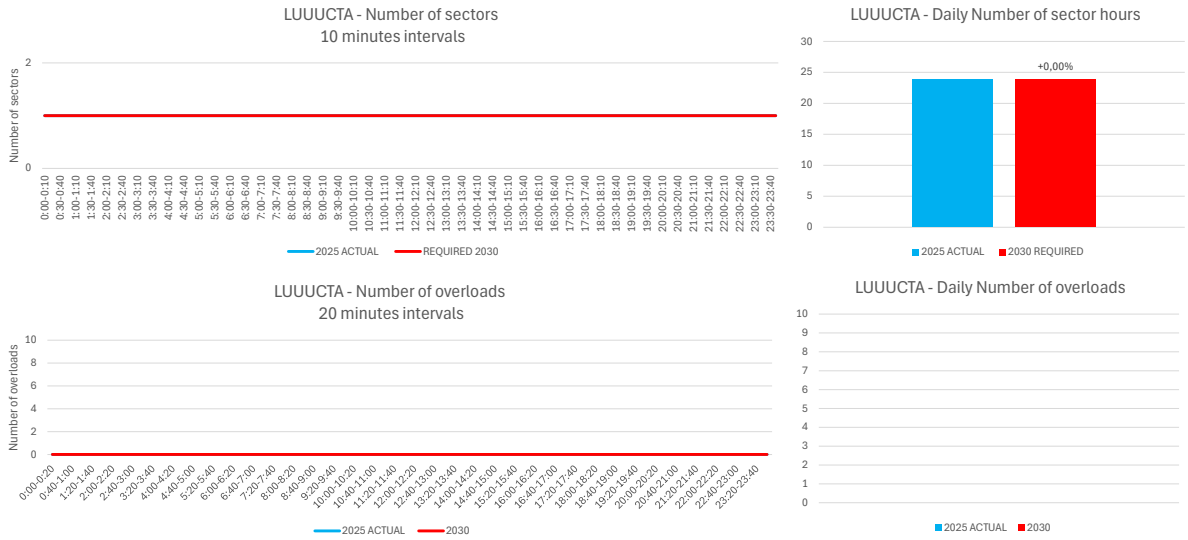
Summer Capacity Plan				
	2027	2028	2029	2030
Capacity			CAPAN study	
Significant Events	SIM training for CPDLC and DCL			
Max sectors	3	3	3	3
Planned Annual Capacity Increase	Sufficient capacity to meet expected demand			
Capacity Profile Annual % Increase	0%	0%	0%	
Capacity Plan v. Profile	Sufficient capacity to meet expected demand			
Annual Reference Value (min)	0.01	0.01	0.01	
Additional information	*The total number of ATCOs represents those available for ACC sectors. Most ATCOs at MOLDATSA hold a shared license for ACC, TWR, and APP sectors, allowing them to rotate across different controlling positions.			



Sector hours requirements / Saturated sectors 2030

Note: The information below is considering 2025 sector configurations and capacities, i.e. no changes included. The analysis is based on the two reference weeks in summer 2025 used for the ACC Capacity Planning process. Data presented in the charts represent averages over the two reference weeks.

It has to be noted that the required capacity increases can be achieved in the plans through additional sector hours and/or additional sector capacity. The combination of both might address the requirements.



The charts above illustrate that the actual number of sectors in 2030 is expected to remain sufficient to accommodate the projected traffic growth, without generating additional overloads.

Moreover, MOLDATSA intends to continue recruiting new ATCOs and implementing technical upgrades, to further enhance its capacity to handle forecasted traffic.

2027-2030 Capacity Outlook

No capacity issues are foreseen in Chisinau ACC for the period 2027-2030.

4. Implementation Projects

4.1. National Projects

Name of project:	Organisation(s):	Schedule:	Progress Description:	Strategic Deployment Objective (SDO):	Linked Deployment Action (DA):	Objectives:	Links:
ATC Roster	MOLDATSA (MD)	2026	Procurement contract has been signed. It is planned to be implemented by the end 2026.	-	-	-	-
Removing ATS routes above FL095	MOLDATSA (MD)	2026	Process of removing ATS routes above FL095 in CTA Chisinau	-	-	-	-
Separation reduction from 10 NM to 5 NM for ACC	MOLDATSA (MD)	2026	MOLDATSA is planning to reduce the separation from 10 NM to 5 NM for ACC	-	-	-	-
Remote TWR LUBM	MOLDATSA (MD)	2026-207	ASP is planning to implement the concept of remote tower operations for LUBM airport.	-	-	-	-
Automated system for validation of IFP	MOLDATSA (MD)	2026-2027	ASP is planning to start the implementation of the project in 2026 and is planning to finish in 2027.	-	-	NAV10, NAV03.1, NAV03.2	-
Automation of documentation process in FPD, AIS and cartography	MOLDATSA (MD)	2026-2027	ASP is planning to start the implementation of the project in 2026 and is planning to finish in 2027.	-	-	-	-
Automation of spatial data creation process for the INSPIRE project	MOLDATSA (MD)	2026-2027	ASP is planning to start the implementation of the project in 2026 and is planning to finish in 2027.	-	-	INF10.8	-

Name of project:	Organisation(s):	Schedule:	Progress Description:	Strategic Deployment Objective (SDO):	Linked Deployment Action (DA):	Objectives:	Links:
Automation of the IFP conversion process from AIXM to ARINC format	MOLDATSA (MD)	2026-2027	ASP is planning to start the implementation of the project in 2026 and is planning to finish in 2027.	-	-	NAV10, NAV03.1, NAV03.2	-
Digital NOTAM	MOLDATSA (MD)	2026-2027	ASP is planning to start the implementation of integrated Digital NOTAM, CNOTAM and SNOWTAM service in 2026. The project is planned to be finished in 2027.	-	-	INF10.6	-
Implementation of self-briefing	MOLDATSA (MD)	2026-2027	ASP is planning to start the implementation of the project in 2026 and is planning to finish in 2027.	-	-	-	-
Providing aeronautical products through the graphical visualisation of digital data sets and UAV.	MOLDATSA (MD)	2026-2027	ASP is planning to start the implementation of graphical visualisation in 2026. The project is planned to be finished in 2027.	-	-	INF10.8	-
Workflow Management Tool from Data Provider to the Data Receiver (AIM)	MOLDATSA (MD)	2026-2027	ASP is planning to start the implementation of WMT in 2026. The project is planned to be finished in 2027.	-	-	-	-
DVOR/DME hardware updates	MOLDATSA (MD)	2028	Planning stage	-	-	-	-
Installation of 2 sets of DME	MOLDATSA (MD)	2027	Planning stage	-	-	-	-
Network of X-Band doppler dual polarisation meteorological radars	MOLDATSA (MD)	2026-2027	Tender process has been announced. It is planned to be implemented by 2027.	-	-	-	-
Remote observer at LUBM airport	MOLDATSA (MD)	2026	ASP is in the implementation phase. It is planned to finish by end of 2026.	-	-	-	-

4.2. FAB Projects

N/A

4.3. Multinational Projects

Name of project:	Organisation(s):	Schedule:	Progress Description:	Strategic Deployment Objective (SDO):	Linked Deployment Action (DA):	Objectives:	Links:
EXPANSION OF SEE FRA with FRA Moldova CROSS-BORDER H24	BULATSA (BG), HungaroControl Pte. Ltd. Co (HU), Letove prevadzkove sluzby Slovenskej republiky, statny podnik (SK), MOLDATSA (MD), ROMATSA (RO)	In April 2021 MOLDATSA starts OLDI upgrade to be compatible [EOL]for cross border operations with SEE FRA members. [EOL][EOL]CONOPS is being discussed with NM to ensure harmonised implementation. [EOL][EOL]ATS route network is planned to be kept. [EOL][EOL]For flight planning the requirement will be : 1 point per FIR.[EOL]Final implementation planned on 24.02.2022.	Airspace design remains the same, the only FRA Entry/Exit points along the border with Romania will become Intermediate	-	-	AOM21.2	-

Name of project:	Organisation(s):	Schedule:	Progress Description:	Strategic Deployment Objective (SDO):	Linked Deployment Action (DA):	Objectives:	Links:
OLDI	MOLDATSA (MD), ROMATSA (RO), Ukrainian State Air Traffic Services Enterprise (UA)	Ongoing process	Ground systems are updated with the functions to support Basic procedure with the PAC. 6 types of OLDI messages are implemented: ACT, ABI, LAM, PAC, REV and MAC. It is planned to upgrade Ground systems with the functions to support Basic procedure with the ROF, COF, TIM, HOP, MAS and SDM after coordination with adjacent ACCs.	-	-	ITY-FMTP, ATC17	-
Radar Data Sharing	MOLDATSA (MD), ROMATSA (RO), Ukrainian State Air Traffic Services Enterprise (UA)	Ongoing process.	MOLDATSA provides radar data of PSR/MSSR (Mode S) Thales and receives radar data from Odesa, Bacau and Topolog radars.	-	-	-	-
Regional Communication Network	MOLDATSA (MD), ROMATSA (RO), Ukrainian State Air Traffic Services Enterprise (UA)	Ongoing process	AMHS connections activated with Bucharest AMHS Centre. Continuous actions to connect to other AMHS Centres.	-	-	COM10	-
Regional Route Network Developments	MOLDATSA (MD), Reg. Authority (MD)	Ongoing permanent process	In frame of this project the H24 Free Route concept within Chisinau FIR is implemented.	-	-	AOM21.2	-

5. Cooperation Activities

5.1. FAB Coordination

Republic of Moldova has only an observer role in the framework of the DANUBE FAB but participates regularly to the DANUBE FAB NSA Board meetings.

5.2. Multinational Cooperation Initiatives

Moldova's ATS provider (MOLDATSA) has signed Letters of Agreement (LoAs) with the adjacent ACCs of Romania and Ukraine in order to coordinate a range of multinational cooperation initiatives.

EXPANSION OF SEE FRA with FRA Moldova CROSS-BORDER H24

Within the second EXPANSION OF SEE FRA project in South – East Europe Region, Republic of Moldova/MOLDATSA implemented the Enhanced FRA Operations in order to extend SEE FRA Cross Border Area to LUUU FIR. As a result, Chisinau CTA cross-border FRA has been already integrated, since 24.02.2022, within Bratislava CTA, Bucharest CTA, Budapest CTA and Sofia CTA. FRA is implemented for Flight Levels 95 – 660 and there is no time limitation 24/H.

The FRA project implementation in Europe continued in 2023 with the third expansion to the airspace of the Czech Republic. Cross border free route operations are now available across the airspace of 6 states: Bulgaria, Hungary, Romania, Slovakia, Republic of Moldova and Czech Republic 24/7. Therefore, SEE FRA becomes one of the largest free route airspace blocks in Europe enabling aircraft operators to plan their flights freely across the mentioned airspace without the limitations of the geographical boundaries.

OLDI

Chisinau ACC established OLDI links with the external ATS units: BUCURESTI ACC, LVIV ACC and ODESSA ACC. Improving OLDI interface and related functionalities is an ongoing process, subject to adjacent ANSP's similar capabilities.

Radar Data Sharing

Radar data sharing is currently carried out based on bilateral agreements with Romania and Ukraine. MOLDATSA provides radar data of PSR/MSSR Mode S (Thales) and receives data from Odesa, Bacau MSSR Mode S and Topolog (Constanta) MSSR Mode S.

Regional Communication Network

The regional network covers as well adjacent ACCs (BUCURESTI, LVIV and ODESSA ACCs). AMHS connections are activated with Bucuresti AMHS Centre.

Regional Route Network Developments

Further improvements of ATS network are part of an ongoing permanent process of MOLDATSA and CAA of Republic of Moldova. In this respect, it should be mentioned the SEE FRA expansion and implementation since February 2022.

6. Implementation Objectives Progress

6.1. Main Objectives

AOM13.1	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018	**0%**	**Not Applicable**
	-		
No operational need. No OAT in upper airspace is presented. For a small spot of airspace with a radius of 14 n.m. and from GL to 3000ft (civil-military aerodrome) no ATM provided by the military. Periodical helicopter flights are presented.			-
REG (By:12/2018)			
Reg. Authority		0%	Not Applicable
No operational need. No OAT in upper airspace is presented.		-	-
ASP (By:12/2018)			
MOLDATSA		0%	Not Applicable
No operational need. No OAT in upper airspace is presented.		-	-
MIL (By:12/2018)			
Mil. Authority (MIL)		0%	Not Applicable
No operational need. No OAT in upper airspace is presented. For a small spot of airspace with a radius of 14 n.m. and from GL to 3000ft (civil-military aerodrome) no ATM provided by the military. Periodical helicopter flights are presented.		-	-

SDP 3.1.2 **AOM19.4**	**Management of Predefined Airspace Configurations** ***Timescales:*** Initial operational capability: 01/01/2018 Full Operational Capability / Target Date: 31/12/2022	**0%**	**Not Applicable**
	-		
Outside of the area of applicability, no ops need for the deployment of complex ASM solutions and the management of pre-defined airspace configurations			-
ASP (By:12/2022)			
MOLDATSA		0%	Not Applicable
Outside of the area of applicability, no ops need for the deployment of complex ASM solutions and the management of pre-defined airspace configurations		-	-

SDP 3.1.1 **AOM19.5**	**ASM and A-FUA** ***Timescales:*** Initial Operational Capability: 01/01/2014 Full Operational Capability / Target Date: 31/12/2022	**58%**	**Ongoing**
	-		
Airspace Management and Advanced Flexible Use of Airspace is planned to be in operational use by the end of 2026.			**31/12/2026**
ASP (By:12/2022)			
MOLDATSA		59%	Ongoing
Airspace Management and Advanced Flexible Use of Airspace is planned to be in operational use by the end of 2026.		-	31/12/2026

AOM21.1	**Direct Routing** **(Outside Applicability Area)** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
-			
- Not Applicable. 24H FRA implemented.			**-**
ASP (By:12/2017)			
MOLDATSA		0%	Not Applicable
Not Applicable. 24H FRA implemented.		-	-

SDP 3.2.1 **AOM21.2**	**Initial Free Route Airspace** ***Timescales:*** Initial operational capability: 01/01/2015 Full Operational Capability / Target Date: 31/12/2022	**100%**	**Completed**
-			
24H/FRA was implemented on 09.11.2017. Cross-border FRA has been implemented since 24.02.2022. All concerned states approved Moldova to be part of the project.			**09/11/2017**
ASP (By:12/2022)			
MOLDATSA		100%	Completed
24H/FRA was implemented on 09.11.2017. Cross-border FRA has been implemented since 24.02.2022. All concerned states approved Moldova to be part of the project.		EXPANSION OF SEE FRA with FRA Moldova CROSS-BORDER H24 / Regional Route Network Developments	09/11/2017

SDP 3.2.2 **AOM21.3**	**Enhanced Free Route Airspace Operations** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**100%**	**Completed**
-			
Enhanced Free Route Airspace Operations are implemented. Cross-border FRA is implemented within Bratislava CTA, Bucharest CTA, Budapest CTA, Sofia CTA and Chisinau CTA. Chisinau TMA is connected with FRA. There is NO time limitation 24/H. FRA is implemented for airspace Flight Levels 95 - 660. There are NO published constraints. Area of responsibility is CTA LUUU.			**24/02/2022**
ASP (By:12/2025)			
MOLDATSA		100%	Completed
Enhanced Free Route Airspace Operations are implemented.		-	24/02/2022

AOM22	**Pan-European implementation of the harmonised improved OAT (iOAT) flight plan** ***Timescales:*** Initial operational capability: 01/07/2025 Full operational capability: 31/12/2029	**0%**	**Not Applicable**
-			
No operational need for the deployment of the iOAT. Linked to the AOM13.1 objective which is N/A as well.			**-**
ASP (By:12/2029)			
MOLDATSA		0%	Not Applicable
No operational need for the deployment of the iOAT. Linked to the AOM13.1 objective which is N/A as well.		-	-
MIL (By:12/2029)			
Mil. Authority (MIL)		0%	Not Applicable
No operational need. No OAT in upper airspace is presented.		-	-

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance Service (former ICAO Level 1)** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2020	**100%**	**Completed**
LUKK - Chisinau Airport			
A-SMGCS Level I is implemented, which consists of Chisinau airport surface surveillance system that provides ATC with the position and automatic identity of: - All relevant aircraft on the movement area and all relevant vehicles on the manoeuvring area. A-SMGCS Level 1 surveillance data may be used to replace visual observation as required, in accordance with ICAO EUR Doc 7030, chapter 6.5.6 (approved March 2009), and as the basis for controller decision making. Traffic is controlled through the use of appropriate procedures allowing the issuance of information and clearances to traffic on the basis of A-SMGCS Level 1 surveillance data. Apron management units, airlines and other interested parties may also benefit from the provision of A-SMGCS Level 1 surveillance data. A-SMGCS Level 1 is a prerequisite for A-SMGCS Level 2.			**31/05/2020**
REG (By:12/2010)			
Reg. Authority		100%	Completed
Related national regulations is reviewed and updated.		-	31/12/2018
ASP (By:01/2021)			
MOLDATSA		100%	Completed
Mode S Multilateration is implemented.		-	21/06/2017
APO (By:01/2021)			
CHISINAU Airport		100%	Completed
Required equipment is installed.		-	31/05/2020

AOP04.2	**Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (Airport Safety Support Service = former ICAO Level 2)** ***Timescales:*** Initial operational capability: 01/01/2021 Full operational capability: 31/12/2025	**100%**	**Completed**
LUKK - Chisinau Airport			
RMCA is implemented (A-SMGCS level 2) and in operational use.			**10/11/2022**
ASP (By:12/2025)			
MOLDATSA		100%	Completed
RMCA is implemented and in operational use.		-	10/11/2022
APO (By:12/2025)			
CHISINAU Airport		100%	Completed
Required equipment is installed.		-	24/03/2022

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
Moldova is outside the applicability area due to lack of ops need.			**-**
ASP (By:01/2021)			
MOLDATSA		0%	Not Applicable
Moldova is outside the applicability area due to lack of ops need.		-	-
APO (By:01/2021)			
CHISINAU Airport		0%	Not Applicable
Moldova is outside the applicability area due to lack of ops need.		-	-

AOP10	**Time-Based Separation** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2023	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
The actual arrival traffic flow for Chisinau International Airport, as well as, medium term forecasted traffic is of a nature that does not impose yet the need to change from DBS concept to TBS.			-
REG (By:01/2024)			
Reg. Authority		0%	Not Applicable
The actual arrival traffic flow for Chisinau International Airport, as well as, medium term forecasted traffic is of a nature that does not impose yet the need to change from DBS concept to TBS.		-	-
ASP (By:12/2024)			
MOLDATSA		0%	Not Applicable
The actual arrival traffic flow for Chisinau International Airport, as well as, medium term forecasted traffic is of a nature that does not impose yet the need to change from DBS concept to TBS.		-	-

SDP 2.2.1 AOP11.1	**Initial Airport Operations Plan** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
LUKK does not have capacity constraints, therefore it is outside the applicability area of the objective.			-
ASP (By:12/2023)			
MOLDATSA		0%	Not Applicable
LUKK does not have capacity constraints, therefore it is outside the applicability area of the objective.		-	-
APO (By:12/2023)			
CHISINAU Airport		0%	Not Applicable
LUKK does not have capacity constraints, therefore it is outside the applicability area of the objective.		-	-

SDP 2.2.2 AOP11.2	**Extended Airport Operations Plan** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
Initial Airport Operations Plan, which is the prerequisite for this objective, is not applicable for LUKK, therefore extended AOP does not have operational need as well.			-
ASP (By:12/2027)			
MOLDATSA		0%	Not Applicable
No operational need for the implementation of AOP		-	-
APO (By:12/2027)			
CHISINAU Airport		0%	Not Applicable
No operational need for the implementation of AOP		-	-

SDP 2.3.1 AOP12.1	**Airport Safety Nets** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**100%**	**Completed**
LUKK - Chisinau Airport			
Airport Safety Support Service is implemented			**01/12/2022**
ASP (By:12/2025)			
MOLDATSA		100%	Completed
Airport Safety Support Service is implemented. The completed SLoAs address only the ANSP due to the fact that AO does not operate their own ground control units for some specific areas of responsibility and does not provide air traffic control services. However, Chisinau AO contributed to the implementation of A-SMGCS by organising appropriate infrastructure and reference points (RWY threshold, holding points, lighting, stop bars). Data regarding aerodrome maps and reference points were provided to ANSP for the implementation of Safety Net alerts (RMCA, CATC, CMAC). All the details about A-SMGCS and Safety Net functionalities are discussed and reviewed during RWY Safety Team meetings, organised regularly with the ANSP and AO representatives.		-	01/12/2022
APO (By:12/2025)			
CHISINAU Airport		0%	Not Applicable
Not applicable. Airport Operator has no ATS function.		-	-

AOP13	**Automated Assistance to Controller for Surface Movement Planning and Routing** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
Outside of area of applicability. Lack of operational need.			**-**
REG (By:12/2025)			
Reg. Authority		0%	Not Applicable
Outside of area of applicability. Lack of operational need.		-	-
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
Outside of area of applicability. Lack of operational need.		-	-

AOP14.1	**Remote Tower Services** ***Timescales:*** - not applicable -	**0%**	**Planned**
LUKK - Chisinau Airport			
MOLDATSA is planning to implement Remote Tower to cover the application of the remote tower concept as a contingency solution at LUKK facility.			**31/12/2027**
REG (By:12/2030)			
Reg. Authority		0%	Planned
CAA of Republic of Moldova will supervise the compliance with regulatory provisions for implementation of remote tower concept at LUKK airport.		-	31/12/2026
ASP (By:12/2030)			
MOLDATSA		0%	Planned
MOLDATSA is planning to implement Remote Tower to cover the application of the remote tower concept as a contingency solution in LUKK facility.		-	31/12/2027
APO (By:12/2030)			
CHISINAU Airport		0%	Planned
LUKK airport procedures and training plans will be updated in regard to the remote tower service provision.		-	31/12/2027

AOP14.2	**Multiple Remote Tower Module** ***Timescales:*** Initial Operational Capability: 01/07/2025 Full Operational Capability: 31/12/2031	**0%**	**Not Applicable**
-			
No local needs identified for the use of multiple remote tower module. Republic of Moldova does not meet the necessary traffic characteristics for the implementation of this objective.			-
REG (By:12/2031)			
Reg. Authority		0%	Not Applicable
No local needs identified for the use of multiple remote tower module. It is not necessary to amend and/or further evolve the existing regulatory framework.		-	-
ASP (By:12/2031)			
MOLDATSA		0%	Not Applicable
No local needs identified for the use of multiple remote tower module. Republic of Moldova does not meet the necessary traffic characteristics for the implementation of this objective.		-	-

AOP15	**Enhanced traffic situational awareness and airport safety nets for the vehicle drivers** ***Timescales:*** Initial Operational Capability: 31/05/2019 Full Operational Capability: 31/12/2030	**0%**	**Not yet planned**
LUKK - Chisinau Airport			
Feasibility study			-
REG (By:12/2030)			
Reg. Authority		0%	Not yet planned
		-	-
APO (By:12/2030)			
CHISINAU Airport		0%	Not yet planned
		-	-

AOP16	**Guidance assistance through airfield ground lighting** ***Timescales:*** Initial Operational Capability: 31/05/2019 Full Operational Capability: 31/12/2030	**0%**	**Not yet planned**
LUKK - Chisinau Airport			
Feasibility study			-
ASP (By:12/2030)			
MOLDATSA		0%	Not yet planned
		-	-
APO (By:12/2030)			
CHISINAU Airport		0%	Not yet planned
		-	-

AOP17	**Provision/integration of departure planning information to NMOC** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
No operational need			**-**
ASP (By:12/2030)			
MOLDATSA		0%	Not Applicable
No operational need		-	-

AOP18	**Runway Status Lights (RWSL)** ***Timescales:*** Initial Operational Capability: 31/05/2019 Full Operational Capability: 31/12/2030	**0%**	**Not yet planned**
LUKK - Chisinau Airport			
Under feasibility study.			**-**
REG (By:12/2030)			
Reg. Authority		0%	Not yet planned
Under feasibility study.		-	-
ASP (By:12/2030)			
MOLDATSA		0%	Not yet planned
Under feasibility study.		-	-
APO (By:12/2030)			
CHISINAU Airport		0%	Not yet planned
Under feasibility study.		-	-

SDP 2.1.1 AOP19	**Departure Management Synchronised with Pre-departure sequencing** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
No operational need due to low departure demand.			**-**
ASP (By:12/2022)			
MOLDATSA		0%	Not Applicable
No operational need due to low departure demand.		-	-
APO (By:12/2022)			
CHISINAU Airport		0%	Not Applicable
No operational need due to low departure demand.		-	-

AOP21	**Wake Turbulence Separations for Arrivals based on Static Aircraft Characteristics (S-PWS-A)** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
No capacity constrained			**-**
ASP (By:12/2030)			
MOLDATSA		0%	Not Applicable
No capacity constrained		-	-

AOP23	**Integrated runway sequence for full traffic optimization on single and multiple runway airports** ***Timescales:*** Initial Operational Capability: 01/07/2023 Full Operational Capability: 31/12/2030	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
Moldova is not in the area of applicability of this objective.			**-**
ASP (By:12/2030)			
MOLDATSA		0%	Not Applicable
Moldova is not in the area of applicability of this objective.		-	-
APO (By:12/2030)			
CHISINAU Airport		0%	Not Applicable
Moldova is not in the area of applicability of this objective.		-	-

AOP25	**De-icing management tool** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
At the moment, there is no operational need for the implementation of de-icing tool.			**-**
ASP (By:12/2030)			
MOLDATSA		0%	Not Applicable
At the moment, there is no operational need for the implementation of de-icing tool.		-	-
APO (By:12/2030)			
CHISINAU Airport		0%	Not Applicable
Chisinau airport is not slot coordinated. Now, there is no operational need for the implementation of de-icing tool.		-	-

AOP26	**Reduced separation based on local Runway Occupancy Time (ROT) characterisation** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
No operational need			**-**
ASP (By:12/2030)			
MOLDATSA		0%	Not Applicable
No operational need		-	-

ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations** ***Timescales:*** Initial operational capability: 01/01/2008 Full operational capability: 31/01/2013	**100%**	**Completed**
-			
STCA is implemented.			**31/05/2013**
ASP (By:01/2013)			
MOLDATSA		100%	Completed
STCA is implemented by MOLDATSA in line with EUROCONTROL Specification.		-	31/05/2013

ATC02.8	**Ground-Based Safety Nets** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2021	**100%**	**Completed**
	-		
Functions are implemented in frame of new MAATS (Moldavian Advance ATM System) in accordance with EUROCONTROL specification for APW, MSAW and APM and related guidance material.			**05/10/2022**
ASP (By:12/2021)			
MOLDATSA		100%	Completed
Functions are implemented in frame of new MAATS (Moldavian Advance ATM System) in accordance with EUROCONTROL specification for APW, MSAW and APM and related guidance material. APM training has been completed.		-	05/10/2022

ATC02.9	**Short Term Conflict Alert (STCA) for TMAs** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020	**100%**	**Completed**
	-		
Short Term Conflict Alert (STCA) for TMA is implemented within MAATS, the Moldavian Advanced Air Traffic Management System. **MAATS' STCA is a multi-hypothesis STCA.** **It works with the two-hypothesis straight line and turn hypothesis, and it has logic to consider CFL and level bust.** **It also have advanced logic to classify and valuate a potential conflict before it is presented to the controller.** **In addition the MST of MAATS uses a multi-hypothesis tracking algorithm by means of the Interactive Multiple Models filter.**			**30/04/2013**
ASP (By:12/2020)			
MOLDATSA		100%	Completed
Short Term Conflict Alert (STCA) for TMA is implemented within MAATS, the Moldavian Advanced Air Traffic Management System. MAATS' STCA is a multi-hypothesis STCA. It works with the two-hypothesis straight line and turn hypothesis and it has logic to consider CFL and level bust. It also have advanced logic to classify and valuate a potential conflict before it is presented to the controller. In addition, the MST of MAATS uses a multi-hypothesis tracking algorithm by means of the Interactive Multiple Models filter.		-	30/04/2013

ATC07.1	**AMAN Tools and Procedures** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
Due to the low departures/arrival traffic demand, MOLDATSA does not plan to implement this objective. Investment cannot be justified.			**-**
ASP (By:01/2020)			
MOLDATSA		0%	Not Applicable
No operational need. The investment cannot be justified		-	-

ATC12.1.1	**Automated Support for Conflict Detection Tools** ***Timescales:*** Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2021	**100%**	**Completed**
	-		
Automated support for conflict detection tools are implemented in frame of Moldavian Advanced Air Traffic Management System (MAATS).			**01/01/2015**
ASP (By:12/2021)			
MOLDATSA		100%	Completed
Automated support for conflict detection tools are implemented in frame of Moldavian Advanced Air Traffic Management System (MAATS).		-	01/01/2015

ATC12.1.2	**Automated Support for Conflict Detection using Tactical Controller Tools** ***Timescales:*** Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2021	**100%**	**Completed**
	-		
Automated support for conflict detection, using tactical controller tools, is implemented in frame of Moldavian Advanced Air Traffic Management System (MAATS).			**01/01/2015**
ASP (By:12/2021)			
MOLDATSA		100%	Completed
Automated support for conflict detection, using tactical controller tools, is implemented in frame of Moldavian Advanced Air Traffic Management System (MAATS).		-	01/01/2015

ATC12.1.3	**Automated Support for Conflict Resolution** ***Timescales:*** Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2021	**100%**	**Completed**
	-		
Automated support for conflict resolution tools is implemented in frame of Moldavian Advanced Air Traffic Management System (MAATS).			**01/01/2015**
ASP (By:12/2021)			
MOLDATSA		100%	Completed
Automated support for conflict resolution tools are implemented in frame of Moldavian Advanced Air Traffic Management System (MAATS).		-	01/01/2015

ATC12.1.4	**Automated Support for Conformance Monitoring Tools** ***Timescales:*** Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2021	**100%**	**Completed**
	-		
Automated support for conformance monitoring tools is implemented in frame of Moldavian Advanced Air Traffic Management System (MAATS).			**01/01/2015**
ASP (By:12/2021)			
MOLDATSA		100%	Completed
Automated support for conformance monitoring tools are implemented in frame of Moldavian Advanced Air Traffic Management System (MAATS).		-	01/01/2015

SDP 1.1.1 ATC15.2	**Arrival Management Extended to En-route Airspace** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
Not in the applicability area as a non-CP1 state.			**-**
ASP (By:12/2024)			
MOLDATSA		0%	Not Applicable
Not in the applicability area as a non-CP1 state.		-	-

ATC16	**Implement ACAS II compliant with TCAS II change 7.1** ***Timescales:*** Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015	**100%**	**Completed**
-			
Implement ACAS II compliant with TCAS II change 7.1			**31/12/2015**
REG (By:12/2015)			
Reg. Authority		100%	Completed
Implement ACAS II compliant with TCAS II change 7.1		-	31/12/2015
ASP (By:03/2012)			
MOLDATSA		100%	Completed
Controllers are trained. ACAS II (TCAS II version 7.1) performance monitoring is established.		-	31/03/2012
MIL (By:12/2015)			
Mil. Authority (MIL)		0%	Not Applicable
No MIL activity		-	-

ATC18	**Multi-Sector Planning Function** ***Timescales:*** Initial Operational Capability: 31/05/2019 Full Operational Capability: 31/12/2030	**0%**	**Not yet planned**
-			
Feasibility study			**-**
ASP (By:12/2030)			
MOLDATSA		0%	Not yet planned
Feasibility study		-	-

SDP 1.2.1 ATC19	**AMAN/DMAN Integration** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
Due to low traffic demand, there is no plan to implement AMAN tools and procedures. Therefore AMAN/DMAN integration objective is outside the applicability area.			**-**
ASP (By:12/2027)			
MOLDATSA		0%	Not Applicable
Due to low traffic demand there is no plan to implement AMAN tools and procedures. Therefore AMAN/DMAN integration objective is outside the applicability area.		-	-
APO (By:12/2027)			
CHISINAU Airport		0%	Not Applicable
Due to low traffic demand there is no plan to implement AMAN tools and procedures. Therefore AMAN/DMAN integration objective is outside the applicability area.		-	-

ATC20	**Enhanced STCA with down-linked parameters via Mode S EHS** ***Timescales:*** Initial Operational Capability: 31/05/2019 Full Operational Capability: 31/12/2030	**0%**	**Not yet planned**
-			
Feasibility study			**-**
REG (By:12/2030)			
Reg. Authority		0%	Not yet planned
		-	-
ASP (By:12/2030)			
MOLDATSA		0%	Not yet planned
		-	-

SDP 6.1.2 ATC23	**Initial Air-Ground Trajectory Information Sharing (Ground Domain)** ***Timescales:*** Initial Operational Capability: 01/01/2024 Full Operational Capability / Target Date: 31/12/2027	**0%**	**Not yet planned**
-			
Feasibility study			**-**
ASP (By:12/2027)			
MOLDATSA		0%	Not yet planned
Feasibility study		-	-

SDP 6.3.1 ATC25	**Initial Trajectory Information Sharing ground distribution** ***Timescales:*** Initial Operational Capability: 01/01/2024 Full Operational Capability / Target Date: 31/12/2027	**0%**	**Not yet planned**
-			
Feasibility study			**-**
ASP (By:12/2027)			
MOLDATSA		0%	Not yet planned
Feasibility study		-	-

ATC26	**Point Merge in complex TMA** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
No ops need, low traffic demand			**-**
ASP (By:12/2030)			
MOLDATSA		0%	Not Applicable
No ops need, low traffic demand		-	-

CNS01	**National Minimum Operational Network (MON)** ***Timescales:*** Start: 31/08/2025 Finish: 31/12/2035	**29%**	**Ongoing**
	-		
The national project team composed of all relevant stakeholders to agree on the national MON has been established. The minimum COM, NAV and SUR infrastructure and the minimum service level for the national CNS MON will be finalised and delivered for the CAA approval by end of 2026.			**31/12/2026**
REG (By:12/2035)			
Reg. Authority		40%	Ongoing
The national project team composed of all relevant stakeholders to agree on the national MON has been established. The minimum COM, NAV and SUR infrastructure and the minimum service level for the national CNS MON will be finalised and delivered for the CAA approval by end of 2026.		-	31/12/2026
ASP (By:12/2035)			
MOLDATSA		10%	Ongoing
The national project team composed of all relevant stakeholders to agree on the national MON has been established. The minimum COM, NAV and SUR infrastructure and the minimum service level for the national CNS MON will be finalised and delivered for the CAA approval by end of 2026.		-	31/12/2026

COM10.1	**Migrate from AFTN to AMHS (Basic service)** ***Timescales:*** Initial Operational Capability: 01/12/2011 Full Operational Capability: 31/12/2018	**100%**	**Completed**
	-		
AMHS is implemented.			**31/12/2017**
ASP (By:12/2018)			
MOLDATSA		100%	Completed
AMHS is implemented.		-	31/12/2017

COM11.1	**Voice over Internet Protocol (VoIP) in En-Route** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2021	**100%**	**Completed**
	-		
Implementation of Voice over Internet Protocol (VoIP) in ATM			**31/12/2014**
ASP (By:12/2021)			
MOLDATSA		100%	Completed
Voice over Internet Protocol (VoIP) in ATM is implemented		Update of VCS functions and hardware	31/12/2014

COM11.2	**Voice over Internet Protocol (VoIP) in Airport/Terminal** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2023	**100%**	**Completed**
	-		
Voice over Internet Protocol (VoIP) in TMA is implemented			**31/12/2014**
ASP (By:12/2023)			
MOLDATSA		100%	Completed
Voice over Internet Protocol (VoIP) in TMA is implemented		Update of VCS functions and hardware	31/12/2014

COM12	**New Pan-European Network Service (NewPENS)** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2024	**0%**	**Planned**
-			
MOLDATSA is planning to migrate to NewPENS. NewPENS connectivity will be ready for available use by end of 2029.			**31/12/2029**
ASP (By:12/2024)			
MOLDATSA		0%	Planned
MOLDATSA is planning to migrate to NewPENS. NewPENS connectivity will be ready for available use by end of 2029.		-	31/12/2029
APO (By:12/2024)			
CHISINAU Airport		0%	Not Applicable
According to local needs and requirements, the migration to NewPENS for communications with ANSPs and NM is not deemed beneficial.		-	-

COM13	**Air Traffic Services (ATS) datalink using SatCom Class B** ***Timescales:*** Initial Operational Capability: 01/07/2022 Full Operational Capability: 31/12/2030	**0%**	**Not Applicable**
-			
Is not justified in terms of operational need.			**-**
REG (By:12/2030)			
Reg. Authority		0%	Not Applicable
Is not justified in terms of operational need.		-	-
ASP (By:12/2030)			
MOLDATSA		0%	Not Applicable
Is not justified in terms of operational need.		-	-

DGT01	**ATM cloud-based infrastructure** ***Timescales:*** Start: 31/08/2025 Finish: 31/12/2035	**0%**	**Not Applicable**
-			
At present, needs as well as initial expenses for the implementation of ATM cloud based infrastructure are not identified and justified.			**-**
REG (By:12/2035)			
Reg. Authority		0%	Not Applicable
Cloud-based operations are not opportune for the moment.		-	-
ASP (By:12/2035)			
MOLDATSA		0%	Not Applicable
Cloud migration strategy is not opportune for the moment.		-	-

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** Initial operational capability: 01/07/2007 Full operational capability: 31/12/2023	**0%**	**Planned**
LUKK - Chisinau Airport			
It is planned to implement CDO in LUKK			**31/12/2031**
ASP (By:12/2023)			
MOLDATSA		0%	Planned
It is planned to implement CDO in LUKK		-	31/12/2031
APO (By:12/2023)			
CHISINAU Airport		0%	Planned
It is planned to implement CDO in LUKK		-	31/12/2031

ENV03	**Continuous Climb Operations (CCO)** ***Timescales:*** Initial Operational Capability: 01/01/2013 Full Operational Capability: 31/12/2030	**0%**	**Planned**
LUKK - Chisinau Airport			
It is planned to implement CCO for all RWYs in LUKK.			**31/12/2031**
ASP (By:12/2030)			
MOLDATSA		0%	Planned
It is planned to implement CCO for all RWYs in LUKK.		-	31/12/2031
APO (By:12/2030)			
CHISINAU Airport		0%	Planned
It is planned to implement CCO for all RWYs in LUKK.		-	31/12/2031

FCM01	**Implement enhanced tactical flow management services** ***Timescales:*** Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006	**100%**	**Completed**
-			
FMP terminal is installed in Chisinau ACC using bi-directional link. CPRs and FSAs are being sent. No operational need yet for the other SLoAs.			**31/12/2022**
ASP (By:07/2014)			
MOLDATSA		100%	Completed
FMP terminal is installed in Chisinau ACC using bi-directional link. CPRs and FSAs are being sent. No operational need yet for the other SLoAs.		-	31/12/2022

FCM03	**Collaborative Flight Planning** ***Timescales:*** Initial operational capability: 01/01/2000 Full operational capability: 31/12/2022	**100%**	**Completed**
-			
Many functionalities are already implemented. **However, several SLoAs cannot be justified (not planned) due to low traffic complexity area.**			**31/12/2012**
ASP (By:12/2022)			
MOLDATSA		100%	Completed
Many functionalities are already implemented. However, several SLoAs cannot be justified (not planned) due to low traffic complexity area.		-	31/12/2012

SDP 4.1.1 FCM04.2	**Enhanced Short Term ATFCM Measures** ***Timescales:*** Initial operational capability: 01/11/2017 Full Operational Capability / Target Date: 31/12/2022	**0%**	**Not Applicable**
	-		
No operational need due to low traffic demand.			-
ASP (By:12/2022)			
MOLDATSA		0%	Not Applicable
No operational need due to low traffic demand.		-	-

SDP 4.3.1 FCM06.1	**Automated Support for Traffic Complexity Assessment and Flight Planning interfaces** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target date: 31/12/2022	**100%**	**Completed**
	-		
Automated Support for Traffic Complexity Assessment and Flight Planning Interfaces are implemented. MOLDATSA is using NM systems for traffic complexity management.			**31/12/2022**
ASP (By:12/2022)			
MOLDATSA		100%	Completed
Automated Support for Traffic Complexity Assessment and Flight Planning Interfaces are implemented		-	31/12/2022

SDP 4.2.1 FCM10	**Interactive Rolling NOP** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2023	**100%**	**Completed**
	-		
Objective implemented through manual access to the NOP, via the CHMI. B2B connection is not deemed necessary			**31/12/2024**
ASP (By:12/2023)			
MOLDATSA		100%	Completed
Objective implemented through manual access to the NOP, via the CHMI. B2B connection is not deemed necessary		-	31/12/2024
APO (By:12/2023)			
CHISINAU Airport		0%	Not Applicable
Due to low traffic, operational need does not justify the implementation of this objective.		-	-

SDP 4.2.2 FCM11.1	**Initial AOP/NOP Information Sharing** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
	LUKK - Chisinau Airport		
Due to the fact that no operational needs were identified both for AOP and NOP implementation, the objective FCM11.1 is also outside of the applicability area.			-
ASP (By:12/2023)			
MOLDATSA		0%	Not Applicable
Due to low traffic, operational need does not justify the implementation of NOP as well as of AOP/NOP information sharing.		-	-
APO (By:12/2023)			
CHISINAU Airport		0%	Not Applicable
No operational need was identified in AOP implementation as well as of AOP/NOP information sharing.		-	-

SDP 4.4.1 FCM11.2	**AOP/NOP integration** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
AOP and NOP are not available, the objective FCM11.2 is outside of the applicability area due to no operational needs.			-
ASP (By:12/2027)			
MOLDATSA		0%	Not Applicable
No operational needs.		-	-
APO (By:12/2027)			
CHISINAU Airport		0%	Not Applicable
No operational needs		-	-

INF07	**Electronic Terrain and Obstacle Data (eTOD)** ***Timescales:*** Initial operational capability: 01/11/2014 Full operational capability: 31/12/2018	**100%**	**Completed**
-			
Framework for the provision of eTOD was established and implementaion of eTOD was verified.			**31/05/2018**
REG (By:01/2019)			
Reg. Authority		100%	Completed
Capabilities for the origination, collection, exchange, management and distribution of the digital terrain and obstacle information in the form of digital datasets are established. This implies the establishment of efficient and reliable processes (e.g. data acquisition, cross-border provision, data validation and verification, data maintenance, data storage, data transmission, and oversight, etc.) ensuring the provision of up-to-date data which meets the operational requirements in support of an enhanced overall situational awareness and separation assurance and at the same time complies with the requirements of EU Regulation 73/2010 on the quality of aeronautical data and aeronautical information for the Single European Sky.		-	31/05/2018
ASP (By:01/2019)			
MOLDATSA		100%	Completed
Management and provision of electronic terrain and obstacle data are in accordance with the national TOD policy.		-	31/05/2018
APO (By:01/2019)			
CHISINAU Airport		100%	Completed
Management and provision of electronic terrain and obstacle data are in accordance with the national TOD policy.		-	31/05/2018

SDP 5.2.1 INF10.2	**Stakeholders' SWIM PKI and cyber security** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Planned**
	-		
ASP is planning to implement SWIM PKI and cyber security.			**31/12/2028**
ASP (By:12/2025)			
MOLDATSA		0%	Planned
It is planned to implement SWIM PKI and cyber security.		-	31/12/2028
APO (By:12/2025)			
CHISINAU Airport		0%	Not Applicable
At the moment, APO is not planning to use and produce SWIM products.		-	-
MET (By:12/2025)			
MOLDATSA Meteorological Information Management Direction		0%	Not Applicable
At the moment, MET provider is not planning to use and produce SWIM products.		-	-

SDP 5.3.1 INF10.3	**Aeronautical Information Exchange - Airspace structure service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not yet planned**
	-		
MOLDATSA plans to finish the deployment of an automated ASM support system (LARA) by the end of 2026. After its implementation, INF10.3 status will be updated.			-
ASP (By:12/2025)			
MOLDATSA		0%	Not yet planned
MOLDATSA plans to finish the deployment of an automated ASM support system (LARA) by the end of 2026. After its implementation, INF10.3 status will be updated.		-	-

SDP 5.3.1 INF10.4	**Aeronautical Information Exchange - Airspace Availability Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not yet planned**
	-		
MOLDATSA plans to finish the deployment of an automated ASM support system (LARA) by the end of 2026. After its implementation, INF10.4 status will be updated.			-
ASP (By:12/2025)			
MOLDATSA		0%	Not yet planned
MOLDATSA plans to finish the deployment of an automated ASM support system (LARA) by the end of 2026. After its implementation, INF10.4 status will be updated.		-	-

SDP 5.3.1 INF10.5	**Aeronautical Information Exchange - Airspace Reservation (ARES)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
	-		
No operational needs were identified for this objective.			-
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
No operational needs were identified for this objective.		-	-

SDP 5.3.1 INF10.6	**Aeronautical Information Exchange – Digital NOTAM service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**8%**	**Ongoing**
-			
Digital NOTAM Service is planned to be delivered by the end of 2027.			**31/12/2027**
ASP (By:12/2025)			
MOLDATSA		0%	Planned
Digital NOTAM Service is planned to be delivered by the end of 2027.		Digital NOTAM	31/12/2027
AIS (By:12/2025)			
MOLDATSA		10%	Ongoing
Digital NOTAM Service is planned to be delivered by the end of 2027.		Digital NOTAM	31/12/2027

SDP 5.3.1 INF10.7	**Aeronautical Information Exchange - Aerodrome mapping service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Ongoing**
-			
Aerodrome Mapping Service is planned to be delivered by the end of 2027.			**31/12/2027**
AIS (By:12/2025)			
MOLDATSA		10%	Ongoing
Aerodrome Mapping Service is planned to be delivered by the end of 2027.		-	31/12/2027

SDP 5.3.1 INF10.8	**Aeronautical Information Exchange - Aeronautical Information Features service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**8%**	**Ongoing**
-			
Aeronautical Information Exchange - Aeronautical Information Features - is planned to be delivered by the end of 2027.			**31/12/2027**
ASP (By:12/2025)			
MOLDATSA		0%	Planned
Aeronautical Information Exchange - Aeronautical Information Features - is planned to be delivered by the end of 2027.		Automation of spatial data creation process for the INSPIRE project / Providing aeronautical products through the graphical visualisation of digital data sets and UAV.	31/12/2027
AIS (By:12/2025)			
MOLDATSA		10%	Ongoing
Aeronautical Information Exchange - Aeronautical Information Features - is planned to be delivered by the end of 2027.		Automation of spatial data creation process for the INSPIRE project / Providing aeronautical products through the graphical visualisation of digital data sets and UAV.	31/12/2027

SDP 5.4.1 INF10.9	**Meteorological Information Exchange - Volcanic Ash Mass Concentration information service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
-			
Outside of the applicability area. No operational needs were identified for this objective.			-
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
Outside of the applicability area. No operational needs were identified for this objective.		-	-
MET (By:12/2025)			
MOLDATSA Meteorological Information Management Direction		0%	Not Applicable
Outside of the applicability area. No operational needs were identified for this objective.		-	-

SDP 5.4.1 INF10.10	**Meteorological Information Exchange - Aerodrome Meteorological information Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
-			
No operational needs were identified for this objective.			-
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
No operational needs were identified for this objective.		-	-
MET (By:12/2025)			
MOLDATSA Meteorological Information Management Direction		0%	Not Applicable
No operational needs were identified for this objective.		-	-

SDP 5.4.1 INF10.11	**Meteorological Information Exchange - En-Route and Approach Meteorological information service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
-			
Outside of the applicability area. No operational needs were identified for this objective.			-
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
Outside of the applicability area. No operational needs were identified for this objective.		-	-
MET (By:12/2025)			
MOLDATSA Meteorological Information Management Direction		0%	Not Applicable
Outside of the applicability area. No operational needs were identified for this objective.		-	-

SDP 5.4.1 INF10.12	**Meteorological Information Exchange - Network Meteorological Information** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
-			
Outside of the applicability area. No operational needs were identified for this objective.			**-**
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
Outside of the applicability area. No operational needs were identified for this objective.		-	-
MET (By:12/2025)			
MOLDATSA Meteorological Information Management Direction		0%	Not Applicable
Outside of the applicability area. No operational needs were identified for this objective.		-	-

SDP 5.5.1 INF10.13	**Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
-			
Outside of the applicability area. No operational needs were identified for this objective as MOLDATSA is using NM systems for traffic complexity management.			**-**
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
Outside of the applicability area. No operational needs were identified for this objective.		-	-

SDP 5.5.1 INF10.14	**Cooperative Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
-			
Outside of the applicability area. No operational needs were identified for this objective.			**-**
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
Outside of the applicability area. No operational needs were identified for this objective.		-	-
APO (By:12/2025)			
CHISINAU Airport		0%	Not Applicable
Outside of the applicability area. No operational needs were identified for this objective.		-	-

SDP 5.5.1 INF10.15	**Cooperative Network Information Exchange – Measures Service (Traffic Regulation)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
-			
Outside of the applicability area. No operational needs were identified for this objective as MOLDATSA is using NM systems for traffic complexity management.			-
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
Outside of the applicability area. No operational needs were identified for this objective.		-	-

SDP 5.5.1 INF10.16	**Cooperative Network Information Exchange – MCDM Service (STAM measures and Slots)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
-			
Outside of the applicability area. No operational needs were identified for this objective.			-
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
No operational needs were identified for this objective.		-	-

SDP 5.5.1 INF10.17	**Cooperative Network Information Exchange – Counts service (ATFCM Congestion Points)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
-			
Outside of the applicability area. No operational needs were identified for this objective as MOLDATSA is using NM systems for traffic complexity management.			-
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
No operational needs were identified for this objective.		-	-

SDP 5.6.1 INF10.19	**Flight Information Exchange (Yellow Profile) - Flight Data Request Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Planned**
-			
MOLDATSA plans to implement INF10.19 in the context of FF-ICE deployment.			**31/12/2027**
ASP (By:12/2025)			
MOLDATSA		0%	Planned
MOLDATSA plans to implement INF10.19 in the context of FF-ICE deployment.		-	31/12/2027

SDP 5.6.1 INF10.20	**Flight Information Exchange (Yellow Profile) - Notification Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Planned**
	-		
MOLDATSA plans to implement INF10.20 in the context of FF-ICE deployment.			**31/12/2027**
ASP (By:12/2025)			
MOLDATSA		0%	Planned
MOLDATSA plans to implement INF10.20 in the context of FF-ICE deployment.		-	31/12/2027

SDP 5.6.1 INF10.21	**Flight Information Exchange (Yellow Profile) - Data Publication Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Planned**
	-		
MOLDATSA plans to implement INF10.21 in the context of FF-ICE deployment.			**31/12/2027**
ASP (By:12/2025)			
MOLDATSA		0%	Planned
MOLDATSA plans to implement INF10.21 in the context of FF-ICE deployment.		-	31/12/2027

SDP 5.6.1 INF10.23	**Flight Information Exchange (Yellow Profile) – Extended Arrival Sequence Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
	-		
Not within the applicability area of the objective and due to low arrival traffic demand, MOLDATSA does not plan to implement this objective.			**-**
ASP (By:12/2025)			
MOLDATSA		0%	Not Applicable
Not within the applicability area of the objective and due to low arrival traffic demand, MOLDATSA does not plan to implement this objective.		-	-

ITY-ACID	**Aircraft Identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020	**100%**	**Completed**
	-		
Enhanced Mode S is implemented. The system is capable of using the downlinked a/c ID for identification and in addition with others Mode S surveillance data. The airspace volumes where individual aircraft identification is established using the downlinked a/c ID feature were declared to NM. The introduction in operational use was made on 17.04.2025.			**01/04/2025**
REG (By:01/2020)			
Reg. Authority		100%	Completed
Mandate to equip the relevant aircraft with appropriate equipment has been issued. Airworthiness certificate has been issued for aircraft appropriately equipped (Mode S ELS). Transponder operating procedure published in AIP.		-	02/01/2020
ASP (By:01/2020)			
MOLDATSA		100%	Completed
Enhanced Mode S is implemented. The system is capable of using the downlinked a/c ID for identification and in addition with others Mode S surveillance data. The following DAPs are available: BDS 4.0, BDS 5.0, BDS 6.0. WAM with ADS-B was implemented in 2016. The airspace volumes where individual aircraft identification is established using the downlinked aircraft identification feature were declared to NM. The introduction in operational use was made on 17.04.2025.		-	01/04/2025

ITY-AGDL	**Initial ATC Air-Ground Data Link Services** ***Timescales:*** ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020	**0%**	**Planned**
	-		
The implementation of CPDLC is planned by the ASP.			**31/12/2029**
REG (By:02/2018)			
Reg. Authority		0%	Planned
The EU regulations requiring the provision of air ground data link within the designed airspace has been transposed. However, the national ASP has been exempted until 2029 for the implementation of AGDL due to the necessary project costs. MOLDATSA has included the implementation of CPDLC in its business plans for RP4, with an implementation year of 2029.		-	31/12/2028
ASP (By:02/2018)			
MOLDATSA		0%	Planned
MOLDATSA has included the implementation of CPDLC in its business plans for RP4, with an implementation year around 2029-2030. Until then, the ASP was exempted by the Ministry for AGDL implementation.		-	31/12/2029
MIL (By:01/2019)			
Mil. Authority (MIL)		0%	Not Applicable
No state transport-type aircraft		-	-

ITY-COTR	**Implementation of ground-ground automated co-ordination processes** ***Timescales:*** Entry into force of Regulation: 27/07/2006 For putting into service of EATMN systems in respect of notification and initial coordination processes: 27/07/2006 For putting into service of EATMN systems in respect of Revision of Coordination, Abrogation of Coordination, Basic Flight Data and Change to Basic Flight Data: 01/01/2009 To all EATMN systems in operation by 12/2012: 31/12/2012	**100%**	**Completed**
	-		
Ground-ground automated co-ordination process is implemented.			**31/12/2013**
ASP (By:12/2012)			
MOLDATSA		100%	Completed
Ground-ground automated co-ordination process is implemented. Coordination & transfer messages are implemented, with the exception of those related to DLS (LOF and NAN).		-	31/12/2013
MIL (By:12/2012)			
Mil. Authority (MIL)		0%	Not Applicable
No ATM functions		-	-

ITY-FMTP	**Common Flight Message Transfer Protocol (FMTP)** ***Timescales:*** Entry into force of regulation: 28/06/2007 All EATMN systems put into service after 01/01/09: 01/01/2009 All EATMN systems in operation by 20/04/11: 20/04/2011 Transitional arrangements: 31/12/2012 Transitional arrangements when bilaterally agreed between ANSPs: 31/12/2014	**100%**	**Completed**
	-		
Implementation of OLDI with neighboring States was done. Currently IPv4 with Ukraine and IPv6 with Romania already supports the FMTP. Moldova is IPv6-ready.			**31/12/2014**
ASP (By:12/2014)			
MOLDATSA		100%	Completed
Implementation of flight message transfer protocol (FMTP) was done. Currently IPv4 with Ukraine and IPv6 with Romania already supports the FMTP.		OLDI	31/12/2014
MIL (By:12/2014)			
Mil. Authority (MIL)		0%	Not Applicable
No military controlling units		-	-

NAV03.1	**RNAV 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2001 Locally determined number of RNAV1 SID/STAR, where established: 06/06/2030	**65%**	**Ongoing**
LUKK - Chisinau Airport			
SID & STAR TMA operations RNAV1 are in the implementation process.			**31/05/2027**
REG (By:06/2030)			
Reg. Authority		100%	Completed
Transition plan for PBN in ANS provision has been verified by the Civil Aviation Authority. The outcome of the verification has been notified to ANS provider.		-	17/11/2025
ASP (By:06/2030)			
MOLDATSA		61%	Ongoing
DME/DME terrestrial infrastructure will be provided. RNAV 1 arrival & departures procedures will be published in national AIP and will pe placed in operational use by 2027.		Automated system for validation of IFP / Automation of the IFP conversion process from AIXM to ARINC format	31/05/2027

NAV03.2	**RNP 1 in TMA Operations** ***Timescales:*** Start: 07/08/2018 Locally determined number of RNP1 SID/STAR, where established.: 06/06/2030	**25%**	**Ongoing**
LUKK - Chisinau Airport			
It is planned to implement RNP1 in TMA operations.			**06/06/2030**
REG (By:06/2030)			
Reg. Authority		100%	Completed
National transition plan for PBN in ANS provision is approved and released.		-	10/08/2023
ASP (By:06/2030)			
MOLDATSA		14%	Ongoing
The implementation of RNP1 in TMA operations is under the consideration		Automated system for validation of IFP / Automation of the IFP conversion process from AIXM to ARINC format	06/06/2030

NAV10	**RNP Approach Procedures to instrument RWY** ***Timescales:*** Initial operational capability: 01/06/2011 Instrument RWY ends served by precision approach.: 25/01/2024 Instrument RWY ends without precision approach at other ECAC+ instrument RWYs.: 25/01/2024	**70%**	**Ongoing**
LUKK - Chisinau Airport			
It is planned to implement RNP Approach procedures with vertical guidance (APV) based on APV/Baro.			**31/12/2026**
REG (By:01/2024)			
Reg. Authority		100%	Completed
National regulatory material for APV is published.		-	28/02/2024
ASP (By:01/2024)			
MOLDATSA		61%	Ongoing
It is planned to implement RNP Approach procedures with vertical guidance (APV) based on APV/Baro.		Automated system for validation of IFP / Automation of the IFP conversion process from AIXM to ARINC format	31/12/2026

NAV11.1	**Implement precision approach procedures using GBAS CAT II based on GAST C** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
No operational needs were identified for this objective.			**-**
REG (By:12/2030)			
Reg. Authority		0%	Not Applicable
No operational needs were identified for this objective.		-	-
ASP (By:12/2030)			
MOLDATSA		0%	Not Applicable
No operational needs were identified for this objective.		-	-

NAV12	**ATS IFR Routes for Rotorcraft Operations** ***Timescales:*** IFR ATS route above/below FL150, SID and STAR for Rotorcraft Operations, where established: 06/06/2030	**0%**	**Not yet planned**
-			
Feasibility study			**-**
REG (By:06/2030)			
Reg. Authority		0%	Not yet planned
Under study		-	-
ASP (By:06/2030)			

6.2. Additional Objectives for ICAO ASBU Monitoring

AOM21.1	**Direct Routing** **(Outside Applicability Area)** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
-			
- Not Applicable. 24H FRA implemented.			**-**
ASP (By:12/2017)			
MOLDATSA		0%	Not Applicable
Not Applicable. 24H FRA implemented.		-	-

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance Service (former ICAO Level 1)** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2020	**100%**	**Completed**
LUKK - Chisinau Airport			
A-SMGCS Level I is implemented, which consists of Chisinau airport surface surveillance system that provides ATC with the position and automatic identity of: - All relevant aircraft on the movement area; - All relevant vehicles on the manoeuvring area. A-SMGCS Level 1 surveillance data may be used to replace visual observation as required, in accordance with ICAO EUR Doc 7030, chapter 6.5.6 (approved March 2009), and as the basis for controller decision making. Traffic is controlled through the use of appropriate procedures allowing the issuance of information and clearances to traffic on the basis of A-SMGCS Level 1 surveillance data. Apron management units, airlines and other interested parties may also benefit from the provision of A-SMGCS Level 1 surveillance data. A-SMGCS Level 1 is a prerequisite for A-SMGCS Level 2.			**31/05/2020**
REG (By:12/2010)			
Reg. Authority		100%	Completed
Related national regulations is reviewed and updated.		-	31/12/2018
ASP (By:01/2021)			
MOLDATSA		100%	Completed
Mode S Multilateration is implemented.		-	21/06/2017
APO (By:01/2021)			
CHISINAU Airport		100%	Completed
Required equipment is installed.		-	31/05/2020

ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations** ***Timescales:*** Initial operational capability: 01/01/2008 Full operational capability: 31/01/2013	**100%**	**Completed**
-			
STCA is implemented.			**31/05/2013**
ASP (By:01/2013)			
MOLDATSA		100%	Completed
STCA is implemented by MOLDATSA in line with EUROCONTROL Specification.		-	31/05/2013

ATC02.8	**Ground-Based Safety Nets** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2021	**100%**	**Completed**
	-		
Functions are implemented in frame of new MAATS (Moldavian Advance ATM System) in accordance with EUROCONTROL specification for APW, MSAW and APM and related guidance material.			**05/10/2022**
ASP (By:12/2021)			
MOLDATSA		100%	Completed
Functions are implemented in frame of new MAATS (Moldavian Advance ATM System) in accordance with EUROCONTROL specification for APW, MSAW and APM and related guidance material. APM training has been completed.		-	05/10/2022

ATC02.9	**Short Term Conflict Alert (STCA) for TMAs** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020	**100%**	**Completed**
	-		
Short Term Conflict Alert (STCA) for TMA is implemented within MAATS ,the Moldavian Advanced Air Traffic Management System. **MAATS' STCA is a multi-hypothesis STCA.** **It works with the two-hypothesis straight line and turn hypothesis and it has logic to consider CFL and level bust.** **It also have advanced logic to classify and valuate a potential conflict before it is presented to the controller.** **In addition the MST of MAATS uses a multi-hypothesis tracking algorithm by means of the Interactive Multiple Models filter.**			**30/04/2013**
ASP (By:12/2020)			
MOLDATSA		100%	Completed
Short Term Conflict Alert (STCA) for TMA is implemented within MAATS, the Moldavian Advanced Air Traffic Management System. MAATS' STCA is a multi-hypothesis STCA. It works with the two-hypothesis straight line and turn hypothesis, and it has logic to consider CFL and level bust. It also have advanced logic to classify and valuate a potential conflict before it is presented to the controller. In addition the MST of MAATS uses a multi-hypothesis tracking algorithm by means of the Interactive Multiple Models filter.		-	30/04/2013

ATC07.1	**AMAN Tools and Procedures** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
Due to the low departures/arrival traffic demand, MOLDATSA does not plan to implement this objective. Investment cannot be justified.			-
ASP (By:01/2020)			
MOLDATSA		0%	Not Applicable
No operational need. The investment cannot be justified		-	-

ATC16	**Implement ACAS II compliant with TCAS II change 7.1** ***Timescales:*** Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015	**100%**	**Completed**
-			
Implement ACAS II compliant with TCAS II change 7.1			**31/12/2015**
REG (By:12/2015)			
Reg. Authority		100%	Completed
Implement ACAS II compliant with TCAS II change 7.1		-	31/12/2015
ASP (By:03/2012)			
MOLDATSA		100%	Completed
Controllers are trained. ACAS II (TCAS II version 7.1) performance monitoring is established.		-	31/03/2012
MIL (By:12/2015)			
Mil. Authority (MIL)		0%	Not Applicable
No MIL activity		-	-

ATC26	**Point Merge in complex TMA** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
No ops need, low traffic demand			**-**
ASP (By:12/2030)			
MOLDATSA		0%	Not Applicable
No ops need, low traffic demand		-	-

COM10.1	**Migrate from AFTN to AMHS (Basic service)** ***Timescales:*** Initial Operational Capability: 01/12/2011 Full Operational Capability: 31/12/2018	**100%**	**Completed**
-			
AMHS is implemented.			**31/12/2017**
ASP (By:12/2018)			
MOLDATSA		100%	Completed
AMHS is implemented.		-	31/12/2017

COM12	**New Pan-European Network Service (NewPENS)** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2024	**0%**	**Planned**
-			
MOLDATSA is planning to migrate to NewPENS. NewPENS connectivity will be ready for available use by end of 2029.			**31/12/2029**
ASP (By:12/2024)			
MOLDATSA		0%	Planned
MOLDATSA is planning to migrate to NewPENS. NewPENS connectivity will be ready for available use by end of 2029.		-	31/12/2029
APO (By:12/2024)			
CHISINAU Airport		0%	Not Applicable
According to local needs and requirements, the migration to NewPENS for communications with ANSPs and NM is not deemed beneficial.		-	-

FCM01	**Implement enhanced tactical flow management services** ***Timescales:*** Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006	**100%**	**Completed**
-			
FMP terminal is installed in Chisinau ACC using bi-directional link. CPRs and FSAs are being sent. No operational need yet for the other SLoAs.			**31/12/2022**
ASP (By:07/2014)			
MOLDATSA		100%	Completed
FMP terminal is installed in Chisinau ACC using bi-directional link. CPRs and FSAs are being sent. No operational need yet for the other SLoAs.		-	31/12/2022

ITY-AGDL	**Initial ATC Air-Ground Data Link Services** ***Timescales:*** ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020	**0%**	**Planned**
-			
The implementation of CPDLC is planned by the ASP.			**31/12/2029**
REG (By:02/2018)			
Reg. Authority		0%	Planned
The EU regulations requiring the provision of air ground data link within the designed airspace has been transposed. However, the national ASP has been exempted until 2029 for the implementation of AGDL due to the necessary project costs. MOLDATSA has included the implementation of CPDLC in its business plans for RP4, with an implementation year of 2029.		-	31/12/2028
ASP (By:02/2018)			
MOLDATSA		0%	Planned
MOLDATSA has included the implementation of CPDLC in its business plans for RP4, with an implementation year around 2029-2030. Until then, the ASP was exempted by the Ministry for AGDL implementation.		-	31/12/2029
MIL (By:01/2019)			
Mil. Authority (MIL)		0%	Not Applicable
No state transport-type aircraft		-	-

ITY-COTR	**Implementation of ground-ground automated co-ordination processes** ***Timescales:*** Entry into force of Regulation: 27/07/2006 For putting into service of EATMN systems in respect of notification and initial coordination processes: 27/07/2006 For putting into service of EATMN systems in respect of Revision of Coordination, Abrogation of Coordination, Basic Flight Data and Change to Basic Flight Data: 01/01/2009 To all EATMN systems in operation by 12/2012: 31/12/2012	**100%**	**Completed**
-			
Ground-ground automated co-ordination process is implemented.			**31/12/2013**
ASP (By:12/2012)			
MOLDATSA		100%	Completed
Ground-ground automated co-ordination process is implemented. Coordination & transfer messages are implemented, with the exception of those related to DLS (LOF and NAN).		-	31/12/2013
MIL (By:12/2012)			
Mil. Authority (MIL)		0%	Not Applicable
No ATM functions		-	-

NAV11.1	**Implement precision approach procedures using GBAS CAT II based on GAST C** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
LUKK - Chisinau Airport			
No operational needs were identified for this objective.			**-**
REG (By:12/2030)			
Reg. Authority		0%	Not Applicable
No operational needs were identified for this objective.		-	-
ASP (By:12/2030)			
MOLDATSA		0%	Not Applicable
No operational needs were identified for this objective.		-	-

Annex A: Specialists involved in the ATM implementation reporting for the state

LSSIP Focal Points	Organisation	Name
LSSIP National Focal Point	CAA	Andrei BZOVII
LSSIP National Focal Point	CAA	Cristina GOLOVATENCO
LSSIP Focal Point for ATS	MOLDATSA	Serghei GHEORGHITA
LSSIP Focal Point for CNS	MOLDATSA	Serghei SANDU
LSSIP Focal Point for AIS	MOLDATSA	Dorin GADÎMBA
LSSIP Focal Point for Airport	AIRPORT CHISINAU	Dan STRATAN
LSSIP Contact Person	EUROCONTROL	Alexandra PAPAGHIUC ZENNER

Other Focal Points	Organisation	Name
Focal Point for NETSYS	MOLDATSA	Serghei GHEORGHIȚĂ
Focal Point for OLDI	MOLDATSA	Serghei GHEORGHIȚĂ
Focal Point for SUR	MOLDATSA	Serghei SANDU
Focal Point for MET	MOLDATSA	Serghei BOTNARI

Annex B: Questionnaires

1. CP1 Questionnaires

Extended AMAN

This questionnaire aims at gathering data related to the status of the Extended AMAN implementation in ACCs **and in-horizon CP1 airports** within minimum 180 NM horizon from the airport of reference and beyond national borders, as per IR (EU) 2021/116 (CP1), therefore it is not applicable for Moldova.

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Free Route Airspace Questionnaire

Owner	SESAR Deployment Manager
Usage	On top of the information provided in Family 3.2.2 (Objective AOM 21.3), Stakeholders are invited to report additional information about the on-going / planned implementation of Cross-Border FRA with neighbouring Countries and FRA connectivity with TMAs through the Free Route Airspace Questionnaire.
Target Audience	• ANSPs
CP1 Geographical scope	CP1 Countries as per IR (EU) 2021/116 (CP1) paragraph 3.2 plus Norway (DECISION OF THE EEA JOINT COMMITTEE No 222/2022 (8 July 2022)) and Switzerland (DECISION No 1/2021 OF THE JOINT EUROPEAN UNION/SWITZERLAND AIR TRANSPORT COMMITTEE SET UP UNDER THE AGREEMENT BETWEEN THE EUROPEAN COMMUNITY AND THE SWISS CONFEDERATION ON AIR TRANSPORT of 15 July 2021). FRA must be provided and operated in the entire Single European Sky airspace at least above flight level 305.

This questionnaire aims at gathering additional information related to the implementation of Enhanced Free Route (SDP F3.2.2 / AOM 21.3) within each Country. This is mandatory for the Countries in scope of the SESAR Deployment Programme 2021 and the non-CP1 Countries that commit to implement SDP Family 3.2.2 / AOM21.3. For all the requested items, Stakeholders are kindly requested to report their current and expected status by the target date (December 2025)

Moldova– Free Route Implementation					
SDP Family	**Objective**	**Country**	**Item**	**Current Status**	**Remarks**
3.2.2	AOM 21.3	Moldova	Time Limitations	Implemented	No time limitations, 24/H
3.2.2	AOM 21.3	Moldova	Flight Level	Implemented	FL 095-660
3.2.2	AOM 21.3	Moldova	Published Constraints	Implemented	There are NO published constraints
3.2.2	AOM 21.3	Moldova	Area of Responsibility	Implemented	Area of responsibility is CTA Chisinau
3.2.2	AOM 21.3	Moldova	Cross-border	Bulgaria,Czech Republic,Hungary,Romania,Slovak Republic	Republic of Moldova has implemented SEE FRA concept since 24.02.2022

2. CNS Questionnaires

National MON Questionnaire

Owner	EUROCONTROL CNS Unit
Usage	The objective of this questionnaire is to collect the State's plans regarding the definition of the **Minimum Operational Network (MON) Infrastructure**. The information will feed the releases of the CNS Evolution Plan, drafted by the CNS PM Team. The info on SUR is to be provided via the Surveillance (SUR) Questionnaire.
Target Audience	The Organisations responsible for the definition of the Minimum Operational Network (MON) Infrastructure

The CNS MON infrastructure is defined as the sub-set of CNS infrastructure to deal with potential technical malfunctions or external perturbations or interference, which leads to reversion* or contingencies**. For instance, in the event of GNSS jamming and spoofing, DME navigation could offer a reversion for RNAV 5 operations.

The scope of the MON covers all three domains of Communication, Navigation, and Surveillance, and it does not have a mandatory nature per-se. The CNS Program Manager does not have executive power, and the MON Concept and Design Criteria are considered as guidelines.

However, Regulation (EU) 2017/373 requires competent authorities to "exercise certification, oversight and enforcement tasks in respect of the application of the requirements applicable to service providers, monitor the safe provision of their services and verify that the applicable requirements are met" and ATM/ANS providers to "have in place contingency plans for all the services it provides in the case of events which result in significant degradation or interruption of its operations". The CNS MON concept could be considered as part of the means to comply with those obligations.

For the purpose of this questionnaire, it is up to the individual State to decide whether the MON questionnaire has to be compiled by the ANSP(s) under the oversight of the State, or by the State itself.

** Reversion is a term used by the infrastructure community and refers to the need to 'revert' from a primary infrastructure (e.g., GNSS) to the 'back-up' infrastructure (e.g., DME/DME) when the primary system is unavailable.*

*** Contingency operations and contingency procedures are the terms applied in the ATM community referring to a situation when ATM operations cannot continue normally and ATS personnel (ATCOs or AFIS personnel) have to do something "different": for example, requiring the controller to manage aircraft using an alternative, defined contingency procedure.*

The following tables report the status of the Communication and the Navigation infrastructure, where the MON (Nr) column is the situation expected by the date in which the National MON is implemented. The Surveillance component of the MON Questionnaire, instead, is integrated into the Surveillance sensors table of the Surveillance Questionnaire.

COM	Current Situation (today) Nr	MON Nr	Comment
Voice VHF (stations)	20	20	Each channel has 2 (main and stby) stations, plus 4 stations, selected automatically by BSS (Best Select Signal) function for ACC2.
Voice VHF (channels 25 kHz)	8	8	LUKK (GND, TWR), APP, ACC2, ACC1, ATIS, LUBM TWR, 121.5
Voice VHF (channels 8.33 kHz)			

NAV	Current Situation (today) Nr	MON Nr	Comment
ILS NOCAT ***			
ILS CAT I	1	1	At the moment only LUKK airport has 2 ILS/DME used for IAP.
ILS CAT II/III	1	1	
DME (ILS)	2	2	
DME (standalone)	0	5	In 2027 is planned the procurement of 3, and in 2028 of another 2 DMEs for the DME/DME application.
TACAN (standalone)	0	0	
VOR (standalone)	0	0	
VOR/DME (collocated)	1	1	
VORTAC (collocated)	0	0	
NDB	0	0	
GBAS	0	0	

**** ILS NOCAT: indicate Localiser only installations for which the ILS category is described as "NOCAT" in AIP Part 3 Aerodromes (AD) section 2.19*

Additional info	

Surveillance (SUR) Questionnaire

This Annex is not published in the LSSIP Document, but is available in the LSSIP Tool, which can be made available upon request to Focal Point and/or Contact Person.

3. Other Questionnaires

SESAR Solutions Questionnaire

Owner	**SESAR Joint Undertaking (S3JU)** The SESAR Solutions Questionnaire is owned and managed by **SESAR Joint Undertaking**, under the framework of the **ATM Master Plan (MP) 2025**.
Usage	The **SESAR Solutions Questionnaire** is designed to: • **Support the Strategic Deployment Monitoring Report** and **ATM Master Plan 2025**. • Provide a **structured reporting tool** for tracking the implementation status of **SESAR Solutions** across European states. • Offer a **clearer layout**, **easier navigation**, and **hyperlinked references** to SESAR Solutions, **SDOs (Strategic Deployment Objectives)**, and **DAs (Deployment Actions)**. • Enable **cross-edition content continuity** and direct linkage between SESAR Solutions and **deployment progress**. • Facilitate **harmonized data collection** for the **European Implementation Progress Assessment Report (EIPAR)**.
Target Audience	The questionnaire is mainly targeted at: • **National Focal Points** participating in the **LSSIP** process. • **EUROCONTROL and SESAR Deployment Managers** who oversee implementation progress. • **EU Member States**, **ANSPs (Air Navigation Service Providers)**, **airports**, and **industry stakeholders** involved in **ATM modernization**. • **Monitoring and reporting teams** that contribute data for the **ATM Master Plan Level 2025** and **SESAR deployment tracking**.

Strategic Deployment Objective (SDO)	Strategic Deployment Objective (SDO) Title	Deployment Action (DA) *	Deployment Action (DA) Description	SESAR Solution Code	SESAR Solution Title	Location	Planned End Date of Implementation	Status	Comments
1	Alerts for reduction of collision risks on taxiways and runways	1.1	Adapt airport ground safety nets to extend conflicting ATC clearances (CATC) to the entire aerodrome movement area, to enlarge the set of Conformance monitoring (CMAC) alerting functions and to provide integrated occupancy/conflict status of a runway.	PJ.02-W2-21.1	Extended airport safety nets for controllers at A-SMGCS airports			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
2	Optimising airport and TMA environmental footprint	2.6	Implement new capabilities to increase airport runway capacity both on arrivals and departures based on wake turbulence separations based on static aircraft characteristics, required surveillance performance (RSP) and runway occupancy time (ROT) characterisation of the leader aircraft.	PJ.02-01-02	Optimised Separation Delivery for Departure			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

2	Optimising airport and TMA environmental footprint	2.6	Implement new capabilities to increase airport runway capacity both on arrivals and departures based on wake turbulence separations based on static aircraft characteristics, required surveillance performance (RSP) and runway occupancy time (ROT) characterisation of the leader aircraft.	PJ.02-01-06	Wake Turbulence Separations (for Departures) based on Static Aircraft Characteristics			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
2	Optimising airport and TMA environmental footprint	2.6	Implement new capabilities to increase airport runway capacity both on arrivals and departures based on wake turbulence separations based on static aircraft characteristics, required surveillance performance (RSP) and runway occupancy time (ROT) characterisation of the leader aircraft.	PJ.02-01-01	Optimised Runway Delivery on Final Approach			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

2	Optimising airport and TMA environmental footprint	2.6	Implement new capabilities to increase airport runway capacity both on arrivals and departures based on wake turbulence separations based on static aircraft characteristics, required surveillance performance (RSP) and runway occupancy time (ROT) characterisation of the leader aircraft.	PJ.02-03	Minimum-Pair separations based on Required Surveillance Performance (RSP)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
2	Optimising airport and TMA environmental footprint	2.1	Implement new capabilities to increase airport runway capacity both on arrivals and departures based on wake turbulence separations based on static aircraft characteristics, required surveillance performance (RSP) and runway occupancy time (ROT) characterisation of the leader aircraft.	PJ.04-W2-28.1	Connected regional airports			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
2	Optimising airport and TMA environmental footprint	2.4	Implement capabilities to better manage arrival constraints between various extended arrival management (E-AMAN) units in cross-border environments and to better integrate the out-of-area inbound flights.	PJ.25-01	Collaborative Decision Making (CDM) between airports, TMAs and ACCs for Overlapping AMANs			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

2	Optimising airport and TMA environmental footprint	2.4	Implement capabilities to better manage arrival constraints between various extended arrival management (E-AMAN) units in cross-border environments and to better integrate the out-of-area inbound flights.	PJ.25-02	Target Time of Arrival (TTA) management for seamless integration of out-of-area arrival flights			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
2	Optimising airport and TMA environmental footprint	2.5	Implement optimised descent operations using merge to point and advanced approach procedures (i.e. second runway-aiming point (SRAP), increased second glide slope (ISGS), increased glide slope to a second runway aiming point (IGS-to-SRAP)), which aim to reduce the aviation environmental impact (e.g., noise, fuel consumption, CO2 emissions, etc.) on the airport neighbouring communities.	PJ.02-W2-14.2	Second runway aiming point (SRAP)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

2	Optimising airport and TMA environmental footprint	2.5	Implement optimised descent operations using merge to point and advanced approach procedures (i.e. second runway-aiming point (SRAP), increased second glide slope (ISGS), increased glide slope to a second runway aiming point (IGS-to-SRAP)), which aim to reduce the aviation environmental impact (e.g., noise, fuel consumption, CO2 emissions, etc.) on the airport neighbouring communities.	PJ.02-W2-14.3	Increased second glide slope (ISGS)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

2	Optimising airport and TMA environmental footprint	2.5	Implement optimised descent operations using merge to point and advanced approach procedures (i.e. second runway-aiming point (SRAP), increased second glide slope (ISGS), increased glide slope to a second runway aiming point (IGS-to-SRAP)), which aim to reduce the aviation environmental impact (e.g., noise, fuel consumption, CO2 emissions, etc.) on the airport neighbouring communities.	PJ.02-W2-14.5	Increased glide slope to a second runway aiming point (IGS-to-SRAP)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
3	Dynamic airspace configuration	3.1	Implement higher levels of granularity and dynamicity in airspace configurations, adjusted to traffic demand and military needs for airspace reservations, enabling cross-border coordination between all civil and military actors.	PJ.09-W2-44	Dynamic Airspace Configurations (DAC)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

3	Dynamic airspace configuration	3.2	Implement mission trajectory and dynamic mobile areas (DMAs) of type 1 and type 2 using the improved operational air traffic flight plan (iOAT FPL) into dynamic airspace configuration processes in medium to short-term ATM planning phase supporting military airspace requirements	PJ.07-W2-40	Initial 4D Mission Trajectory development with integrated DMA types 1 and 2 supported by automation and dynamic civil-military CDM			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
4	Increased automation support	4.2	Implement automatic speech recognition (ASR), user profile management system (UPMS) and attention guidance (AG) to provide higher automation environment to support the ATCO role.	PJ.10-W2-96 UPMS	User profile management system			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
4	Increased automation support	4.2	Implement automatic speech recognition (ASR), user profile management system (UPMS) and attention guidance (AG) to provide higher automation environment to support the ATCO role.	PJ.10-W2-96 AG	Attention Guidance - “Fade-out” algorithm			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

4	Increased automation support	4.2	Implement automatic speech recognition (ASR), user profile management system (UPMS) and attention guidance (AG) to provide higher automation environment to support the ATCO role.	PJ.10-W2-96 ASR	Automatic Speech Recognition			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
5	Transformation to trajectory-based operations (TBO)	5.4	Implement airspace user capabilities to provide, through the user-driven prioritisation process (UDPP), their preferences and priorities and influence ATFM arrival regulations.	PJ.07-W2-39	Collaborative framework managing delay constraints on arrivals			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
5	Transformation to trajectory-based operations (TBO)	5.3	Implement a dynamic route availability document (RAD) to allow the dynamic management of restrictions based on traffic evolutions, better integration of letters of agreement (LoAs) between ATC centres and NM and the provision of preliminary flight plans by Airspace Users. This will feed dynamic network constraints publications initiated the day before operations, to optimise the environmental performance of the network.	#201	Dynamic management of Route Availability Document (RAD) restrictions			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

5	Transformation to trajectory-based operations (TBO)	5.7	Implementation of seamless ATC-ATC coordination and sharing with NM of the ATC-ATC exchanges, encompassing more complex coordination dialogues implying negotiation between controllers across ACC boundaries. (Note the SESAR DEPLOYMENT MANAGER's action to build consensus on ATC-ATC Interoperability is on-going)	PJ.18-02b	ATC-ATC Flight Object Interoperability (FO IOP)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
5	Transformation to trajectory-based operations (TBO)	5.1	Implement enhanced conflict detection and resolution (CD&R) support tools by using aircraft-derived data (i.e. extended projected profile (EPP)) supported by the full implementation of ATS-B2 and high-resolution wind models.	PJ.18-W2-53B	Improved Performance of CD/R Tools Enabled by Reduced Trajectory Prediction Uncertainty			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

6	Virtualisation of operations	6.2	Implement multiple remote tower module (MRTM) flexible and dynamic allocation of different MRTMs accommodated within a remote tower centre (RTC) that allows the ATCO to maintain situational awareness for two or more small airports. It includes the implementation of low-cost surveillance service for supporting remote tower operations.	PJ.05-W2-35	Multiple Remote Tower and Remote Tower centre			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
6	Virtualisation of operations	6.1	Implement virtual centres to enable decoupling of the ATM data service provider (ADSP) and ATSU through service interfaces that support new ways of dynamic ATS delegation (e.g. contingency delegation, night delegation (scheduled), fixed time delegation (scheduled), or “on-demand”).	PJ.10-W2-93	Delegation of ATM services provision amongst ATSUs			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

6	Virtualisation of operations	6.2	Implement multiple remote tower module (MRTM) flexible and dynamic allocation of different MRTMs accommodated within a remote tower centre (RTC) that allows the ATCO to maintain situational awareness for two or more small airports. It includes the implementation of low-cost surveillance service for supporting remote tower operations.	PJ.14-W2-84b	Multi Remote Tower Surveillance module			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
7	Transition towards high performance of air-ground connectivity (multilink)	7.1	Implement future air-ground communications network infrastructure, which supports multilink capability and complete mobility between different data links.	PJ.14-W2-77	FCI Services			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

8	Transformation to trajectory-based operations (TBO)	8.1	Implement the new service-oriented delivery model (data-driven and cloud-based) covering all phases of flight and enabling: • open ATM patterns enabling integration of components provided by various system providers to facilitate multi-vendor solutions using open platforms and interfaces. • decoupling of service and infrastructure layers through cloud computing (including the various system components). • a cloud-native architecture of components with standardised and open interfaces that can be deployed on commodity cloud technologies.	PJ.18-04a	Aeronautical dataset service	MOLDATSA AIM	12/31/29	Planned	

8	Service-oriented delivery model (Data-driven and cloud-based)	8.1	Implement the new service-oriented delivery model (data-driven and cloud-based) covering all phases of flight and enabling: • open ATM patterns enabling integration of components provided by various system providers to facilitate multi-vendor solutions using open platforms and interfaces. • decoupling of service and infrastructure layers through cloud computing (including the various system components). • a cloud-native architecture of components with standardised and open interfaces that can be deployed on commodity cloud technologies.	PJ.10-W2-93A	Y-Architecture supporting delegation of ATM services provision amongst ATSUs			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

8	Service-oriented delivery model (Data-driven and cloud-based)	8.1	Implement the new service-oriented delivery model (data-driven and cloud-based) covering all phases of flight and enabling: • open ATM patterns enabling integration of components provided by various system providers to facilitate multi-vendor solutions using open platforms and interfaces. • decoupling of service and infrastructure layers through cloud computing (including the various system components). • a cloud-native architecture of components with standardised and open interfaces that can be deployed on commodity cloud technologies.	PJ.14-W2-101	SWIM TI Green profile for G/G Civil Military Information Sharing			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

8	Service-oriented delivery model (Data-driven and cloud-based)	8.1	Implement the new service-oriented delivery model (data-driven and cloud-based) covering all phases of flight and enabling: • open ATM patterns enabling integration of components provided by various system providers to facilitate multi-vendor solutions using open platforms and interfaces. • decoupling of service and infrastructure layers through cloud computing (including the various system components). • a cloud-native architecture of components with standardised and open interfaces that can be deployed on commodity cloud technologies.	PJ.16-03	Enabling rationalisation of infrastructure using virtual centre based technology			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
9	CNS optimisation, modernisation and resilience	9.1	Implement a secured surveillance functionality that enables detection and, when possible, mitigation of security threats that could affect the surveillance chain.	PJ.14-W2-84c	Secured Surveillance Systems (Single and Composite Systems)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

10	Enable innovative air mobility (IAM) and drone operations	10.4	Implement simultaneous non-interfering (SNI) operations (e.g. parallel, or convergent point-in-space (PinS) procedures) and capabilities (i.e. GNSS and the RNP navigation specification) allows airspace users (e.g. rotorcraft, VTOL-capable aircraft, etc.) to operate to and from airports, vertiports and TMAs without conflicting other traffic or requiring runway slots	PJ.01-06	Enhanced Rotorcraft operations in the TMA			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
10	Enable innovative air mobility (IAM) and drone operations	10.4	Implement simultaneous non-interfering (SNI) operations (e.g. parallel, or convergent point-in-space (PinS) procedures) and capabilities (i.e. GNSS and the RNP navigation specification) allows airspace users (e.g. rotorcraft, VTOL-capable aircraft, etc.) to operate to and from airports, vertiports and TMAs without conflicting other traffic or requiring runway slots	PJ.02-05	Independent Rotorcraft Operations at the Airport			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

10	Enable innovative air mobility (IAM) and drone operations	10.1	Implement system support and procedures to integrate instrument flight rules (IFR) RPAS and IAM in airspaces A to C, which are required to have detect and avoid (DAA) systems that perform at least as well as TCAS II (traffic alert and collision avoidance system) and see and avoid.	PJ.13-W2-115	IFR RPAS accommodation in Airspace Class A to C			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

Other SESAR Solutions *Moldova*

SESAR Solution Code	SESAR Solution Title(hyperlink)	Location	Planned Date of implementation	Status	Comments
	CNS infrastructure and services				
#55	Precision approaches using GBAS CATII/III			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
#102	Aeronautical mobile airport communication system (AeroMACS)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
#114	Cooperative Surveillance ADS-B / WAM			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.14-W2-84a	Multi sensor data fusion surveillance	MOLDATSA LUUU		Completed	ATSEP carries out the performance assessment using the EUROCONTROL tool: SASS-C/VERIF.
PJ.14-W2-84d	Phase Overlay for ADS-B			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.14-W2-84f	Surveillance performance monitoring – end-to-end			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

SESAR Solution Code	SESAR Solution Title(hyperlink)	Location	Planned Date of implementation	Status	Comments
	iN ATM interconnected network				
#37	Extended Flight Plan			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
#57	User-driven prioritisation process (UDPP) departure			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
#67	AOC data increasing trajectory prediction accuracy			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.15-01	Sub-regional Demand Capacity Balancing Service			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

SESAR Solution Code	SESAR Solution Title(hyperlink)	Location	Planned Date of implementation	Status	Comments
	dS Digital AIM and MET services				
PJ.15-10	The common service for aeronautical information management			Not Applicable	The stakeholders decided that

SESAR Solution Code	SESAR Solution Title(hyperlink)	Location	Planned Date of implementation	Status	Comments
					currently there are no circumstances imposing the implementation of this solution.
PJ.15-11	Aeronautical digital map common service			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.18-04b-01	Ground weather management system (GWMS)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.18-04b-02	Improved MET information services			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

SESAR Solution Code	SESAR Solution Title(hyperlink)	Location	Planned Date of implementation	Status	Comments
					
PJ.16-04-01	Multi-touch inputs (MTI) for the human machine interface (HMI) of the controller working position (CWP)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

SESAR Solution Code	SESAR Solution Title(hyperlink)	Location	Planned Date of implementation	Status	Comments

SESAR Solution Code	SESAR Solution Title(hyperlink)	Location	Planned Date of implementation	Status	Comments
	ATp Airport and TMA performance				
#48	Virtual block control in low visibility procedures (LVPs)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
#108	AMAN and Point Merge			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
#117	Reducing Landing Minima in Low Visibility Conditions using Enhanced Flight Vision Systems (EFVS)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
#119	GLS CAT II operations using GBAS GAST-C			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.02-01-03	Weather-Dependent Reductions of Wake Turbulence Separations for Departures			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.02-01-05	Weather-Dependent Reductions of Wake Turbulence Separations for Final Approach			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.02-01-07	Wake Vortex Decay Enhancing Devices			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

SESAR Solution Code	SESAR Solution Title(hyperlink)	Location	Planned Date of implementation	Status	Comments
PJ.02-08-02	Optimised use of runway configuration for multiple runway airports			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.02-W2-25.1	Enhanced runway condition awareness for runway excursion prevention			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.15-02	E-AMAN Service			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

SESAR Solution Code	SESAR Solution Title(hyperlink)	Location	Planned Date of implementation	Status	Comments
	dA Fully dynamic and optimised airspace				
#10	Optimised route network using advanced RNP			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
#118	Basic EAP (Extended ATC Planning) function			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

SESAR Solution Code	SESAR Solution Title(hyperlink)	Location	Planned Date of implementation	Status	Comments
	TBO Trajectory -based operations				
#06	Controlled time of arrival (CTA) in medium-density/medium-complexity environments			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
#08	Arrival management into multiple airports			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
#100	ACAS Ground Monitoring and Presentation System			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
#101	Extended hybrid surveillance			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.07-01-01	Reactive flight delay criticality indicator (FDCI)			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.
PJ.10-02a1	Improved performance in the provision of separation without use of ADS-C/p data			Not Applicable	The stakeholders decided that currently there are no circumstances imposing the implementation of this solution.

Annex C: Implementation Objectives' links with other plans

Mapping of the 2025 Implementation Objectives to corresponding SESAR Solutions, SESAR Deployment Programme Families, ICAO ASBUs, EASA EPAS, the Network Strategy Plan, Network Operations Plan 2025 – 2029 and ATM MP2025 Strategic Deployment Objectives and associate to them Deployment Actions.

Objective Code	Implementation Objective Title	SDP Family	ATM MP/ SDOs	ATM MP /DAs	SESAR Solution	ICAO ASBUs	EPAS 2024	NSP 2025-2029	NOP Annex 3	Enablers/ (OI Steps)
AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling	-	-	-	-	-	-	SO6/2	Y	See **EIPAR Technical Annex** (Engineering Views).
AOM19.4	Management of Predefined Airspace Configurations	3.1.2	-	-	#31 #66	FRTO-B1/4, NOPS-B1/6	-	SO3/2 SO3/3	Y	
AOM19.5	ASM and A-FUA	3.1.1	-	-	#31 #66		-	SO3/2 SO3/3	Y	
AOM21.2	Initial Free Route Airspace	3.2.1	-	-	#32 #33 #66	FRTO-B1/1	-	SO3/1 SO3/4	Y	
AOM21.3	Enhanced Free Route Airspace Operations	3.2.2	-	-	#33 PJ.06-01	FRTO-B2/3	-	SO3/1 SO3/4	Y	
AOM22	Improved OAT (iOAT) flight plan	-	SDO#3	3.2	PJ.07-03	-	-	SO4/4	Y	See **EIPAR Technical Annex** (Engineering Views).
AOP04.2	Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (Airport Safety Support Service = former ICAO Level 2)	-	-	-	-	SURF-B0/3	-	SO6/6	Y	
AOP05	Airport Collaborative Decision Making (A-CDM)	-	-	-	-	ACDM-B0/1 ACDM-B0/2 NOPS-B0/4	-	SO6/4	Y	

Objective Code	Implementation Objective Title	SDP Family	ATM MP/ SDOs	ATM MP /DAs	SESAR Solution	ICAO ASBUs	EPAS 2024	NSP 2025-2029	NOP Annex 3	Enablers/ (OI Steps)
AOP10	Time-Based Separation	-	-	-	#64	WAKE-B2/7	-	SO6/5	-	
AOP11.1	Initial Airport Operations Plan	2.2.1	-	-	#21	ACDM-B2/1	-	SO6/2	-	
AOP11.2	Extended Airport Operations Plan	2.2.2	-	-	#21	ACDM-B2/1	-	SO5/2	Y	
AOP12.1	Airport Safety Nets	2.3.1	-	-	#02	SURF-B1/3	-	SP6/6	Y	
AOP13	Automated Assistance to Controller for Surface Movement Planning and Routing	-	-	-	#22 #53	SURF-B1/4	-	SO6/6	-	
AOP14.1	Remote Tower Services	-	-	-	#12 #13 #52 #71	RATS-B1/1	RMT.0624	SO6/5	-	
AOP14.2	Multiple Remote Tower Module	-	SDO#6	6.2	PJ.05-02	RATS-B1/1	RMT.0624	-	-	
AOP15	Safety Nets for Vehicle Drivers	-	-	-	#04	SURF-B2/2	-	-	-	
AOP16	Guidance assistance through AGL	-	-	-	#47	SURF-B1/1	-	-	-	
AOP17	Provision/integration of DEP planning info to NMOC	-	-	-	#61	NOPS-B0/4	-	-	-	
AOP18	Runway Status Lights (RWSL)	-	-	-	#01	SURF-B2/2, SURF-B2/3-	-	-	-	
AOP19	Departure Management Synchronised with Pre-departure sequencing	2.1.1	-	-	#53 #106	RSEQ-B0/2	-	-	-	See **EIPAR Technical Annex** (Engineering Views).
AOP20	Wake Turbulence Separations for Departures based on Static Aircraft Characteristics (S-PWS-D)	-	SDO#2	2.6	PJ.02-01-06	-	-	-	-	
AOP21	Wake Turbulence Separations (for Arrivals) based on Static Aircraft Characteristics	-	SDO#2	2.6	PJ.02-01-04	WAKE-B3/3	-	-	-	

Objective Code	Implementation Objective Title	SDP Family	ATM MP/ SDOs	ATM MP /DAs	SESAR Solution	ICAO ASBUs	EPAS 2024	NSP 2025-2029	NOP Annex 3	Enablers/ (OI Steps)
AOP22	Minimum pair separations based on RSP	-	SDO#2	2.6	PJ.02-03	-	-	-	-	
AOP23	Integrated Runway Sequence for full traffic Optimization on Single and Multiple Runway Airports	-	-	-	PJ.02-08-01	RSEQ-B2/1		SO4/5	-	
AOP24	Optimised use of runway configuration for multiple runway airports	-	-	-	PJ.02-08-02	-	-	-	-	
AOP25	De-icing Management Tool	-	-	-	#116	-	-	-	-	
AOP26	Reduced separation based on local Runway Occupancy Time characterisation	-	SDO#2	2.6	PJ.02-08-03	-	-	-	-	
ATC12.1.1	Automated Support for Conflict Detection Tools	-	-	-	#27 #104	FRTO-B0/4 FRTO-B1/5	-	SO3/1 SO4/1	Y	See **EIPAR Technical Annex** (Engineering Views).
ATC12.1.2	Automated Support for Conflict Detection using Tactical Controller Tools				#27 #104	FRTO-B0/4 FRTO-B1/5		SO3/1 SO4/1	Y	
ATC12.1.3	Automated Support for Conflict Resolution				#27 #104	FRTO-B0/4 FRTO-B1/5		SO3/1 SO4/1	Y	
ATC12.1.4	Automated Support for Conformance Monitoring Tools				#27 #104	FRTO-B0/4 FRTO-B1/5		SO3/1 SO4/1	Y	
ATC15.1	Information Exchange with En-route in Support of AMAN	-	-	-	-	-	-	SO4/1	Y	
ATC15.2	Arrival Management Extended to En-route Airspace	1.1.1	-	-	#05	RSEQ-B1/1 NOPS-B1/8	-	SO4/1	-	
ATC18	Multi Sector Planning En-route 1P2T	-	SDO#4	4.1	#63 PJ.10-01a1	FRTO-B1/6	-	SO4/1	-	

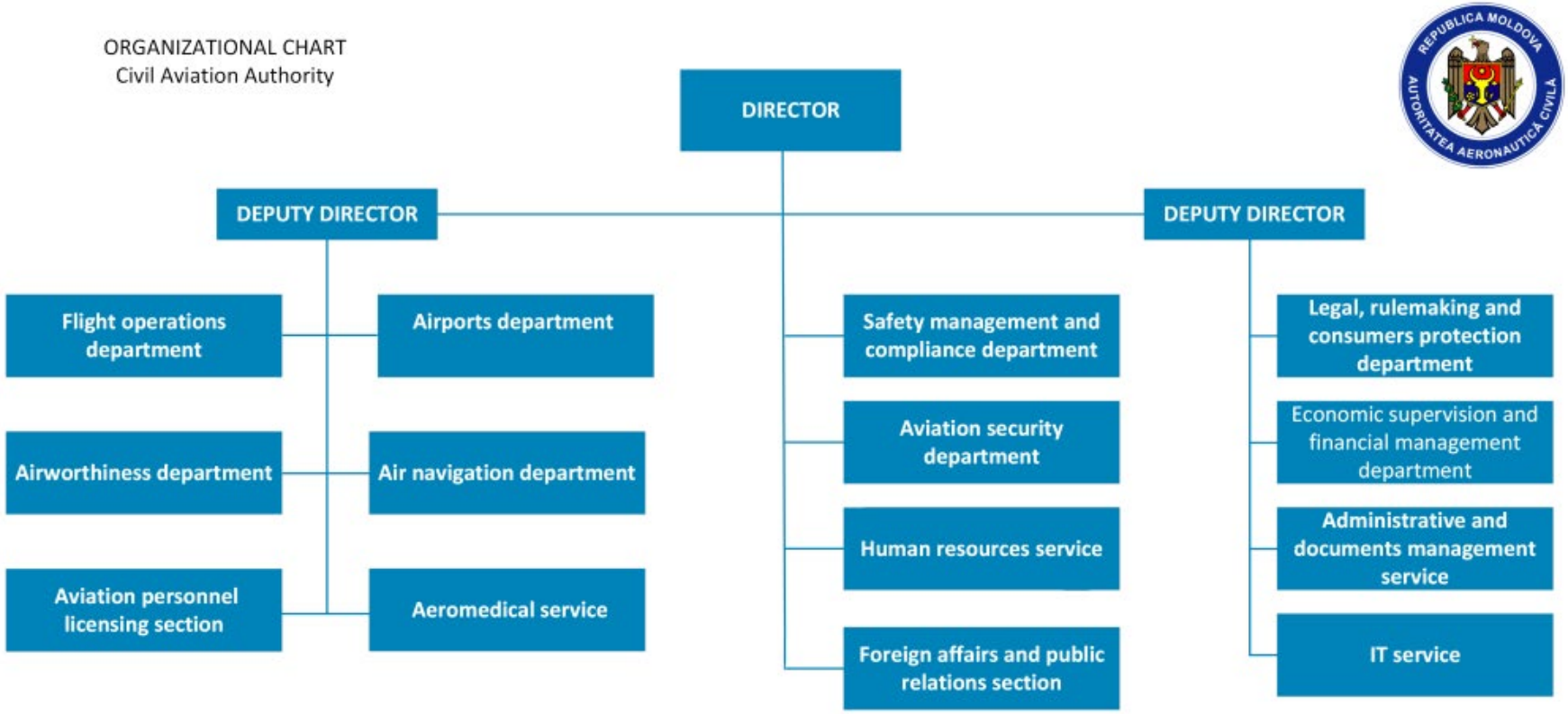
Objective Code	Implementation Objective Title	SDP Family	ATM MP/ SDOs	ATM MP /DAs	SESAR Solution	ICAO ASBUs	EPAS 2024	NSP 2025-2029	NOP Annex 3	Enablers/ (OI Steps)
ATC19	AMAN/DMAN Integration	1.2.1	-	-	#54	RSEQ-B2/1	-	SO6/5 SO4/1	-	
ATC20	Enhanced STCA with DAPs via Mode S EHS	-	-	-	#69	SNET-B1/1	-	SO7/2	-	
ATC21	Cooperative Surveillance ADS-B / WAM	-	-	-	#114	ASUR-B0/1 ASUR-B0/2	RMT.0519	SO7/4	-	
ATC22	Initial Air-Ground Trajectory Information Sharing (Airborne Domain)	6.1.1	-	-	#115	-	RMT.0682	SO4/4	-	
ATC23	Initial Air-Ground Trajectory Information Sharing (Ground Domain)	6.1.2	-	-	#115	-	-	SO4/4	Y	
ATC24	Network Manager Trajectory Information Enhancement	6.2.1	-	-	PJ.18-06b1	-	-	SO4/4	-	
ATC25	Initial Trajectory Information Sharing ground distribution	6.3.1	-	-	#115 PJ.38-01	-	-	SO4/4	Y	
CNS01	National Minimum Operational Network (MON)	-	SDO#9	9.2	-	-	-	-	-	
COM10.2	Extended AMHS	-	-	-	-	COMI-B0/7	-	SO7/4	Y	See **EIPAR Technical Annex** (Engineering Views).
COM11.1	Voice over Internet Protocol (VoIP) in En-Route	-	-	-	-	COMI-B2/1	-	SO8/4	Y	
COM11.2	Voice over Internet Protocol (VoIP) in Airport/Terminal	-	-	-	-	COMI-B2/1	-	SO8/4	Y	
COM13	Air Traffic Services datalink using SatCom Class B	-	SDO#7	7.2	#109	COMI-B1/3	-	-	-	
DGT01	ATM Cloud-Cased Infrastructure	-	SDO#8	8.1	-	-	-	-	-	
ENV01	Continuous Descent Operations (CDO)	-	SDO#2	2.5	#11	APTA-B0/4 APTA-B1/4	-	SO6/5	-	
ENV03	Continuous Climb Operations	-	-	-	-	APTA-B0/5	-	SO6/5	-	

Objective Code	Implementation Objective Title	SDP Family	ATM MP/ SDOs	ATM MP /DAs	SESAR Solution	ICAO ASBUs	EPAS 2024	NSP 2025-2029	NOP Annex 3	Enablers/ (OI Steps)
						APTA-B1/5				
FCM03	Collaborative Flight Planning	-	-	-	-	NOPS-B0/2	-	SO4/3 SO4/6 SO5/1	Y	
FCM04.2	Enhanced Short Term ATFCM Measures	4.1.1	-	-	#17	NOPS-B1/1	-	SO4/5	Y	
FCM06.1	Automated Support for Traffic Complexity Assessment and Flight Planning interfaces	4.3.1	-	-	#19 PJ.18-02c	NOPS-B0/2 NOPS-B1/4	-	SO4/3 SO4/5	Y	
FCM10	Interactive Rolling NOP	4.2.1	-	-	#18 #20	NOPS-B1/2 NOPS-B1/9	-	SO2/2 SO4/2 SO4/5	Y	See **EIPAR Technical Annex** (Engineering Views).
FCM11.1	Initial AOP/NOP Information Sharing	4.2.2	-	-	#20 #21	NOPS-B0/4	-	SO4/4 SO4/5 SO5/2	Y	
FCM11.2	AOP/NOP integration	4.4.1	-	-	#18 #20 #21	NOPS-B1/3	-	SO4/4 SO4/5 SO5/2	-	
FCM12	Proactive Flight Delay Criticality Indicator P-FDCI	-	SDO#5	5.5	PJ.07-W2-38		-	SO4/3 SO4/5	Y	
INF07	Electronic Terrain and Obstacle Data (eTOD)	-	-	-	-	DAIM-B1/3 DAIM-B1/4	RMT.0722	SO2/5	Y	
INF10.10	Meteorological Information Exchange - Aerodrome Meteorological information Service	5.4.1	-	-	#34 #35 #46	-	-	SO2/4	Y	
INF10.11	Meteorological Information Exchange - En-Route and Approach Meteorological information service	5.4.1	-	-	#34 #35 #46	-	-	SO2/4	Y	

Objective Code	Implementation Objective Title	SDP Family	ATM MP/ SDOs	ATM MP /DAs	SESAR Solution	ICAO ASBUs	EPAS 2024	NSP 2025-2029	NOP Annex 3	Enablers/ (OI Steps)
INF10.12	Meteorological Information Exchange - Network Meteorological Information	5.4.1	-	-	#34 #35 #46	-	-	SO2/4	Y	
INF10.13	Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	5.5.1	-	-	#46	-	-	SO2/4	-	
INF10.14	Cooperative Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	5.5.1	-	-	#46	-	-	SO2/4 SO5/2	Y	
INF10.15	Cooperative Network Information Exchange – Measures Service (Traffic Regulation)	5.5.1	-	-	#46	-	-	SO2/4 SO4/5	-	See **EIPAR Technical Annex** (Engineering Views).
INF10.16	Cooperative Network Information Exchange - Short Term ATFCM Measures services (MCDM, eHelpdesk, STAM measures)	5.5.1	-	-	#46	-	-	SO2/4 SO4/5	-	
INF10.17	Cooperative Network Information Exchange – Counts service (ATFCM Congestion Points)	5.5.1	-	-	#46	-	-	SO2/4	-	
INF10.18	Flight Information Exchange (Yellow Profile) – Filing Service	5.6.1	-	-	#46	FICE-B2/2	-	SO2/4	-	
INF10.19	Flight Information Exchange (Yellow Profile) - Flight Data Request Service	5.6.1	-	-	#46	FICE-B2/4	-	SO2/4	Y	
INF10.2	Stakeholders' SWIM PKI and cyber security	5.2.1	-	-	#46	SWIM-B2/3	-	SO2/4	Y	
INF10.20	Flight Information Exchange (Yellow Profile) - Notification Service	5.6.1	-	-	#46	FICE-B2/5	-	SO2/4	Y	
INF10.21	Flight Information Exchange (Yellow Profile) - Data Publication Service	5.6.1	-	-	#46	FICE-B2/6	-	SO2/4	Y	
INF10.22	Flight Information Exchange (Yellow Profile) – Trial Service	5.6.1	-	-	#46	FICE-B2/3	-	SO2/4	-	
INF10.23	Flight Information Exchange (Yellow Profile) - Extended Arrival Sequence Service	5.6.1	-	-	#46	DAIM-B2/1 SWIM-B3/1	-	SO2/4	Y	

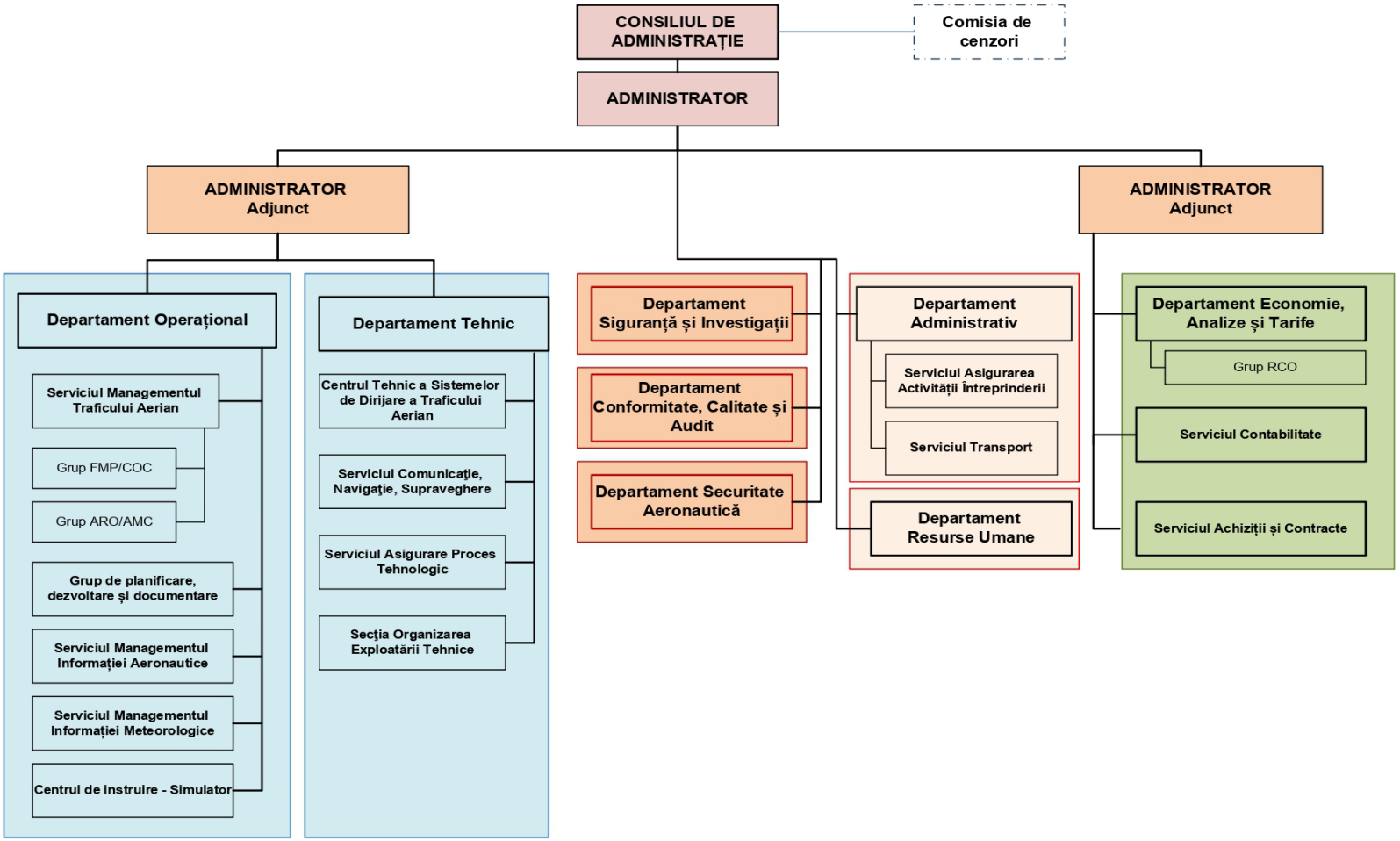
Objective Code	Implementation Objective Title	SDP Family	ATM MP/ SDOs	ATM MP /DAs	SESAR Solution	ICAO ASBUs	EPAS 2024	NSP 2025-2029	NOP Annex 3	Enablers/ (OI Steps)
INF10.3	Aeronautical Information Exchange - Airspace structure service	5.3.1	-	-	#46	-	-	SO2/4	Y	
INF10.4	Aeronautical Information Exchange - Airspace Availability Service	5.3.1	-	-	#46	-	-	SO2/4	Y	
INF10.5	Aeronautical Information Exchange - Airspace Reservation (ARES)	5.3.1	-	-	#46	-	-	SO2/4	Y	
INF10.6	Aeronautical Information Exchange – Digital NOTAM service	5.3.1	-	-	#34 #46	-	-	SO2/4	Y	
INF10.7	Aeronautical Information Exchange - Aerodrome mapping service	5.3.1	-	-	#34 #46	-	-	SO2/4	Y	
INF10.8	Aeronautical Information Exchange - Aeronautical Information Features service	5.3.1	-	-	#34 #46	-	-	SO2/4	Y	
INF10.9	Meteorological Information Exchange - Volcanic Ash Mass Concentration information service	5.4.1	-	-	#34 #35 #46	-	-	SO2/4	Y	
INF11.1	Enhanced Ground Weather Management System (GWMS) as local 4DWxCube	-	-	-	PJ.18-04b-01	-	-	-	-	
INF11.2	Cb-global capability and service	-	-	-	PJ.18-04b-02	-	-	-	-	
ITY-ACID	Aircraft Identification	-	-	-	-	-	-	SO8/2	Y	See **EIPAR Technical Annex** (Engineering Views).
ITY-FMTP	Common Flight Message Transfer Protocol (FMTP)	-	-	-	-	-	-	SO8/3	Y	
NAV03.1	RNAV 1 in TMA Operations	-	-	-	#62	APTA-B0/2		SO6/5	Y	
NAV03.2	RNP 1 in TMA Operations	-	-	-	#09 #51	APTA-B1/2		SO6/5	-	
NAV10	RNP Approach Procedures to instrument RWY	-	-	-	#103			SO6/5	Y	
NAV11.2	Implement precision approach procedures using GBAS CAT II/III based on GPS L1 and/or GALILEO E1	-	-	-	#55	NAVS-B1/1	RMT.0682	-	-	
NAV12	ATS IFR Routes for Rotorcraft Operations	-	-	-	#113	APTA-B0/6		SO6/5	Y	

Annex D: National stakeholders organisations chart



Moldavian Air Traffic Services Authority

MOLDATSA



Annex E: Glossary of terms

This Annex mainly shows the abbreviations that are specific to the LSSIP Document for Moldova.

Other general abbreviations are in the Acronyms and Abbreviations document in:

https://www.EUROCONTROL.int/airial/

Term	Description
AF	ATM Functionality
CAA	Civil Aviation Authority
EAPPRI	European Airport Programme for Prevention of Runway Incidents
ETFMS	Enhanced Tactical Flow Management System
FT	Fast Track
MOLDATSA	Moldavian Air Traffic Services Authority
MoI & RD	Ministry of Infrastructure and Regional Development of the Republic of Moldova
PCP	Pilot Common Project
PDP	Preliminary Deployment Programme
RNAV	Area Navigation
S-AF	Sub ATM Functionality