

| | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--|--------------------------------------|------------------------------|--|---|--|----|-----------------------------------|---|--------------|-----|---|-----|--|----|---|----|------------------|---|-------------------------------|---|--|
| <p><u>Institutional arrangements and links (2017)</u></p> <pre> graph TD Gov[Government] --> MD[Ministry of Defence] Gov --> MESD[Ministry of Economy and Sustainable Development] Gov --> MIA[Ministry of Internal Affairs] MD --> LFC[Land Forces Command] MESD --> CAA[Civil Aviation Agency (CAA)] CAA --> UGA[United Georgian Airports] CAA --> ANSP[Sakaeronavigatsia (ANSP)] CAA --> Airlines[Airlines] </pre> | <p><u>Status (2017)</u></p> <ul style="list-style-type: none"> - Limited liability company as of 1999 - 100% State owned <p><u>National Supervisory Authority (NSA):</u> Georgian Civil Aviation Agency (GCAA)</p> <p><u>Body responsible for:</u></p> <p><u>Safety Regulation</u> GCAA</p> <p><u>Airspace Regulation</u> President of Georgia</p> <p><u>Economic Regulation</u> Ministry of Economy and Sustainable Development of Georgia</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p><u>Corporate governance structure (2017)</u></p> <pre> graph TD Chairman[Chairman of Supervisory Council elected by council members and is the Deputy Minister of Economy and Sustainable Development of Georgia] --> DGen[DIRECTOR GENERAL appointed by the Supervisory Council in coordination with National Agency for State Property Management] DGen --> DirGCAA[Director of GCAA appointed by Ministry of Economy and Sustainable Development] </pre> | <p><u>Sakaeronavigatsia (2017)</u></p> <p><i>CHAIRMAN OF THE SUPERVISORY BOARD:</i> Davit Khutsishvili</p> <p><i>DIRECTOR GENERAL AND CEO:</i> Gocha Mezvrishvili</p> <p><i>HEAD OF THE ATS DEPARTMENT:</i> David Kadzanaia</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 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><u>Operational ATS units (2015)</u></p> <ul style="list-style-type: none"> 1 ACC (Tbilisi) 3 TWRs (Tbilisi, Batumi, Kutaisi) 3 APPs co-located with ACCs (Tbilisi) 1 AFIS (Mestia) | | | | | | | | | | | | | | | | |
| <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><u>Key financial and operational figures (ACE 2015)</u></p> <table border="1"> <tr><td>Gate-to-gate total revenues (M€)</td><td>33</td></tr> <tr><td>Gate-to-gate total costs (M€)</td><td>27</td></tr> <tr><td>Gate-to-gate ATM/CNS provision costs (M€)</td><td>25</td></tr> <tr><td>Gate-to-gate total ATM/CNS assets(M€)</td><td>36</td></tr> <tr><td>Gate-to-gate ANS total capex (M€)</td><td>8</td></tr> <tr><td>ATCOs in OPS</td><td>102</td></tr> <tr><td>Gate-to-gate total staff (incl. MET staff*)</td><td>760</td></tr> <tr><td>Total IFR flight-hours controlled by ANSP ('000)</td><td>51</td></tr> <tr><td>IFR airport movements controlled by ANSP ('000)</td><td>27</td></tr> <tr><td>En-route sectors</td><td>2</td></tr> <tr><td>Minutes of ATFM delays ('000)</td><td>0</td></tr> </table> <p>* if applicable</p> | Gate-to-gate total revenues (M€) | 33 | Gate-to-gate total costs (M€) | 27 | Gate-to-gate ATM/CNS provision costs (M€) | 25 | Gate-to-gate total ATM/CNS assets(M€) | 36 | Gate-to-gate ANS total capex (M€) | 8 | ATCOs in OPS | 102 | Gate-to-gate total staff (incl. MET staff*) | 760 | Total IFR flight-hours controlled by ANSP ('000) | 51 | IFR airport movements controlled by ANSP ('000) | 27 | En-route sectors | 2 | Minutes of ATFM delays ('000) | 0 | <p><u>Size (2015)</u></p> <p>Size of controlled airspace: 88 700 km²</p> |
| Gate-to-gate total revenues (M€) | 33 | | | | | | | | | | | | | | | | | | | | | | |
| Gate-to-gate total costs (M€) | 27 | | | | | | | | | | | | | | | | | | | | | | |
| Gate-to-gate ATM/CNS provision costs (M€) | 25 | | | | | | | | | | | | | | | | | | | | | | |
| Gate-to-gate total ATM/CNS assets(M€) | 36 | | | | | | | | | | | | | | | | | | | | | | |
| Gate-to-gate ANS total capex (M€) | 8 | | | | | | | | | | | | | | | | | | | | | | |
| ATCOs in OPS | 102 | | | | | | | | | | | | | | | | | | | | | | |
| Gate-to-gate total staff (incl. MET staff*) | 760 | | | | | | | | | | | | | | | | | | | | | | |
| Total IFR flight-hours controlled by ANSP ('000) | 51 | | | | | | | | | | | | | | | | | | | | | | |
| IFR airport movements controlled by ANSP ('000) | 27 | | | | | | | | | | | | | | | | | | | | | | |
| En-route sectors | 2 | | | | | | | | | | | | | | | | | | | | | | |
| Minutes of ATFM delays ('000) | 0 | | | | | | | | | | | | | | | | | | | | | | |