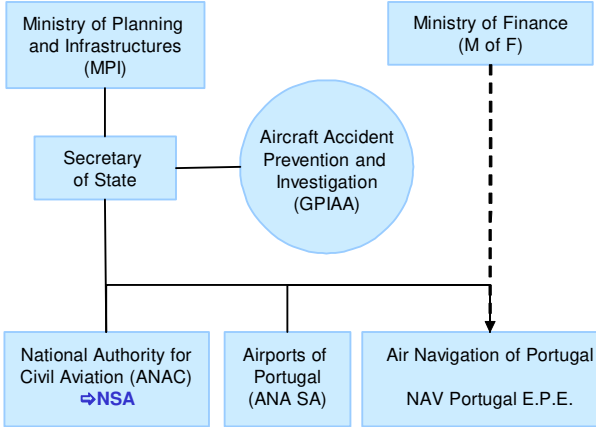
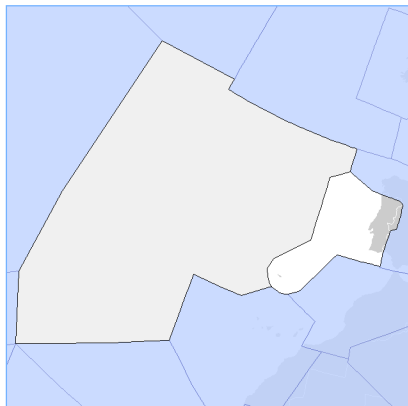


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|---|---|--|---|------------------------------|--|------------------------------|--|----|-----------------------------------|----|--------------|-----|---|-----|--|-----|---|-----|------------------|---|-------------------------------|-----|---|
| <p><u>Institutional arrangements and links (2017)</u></p>  | <p><u>Status (2017)</u></p> <ul style="list-style-type: none"> - Public Entity Corporation as of December 1998 - 100% State-owned <p>National Supervisory Authority (NSA): National Authority for Civil Aviation (ANAC)</p> <p>Body responsible for:</p> <p><u>Safety Regulation</u> National Authority for Civil Aviation (ANAC)</p> <p><u>Airspace Regulation</u> ANAC+FA (Portuguese Air Force) + NAV Portugal in close permanent co-ordination</p> <p><u>Economic Regulation</u> National Authority for Civil Aviation (ANAC)</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p><u>Corporate governance structure (2017)</u></p> <p>BOARD OF ADMINISTRATION (3 members) Chairman + 2 member</p> <p>All members are appointed by the MPI for a 3 years term. Each member has executive functions within NAV Portugal. Each member is responsible to supervise several Directorates and Advisory Bodies to the Board.</p> <p>There are 7 Directorates and 3 Advisory Bodies.</p> <p>NAV Portugal has also a Board of Auditors composed of 3 members who are appointed by MPI for a 3 year term.</p> | <p><u>NAV Portugal (2017)</u></p> <p>CHAIRMAN OF THE BOARD OF ADMINISTRATION: Albano Manuel Carvalho Coutinho</p> <p>CEO: Albano Manuel Carvalho Coutinho</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p><u>Scope of services (2015)</u></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><u>Operational ATS units (2015)</u></p> <p>2 ACCs (Lisboa, Santa Maria) 8 APPs (Lisboa, Porto, Faro, Madeira, Santa Maria, Ponta Delgada, Horta, Flores) 10 TWRs (Lisboa, Cascais, Porto, Faro, Funchal, Porto Santo, Ponta Delgada, Santa Maria, Horta, Flores)</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><u>Key financial and operational figures (ACE 2015)</u></p> <table> <tr><td>Gate-to-gate total revenues (M€)</td><td>141</td></tr> <tr><td>Gate-to-gate total costs (M€)</td><td>136</td></tr> <tr><td>Gate-to-gate ATM/CNS provision costs (M€)</td><td>117</td></tr> <tr><td>Gate-to-gate total ATM/CNS assets(M€)</td><td>43</td></tr> <tr><td>Gate-to-gate ANS total capex (M€)</td><td>12</td></tr> <tr><td>ATCOs in OPS</td><td>224</td></tr> <tr><td>Gate-to-gate total staff (incl. MET staff*)</td><td>699</td></tr> <tr><td>Total IFR flight-hours controlled by ANSP ('000)</td><td>335</td></tr> <tr><td>IFR airport movements controlled by ANSP ('000)</td><td>309</td></tr> <tr><td>En-route sectors</td><td>8</td></tr> <tr><td>Minutes of ATFM delays ('000)</td><td>349</td></tr> </table> <p>* if applicable</p> | Gate-to-gate total revenues (M€) | 141 | Gate-to-gate total costs (M€) | 136 | Gate-to-gate ATM/CNS provision costs (M€) | 117 | Gate-to-gate total ATM/CNS assets(M€) | 43 | Gate-to-gate ANS total capex (M€) | 12 | ATCOs in OPS | 224 | Gate-to-gate total staff (incl. MET staff*) | 699 | Total IFR flight-hours controlled by ANSP ('000) | 335 | IFR airport movements controlled by ANSP ('000) | 309 | En-route sectors | 8 | Minutes of ATFM delays ('000) | 349 | <p><u>Size (2015)</u></p> <p>Size of controlled airspace: 5 851 000 km²</p>  <p>Continental: 671 000 km² - Oceanic: 5 180 000 km²</p> |
| Gate-to-gate total revenues (M€) | 141 | | | | | | | | | | | | | | | | | | | | | | |
| Gate-to-gate total costs (M€) | 136 | | | | | | | | | | | | | | | | | | | | | | |
| Gate-to-gate ATM/CNS provision costs (M€) | 117 | | | | | | | | | | | | | | | | | | | | | | |
| Gate-to-gate total ATM/CNS assets(M€) | 43 | | | | | | | | | | | | | | | | | | | | | | |
| Gate-to-gate ANS total capex (M€) | 12 | | | | | | | | | | | | | | | | | | | | | | |
| ATCOs in OPS | 224 | | | | | | | | | | | | | | | | | | | | | | |
| Gate-to-gate total staff (incl. MET staff*) | 699 | | | | | | | | | | | | | | | | | | | | | | |
| Total IFR flight-hours controlled by ANSP ('000) | 335 | | | | | | | | | | | | | | | | | | | | | | |
| IFR airport movements controlled by ANSP ('000) | 309 | | | | | | | | | | | | | | | | | | | | | | |
| En-route sectors | 8 | | | | | | | | | | | | | | | | | | | | | | |
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