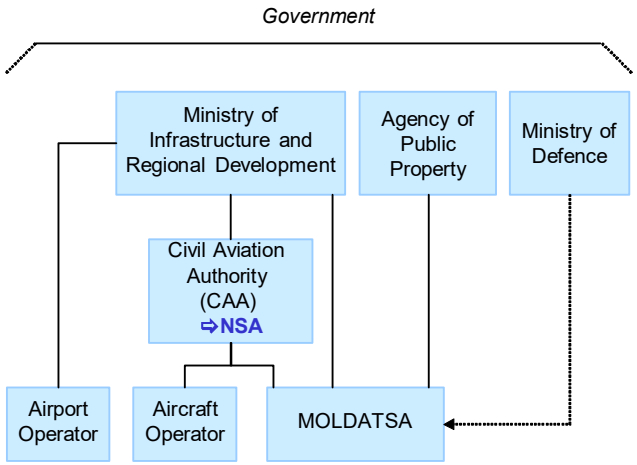
MOLDATSA, Moldova

Moldavian Air Traffic Services Authority

www.moldatsa.md

Institutional arrangements and links (2022)



Status (2022)

- State enterprise since 1994 (by Government Regulation Nr.3 from 12.01.1994)
- 100% State-owned

National Supervisory Authority (NSA):

Civil Aviation Authority (CAA)

Body responsible for:

Safety Regulation

Ministry of Infrastructure and Regional Development

Airspace Regulation

Ministry of Infrastructure and Regional Development

Economic Regulation

Ministry of Infrastructure and Regional Development

Corporate governance structure (2022)

SUPERVISORY BOARD (7 members)
Chairman + 6 members
All members are appointed by the Agency of Public Property

Members represent Agency of Public Property (3) including Chairman, Ministry of Economy and Infrastructure (1), Ministry of Finance (1), State Chancellery (2).

Management Board:
Director General MOLDATSA

MOLDATSA (2022)

CHAIRMAN OF THE SUPERVISORY BOARD:

Ms. Tatiana Savva

DIRECTOR GENERAL (CEO):

Mr. Veaceslav Frunze

HEAD OF ATM DIVISION:

Mr. Serghei Gheorghita

Scope of services (2020)

☑ GAT	☑ Upper Airspace	☐ Oceanic ANS
☑ OAT	☑ Lower Airspace	☑ MET

Operational ATS units (2020)

1 ACC (Chisinau)
1 APP (Chisinau)
3 TWRs (Chisinau, Balti, Marculesti)

Key financial and operational figures (ACE 2020)

Gate-to-gate total revenues (M€)	4
Gate-to-gate total costs (M€)	8
Gate-to-gate ATM/CNS provision costs (M€)	7
Gate-to-gate total ATM/CNS assets(M€)	6
Gate-to-gate ANS total capex (M€)	0
ATCOs in OPS (FTEs)	65
Gate-to-gate total staff (incl. MET staff*)	251
Total IFR flight-hours controlled by ANSP ('000)	5
IFR airport movements controlled by ANSP ('000)	10
En-route sectors open at maximum configuration	2
Minutes of ATFM delays (post-OPS adjusted, '000)	0

** if applicable*

Size (2020)

Size of controlled airspace: 34 800 km²

MOLDATSA (Moldova) – Cost-effectiveness KPIs (€2020)

Contextual economic information

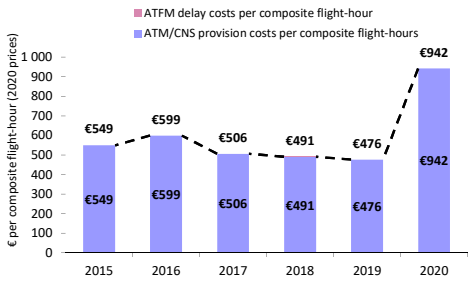
Exchange rate: 1 EUR = 19.576 MDL

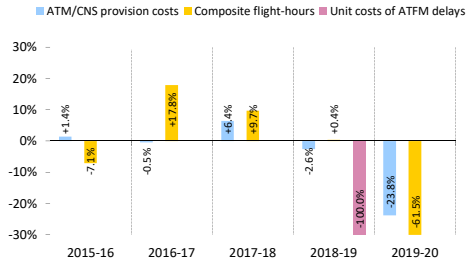
MOLDATSA represents 0.09% of European system gate-to-gate ATM/CNS provision costs

ATM/CNS provision costs breakdown %

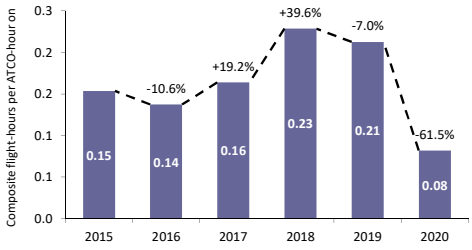
Staff costs	53.4%
Non-staff operating costs	26.4%
Depreciation costs	13.2%
Cost of Capital	7.0%
Exceptional costs	0.0%

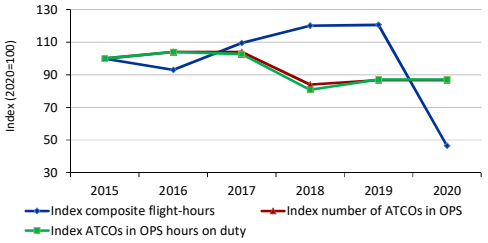
Trend in gate-to-gate economic cost-effectiveness (all financial data in €2020 prices)



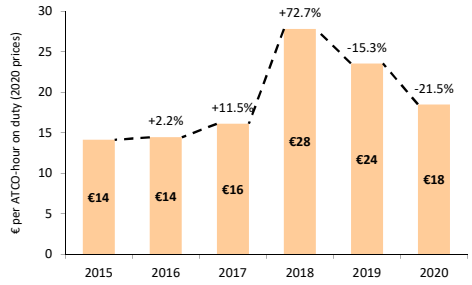


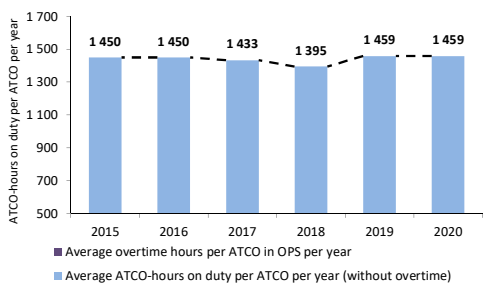
Trend in gate-to-gate ATCO-hour productivity



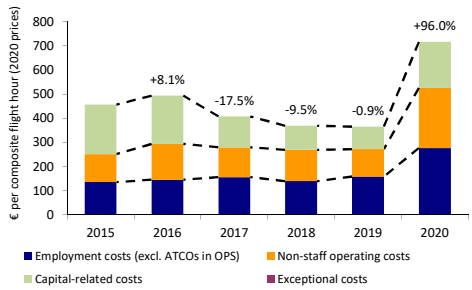


Trend in gate-to-gate employment costs per ATCO-hour

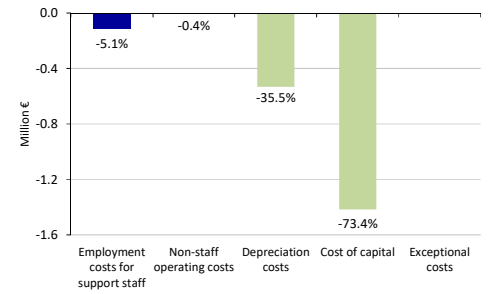




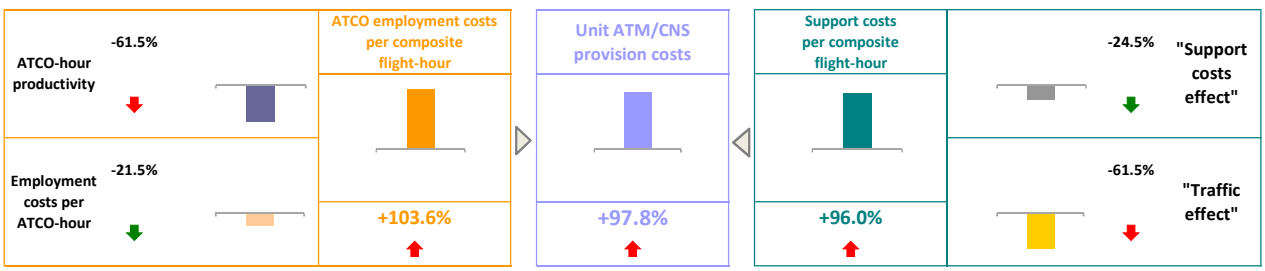
Trend in support costs per composite flight-hour



Changes in components of support costs (2015-2020)



Changes in financial cost-effectiveness (2019-2020)

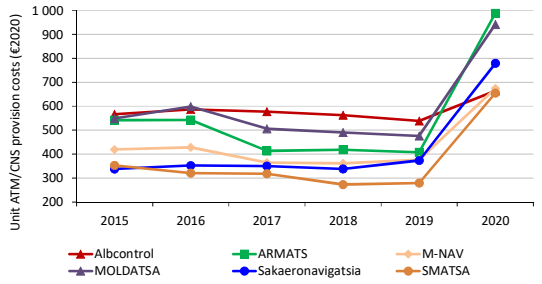


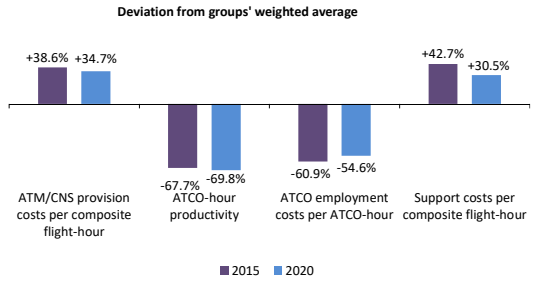
ATCO employment costs represent 24% of total ATM/CNS provision costs

Support costs represent 76% of total ATM/CNS provision costs

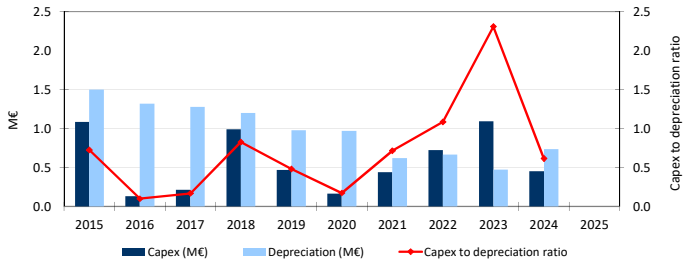
MOLDATSA (Moldova) – Cost-effectiveness KPIs (€2020)

Changes in unit gate-to-gate ATM/CNS provision costs within comparator group





Capital expenditures and depreciation costs



Information on major capex projects and ATM systems upgrades/replacements

ATM	COM	NAV	SUR	Buildings	Other	Years	FDPS	RDPS	HMI	VCS
							C: 2013*	C: 2013*	C: 2013*	C: 2013*
			€3.4M (2014-2016)			2015				
						2016				
						2017				
€1.4M					€1.3M**	2018				
						2019				
€1.0M						2020				
						2021				
	€0.7M	€0.4M				2022				
			€1.3M			2023				
		€0.7M				2024				
						2025				

** Most part of this amount relates to MET

* C = Commissioning Upgrade Replacement

Focus on the top five capex projects

Project number	Name of the project	Domain	Capex spent between start and end dates (€M)	Start date	End date
1	Implementation of multilateration equipment	SUR	2.6	2014	2015
2	Modernisation radar THALES	SUR	1.2	2023	2023
3	Modernisation MAATS	ATM	1.0	2020	2021
4	Simulation Facilities for airtraffic control training (including TWR 3D Simulator + VCS)	ATM	1.0	2018	2019
5	MLAT system	SUR	0.8	2014	2016