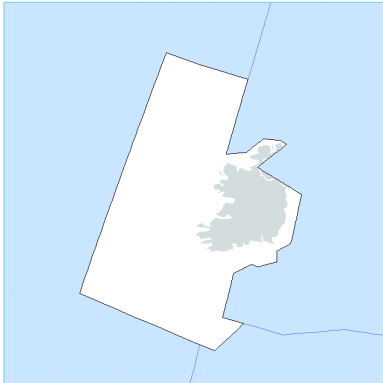


<div><div><div><div><div>Department of Defence</div><div>Standing Civil Military ANS Committee</div></div><div><div>Department of Transport, Tourism and Sport</div><div>Irish Aviation Authority</div><div><div>Safety Regulation Division ⇒NSA</div><div>Operational Division</div><div>Technical Division</div></div></div><div><div>Department of Public Expenditure and Reform</div><div>Commission for Aviation Regulation</div></div></div></div></div>	<div><div><div><div><div>Status (2016)</div><div>- Commercial company as of 1994 governed by Companies Acts, 1963 to 2009</div><div>- 100% State-owned (Department of Public Expenditure and Reform) - IAA receives no funding or loans from the exchequer</div></div><div><div>National Supervisory Authority (NSA):</div><div>Safety Regulation Division</div></div><div><div>Body responsible for:</div><div><div>Safety Regulation</div><div>IAA Safety Regulation Division</div></div><div><div>Airspace Regulation</div><div>IAA Safety Regulation Division</div></div><div><div>Economic Regulation</div><div>NSA responsible for Economic Regulation in the context of en-route charges</div></div></div><div><div>Commission for Aviation Regulation (established under the Aviation Regulation Act in 2001)</div><div>The Act requires the Commission to make a determination specifying the maximum levels of terminal navigation charges</div></div></div></div></div>
<div><div><div><div><div>Corporate governance structure (2016)</div><div><div>BOARD OF THE AUTHORITY (9 members) Chairman + CEO + 7 members</div><div>EXECUTIVE BOARD (Senior Management Board) (8 members) CEO + 7 senior executives</div></div></div></div></div></div>	<div><div><div><div><div>IAA (2016)</div><div><div><div>CHAIRMAN OF THE BOARD OF AUTHORITY:</div><div>Anne Nolan</div></div><div><div>CHIEF EXECUTIVE OFFICER:</div><div>Eamonn Brennan</div></div><div><div>DIRECTOR OF OPERATIONS DIVISION:</div><div>Peter Kearney</div></div><div><div>DIRECTOR OF TECHNICAL DIVISION:</div><div>Philip Hughes</div></div></div></div></div></div></div>
<div><div><div><div><div>Scope of services (2014)</div><div><div><div><div><input checked="" type="checkbox"/> GAT</div><div><input type="checkbox"/> OAT</div></div><div><div><input checked="" type="checkbox"/> Upper Airspace</div><div><input checked="" type="checkbox"/> Lower Airspace</div></div><div><div><input checked="" type="checkbox"/> Oceanic ANS</div><div><input type="checkbox"/> MET</div></div></div></div></div></div></div></div>	<div><div><div><div><div>Operational ATS units (2014)</div><div><div>2 ACCs (Dublin, Shannon)</div><div>3 APPs (Dublin, Shannon, Cork)</div><div>3 TWRs (Dublin, Shannon, Cork)</div></div></div></div></div></div>
<div><div><div><div><div>Key financial and operational figures (ACE 2014)</div><div><div><div>Gate-to-gate total revenues (M€)</div><div>146</div></div><div><div>Gate-to-gate total costs (M€)</div><div>128</div></div><div><div>Gate-to-gate ATM/CNS provision costs (M€)</div><div>109</div></div><div><div>Gate-to-gate total ATM/CNS assets(M€)</div><div>76</div></div><div><div>Gate-to-gate ANS total capex (M€)</div><div>5</div></div><div><div>ATCOs in OPS</div><div>204</div></div><div><div>Gate-to-gate total staff</div><div>430</div></div><div><div>Total IFR flight-hours controlled by ANSP ('000)</div><div>277</div></div><div><div>IFR airport movements controlled by ANSP ('000)</div><div>226</div></div><div><div>En-route sectors</div><div>13</div></div><div><div>Minutes of ATFM delays ('000)</div><div>5</div></div></div></div></div></div></div>	<div><div><div><div><div>Size (2014)</div><div>Size of controlled airspace: 481 000 km²</div><div></div></div></div></div></div>