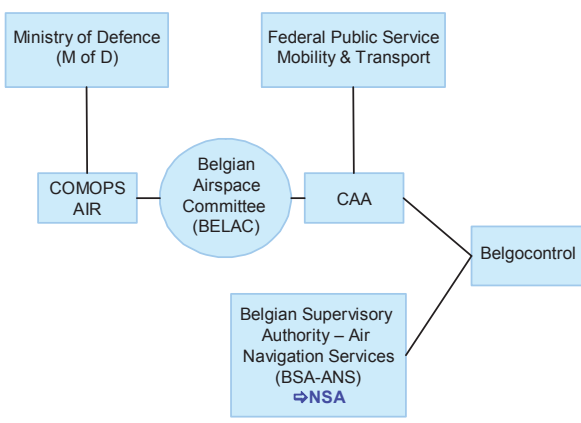
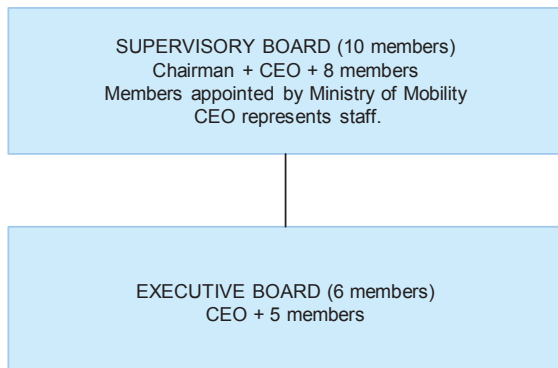
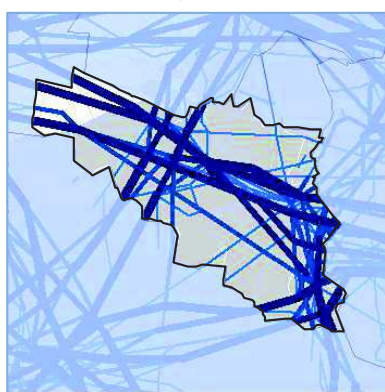


<p><u>Institutional arrangements and links (2016)</u></p> 	<p><u>Status (2016)</u></p> <p>- Public Autonomous Enterprise as of 1998 under a management contract - 100% State-owned</p> <p><u>National Supervisory Authority (NSA):</u> Belgian Supervisory Authority - Air Navigation Services (BSA-ANS)</p> <p><u>Body responsible for:</u></p> <p><u>Safety Regulation</u> Civil Aviation Authority</p> <p><u>Airspace Regulation</u> Belgian Airspace Committee</p> <p><u>Economic Regulation</u> Federal Public Service of Mobility and Transport</p>																						
<p><u>Corporate governance structure (2016)</u></p> 	<p><u>Belgocontrol (2016)</u></p> <p><i>CHAIRMAN OF THE SUPERVISORY BOARD:</i> Renaud Lorand</p> <p><i>DIRECTOR GENERAL (CEO):</i> Johan Decuyper</p>																						
<p><u>Scope of services (2014)</u></p> <table><tr><td><input checked="" type="checkbox"/> GAT</td><td><input 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> <p>- Belgocontrol controls lower airspace up to FL 245, including Luxembourg airspace above FL 145/165 - Upper airspace (> FL 245) is controlled by Maastricht UAC</p>	<input checked="" type="checkbox"/> GAT	<input 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><u>Operational ATS units (2014)</u></p> <p>1 ACC (Brussels) 4 APPs (Brussels, Liege, Charleroi, Oostende) 5 TWRs (Brussels, Antwerp, Liege, Charleroi, Oostende)</p>																
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<p><u>Key financial and operational figures (ACE 2014)</u></p> <table><tr><td>Gate-to-gate total revenues (M€)</td><td>211</td></tr><tr><td>Gate-to-gate total costs (M€)</td><td>213</td></tr><tr><td>Gate-to-gate ATM/CNS provision costs (M€)</td><td>153</td></tr><tr><td>Gate-to-gate total ATM/CNS assets(M€)</td><td>106</td></tr><tr><td>Gate-to-gate ANS total capex (M€)</td><td>2</td></tr><tr><td>ATCOs in OPS</td><td>232</td></tr><tr><td>Gate-to-gate total staff</td><td>691</td></tr><tr><td>Total IFR flight-hours controlled by ANSP ('000)</td><td>108</td></tr><tr><td>IFR airport movements controlled by ANSP ('000)</td><td>365</td></tr><tr><td>En-route sectors</td><td>7</td></tr><tr><td>Minutes of ATFM delays ('000)</td><td>114</td></tr></table>	Gate-to-gate total revenues (M€)	211	Gate-to-gate total costs (M€)	213	Gate-to-gate ATM/CNS provision costs (M€)	153	Gate-to-gate total ATM/CNS assets(M€)	106	Gate-to-gate ANS total capex (M€)	2	ATCOs in OPS	232	Gate-to-gate total staff	691	Total IFR flight-hours controlled by ANSP ('000)	108	IFR airport movements controlled by ANSP ('000)	365	En-route sectors	7	Minutes of ATFM delays ('000)	114	<p><u>Size (2014)</u></p> <p>Size of controlled airspace: 39 500 km²</p> 
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