

# NATS Overview



Introducing NATS

## What do we do?



NATS is a service provider of innovative **air traffic** services and solutions to the global aviation industry .



NATS is the **UK's leading** air traffic management provider, maintaining the **orderly, efficient** and, above all, **safe** passage of aircraft through UK airspace and beyond.

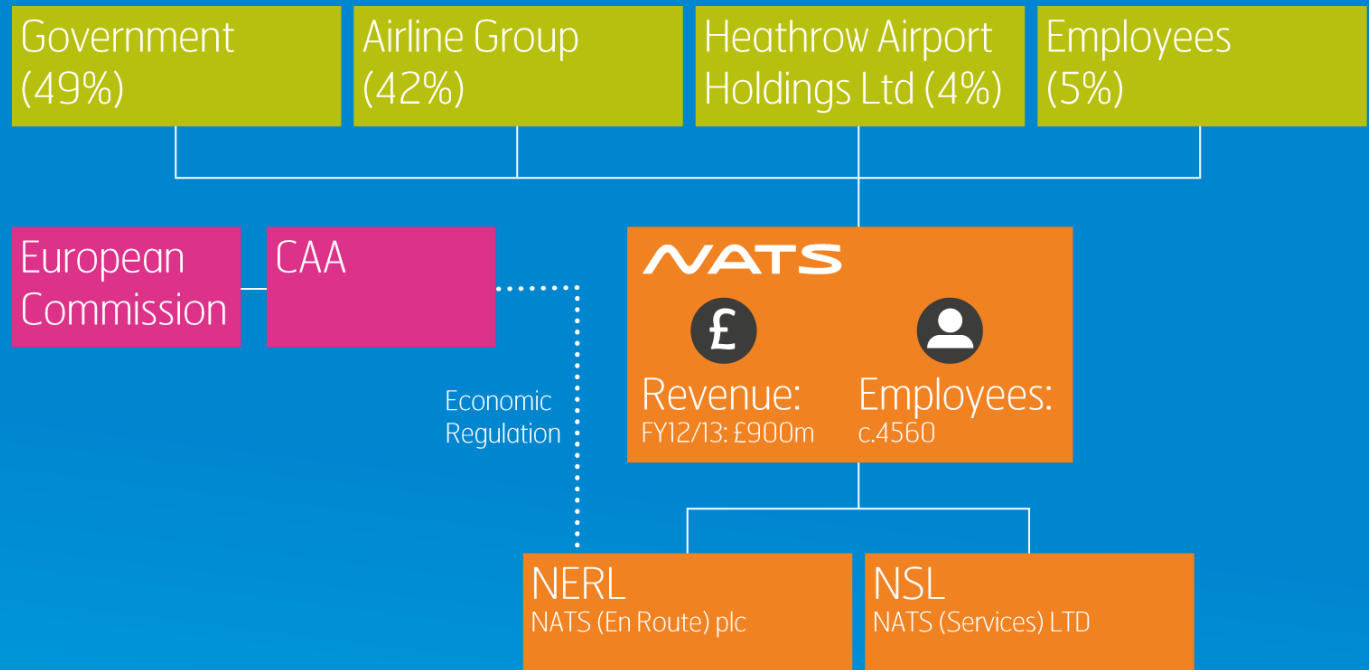
NATS handled nearly **2.1m** flights in FY 2012/13 (87% of flights to/from UK 13% overflights)



NATS also provides services worldwide 24 hours a day, 365 days a year

## Introducing NATS

### NATS structure



NATS Services (NSL)

## Services business at a glance

NATS Services is organised with specialists in five service lines that work together to provide unique products and services:



Turnover: FY12/13: £222m  
PBT: FY12/13: £40.3m



Employees: c.1090

### NATS Airports



Innovative ATC optimisation services which we offer in the UK and overseas

### NATS Engineering



Seamlessly and safely integrating technology operations across the globe

### NATS Information



Providing high quality dynamic data services optimising airline and airport operations

### NATS Consultancy



Expert services providing efficiency, optimisation and capability across the aviation sector

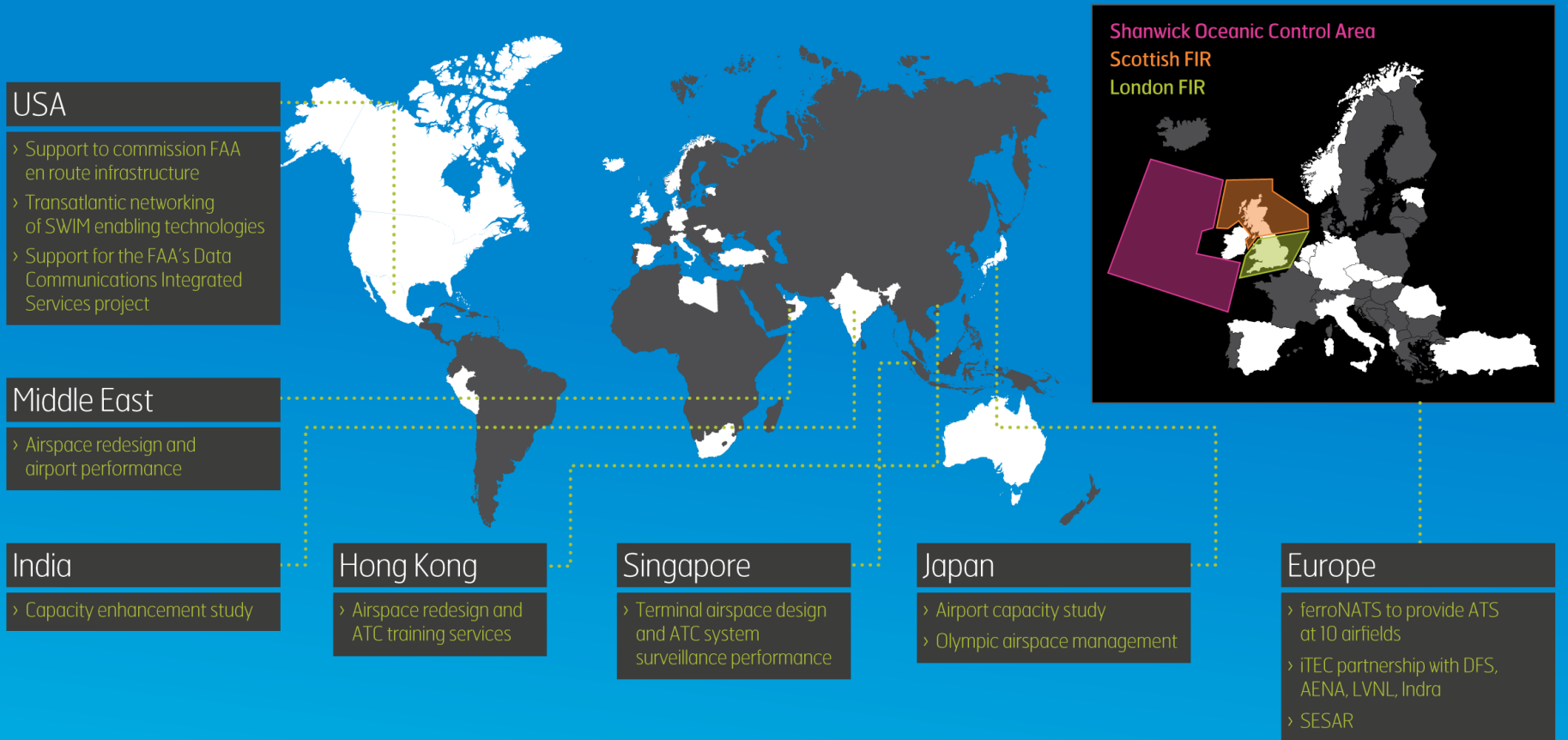
### NATS Defence



Joint solutions improving airspace usage, technology sharing and operational innovation through partnership with civil and military authorities

NATS Services (NSL)



# A global business



NATS Services (NSL)

## NATS Airports

Each UK airport chooses who supplies its ATC services. NATS Services has secured commercial contracts to provide air traffic services at 15 major UK airports, Gibraltar and through ferroNATS, a joint venture with Ferrosfer for 9 airports in Spain.

-  Operated by NATS
-  Operated by ferroNATS

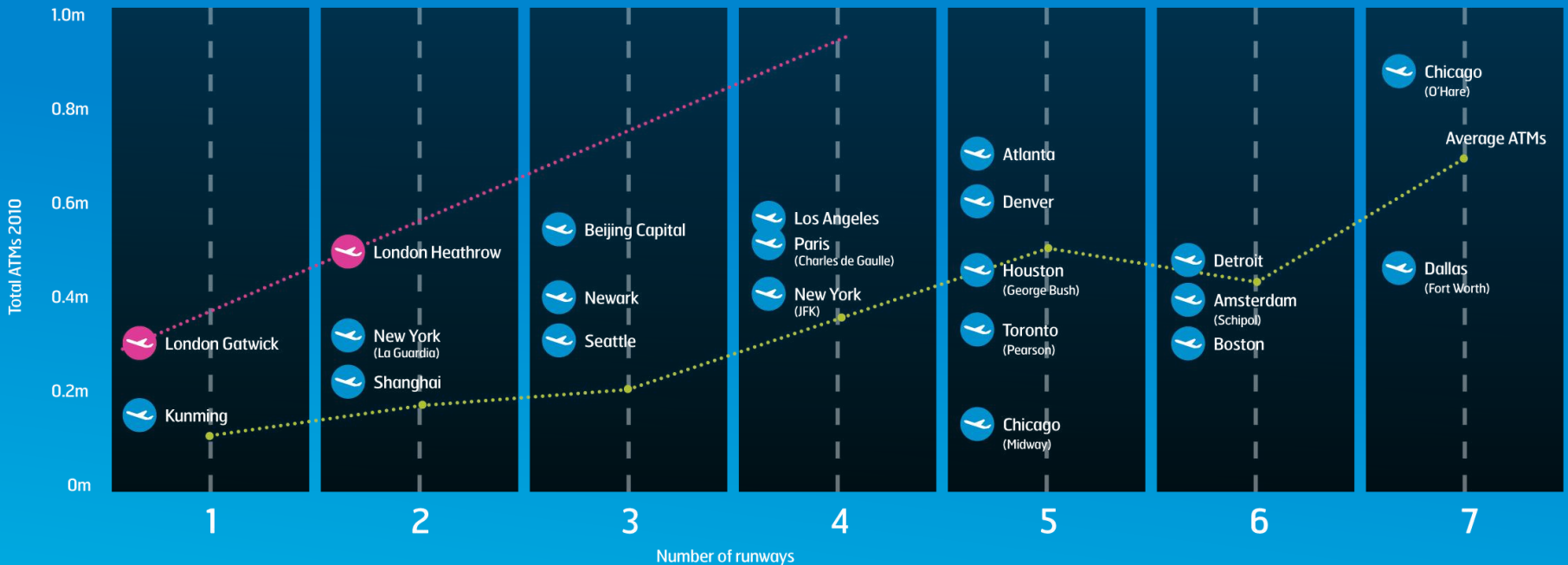


NATS Services (NSL)

## Air traffic movements for top airports

NATS Services provides ATC at the World's busiest single and dual runway for ATMs.

It also provides airport ATC at six of the busiest 15 single runway civil airports in the world for ATMs



## World record for NATS controllers at Gatwick Airport

Posted 3 September 2014 ·

Air traffic controllers at Gatwick Airport handled a total of 906 movements on 29 August, breaking their own world record for air traffic movements in a day from a single runway.

The record was broken at the end of the busy summer season and the last weekend of the school holidays, with 906 movements equating to a take off or landing every 63 seconds.

NATS is the only air traffic services operator in the world to have ever achieved more than 900 aircraft movements in a single day from one runway – a feat it achieved four times in August. It set the previous record of 895 in 2008 and has consistently set the benchmark for the number of movements from a single runway.

Over the past two years, NATS has worked to increase Gatwick's declared capacity to deliver seven hours of 55 scheduled movements per day, although even more are not uncommon at peak times.

Steve Anderson, NATS General Manager at Gatwick, said: "To achieve over 900 runway movements means everything has to be working in perfect sync – from optimising the order of arriving and departing flights through to fine tuning the arrival spacing. It's something we have worked incredibly hard at over many years and the team can be rightfully proud of the service we provide."

The NATS team in the tower are supported by their controller colleagues based at Swanwick Control Centre. Steve added: "They play an absolutely integral role, and achieving 900 movements wouldn't be possible without a NATS wide team effort."





NATS En-route (NERL) Airspace

## En-route Airspace locations...



### Prestwick

Handles on average 2,500 flights/day

- › Scottish Oceanic Control Centre
- › Scottish Area Control Centre
- › Manchester Area Control Centre
- › Scottish Military Air Traffic Control

### Swanwick

Handles on average 5,500 flights/day

- › London Area Control Centre
- › London Terminal Control Centre
- › London Military Air Traffic Control

### Whiteley

Corporate & Technical Centre



Turnover:  
FY12/13: £714m



Employees:  
c.3400

- › The UK airspace is divided into two Flight Information Regions (FIRs)
- › Our operations are consolidated at just 2 main locations (previously 4 centres)
- › Prestwick centre also provides air traffic services across the North Atlantic

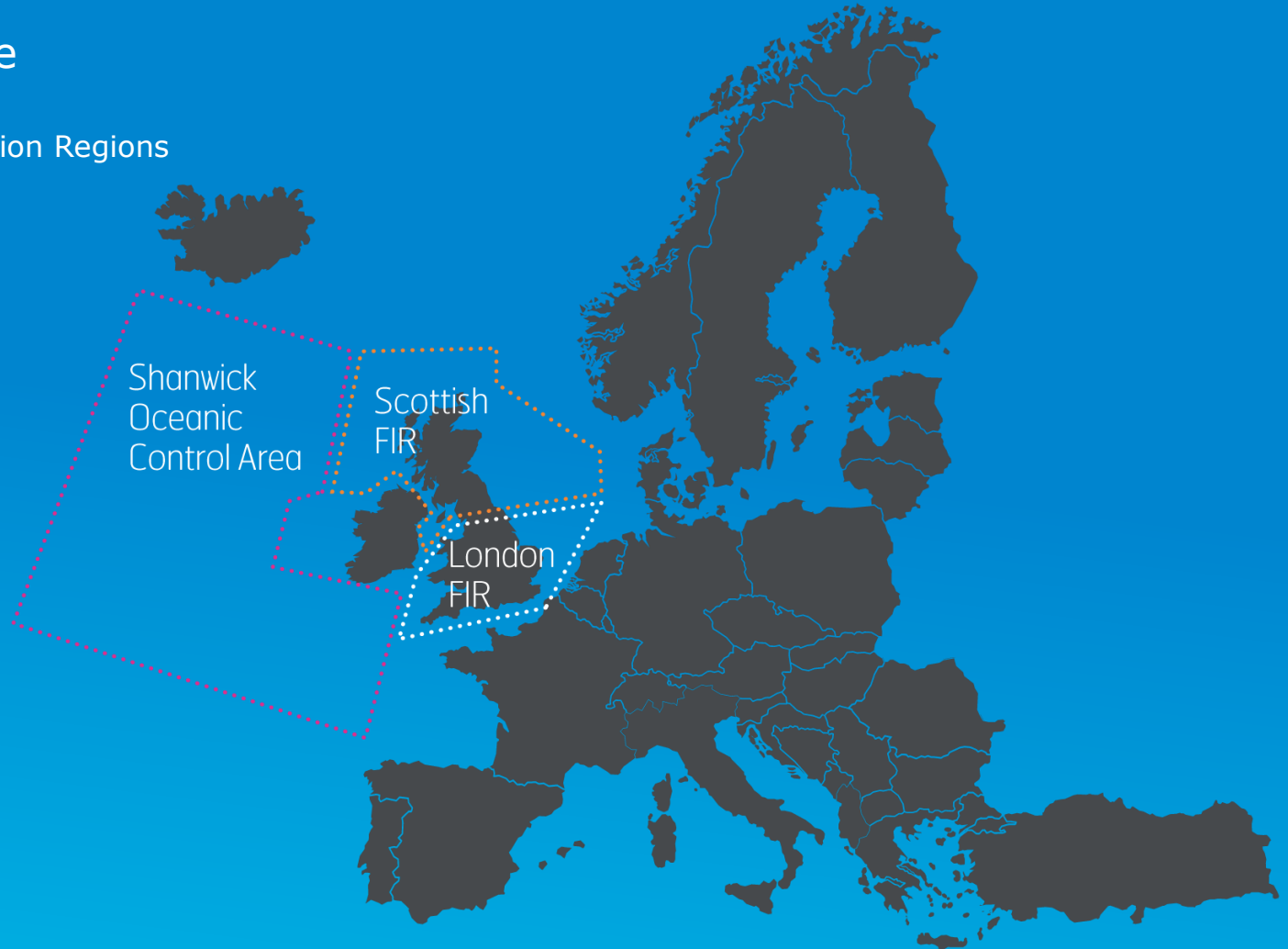
NATS En-route (NERL) Airspace

## ...and our airspace

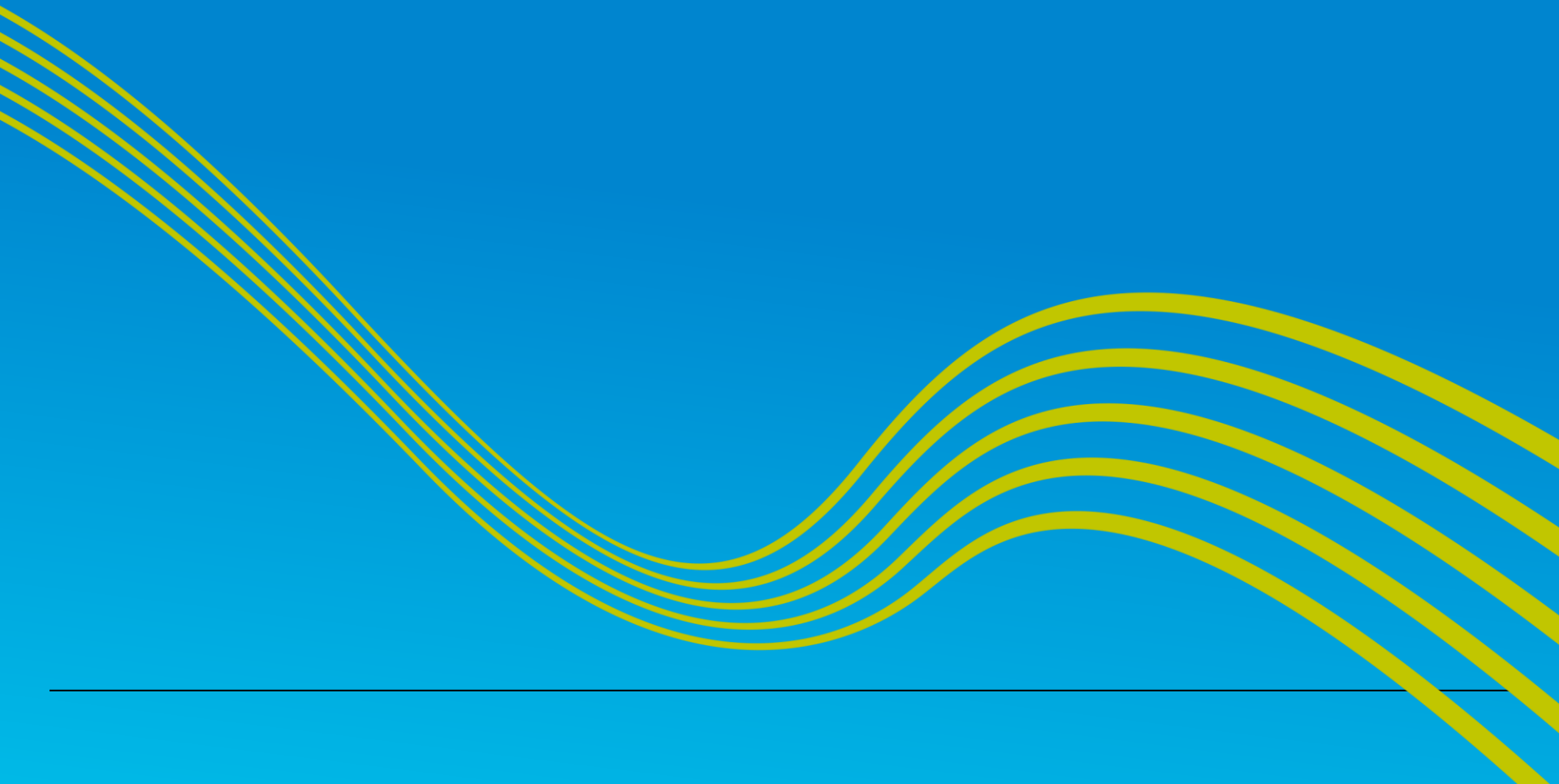
Europe's Flight Information Regions

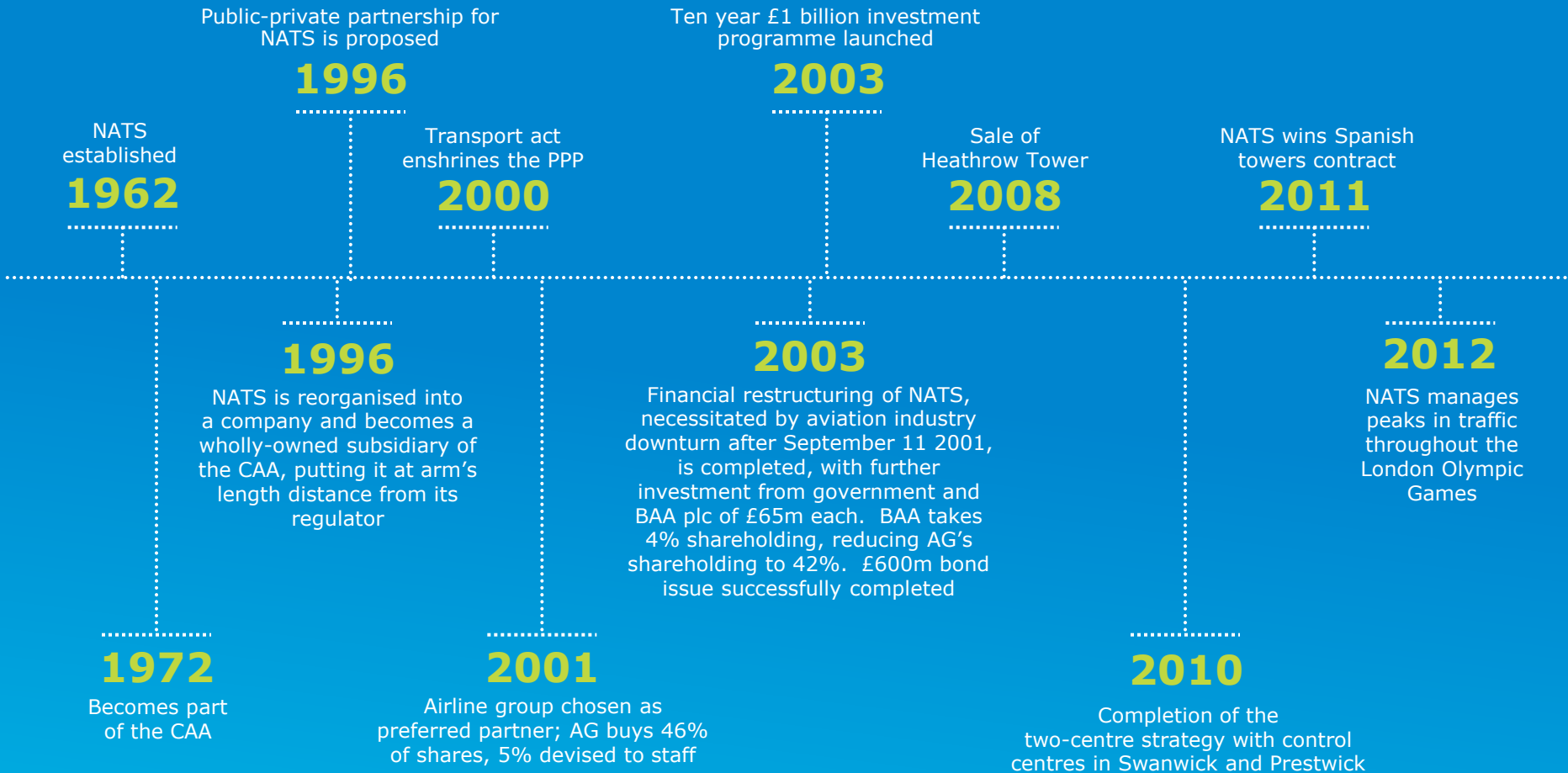
London &  
Scottish FIRs:  
1m km<sup>2</sup> – 11% of Europe's  
airspace and 25% of traffic

Shanwick  
2.2m km<sup>2</sup> – 80% of  
North Atlantic traffic



# How did we get here?





## London 2012 Olympic Games

- › For the London Olympic Games NATS had to plan and prepare for:
- › Half a million overseas spectators arriving into the UK;
- › Flights carrying 70,000 overseas 'Games Family' members;
- › Flights carrying 150 Heads of State;
- › 700 extra commercial flights into London's main airports;
- › 10,000 business jet movements

## London 2012 Olympic Games

- › While managing all that NATS also had to serve its customers and the flying public and:
- › Maintain and maximise capacity of London's core Terminal Manoeuvring Area Airports who would be operating at maximum capacity at times;
- › Create extra capacity to satisfy demands on Instrument Flight Rules (IFR) airspace to continue to meet core demands without significant disruption;
- › Manage a significant expected increase in IFR movements to London's second and third tier airports;
- › Satisfy national security requirements in terms of various threats.

## London 2012 Olympic Games

After years of preparation, NATS delivered a gold-medal level performance. Despite traffic peaks, there were only 593 minutes of delay attributable to NATS throughout the whole Olympics. This compares to last year's figure for the same period of more than 13,000 minutes of delay – a 95% reduction.

With no risk bearing losses of separation attributed to the Olympics and just two infringements of NATS temporary Controlled Airspace by general aviation aircraft.

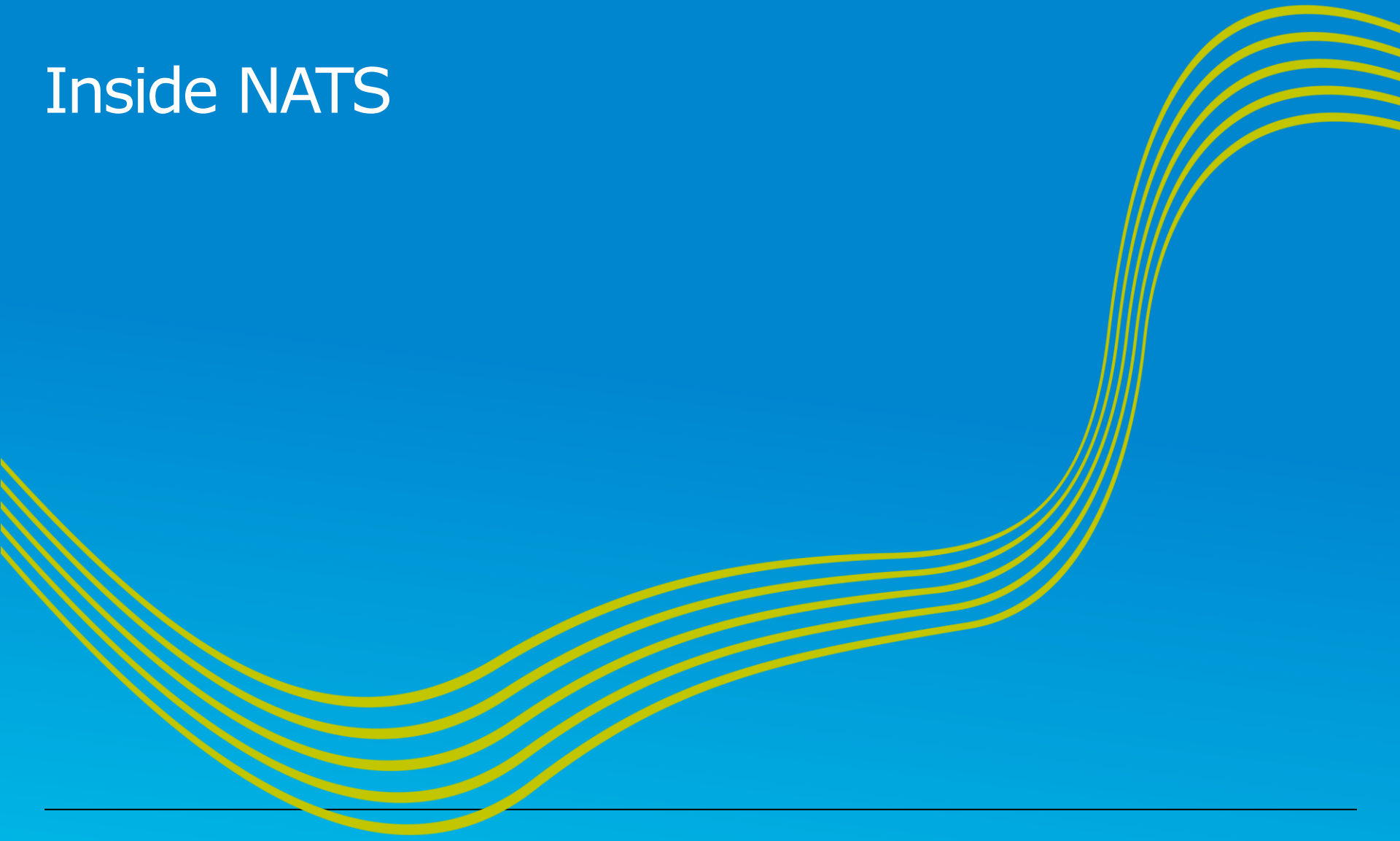
This was made possible through our close working relationships with the MOD, CAA, General Aviation Community, Airlines and Airport Operators.

Check-in information

Your questions answered

Time	Destination	Airline	Gate
09:50	Grand Canyon	BA251	1.051
	Via Miami		
		OK228	1.051
09:50	Nice	BA216	1.051
09:50	Luxembourg	BA276	1.051
09:50	Istanbul	BA392	1.051
09:50	Paris	BA743	1.051

# Inside NATS





## Financial Summary



NATS had an annual  
turnover of

**£899m**

FY 2012/13



NATS made an annual  
profit of

**£191m**

FY 2012/13

## Six years of performance

<b>Financial Year Ended 31 March</b>	<b>2007/8</b>	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>
Flights Handled	2,480,004	2,371,624	2,172,025	2,116,000	2,167,000	2,126,000
Average Delay in Seconds (Attributable to NATS)	26.8	19.3	4.3	4.3	7.3	<b>1.4</b>
<b>Safety (Airprox) <sup>1</sup></b>						
Where NATS is providing the service	57	50	39	34	31	37
NATS attributable	18	17	6	6	5	11
Risk-bearing (A or B)	2	0	0	0	0	0
<b>NATS Group Profit/(Loss) before Tax (£m)</b>						
As stated under UKGAAP						
As stated under IFRS	66.7	135.5 <sup>1</sup>	78.3	106.1	194.5	190.7
<b>NATS Group Net Debt (£m)</b>						
As stated under UKGAAP						
As stated under IFRS (NB)	538.1	480.3	519.7	528	509.1	457.1
<b>Enabled fuel savings (tonnes, cumulative)</b>		25,290	79,830	150,220	249,710	256,636
<b>Headcount (average)</b>	5,158	5,048	4,920	4,652	4,533	4,560

<sup>1</sup> - With such small numbers being reported we are focusing on further analysis of common causal factors for increases and the identification of associated lead indicators to ensure it is reversed.

## Our people

NATS currently has approximately **4550** employees:



**1900**

Air Traffic Controllers



**750**

Air Traffic Service  
Assistants



**1000**

Engineers



**900**

Business Support  
Professionals

## NATS Executive



Chief Executive Officer  
**Richard Deakin**



Human Resources Director  
**Gerry Skelton**



General Counsel & Company Secretary  
**Richard Churchill-Coleman**



Communications Director  
**Simon Warr**



Finance Director  
**Nigel Fotherby**



Managing Director Operations  
**Martin Rolfe**



Safety Director  
**David Harrison**



Managing Director Services  
**Catherine Mason**

## Operations Leadership Team

Managing Director Operations

**Martin Rolfe**

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Operations Strategy Director

**Simon Hocquard**

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Operations Director (Swanwick)

**Juliet Kennedy**

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Operations Director (Prestwick)

**Alastair Muir**

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Operations Safety Director

**Richard Schofield**

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Programmes Director

**Garry Jackson**

Engineering Director

**David Hawken**

---

International Affairs Director

**Jonathan Astill**

---

Supply Chain Director

**Tim Bullock**

---

Chief Information Officer

**Gavin Walker**

---

Human Resources

**Bob Bowden**

---

Communications Director

**Simon Warr**

## Services Leadership Team

International Strategy Director

**Jonathan Astill**

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Finance Director, Services

**Guy Adams**

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Engineering Director

**Iain Harris**

---

Business Development Director

**Andy Head**

---

Head of Consultancy

**Fergus Cusden**

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General Manager Customer Affairs

**Andy Shand**

---

Business Admin Manager

**Vicky Overend**

---

Operations Director (Airports)

**Mike Stoller**

---

Safety Director, Services

**Steve Williamson**

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Communications Director

**Simon Warr**

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Head of Information

**Andy Sage**

---

Head of Defence

**Ewan Kelbie**

---

Head of Business Partners &  
Consultants

**Bob Bowden**

---

Chief Information Officer

**Gavin Walker**

---

Operations Director, Strategy

**Simon Hocquard**

---

Supply Chain Director

**Tim Bullock**

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Assistant General Counsel

**Darren Riley**

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Visit [www.nats.aero](http://www.nats.aero)  
for more information

**NATS**

The image features a solid blue background. In the lower-left corner, the word "NATS" is written in a white, bold, sans-serif font. A decorative graphic of five parallel, wavy yellow lines flows from the left side of the image, curving downwards and then upwards towards the right side.