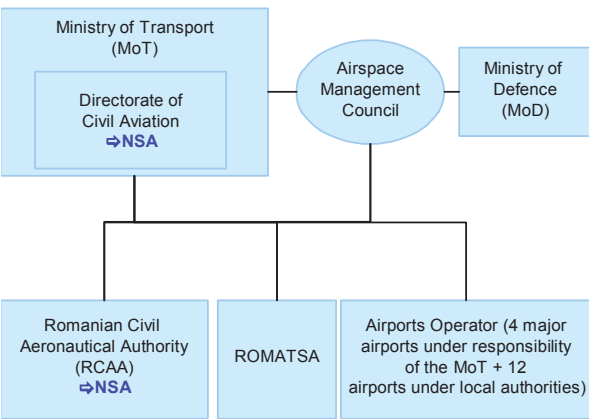
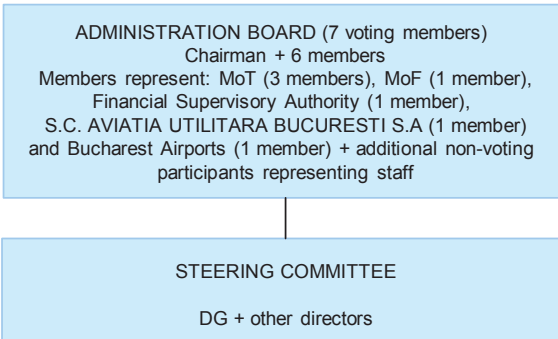
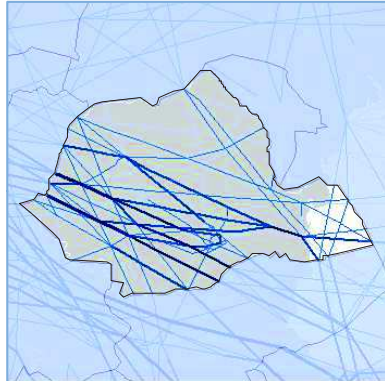


<p><b><u>Institutional arrangements and links (2016)</u></b></p> 	<p><b><u>Status (2016)</u></b></p> <p>- Autonomous and self-financing organisation as of 1991 (Government Resolution GR74/1991 ammended by GR731/1992, GR75/2005, GR1090/2006, GR1251/2007, GR741/2008)</p> <p>- 100% State-owned</p> <p><b><u>National Supervisory Authority (NSA):</u></b></p> <p>- Directorate of Civil Aviation</p> <p>- Romanian Civil Aeronautical Authority (RCAA)</p> <p><b><u>Body responsible for:</u></b></p> <p><b><u>Safety Regulation</u></b></p> <p>Ministry of Transport (MoT)</p> <p>Enforcement and safety oversight is delegated and discharged through the RCAA</p> <p><b><u>Airspace Regulation</u></b></p> <p>Both Ministry of Transport (MoT) and Ministry of Defence (MoD), and discharged through the RCAA and Air Force Staff</p> <p><b><u>Economic Regulation</u></b></p> <p>Ministry of Transport (MoT)</p>																						
<p><b><u>Corporate governance structure (2016)</u></b></p> 	<p><b><u>ROMATSA (2016)</u></b></p> <p><b><u>CHAIRMAN OF THE ADMINISTRATION BOARD:</u></b></p> <p>Petre Neacșu</p> <p><b><u>DIRECTOR GENERAL (CEO):</u></b></p> <p>Câmu Fănică</p>																						
<p><b><u>Scope of services (2014)</u></b></p> <table><tr><td><input checked="" type="checkbox"/> GAT</td><td><input checked="" type="checkbox"/> Upper Airspace</td><td><input type="checkbox"/> Oceanic ANS</td></tr><tr><td><input type="checkbox"/> OAT</td><td><input checked="" type="checkbox"/> Lower Airspace</td><td><input checked="" type="checkbox"/> MET</td></tr></table>	<input checked="" type="checkbox"/> GAT	<input checked="" type="checkbox"/> Upper Airspace	<input type="checkbox"/> Oceanic ANS	<input type="checkbox"/> OAT	<input checked="" type="checkbox"/> Lower Airspace	<input checked="" type="checkbox"/> MET	<p><b><u>Operational ATS units (2014)</u></b></p> <p>1 ACC (Bucharest)</p> <p>3 APPs</p> <p>16 TWRs</p>																
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<p><b><u>Key financial and operational figures (ACE 2014)</u></b></p> <table><tr><td>Gate-to-gate total revenues (M€)</td><td>190</td></tr><tr><td>Gate-to-gate total costs (M€)</td><td>185</td></tr><tr><td>Gate-to-gate ATM/CNS provision costs (M€)</td><td>164</td></tr><tr><td>Gate-to-gate total ATM/CNS assets(M€)</td><td>91</td></tr><tr><td>Gate-to-gate ANS total capex (M€)</td><td>18</td></tr><tr><td>ATCOs in OPS</td><td>448</td></tr><tr><td>Gate-to-gate total staff</td><td>1 421</td></tr><tr><td>Total IFR flight-hours controlled by ANSP ('000)</td><td>328</td></tr><tr><td>IFR airport movements controlled by ANSP ('000)</td><td>142</td></tr><tr><td>En-route sectors</td><td>11</td></tr><tr><td>Minutes of ATFM delays ('000)</td><td>0</td></tr></table>	Gate-to-gate total revenues (M€)	190	Gate-to-gate total costs (M€)	185	Gate-to-gate ATM/CNS provision costs (M€)	164	Gate-to-gate total ATM/CNS assets(M€)	91	Gate-to-gate ANS total capex (M€)	18	ATCOs in OPS	448	Gate-to-gate total staff	1 421	Total IFR flight-hours controlled by ANSP ('000)	328	IFR airport movements controlled by ANSP ('000)	142	En-route sectors	11	Minutes of ATFM delays ('000)	0	<p><b><u>Size (2014)</u></b></p> <p>Size of controlled airspace: 254 000 km²</p> 
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