# REPUBLIC OF MOLDOVA

## 1. REGULATIONS

Acronyms and definitions listed below are not specific to the regulations of one country in particular. Following links are provided for information only:

- ELT: Emergency Locator Transmitter
- ELT(DT): Emergency Locator Transmitter for Distress Tracking,
- EPIRB: Emergency Position Indicating Radio-Beacon,
- FGB: First-Generation Beacon (technology based on documents C/S T.001 and C/S T.007)
- LADR: Location of an Aircraft in Distress Repository,
- MMSI: Maritime Mobile Service Identity,
- PLB: Personal Locator Beacon,
- RLS: Return Link Service,
- S/N: Serial Number of the device,
- SGB: Second-Generation Beacon (technology based on documents C/S T.018 and C/S T.021)
- TAC : Cospas-Sarsat Type-Approval Certificate number.

### 1.1 General

EPIRBs, ELTs and PLBs are regarded as means of telecommunications. Therefore, are required to obtain the appropriate licence from the appropriate Authorities for establishment and use of its telecommunication means. The appropriate Authorities are for:

- EPIRBs: Naval Agency of Republic of Moldova,
- ELTs: Civil Aviation Authority,
- PLBs: To be provided.

All 406 MHz beacons carried by Moldovan registered aircraft and ships as well as personal beacons use by Moldovan citizens require appropriate coding and registration.

### 1.2 EPIRBs

To be provided.

### 1.3 ELTs

According to the Government Decision nr. 612 of 1 September 2022 and Technical Requirements CT OPS .CAT.IDE.A.280 and CAT.IDE.H.280, all aircrafts and helicopters are required to be equipped with ELTs capable to transmit on 121.5 and 406.0 MHz.

In accordance with the Regulation regarding the authorization of radio transmitters and the coordination of radio frequencies attributed for civil aviation services approved by Government Decision no. 527/2022 , a License to operate the radio transmitter shall be obtained by the users from Civil Aviation Authority prior installation and use of ELTs.

## 1.4 PLBs

### 1.4.1 General

406 MHz PLBs are allowed for personal use in Republic of Moldova on land, in aircraft and at sea.

### 1.4.2 Aviation

PLB use is permitted but may not replace ELT on board aircraft when they are required by national or international rules.

### 1.4.3 Maritime

PLB use is permitted but may not replace EPIRB on board vessels when they are required by national or international rules.

### 1.4.4 National Beacon Regulations for Serial-Coded PLBs

| Administration | The country recognizes PLB activations as potentially indicating a distress situation: | | | Comments |
|---|---|---|---|---|
| | For Terrestrial Applications | For Terrestrial Applications | For Terrestrial Applications | |
| Republic of Moldova | To be provided | To be provided | Y | Nil |

*Similar information is available in the new table on the Cospas-Sarsat website (www.cospas-sarsat.int) with the status indication in colors (**Y** = green, allows / **N** = red, not allowed / **R**estrictions = amber (see comments) and with the note that the national beacon regulations can be found on the Cospas-Sarsat website in document C/S S.007).*

## 2. BEACONS CODING METHODS

## 2.1 EPIRB Coding Methods

To be provided.

| Country Code(s) | USER PROTOCOLS | | | | LOCATION PROTOCOLS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Maritime User | | Serial User | Radio Call Sign | User Location | | | Standard Location | | National Location | RLS (Return Link Service) | | |
| | MMSI | Radio Call Sign | TAC & S/N | Radio Call Sign | MMSI | TAC & S/N | Radio Call Sign | MMSI | TAC & S/N | Serial Number Assigned by Competent Administration | National RLS Number | TAC & S/N | RLS MMSI |
| 214 | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* |

The following warning is provided to beacon manufacturers and beacon owners as general guidance:

WARNING:
Note for maritime protocols that use the Maritime Mobile Service Identity (MMSI) as the vessel identifier: As a result of recent developments, the International Cospas-Sarsat Programme has become aware of maritime Emergency Position-Indicating Radio Beacons (EPIRBs) being coded pursuant to Recommendation ITU-R M.585 using as the beacon "country code" the form "98M", where "M" is the first digit of an MID (Maritime Identification Digits) assigned to an Administration, or using the form "974". No 406-MHz EPIRB should be coded in these ways. A distress message from a beacon so coded will be processed on receipt by Cospas-Sarsat as "invalid" and either discarded or subjected to exception handling. The "country code" of all 406-MHz beacons must be a valid MID assigned by the International Telecommunication Union (ITU) to an Administration, in the numerical range from 200 to 780. No exceptions.

## 2.2 ELT Coding Methods

### 2.2.1 ELTs

(This subsection does not include FGB ELT(DT) coding methods.)

The ELT shall be coded in accordance with either the aviation user protocol or one of the serialized user protocols described in Appendix to the ICAO Annex 10, Volume III, part II, Chapter 5.

| Country Code(s) | USER PROTOCOLS | | | | LOCATION PROTOCOLS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Serial User | | | Aviation User | User Location | | | | Standard Location | | | National Location | RLS (Return Link Service) | |
| | TAC & S/N | Aircraft Operator Designator and S/Nr | Aircraft 24-bit Address | Aircraft Nationality and Registration Marking | TAC & S/N | Aircraft Operator Designator and S/N | Aircraft 24-bit Address | Aircraft Nationality and Registration Marking | TAC & S/N | Aircraft Operator Designator and S/N | Aircraft 24-bit Address | S/N Assigned by Competent Administration | National RLS Number | TAC & S/N |
| 214 | Y* | Y* | Y* | Y* | Y | Y | Y | Y | Y | Y | Y | N | N | Y |

Note: (*) ELT can be coded by the Civil Aviation Authority upon user's request. Beacon users can find the request forms by visiting the webpage:
https://www.caa.md/modules/filemanager/files/documentum/Model_de_cerere_hex.docx

Notes: (1) This protocol does not provide an 'Aircraft Identification' as required by ICAO for populating the LADR.

(2) This protocol provides an 'Aircraft Identification', and an 'Aircraft Operator Identity' only when the Aircraft Operator Designator (3LD) is included in the rotating PDF-2 field, as required by ICAO for populating the LADR.

### 2.2.2 ELT(DT)s

a) FGB ELT(DTs)

| Country Code | LOCATION PROTOCOLS | | |
|---|---|---|---|
| | ELT(DT) Location | | |
| | TAC & Serial Number [1] | Aircraft Operator Designator and Serial Number [1] | Aircraft 24-bit Address [2] |
| 214 | N | N | Y |

Notes:

(1) This protocol does not provide an 'Aircraft Identification' as required by ICAO for populating the LADR.

(2) This protocol provides an 'Aircraft Identification', and an 'Aircraft Operator Identity' only when the Aircraft Operator Designator (3LD) is included in the rotating PDF-2 field, as required by ICAO for populating the LADR. Default 3LD values should be "ZGA".

a) SGB ELT(DT)s

| Country Code | SGB CODING OPTIONS | | |
|---|---|---|---|
| | SGB ELT(DT) | | |
| | Aircraft Registration Markings [1] (Vessel ID #3) | Aircraft 24-bit Address [2] (Vessel ID #4) | Aircraft Operator Designator and Serial Number [3] Vessel ID #5) |
| 214 | N | Y | N |

Notes:

(1) This option does not provide an Aircraft Operator Designator (3LD) which is required by ICAO for populating the LADR.

(2) This option provides an 'Aircraft Identification', and an 'Aircraft Operator Identity' only when the Aircraft Operator Designator (3LD) is also included, as required by ICAO for populating the LADR. Default 3LD values should be "ZGA".

(3) This option does not provide an 'Aircraft Identification' which is required by ICAO for populating the LADR.

## 2.3 PLB Coding Methods

To be provided.

| Country Code(s) | USER PROTOCOL | LOCATION PROTOCOLS | | | | | |
|---|---|---|---|---|---|---|---|
| | Serial User | User Location | Standard Location | National Location | RLS (Return Link Service) | | |
| | TAC & S/N | TAC & S/N | | S/N Assigned by Competent Administration | National RLS Number | TAC & S/N | RLS MMSI |
| 214 | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* | *[Y/N]* |

## 2.4 Return Link Service (RLS) Protocols

The Cospas-Sarsat Council declared effective 26 March 2021 the Return Link Service (RLS) at Full Operational Capability (FOC) within Cospas-Sarsat.

In March 2022, the Cospas-Sarsat Council decided to approve the operational use of RLS FGBs coded with MMSI.

A registration database for RLS beacons is not yet provided in Republic of Moldova.

## 3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

- ELTs: All 121.5 / 406 MHz beacons which are approved by Cospas-Sarsat.
- EPIRBs and PLBs: To be provided.

## 4. BEACON TESTING REGULATION

The distress beacons should only be activated when a ship, aircraft or a person is in distress. In between the manufacturers' recommended maintenance and battery replacement cycles, the beacon can be tested by the owner using the self-test capability to ensure the continued functionality of the beacon. There is normally no need for the beacon to be tested in an operational mode by a beacon owner. All beacon types (EPIRBs, ELTs and PLBs) can be tested at any time using the self-test functions without any notification to the appropriate authorities.

The live/operational testing of the beacons shall be done, only as mentioned below:

- ELTs:

Beacons activated in the operational or live mode (not using the self-test function) impacts the Cospas-Sarsat Space and Ground Segments and Rescue Coordination Centres (RCCs) worldwide and may inhibit the processing of genuine distress beacon alerts, therefore delaying a response to a distress situation. Given the reason above, there is a need to ensure that beacon testing is undertaken responsibly. Comprehensive coordination will need to be undertaken to ensure that all Cospas-Sarsat Mission Control Centres (MCCs) around the world are informed of any live or

operational beacon testing, as well as the local RCC. Requests to conduct a live and/or operational beacon test for beacons coded in the Republic of Moldova should be directed 24 hours prior the planned time of testing to the:

1) Cospas-Sarsat Mission Control Centers (MCCs) that services the location in which the test is planned (contact details could be found on: https://www.cospas-sarsat.int/en/contacts-pro/contacts-details-all); and

2) Cospas-Sarsat Mission Control Center (CMC) Moscow, Russian Federation, on following e-mail address: cmc@marsat.ru.

The request shall be provided by the person/organization requesting a live and/or operational test and will contain the following information:

A. NAME OF THE ORGANIZATION/PERSON:

B. TEST OBJECTIVE:

C. TEST DESCRIPTION:

D. LOCATION OF TEST:

E. DATE, TIME AND DURATION OF TEST:

F. BEACON HEX ID:

Operational testing of a 406 MHz ELT from the cockpit may be undertaken provided the test duration is no longer than 5 seconds and is undertaken within the first 5 minutes of the hour. The nearest RCC and the Air Traffic Services (ATS) Centre for the location of the test must be advised prior to the start of the operational test. In case when testing is to be performed within territory of the Republic of Moldova, the nearest RCC is S.E. MOLDATSA, and the advice shall be communicated to SAR Point of Contact (SPOC) for Moldova, by one of the following means as listed on the Cospas-Sarsat website at https://www.cospas-sarsat.int/en/contacts-pro/contacts-details-all, selecting “SPOCs” then “Moldova”:

- Primary telephone,
- Secondary telephone,
- AFTN: LUKKZDZR,
- Primary email,
- Secondary email.

The test duration shall be restricted to a maximum of 5 seconds so that there is no potential for an operationally coded 406 MHz digital burst transmitting and thus generating a false alert. The duration of the 121.5/243 MHz homing transmission, which will also be activated as part of this test, must also be restricted so as not to generate false alerts.

**WARNING!**

**If you inadvertently activate the beacon in its operational mode, contact the appropriate Rescue Coordination Center (RCC) or the nearest Cospas-Sarsat MCC as soon as possible and cancel the distress alert.**

**Activating a beacon for reasons other than to indicate a distress situation or without the prior authorization from a Cospas-Sarsat MCC is considered an offence in many countries/territories of the world, and could result in prosecution.**

- EPIRBs and PLBs: To be provided.

## 5. POINT OF CONTACT FOR BEACON MATTERS (CODING, REGISTRATION AND TYPE APPROVAL)

The point of contact for beacon matters is:

- EPIRBs: To be provided.
- ELTs: Civil Aviation Authority
- PLBs: To be provided.

Updated point of contact details for administrations are available at: https://www.cospas-sarsat.int/en/contacts-pro/contacts-details-all.

## 6. BEACON REGISTRATION

### 6.1 Regulation

- EPIRBs: To be provided.
- ELTs: Regulation regarding the authorization of radio transmitters and the coordination of radio frequencies attributed for civil aviation services approved by Government Decision no.527/2022 and subsequent implementation procedures.
- PLBs: To be provided.

### 6.2 Registration

- EPIRBs: To be provided.
- ELTs: The Civil Aviation Authority does not maintain a beacon registration database. The registration of radio beacons is carried out in the Cospas-Sarsat International Beacon Registration Database (IBRD) by Point of Contact for Beacon Matters (see section 5 of this document) only after the users provides the confirmation about the performed encoding of beacons (test results, EASA release to service forms).
- PLBs: The registration of radio beacons is carried out in the Cospas-Sarsat IBRD by users visiting www.406registration.com

### 6.3 Forms

Not available.

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