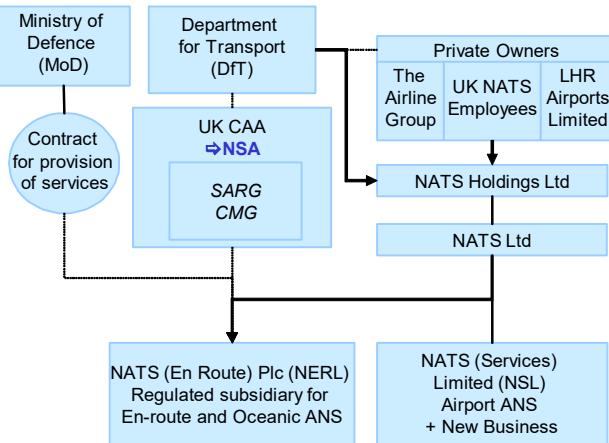


**Institutional arrangements and links (2022)**



**Status (2022)**

- Public Private Partnership as of 2001
- 49% State-owned (Govt retains a Golden Share)
- 51% private-owned (42% by the Airline Group, 4% by LHR Airports Limited and 5% by UK NATS employees)
- The Airline Group comprises 5 airlines (BA, Virgin Atlantic, Lufthansa, EasyJet, Thomas Cook (in liquidation process), TUI Airways) and 2 pension funds (Pension Protection Fund and USS Sherwood Limited, which owns 49.9% of the Airline Group).

**National Supervisory Authority (NSA):**

UK CAA

**Body responsible for:**

**Safety Regulation**

UK CAA, Safety and Airspace Regulation Group (SARG)

**Airspace Regulation**

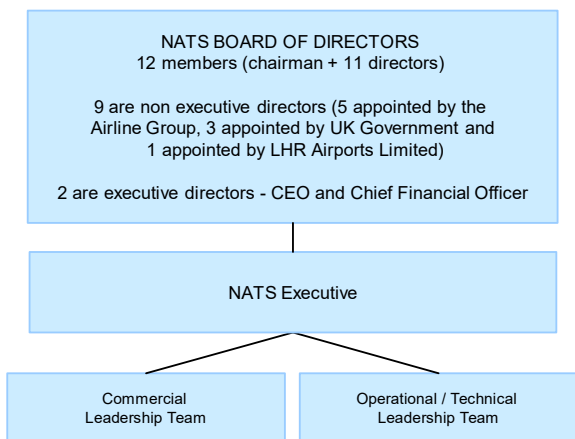
UK CAA, Safety and Airspace Regulation Group (SARG)

**Economic Regulation**

UK CAA, Consumer and Markets Group (CMG).

Charges control in RP3 linked to CPI.

**Corporate governance structure (2022)**



**NATS (2022)**

**CHAIRMAN OF THE NATS BOARD:**

Paul Golby

**CEO of NATS:**

Martin Rolfe

**OPERATIONS DIRECTOR:**

Juliet Kennedy

**STRATEGY AND COMMERCIAL DIRECTOR:**

Guy Adams

**Scope of services (2020)**

|   |  |   |
|---|--|---|
| <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                    |

**Operational ATS units (2020)**

- 1 OAC (Shanwick)
- 3 ACCs (Swanwick AC, London TC, Prestwick AC)
- 15 APPs
- 15 TWRs (including Gibraltar TWR)
- 2 AFISs

**Key financial and operational figures (ACE 2020)**

|  |       |
|--|-------|
| Gate-to-gate total revenues (M€)                 | 407   |
| Gate-to-gate total costs (M€)                    | 758   |
| Gate-to-gate ATM/CNS provision costs (M€)        | 754   |
| Gate-to-gate total ATM/CNS assets(M€)            | 1 070 |
| Gate-to-gate ANS total capex (M€)                | 80    |
| ATCOs in OPS (FTEs)                              | 1 241 |
| Gate-to-gate total staff (incl. MET staff*)      | 4 134 |
| Total IFR flight-hours controlled by ANSP ('000) | 610   |
| IFR airport movements controlled by ANSP ('000)  | 589   |
| En-route sectors open at maximum configuration   | 69    |
| Minutes of ATFM delays (post-OPS adjusted, '000) | 217   |

\* if applicable

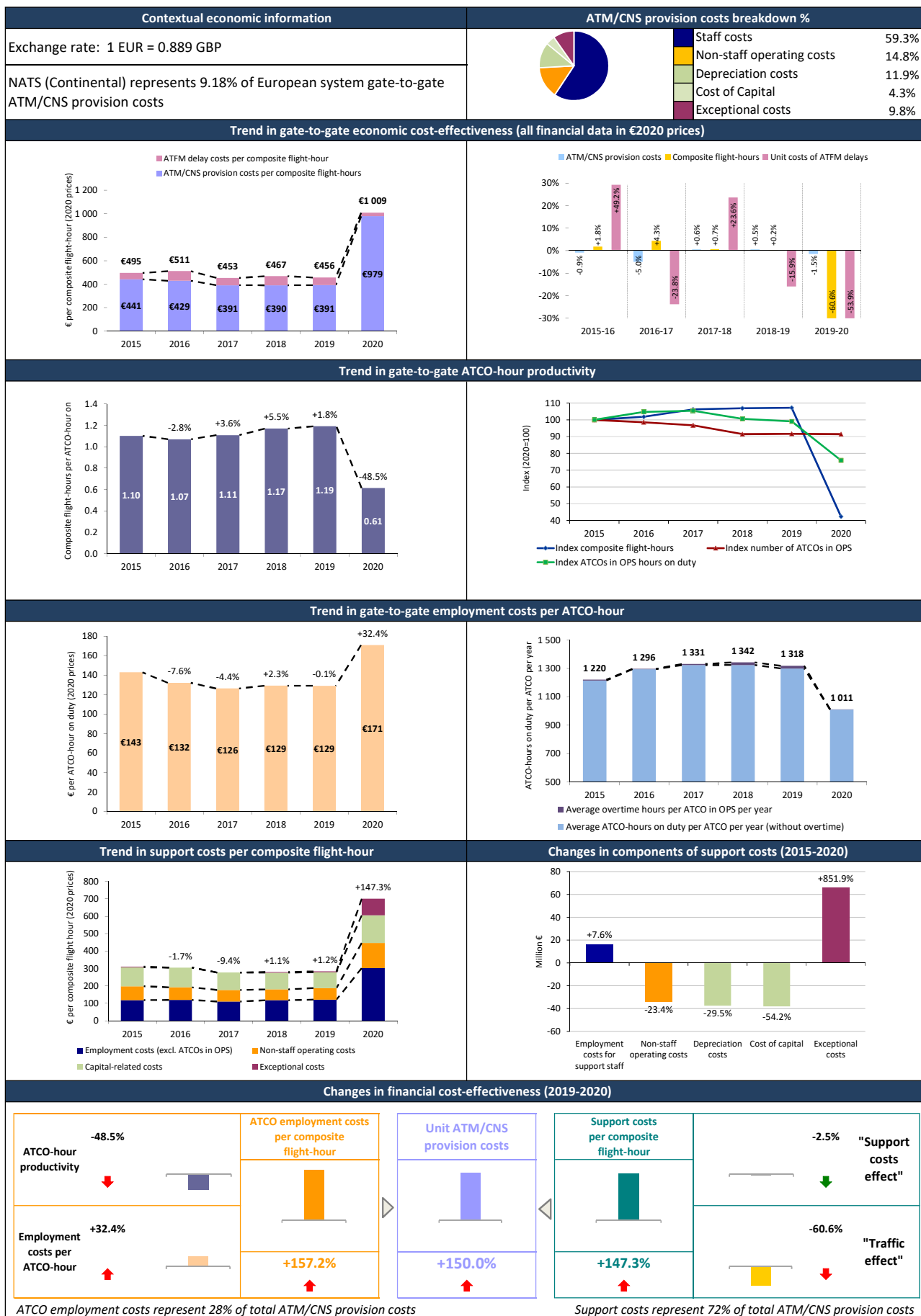
**Size (2020)**

Size of controlled airspace: 880 000 km<sup>2</sup>



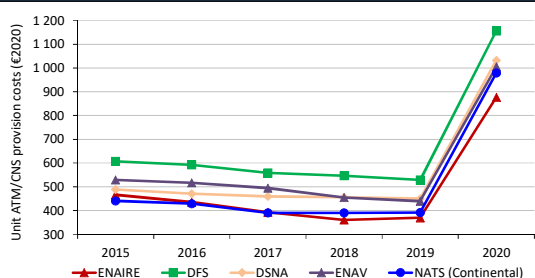
Continental: 880 000 km<sup>2</sup> - Oceanic: 2 120 000 km<sup>2</sup>

## NATS (Continental) (United Kingdom) – Cost-effectiveness KPIs (€2020)

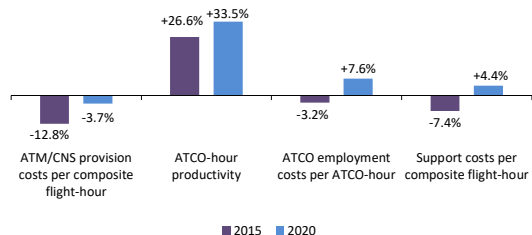


## NATS (Continental) (United Kingdom) – Cost-effectiveness KPIs (€2020)

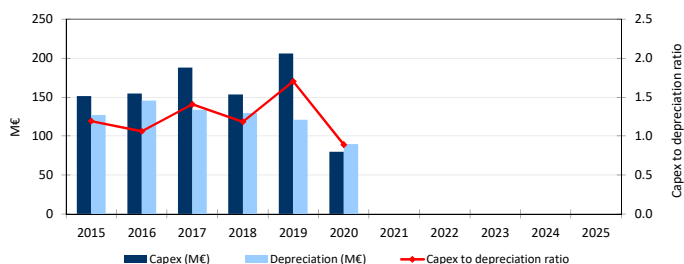
Changes in unit gate-to-gate ATM/CNS provision costs within comparator group



Deviation from groups' weighted average



Capital expenditures and depreciation costs



Note that the planned data provided by NATS in its ACE data submission reflects the figures based on regulatory accounting rules. This is different from the methodology used by NATS to report historic and actual figures which are based on IFRS accounting rules.

Information on major capex projects and ATM systems upgrades/replacements

| ATM     | COM | NAV     | SUR | Building | Other  | Years | FDPS   | RDPS   | HMI   | VCS  |
|---------|-----|---------|-----|----------|--------|-------|--|--|---|--|
|         |     |         |     |          |        |       | C*: 2002 (London AC) 2001 (London TC) 2001 (Prestwick NAS) 2016 (Prestwick ITEC)**         | C*: 2010 (London AC) 2007 (London TC) 2009-2010 (Prestwick)  | C*: 2009 (London AC) 2007 & 2018 (London TC) 2009 (Prestwick) 2016 (Prestwick ITEC) | C*: 2002 (London AC) 2007 (London TC) 2008 (Prestwick) |
| €634.1M |     | €120.9M |     |          | €86.6M | 2015  |  | London TC<br>Prestwick (NODE-L)                              | London TC (2015 NODE-L)<br>London AC (2016)   | London TC<br>Prestwick                                 |
|         |     |         |     |          |        | 2016  | London AC+TC   |  |   |  |
|         |     |         |     |          |        | 2017  | Prestwick (2017 ITEC & 2018 NAS)   | London AC (ARTAS)<br>Prestwick (ARTAS)                       |   |  |
|         |     |         |     |          |        | 2018  |  |  |   |  |
| €250.9M |     | €52.9M  |     | €25.9M   | €24.7M | 2019  |  | Prestwick (ARTAS)  |   |  |
|         |     |         |     |          |        | 2020  |  | London TC<br>Prestwick (NODE-L, ARTAS)<br>London AC (NODE-N) | Prestwick (NODE-L)  |  |
|         |     |         |     |          |        | 2021  |  | London AC (ARTAS)  |   |  |
|         |     |         |     |          |        | 2022  |  | Prestwick (NODE-L for PCUA)<br>London TC NODE L 2023-2027    | London TC 2023-2027<br>Prestwick (ITEC)   | Prestwick  |
|         |     |         |     |          |        | 2023  | Prestwick ITEC (2023)<br>London AC SFS (2024)<br>Prestwick NAS & London TC NAS (2023-2027) |  | London AC   |  |
|         |     |         |     |          |        | 2024  |  | Prestwick NODE-L 2025-2028                                   | Prestwick (NODE-L) 2025-2028  | London TC 2025-2028                                    |
|         |     |         |     |          |        | 2025  |  |  |   |  |

\*\* The information reported in the right-hand side of the chart for Prestwick ACC refers to the systems used for the upper (based on ITEC from 2016 onwards) and lower (NAS & NODE) airspace.

\* C = Commissioning Upgrade Replacement

Focus on the top five capex projects

| Project number | Name of the project   | Domain  | Capex spent between start and end dates (€M) | Start date | End date |
|----------------|---|---------|--|------------|----------|
| 1              | ITEC (including Prestwick Upper Airspace Definition)  | ATM     | 405.5  | 2015       | 2019     |
| 2              | DP en-route and voice (including iTEC V2 with Foresight, MVS and SVS)                                 | ATM/COM | 196.9  | 2020       | 2022     |
| 3              | Centre Systems Software Development (including NAS Version NA37.01)                                   | ATM     | 186.5  | 2015       | 2019     |
| 4              | CNS Infrastructure (including NERC N38 System Ethernet and MSRS Change, Da Vinci Network Enhancement) | CNS     | 120.9  | 2015       | 2019     |
| 5              | Sustainment and Surveillance  | CNS     | 52.9   | 2020       | 2022     |