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|--|--|--|---|------------------------------|--|------------------------------|---|----|-----------------------------------|----|--------------|-----|---|-----|--|-----|---|-----|------------------|----|-------------------------------|----|---|
| <p><b><u>Institutional arrangements and links (2017)</u></b></p>   | <p><b><u>Status (2017)</u></b></p> <ul style="list-style-type: none"> <li>- Commercial company as of 1994 governed by Companies Acts, 1963 to 2009</li> <li>- 100% State-owned (Department of Public Expenditure and Reform) - IAA receives no funding or loans from the exchequer</li> </ul> <p><b><u>National Supervisory Authority (NSA):</u></b><br/>Safety Regulation Division</p> <p><b><u>Body responsible for:</u></b></p> <p><b><u>Safety Regulation</u></b><br/>IAA Safety Regulation Division</p> <p><b><u>Airspace Regulation</u></b><br/>IAA Safety Regulation Division</p> <p><b><u>Economic Regulation</u></b><br/>NSA responsible for Economic Regulation in the context of en-route charges</p> <p>Commission for Aviation Regulation (established under the Aviation Regulation Act in 2001)</p> <p>The Act requires the Commission to make a determination specifying the maximum levels of terminal navigation charges</p> |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| <p><b><u>Corporate governance structure (2017)</u></b></p>   | <p><b><u>IAA (2017)</u></b></p> <p><b><i>CHAIRMAN OF THE BOARD OF AUTHORITY:</i></b><br/>Anne Nolan</p> <p><b><i>CHIEF EXECUTIVE OFFICER:</i></b><br/>Eamonn Brennan</p> <p><b><i>DIRECTOR OF OPERATIONS DIVISION:</i></b><br/>Peter Kearney</p> <p><b><i>DIRECTOR OF TECHNICAL DIVISION:</i></b><br/>Philip Hughes</p>  |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| <p><b><u>Scope of services (2015)</u></b></p> <table border="1"> <tr> <td><input checked="" type="checkbox"/> GAT</td> <td><input checked="" type="checkbox"/> Upper Airspace</td> <td><input checked="" type="checkbox"/> Oceanic ANS</td> </tr> <tr> <td><input type="checkbox"/> OAT</td> <td><input checked="" type="checkbox"/> Lower Airspace</td> <td><input type="checkbox"/> MET</td> </tr> </table>  | <input checked="" type="checkbox"/> GAT  | <input checked="" type="checkbox"/> Upper Airspace | <input checked="" type="checkbox"/> Oceanic ANS | <input type="checkbox"/> OAT | <input checked="" type="checkbox"/> Lower Airspace | <input type="checkbox"/> MET | <p><b><u>Operational ATS units (2015)</u></b></p> <p>2 ACCs (Dublin, Shannon)<br/>3 APPs (Dublin, Shannon, Cork)<br/>3 TWRs (Dublin, Shannon, Cork)</p> |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| <input checked="" type="checkbox"/> GAT  | <input checked="" type="checkbox"/> Upper Airspace   | <input checked="" type="checkbox"/> Oceanic ANS    |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| <input type="checkbox"/> OAT   | <input checked="" type="checkbox"/> Lower Airspace   | <input type="checkbox"/> MET                       |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| <p><b><u>Key financial and operational figures (ACE 2015)</u></b></p> <table border="1"> <tr><td>Gate-to-gate total revenues (M€)</td><td>140</td></tr> <tr><td>Gate-to-gate total costs (M€)</td><td>129</td></tr> <tr><td>Gate-to-gate ATM/CNS provision costs (M€)</td><td>110</td></tr> <tr><td>Gate-to-gate total ATM/CNS assets(M€)</td><td>75</td></tr> <tr><td>Gate-to-gate ANS total capex (M€)</td><td>12</td></tr> <tr><td>ATCOs in OPS</td><td>207</td></tr> <tr><td>Gate-to-gate total staff (incl. MET staff*)</td><td>424</td></tr> <tr><td>Total IFR flight-hours controlled by ANSP ('000)</td><td>288</td></tr> <tr><td>IFR airport movements controlled by ANSP ('000)</td><td>239</td></tr> <tr><td>En-route sectors</td><td>14</td></tr> <tr><td>Minutes of ATFM delays ('000)</td><td>16</td></tr> </table> <p>* if applicable</p> | Gate-to-gate total revenues (M€)   | 140  | Gate-to-gate total costs (M€)                   | 129                          | Gate-to-gate ATM/CNS provision costs (M€)          | 110                          | Gate-to-gate total ATM/CNS assets(M€)   | 75 | Gate-to-gate ANS total capex (M€) | 12 | ATCOs in OPS | 207 | Gate-to-gate total staff (incl. MET staff*) | 424 | Total IFR flight-hours controlled by ANSP ('000) | 288 | IFR airport movements controlled by ANSP ('000) | 239 | En-route sectors | 14 | Minutes of ATFM delays ('000) | 16 | <p><b><u>Size (2015)</u></b></p> <p>Size of controlled airspace: 457 000 km<sup>2</sup></p> |
| Gate-to-gate total revenues (M€)   | 140  |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| Gate-to-gate total costs (M€)  | 129  |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| Gate-to-gate ATM/CNS provision costs (M€)  | 110  |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| Gate-to-gate total ATM/CNS assets(M€)  | 75   |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| Gate-to-gate ANS total capex (M€)  | 12   |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| ATCOs in OPS   | 207  |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| Gate-to-gate total staff (incl. MET staff*)  | 424  |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| Total IFR flight-hours controlled by ANSP ('000)   | 288  |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| IFR airport movements controlled by ANSP ('000)  | 239  |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| En-route sectors   | 14   |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |
| Minutes of ATFM delays ('000)  | 16   |  |   |                              |  |                              |   |    |                                   |    |              |     |   |     |  |     |   |     |                  |    |                               |    |   |