

## ORGANISATIONS OVERSIGHT

In accordance with national and international standards, oversight activities are carried out by ENAC based on a National Oversight Program of Certified Organisations through two main types of inspections:

**Audits**, formal programmed and unplanned inspections conducted on organizations, infrastructures, staff, equipment, documentation, procedures, processes and

products, to verify compliance with certification requirements and monitor technical and/or operational processes.

**Inspections**, so-called "deep cut" inspections on a particular topic or activity, both on land and in flight, programmed and unplanned, possibly even unannounced.

Approved organisations as of 31/12	2016	2017	2018
<b>ADR</b> Airports open to commercial traffic	45	43	43
<b>ANSP</b> Air Navigation Service Provider	7	7	7
<b>POA</b> Production Organisation Approval (Part 21 subpart F) - Production Organisations without certification privilege	6	4	4
<b>POA</b> Production Organisation Approval (Part 21 subpart G) - Production Organisations with certification privilege	49	52	54
<b>AMO</b> Approved Maintenance Organisation (Part 145) - Maintenance Organisations of aircraft classified as "Large aircraft" or used for Commercial Air Transport and/or their components	134	128	133
<b>AMTO</b> Approved Maintenance Training organisation (Part 147) Training organisations for technical personnel operating in maintenance organisations	15	14	15
<b>AMO</b> Approved Maintenance Organisation (PART M Subpart F) - Maintenance Organisations of aircraft except those classified as "Large aircraft" or used for Commercial Air Transport and/or components	43	37	37
<b>CAMO</b> Continuing Airworthiness Management Organisation (Part M subpart G) - Organisations for the management of aircraft airworthiness	130	123	116
<b>COA/AOC</b> Wing-Fixed/ Helicopter Air Operator Certificate - Air operators performing public transport for passengers/cargo	59	57	59
<b>COA</b> Nationals (Air operators performing public transport for passengers/cargo with hot air and balloons and non-EASA Wing-Fixed/ Helicopter)	-	-	16
<b>COLA</b> Aerial Work Operator Certificate non-EASA	78	23	6
<b>COAN</b> Aerial Fire Operator Certificate	-	-	30
<b>NCC</b> Non Commercial Complex Declaration - Private Operators flying complex aircraft which conduct non-commercial activities	-	-	18
<b>SPO</b> Not critical operations Aerial Work Operator Certificate - operators performing aerial work, such as crop spraying, aerial displays, aerial surveys, radio measurements.	-	69	52
<b>SPO</b> Critical operations Aerial Work Operator Certificate - operators performing aerial work critical operations	-	30	34
<b>AeMC</b> Aero Medical Centres - Aero Medical Centres for the issuance of psychophysical medical certificate for flight crew and air traffic controllers	3	3	3
<b>OR</b> Registered Organisations - Organisations that provide training for private pilots	67	63	54
<b>ATO</b> Approved Training Organisation - Organisations conducting approved courses of flight training	74	78	94
<b>Laboratories</b> Organisations conducting tests/examinations on aircraft, engines, propellers, parts, systems or aerospace materials	6	6	6
<b>DTO</b> Declared Training Organisation - Organisations that realise the training to achieve the pilot licence for light aircraft, after ENAC declaration.	-	-	5
<b>CA APR</b> Training centres for APR pilots	-	-	65
<b>FSTD</b> Flight Simulator Training Devices - Driving staff training devices	42	40	46
<b>SPA</b> Commercial Operator with Specific Approvals	-	-	5

## National Oversight Programme of Certified Organisations

The oversight activity, assigned to the National Authority by the international legislation, is one of the tool that allow the safety monitoring in the Civil Aviation. ENAC organised its oversight activity specialising the surveillance programme for each certified organisation. The logic under it is to characterise the organisations classifying them based on their complexity and performance. The logic implementation has started in 2016 and its purpose is to focus the surveillance activity on the areas whose certification deserves more attention (complexity or performance of the certification itself), by optimising the surveillance teams resources.

The first two-year period of Performance Based Oversight (PBO) implementation ended in 2018 for the majority of the aeronautical sector's certifications; the remainders' one, airports included, ended by the first year of implementation.

In 2019, the final data evaluation compared to the

expected ones, will allow the realisation of the manpower corrective actions related to the different processes and the optimisation of the inspections number favouring the indicators that showed a higher level of criticality.

Moreover, the first year of use of the computer tool is complete. Based on the Google Drive platform, it allowed to automate the elaboration, approval and archiving of the surveillance plan of all the certified organisations. This permitted to concretely finish the first phase of data collection, much faster and systematic compared to the past, to start the evaluations to level out, at national level, the surveillance planning and quantification criteria and to analyse the data in order to achieve a better use of the available resources.

The tool revision is under development and it will allow the registration of the activity actually carried out compared to the planned one.

The software EMPIC EAP interface is now being studied in order to automate the archiving as soon as the surveillance activity (audits and inspections) is recorded by the reports.

Main oversight Activity in 2018 in terms of number of Audits performed	
Aerodromes (EU Regulation no. 139/2014 and ENAC Regulations)	171
AMO F	12
CAMO G (Commercial Transport)	99
CAMO G (Non-commercial Transport)	73
COA	507
CVRP	11
ATO	129
COLA	8
SPO	52
Laboratory	4
OR	13
AMO Part 145	126
AMTO Part 147	36
POA F	2
POA G	127
APR	6
FSTD	43

Type of certification	Number of organisations with PBO
COA	59
CAMO	116
AMO 145	133
AMO F	37
POA (F+G)	58
ATO	94
Part 147	15
ADR	39
ANSP	7
<b>TOTAL</b>	<b>558</b>

Airport inspections conducted in 2018	
Flight Safety	1,655
Aerodrome Safety	421
Handling	2,019
Security	1,837
Security (National Aviation Security Quality Control Team)	45
Handling (National Aviation Handling Quality Control Team)	27
Charter of Rights and Quality of Services	1,552
Services Quality (monitoring)	3,618
Initiated sanction procedure for violation of the Reg. (EC) no. 261/2004	81

### Quality Assurance Audit

The Quality Assurance Audit is one of the monitoring mechanisms of ENAC whose results allow the identification of the strengths and the points of weakness in order to facilitate the process of improvement of the Authority's activities and, consequently, to increase the quality of the services provided. The Audit involves the control of the flow of activities and the related documents through the interviews conducted by the auditors. With the help of ad-hoc check lists, the staff responsible for the execution of the mentioned activities is interviewed with the objective of assessing the compliance of the execution modalities with the requirements included in the rules, Manuals and operational and organisational procedures.

The Quality Assurance Audit is a tool to:

- ensure the systematic control of the management system operation;
- verify the system requirements efficacy, suitability and compliance, as required;
- evaluate the overall quality performances and support the enhancement of the ENAC processes and activities as well as the services provided to the users.

The activity of Quality Assurance Audit, further developed in 2018, has started with the goal of evaluating the Authority certification, surveillance and oversight compliance with the current legislation and identifying possible system anomalies and opportunities for improvement.

### Conversion of aerodrome certificate and oversight

During 2018, the European airports, included the Italian ones, have been characterised by a new regulatory framework, following the publication of the (EU) Reg. no. 2018/1139, entered into force on the 11<sup>th</sup> of September 2018, which abrogated the previous Basic Regulation no. 216/2008.

The conversion process of the airport certifications already issued pursuant to the national legislation (ENAC Regulations for the Construction and Management of the Airports – RCEA) ended on the 31<sup>st</sup> of December 2017.

From the 1<sup>st</sup> of January 2018 a regular and detailed oversight activity by the ENAC regional structures started. The new European juridical framework involves the whole airport sector for the management, technical-operational and regulatory aspects.

Based on the new European regulation, the Italian airports that are included in its field of application are 43, 42 of those already certified pursuant to the ENAC Regulations for the Construction and Management of the Airports – RCEA.

As to the airport Pantelleria, that is operated directly, it is the first certification release which is still ongoing.

#### Italian airports under Community legislation

Alghero	Lamezia Terme	Rome Fiumicino
Ancona	Lampedusa	Taranto
Bari	Milan Linate	Turin
Bergamo	Milan Malpensa	Trapani
Bologna	Naples	Treviso
Bolzano	Olbia	Trieste
Brescia	Palermo	Venice
Brindisi	Pantelleria	Verona
Cagliari	Parma	Albenga
Catania	Perugia	Aosta
Comiso	Pescara	Foggia
Crotone	Pisa	Grosseto
Cuneo	Reggio Calabria	Salerno
Florence	Rimini	
Genoa	Rome Ciampino	

With respect to the airports of Albenga, Aosta, Foggia, Grosseto and Salerno, already certified according to the RCEA, are characterised by low traffic levels (less than or equal to 10,000 passengers and 850 movements related to cargo operations per year), ENAC availed itself of the derogation provided for in the Basic Regulations. As a consequence of that, the conversion process involved 37 airports.

On the ENAC's website, in the section dedicated to the Reg. (EU) no. 139/2014, the regulatory documents are available in order to provide the users and the ENAC Team with tools, according to shared standards.

The European regulations focused on the protection of the areas in the proximity of the airports (surroundings): pursuant to the art. 38, the Member States must adopt all the needed provisions in order to ensure that the airports located in their territory are protected by the activities that take place in the surroundings which may represent unacceptable risks for the aircraft.

In this respect, a draft of the ENAC Regulations has been elaborated and it is expected to enter into force in 2019.

### Air Navigation Services Providers (ANSP) oversight

The certification and surveillance activities of the organisations that operate in the Air Navigation Services follow the Oversight National Programme, by two main

oversight modalities, audits and inspections, conducted by ENAC:

- Air navigation services providers (air traffic-ATS, Flight Information-FIS, Aeronautical Fixed Telecommunication Network-AFTN, aeronautic meteorology-MET, aeronautic information-AIS, communication, navigation, surveillance-CNS);
- Training of the staff involved in the air navigation services: Air Traffic Controller (ATCO), meteorologists, Flight Information Service Operators (FISO), Technical Services Staff (CNS);
- Organisations for the instrument flight procedures planning.

As in 2017, also in 2018 the oversight programme for the air navigation services providers has been elaborated following the principles of the Performance Based Oversight (PBO), by planning the oversight activity based on the safety complexity and performances of the certified organisations that are provided with a Management System (MS). Following the EU regulations that are regularly evolving, the certified organisations implement accurate operational and surveillance processes regarding both safety and security, structured and officialised in a specific safety management document: the Safety Management System (SMS). The correct processes elaboration and their conformity to the regulations is verified by ENAC by on-site and documentary inspections.

Type of Approval	Number of organisations
Air Navigation Service Provider (ANSP)	7 (included in PBO)
Flight Procedure Design Organisation (FPDO)	3
ATS Training Organisation (TO)	2
FISO Training Organisation (TO)	3

Main oversight activities in 2018	
Audit on the air navigation services providers	41
Audit on the staff training organisations (ATCO, FISO)	10
Audit on the flight procedure planning organisations	2
Review of Risk Assessment documents concerning the ATM functional system's modifications	23
Examined Declaration of Verification (DoV) concerning the commissioning of systems and/or air navigation procedures	14



2018 CLASSIFIED FINDINGS				
Type of enterprises	Number of Audit	LEVEL 1 FINDINGS Major non-conformity with the certification requirements, immediate adoption of measures to ensure safety	LEVEL 2 FINDINGS Non-conformity with the certification requirements to be recovered through actions and timeframe arranged with ENAC	LEVEL 3 FINDINGS ENAC observations to improve the standards and to point out areas to be monitored
ANSP	41	0	71	83
TO	12	1	19	12
FPDO	2	0	0	8

The most relevant ANSP is ENAV SpA, which manage almost the entirety of the general commercial air traffic and about the 75% of the traffic in the ending areas. The 25% left is managed by the Italian Air Force which signed a Technical agreement with ENAC in order to regulate the surveillance activity. The agreement, respecting the European regulations and the Italian Air Navigation Code, establishes an indirect supervision to provide the navigation services, through a yearly report about the facts of the activity and the services quality; a direct supervision involves the training organisation and the training centres. For this reason, the Italian Air Force operates in a certificate derogation status in quality of ENAC certified authority for training. ENAV SpA received four different certifications: three about services supply, flight procedures and airspace design and one as training body.

Beside the two main services suppliers, other 6 certified AFIS operates on minor airports, 3 training schools Flight Information Service Operators (FISO) and 3 organisations in charge of the flight procedures creation. In this context, the flight procedures elaboration as consequence of the new European regulation 139/2014 about airports management, has relevance.

In 2018, the frequencies codification migration was concluded, with a shrinkage from 25 kHz to 8.33 kHz. ENAC, in the role of Italian interface for the EU Commission, coordinated the migration of all the handlers and managed the requests for exemption for the State aircraft and for the fixed stations not involved in the transit.

The ENAC's activity in SNA field, beside ensuring a high and uniform level of safety through audits and inspections, is aimed at ensuring the integration and the interoperability of the national traffic managing systems in the European Air Traffic Management Network-EATMN.

In this perspective, ENAC conducts an active supervision in order to ensure a coherent and coordinated introduction of the new technologies in the air traffic management, in accordance with European program SESAR, technological pillar of the regulatory project Single European Sky, whose complete implementation is planned for 2035.

This activity is implemented through three main processes:

- Application monitoring of the regulations related to the EATMN network;
- Analyse of the Technical Dossier and Declaration of Verification related to the EATMN network systems launch;
- Risk assessment monitoring which are related to each modification introduced in the air traffic management system.

In 2018, the European Basic Regulation has been issued in order to increasingly integrate the different aeronautical sectors; it replaced the 2008 European regulation (Reg. EC no. 216/2008).

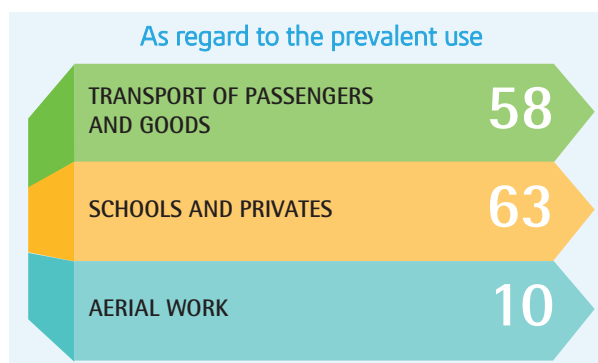
### Programme ACAM (Aircraft Continuing Airworthiness Monitoring)

ENAC, in accordance with the Annex II of the Reg. (EU) no. 1321/2014, carries out a programme of random control on the national fleet airworthiness state (ACAM Programme), conducted by three different kinds of inspection (In-depth, Ramp, in Flight), in which an aircraft physical check has always carried out, even if it is not needed to make all three kinds of verification at the same time. The verifications are grouped in the Key Risk Elements-KRE, defined by the applicable legislation, in order to simplify the non-compliance control strategy elaboration, also categorised under KRE.

Year	Number of inspections	Number of findings	Findings/inspections ratio
2017	139	90	0.647
2018	131	102	0.779

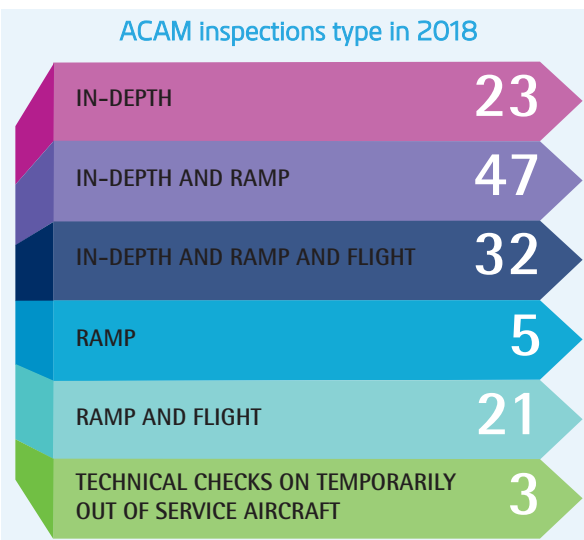
Findings per risk element				
KRE	Description	Examined	Findings 2017	Findings 2018
A.1	Type project and its modifications	88	5	1
A.2	Airworthiness limitations	80	9	8
A.3	Airworthiness Directives	94	3	5
B.1	Aircraft's documents	112	5	6
B.2	Flight manual	106	7	0
B.3	Mass and balancing	90	4	5
B.4	Labelling and tags	105	17	12
B.5	Operational requirements	90	3	5
B.6	Flaws management	89	6	10
C.1	Maintenance programme	100	13	30
C.2	Components' control	82	4	8
C.3	Restorations	68	1	1
C.4	Registrations	102	13	11
<b>TOTAL</b>			<b>90</b>	<b>102</b>

In 2018, 19 inspections on aircraft used by Italian operators but registered abroad have been performed, as the year before. Inspections have been carried out on all kinds of aircraft, in proportion to fleet size.



### Oversight on foreign operators

In 2018, 629 foreign operators landed at least once in Italy, 66 less than in 2017. 373 of those have been inspected at least once, reaching the 59%, much higher than the previous years. Only the 43% of the 629 landed at least 60 times, which represents the minimum value in order to plan at least one inspection during the year. The art. 9 of the Basic Regulation (Reg. EC no. 216/2008) requires the compliance with the ICAO standards for the



aircraft in transit on the European airports. The entry into force of the EU Reg. no. 965/2012 definitively implemented the above-mentioned article and now the complex activities related to a ramp inspection of an aircraft used by a third Country operators is an institutional activity for any Civil Aviation European authority. Because of that, the "separated programme" status is concluded and the SAFA acronym does not appear anymore in the related regulation. It has been

## Sheet 2.3 Organisations oversight

replaced by the more generic "Ramp Inspection", oriented to both the aircraft of the EASA and non-EASA States operators.

In 2018, the qualified ramp inspectors number remained constant.

### Inspective activity in the last three-year period

	2016		2017		2018	
	UE	Extra UE	UE	Extra UE	EASA	non EASA
Total inspections	487	371	465	361	526	289
	57%	43%	56%	44%	65%	35%
	<b>858</b>		<b>826</b>		<b>815</b>	
Inspected aircraft	462	347	439	339	496	277
	<b>809</b>		<b>778</b>		<b>773</b>	
	244	138	242	200	265	158
Inspected operators	64%	36%	55%	45%	63%	37%
	<b>382<sup>1</sup></b>		<b>442<sup>2</sup></b>		<b>423<sup>3</sup></b>	
	27	51	27	52	30	44
Inspected Countries						

<sup>1</sup>310 commercial and 72 private, <sup>2</sup>374 commercial and 68 private, <sup>3</sup>373 commercial and 50 private.

Compared to the previous years, the activity has been influenced by a substantial change of the inspections plan system. From 2018 indeed, EASA decided to plan the yearly inspections number of the most active operators, called layer 1 operators, based on a risk model elaborated by EASA itself (System Wide Coordination). The inspections number calculated for each single operator is then subdivided between the Countries visited by the operator, following a criterion which is proportional to the activity amount of the Country.

The goal is to establish a planning system that avoids both the cases of excessive and insufficient inspections. Moreover, this rationalisation frees the resources

dedicated to the inspections for the other operators in transit in the European airports, called layer 2 operators, which get only a few inspections.

2018 was a test year for the new system to which 13 on 32 EASA Countries took part. Considered the prevalent European traffic that characterises Italy, the inspection pack assigned to this Country established that the majority of the inspections regarded EASA operators. The national coordination addressed the inspectors' activity towards the global goals pursued by EASA, which are to prevent excessive inspections and to set resources for layer 2 operators.

Inspections			
Planned		Carried out	
Layer 1	523	Layer 1	446
Layer 2	146	Layer 2	370
<b>Total</b>	<b>669</b>	<b>Total</b>	<b>816</b>

In this perspective, ENAC carried out an inspections number assigned by EASA which is 15% lower compared to the planned, but it carried out the 250% of the layer 2 operators' inspections, which represented a goal of the System Wide Coordination project. The Italian overall contribution to the programme has been higher than the planned 22%.

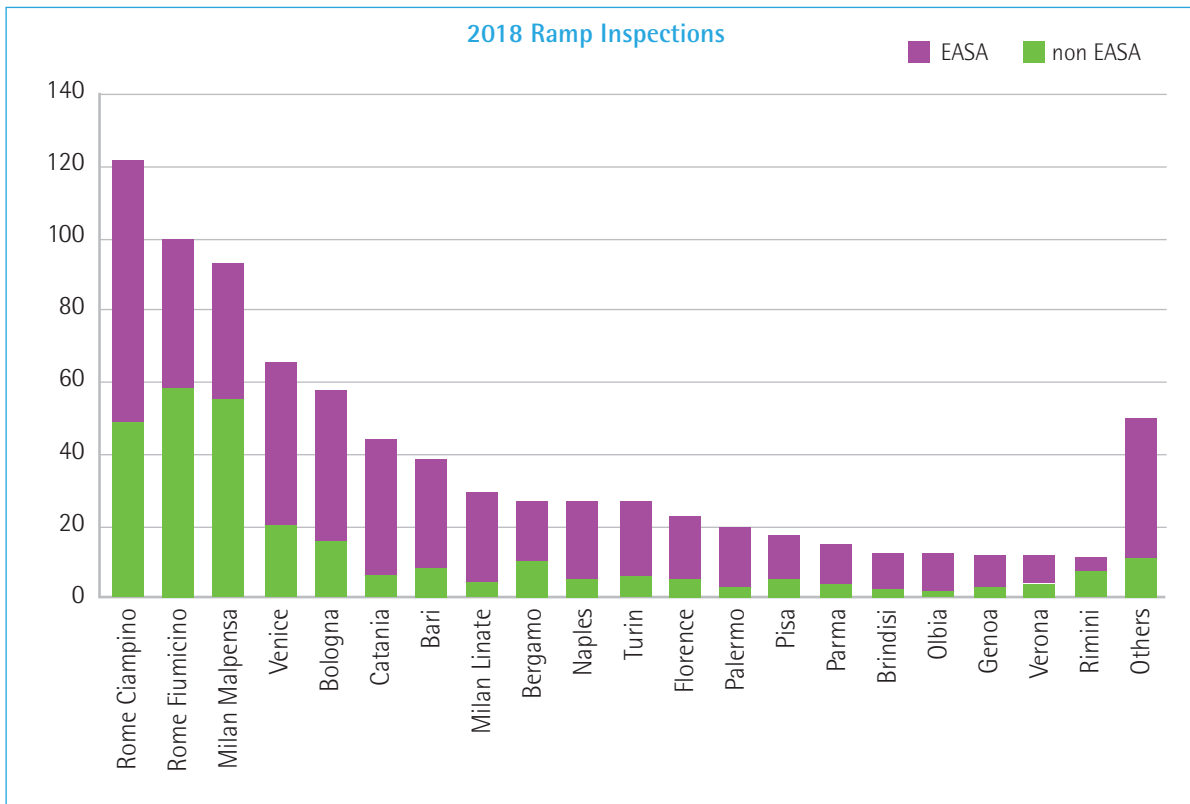
The Italian approach produced a 5% flexibility on the year

targets that EASA adopted in 2019 and which benefits all the participant Countries.

The inspection results highlighted a decreased "No finding-inspections" (-4%) and a slight increase of the "Major findings-inspections" (+1.2%). The motivation is to be found in the increased inspections number for the non-commercial operators, which are less advanced compared to the commercial operators.

Findings in the last three-year period

Inspections	2016		2017		2018	
No finding	448	52.2%	457	55.3%	420	51.5%
Cat.1 findings only	110	12.8%	81	9.8%	107	13.1%
At least a Cat. 2 finding and no Cat. 3 finding	151	17.6%	143	17.3%	135	16.6%
At least a Cat. 3 finding	149	17.4%	145	17.6%	153	18.8%
<b>Total</b>	<b>858</b>	<b>100%</b>	<b>826</b>	<b>100%</b>	<b>815</b>	<b>100%</b>



The inspective activity territory coverage increased compared to 2017, going from 31 to 34 inspected airports.

The most common findings which impacts the flight safety are connected to the load in the luggage

compartments and to the safety exit access. The findings with a significant impact on the safety are equally the missed monitoring of the aircraft flaws, mistakes in the operational flight plan compilation and access doors latch poorly set.



### Joint activity with other Authorities

In a scenario of regular interaction with foreign operators it is essential to confront with other Civil Aviation Authorities, not only European. These activities are carried out as follows:

1. Joint audits with Authorities in charge for foreign operators based in Italy;
2. Periodic reporting of the inconveniences happened in Italy;
3. Mixed teams ramp inspections with inspectors from other Countries;
4. Support activity to other Authorities.

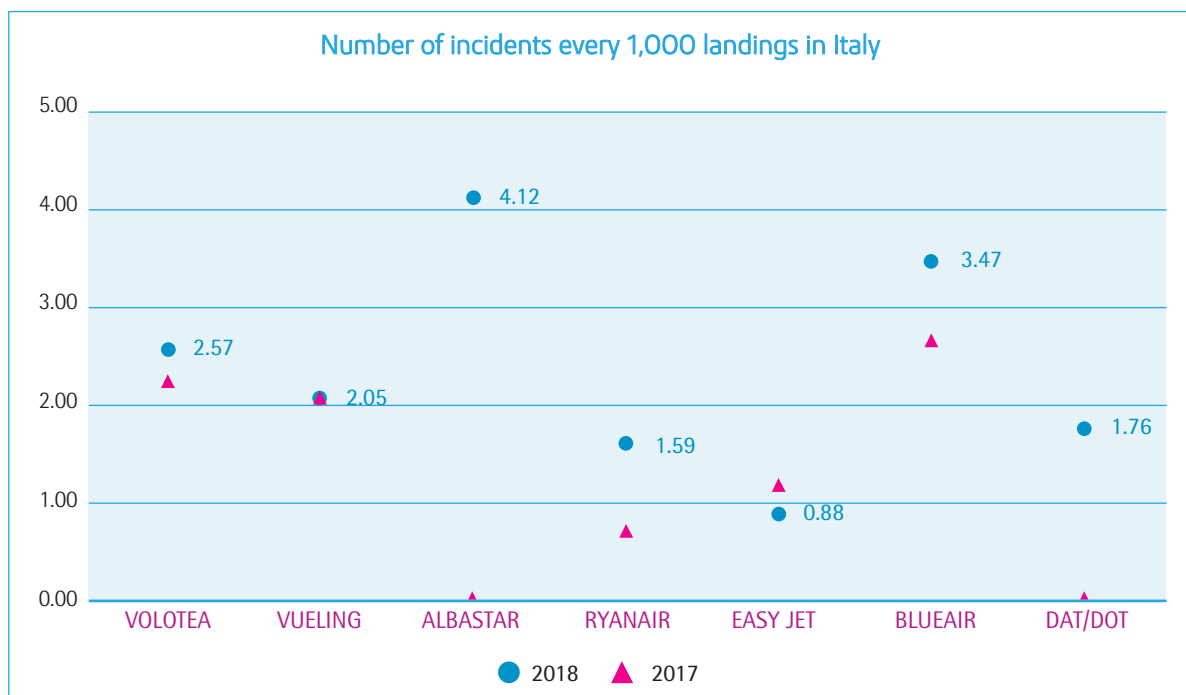
In 2018, two joint audits have been conducted:

- With the Lithuanian Authority in Pantelleria and Lampedusa for the operating bases and for maintenance of DOT, which obtained the public service obligation concession from the islands to Palermo, Catania and Trapani;
- With AESA Spain for the verification of the Volotea operating base in Venice.

Furthermore, a meeting with CAA-UK has been organised in Gatwick in order to discuss about the operators' surveillance in the context of a British initiative on the cooperative oversight, in sight of Brexit.

The activity of analysis of the inconveniences reported to ENAC and started in 2017, starts to produce some data. All the inconveniences of the operators based in Italy or involved in public service obligation routes are analysed. In the following diagram, it is possible to notice the reported inconveniences difference between 2017 and 2018 for each monitored operator.

Noteworthy is that only the inconveniences that may be attributed to the operators are considered. Weather events, laser ray, in flight and ground fauna impacts, medical events, ground handling events that can be attributed to the counterpart, under-separation following instructions from ATC, included ACAS, are not considered.



The events reported to ENAC are those that have an impact on the flight operativity and these are mainly related to on board systems breakdown, to ATC instructions not correctly attended and to inconveniences about the aircraft ground handling. In 2018, two exchange experiences with ramp inspectors from France and United Kingdom, two of the biggest contributors to

the ramp inspections programme, took place. The support to those close Authorities which do not have a consolidated inspective activity but whose inspectors are highly active on the Italian market has been relevant. Albania represents a case, since ENAC provided support for the certification of a new operator, Air Albania, which presumably will start its activity in 2019.

## PERSONNEL CERTIFICATIONS

### Flight crew

The conversion and substitution process of flight personnel licenses, certifications and authorizations continued in 2018 in accordance with the new EU legislation and more specifically in application of

Regulation (EU) no. 1178/2011 and subsequent amendments.

The table shows the number of licenses, divided by typology, aircraft category and reference regulations.

Licence	REG	Issued in 2018	In the database at 31 December 2018
ATPL (A)	EASA	130	4,345
	JAR	-	760
	NATIONAL	-	880
ATPL (H)	EASA	14	535
	JAR	-	64
	NATIONAL	-	59
CPL (A)	EASA	233	1,991
	JAR	-	543
	NATIONAL	-	996
CPL (H)	EASA	91	950
	JAR	-	112
	NATIONAL	-	827
PPL (A)	EASA	823	6,897
	JAR	-	1,963
	NATIONAL	-	3,760
PPL (H)	EASA	91	690
	JAR	-	299
	NATIONAL	-	538
MPL	EASA	28	43
LAPL	EASA	6	12
GL	NATIONAL	109	4,366
CCA	EASA	260	6,573
<b>Total</b>		<b>1,785</b>	<b>37,203</b>

LEGEND	
ATPL: Airline transport pilot licence	PPL: Private pilot licence
GL: Glider pilot licence	CCA: Cabin crew attestation
A: Aircraft	LAPL: Light aircraft pilot licence
H: Helicopter	MPL: Multi-crew pilot licence
CPL: Commercial pilot licence	



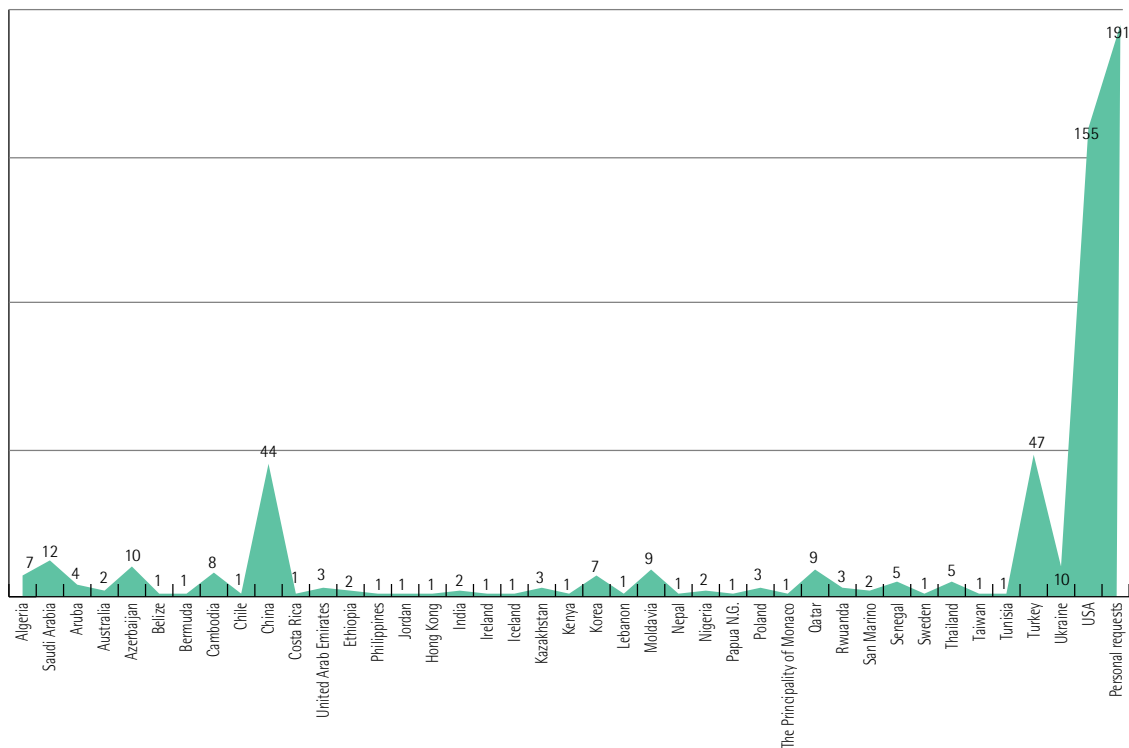
### Sheet 2.4 Personnel certifications

562 authentication certificates of extra EU aeronautical titles have been released.

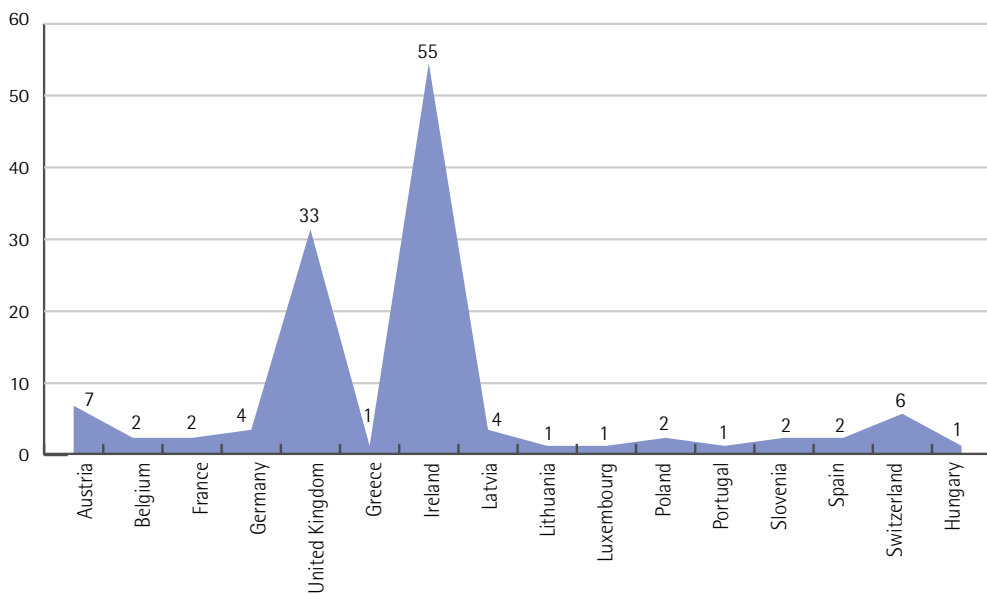
117 certificate to transfer the release Country of the aircraft and helicopters licences have been released, in the context of the agreements with other EASA

Aeronautical Authorities. In the following chart, the data are reported in relation to the involved Countries. In this context, 49 licenses after the transfer from EU State to Italy have been released.

#### Licence verification activities of the aeronautic titles of non-EASA Countries



#### Attestation for the transfer of State of the aeronautic licenses in EASA context



**2018 activity**

- 66 training days to update the pilots' examiners/instructors
- 154 certification of ATPL/CPL/IR theory exams
- 600 examiners' certifications.
- 650 instructors' licences (TRI/FI/CRI/SFI).
- 49 regulatory exemptions.
- 15 theory exams sessions for licences ATPL/CPL and instrument licence for aircraft and helicopter, with a daily average participation of 35 candidates per session (5 test days each session), with peaks of 50 candidates in Rome's headquarters, reaching an overall number of 170 average participations per session. Many of those were planned with exams in both morning and afternoon, doubling the number in fact.
- 29 theory exam sessions to get not professional licences of aircraft, helicopter and glider, with an average participation of 30 people per session, reaching the overall of 1,100 candidates per year.
- 6 SPL and 1 PPL digital licences issued: in conjunction with the glider licences replacement from the national to the EASA level, the licences management became electronic.
- 11 theory exam sessions to get the Licence of parachute.
- 2 exam sessions to get the certification as Parachute instructor.
- 1 release and 4 renewals Certificate parachuting training school.
- 3 disciplinary actions with sanction towards pilots that break the navigation safety laws.
- 24 certificates of APR examiner issued.

In the perspective of the theory exams management standardisation and homogenisation, the computer procedure in order to obtain the not professional licences of aircraft, helicopter, glider and hot air balloon has started (LAPL and PPL). Moreover, the new computer based exam-notifying system, which can be accessed by the examiners from ENAC's website, has been implemented.

**Registry of Flight Personnel and "Albi"**

ENAC is in charge of the maintenance and operation of the Flight Personnel Register and "Albi". It determines enrolment requirements according to Air Navigation Code and ENAC's Regulations concerning the registration of flight personnel. The flight crew includes three categories with relevant professional titles (art. 732 Air Navigation Code): operator of aircraft (commander, pilot,

test driver, instructor); operator of equipment and on-board installations (flight technician, flight technician for testing); complementary on-board services (flight attendant).

The loss of the enrolment requirements implicates the cancellation from the Register and the "Albi". Flight personnel enrolled in the "Albi" and the Registry included about 12,000 people.

ACTIVITY	2016	2017	2018
Enrolment in the Pilots List ("Albo")	156	166	185
Enrolment of Flight Technicians	-	-	-
Enrolment of Flight Attendants	112	182	301
Enrolment extracts from the "Albi" and the Registry	320	391	535
Appointments to aircraft and helicopter captains	48	100	93
Suspension of registration in the "Albi" and Registry for interruption of professional activity	79	127	91
Revocations of suspensions at the "Albi" and the Registry for the resumption of professional activity	25	44	27
Deletion from the "Albi" and Registry	83	314	1,432

## Technical maintenance personnel

The personnel authorised to issue the certificate of readmission to service (CRS) after maintenance on aircraft and helicopters must be qualified and in possession of the Aircraft Maintenance License - AML with a list of the related rating and limitations.

### 2018 activities

85 Aircraft Maintenance Licenses issued and 877 renewed.  
54 National Certificate for Certifying Staff maintenance personnel released.

## Air Traffic Controller and FIS Operator

In 2018, ENAC issued, modified, and updated licenses for ATCL controllers, SATCL student controllers and flight information service operators (FIS). This activity involved the licenses themselves and their use by ANSPs (Air Navigation Services Providers).

In 2018, ENAC issued:

- 43 ATCL releases, 37 of those for Student (SATCL);
- 59 FISO releases;
- 2,294 updates ATCL.

ENAC also established a procedure to distribute ATCL licenses to Air Traffic Controllers in service at Certified Service Providers via email through a dedicated Platform, in real time and with a digital signature. ENAC is on the cutting edge of the aviation sector thanks to this system, part of a broader project launched in 2012 that allows the replacement of the ATC licenses in a very short time and at no additional cost.

## Aero-medical certification

The 4<sup>th</sup> edition of the ENAC's Medical Regulation, approved on the 12<sup>th</sup> of March 2018, rationalised the coordination and the organisation of the Appeal Commissions, used by ENAC in the medical judgment revision procedures, which were 34 in 2018. The regulation also prepared a regulatory base needed in order to allow the operators and the air navigation services providers in Italy to activate the Peer Support Program (PSP), under ENAC oversight.

This regulatory innovation, released after the recommendation elaborated by EASA after the German Wings flight's accident occurred on the 24<sup>th</sup> of March 2015, introduced the operators' obligation to "allow, facilitate and ensure" the crew the access to support programmes intended to provide assistance in order to "recognise, face and overcome possible problems which may compromise the capacity to work in safety".

In 2018, ENAC carried out 68 preliminary audits to release and renew the Aeromedical Examiners (AME) certificates. The oversight activity can be done also remotely, by a documental exam of the medical checks sent to the ENAC Aeromedical Section (AMS) by the national Aeromedical Centre (AeMC) and AME.

In total in Italy there are 3 AeMC certified and supervised by ENAC and 116 certified AME that can release and renew the Aero-medical certifications. In 2018, ENAC commanded 13 additional medical checks, beside medical flight tests and operational environment test in order to ensure the conservation of the standing requirements required by the European rules.



Source: ENAV

## INSPECTION AUDITS BY INTERNATIONAL BODIES

ENAC implements all the required actions in order to deal with ICAO and EASA standardisation visits and manages the EASA accreditations in various areas of competence.

### EASA standardisation and accreditation audits

The purpose of these inspections is to monitor the application of common requirements and reporting results to the European Commission. The implementation procedures are contained in Reg. (EU) no. 628/2013. Currently, the standardisation inspections are conducted by EASA in the following domains: airworthiness, crew licences, flight operations, air navigation services/air traffic management, flight simulators, airports and the new SYS (Systemic Enablers for Safety Management) domain. The last domain has been introduced in the standardisation activity from 2018 to verify the "transversal" requirements verification between different sectors.

In February 2018, ENAC received the EASA standardisation inspection visit for the flight simulators domain. A company with several approvals has been visited during the inspection in order to evaluate the oversight on the approved organisations. The result was

positive, it confirmed the adequacy of ENAC's standards and it highlighted the qualification and experience of the inspective staff employed in the sector.

In June, a further inspection took place and it regarded the SYS domain. It has been the first inspection in this sector in Italy. The goal to verify the ENAC management system e the Italian modalities to implement the Reg. EU no. 376/2014 about occurrence reporting. The EASA team examined the ENAC's organisation, the manuals and internal procedures, the reporting system eE-MOR (electronic ENAC - Mandatory Occurrence Reporting) and the database of the received warnings.

During the inspections, the ANSV voluntary warning system and its interconnections with the national events database managed by ENAC have been examined.

Even if the EASA team observed some space for improvement, it highlighted several strength points, in particular the ENAC Management System and the high quality level of the ENAC system to collect, save and analyse the events warnings. In the following months, the Authority identified and started a correction plan to put in place in order to complete the implementation of the European regulation about occurrence reporting with the contribution of all the bodies involved.



Source: ENAV



# SECURITY

Sheet 3.1  Security regulation



# SECURITY REGULATION

## Security

A coherent set of activities and actions aimed at promoting security on land, in aircraft, inside and outside airports, such as to prevent the occurrence of unlawful acts.

The implementation activity of the national legislation on security in order to adapt it to the constantly changing European disposals has continued in 2018. The Advisory Circular ENAC SEC 09 that regulates the role of the EU Civil Aviation Security Validators, has been enforced. In particular:

- The national security validator of the civil aviation that evaluates the security level applied to the in-flight supplies and to the supplies for the airport coming from a known service provider (macro-area B).
- The civil aviation security ACC3/KC3/RA3 validator that carries out the validation activity for the purposes of the EU civil aviation security related to the operators that transport freights and mail from third Countries (RA3 and KC3) (macro-area A).

Moreover, some organisations in charge of the course for national validator have been identified through a public notice. As a consequence of that, a further public notice for the approval of the national validators – macro-area B has been published.

Considering the market's necessities, which have highlighted the lack of needed professional figures to train the security staff and to implement what required by the Advisory Circular ENAC SEC-01A/2017 about the security instructors' certification, training courses for the new instructors, held by organisations recognised by ENAC, have been approved.

Following the check, 14 inspectors have been suspended for failure to update and consequently removed by the lists. The commission in charge of the requests' evaluation and of the exams, in 2018, examined some 90 candidate security instructors. With respect to the legislation development aimed at the harmonisation to the European instructions of the national regulation about aviation security, the National Programme for the Quality Control revision is ongoing together with the National Programme for the Civil Aviation Security. The goal is to adapt them to the latest European Commission's instructions (Implementing Regulation EU

no. 103 – 23 January 2019, Decision no. 132 – 23 January 2019.)

## Notifications

To ensure the continuous monitoring of security procedures and measures enforced at domestic airports and the timely implementation of compensatory measures in case of deficiencies, ENAC has set up a reporting system for security related issues. Passengers, airline operators, stakeholders involved in the air transport of passengers, mail and cargo, and ordinary citizens, can report, via e-mail, security issues encountered in domestic airports.

Some reports are transmitted by the online form of the passenger rights' dedicated section.

Each report is managed at central level or by the competent ENAC Airport Dept. that informs the involved operators (airport managing body, air carrier, handler). The replies are forwarded to the subject that transmitted the report. All the reports are confidential.

The system prevision is aimed also at sensitise and spread the culture of security between the passengers and all the subjects that spend time in the airports, highlighting the necessity of collaboration by reporting all the suspect episodes.

## Airports' Security Equipment

Also, in 2018, ENAC has updated the lists posted on its website concerning the equipment employed for prescribed security checks at airports in compliance with requirements set forth in chapter 12 of Reg. (EU) no. 2015/1998 and Decision 2015/8005, such as to make this information more readily available to airport managing bodies and improve transparency for the passengers:

- X-ray equipment;
- EDS, ETD, SSc, MDE, EDSCB equipment;
- LEDS Safety devices.



TYPE OF DEVICES	CERTIFICATES ISSUED in 2018 (ENAC Advisory Circular SEC-07A)
EDS - Explosive Detection System	4
ETD - Explosive Trace Detection device	6
LEDS - Liquid Explosive Detection Systems	2
MDE - Metal Detection Equipment	0
SSc - Surveyor Scan Control	3
EDSCB - Explosives Detection Systems for Cabin Baggage	5
<b>TOTAL</b>	<b>20</b>

### Security procedures for freight and mail shipped to EU from third Countries (ACC3)

Any air carrier that wishes to carry freight or mail from an airport in a third Country (some exceptions allowed) for transfer, transit or unloading at one of the airports Union, must be designated as "air carrier for freights or operating union-mail from an airport in a third Country" (ACC3). In Italy, ENAC is responsible for the Italian and non-EU air carriers' designation and it must verify the subsistence of the requirements established by the European regulation. Among the requirements to design an air carrier as ACC3 must be validated by an EU civil aviation security validator, based on a visit of the third Country airport where the air carriers operate.

The validator transmits ENAC a report in order to evaluate

the conformity with the EU legislation. In case of a successful outcome, ENAC put the air carrier's and non-EU airport data in the specific EU database (Union database on the supply chain security).

In 2018, 4 new ACC3 designations for non-EU airports granted to 2 domestic and 1 non-EU air carrier. An activity aimed at 3 new designations started.

In 2018, the activity aimed at the designation of the RA3 (third Countries Regulated Agents) which takes place analogously to the ACC3 designation. 2 RA3 designation activity occurred.

The activity to meet the requests for exemption ACC3 for specified flights included from the existing community legislation has continued: in 2018, 16 flights have been exempted.

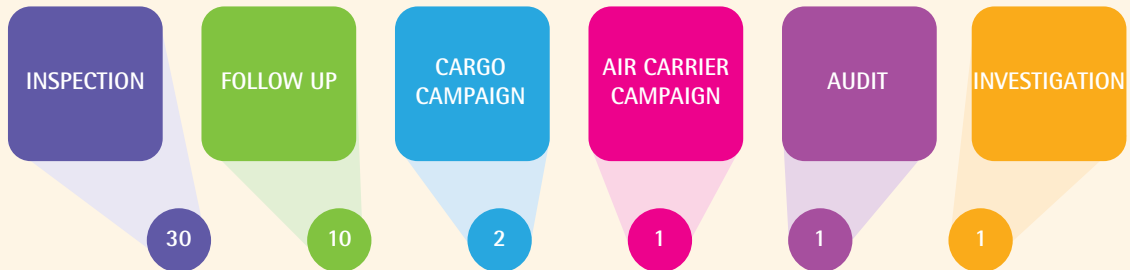
#### Supply chain security EU database

In order to create a EU database of the regulated suppliers of ship's stores, the data related to the suppliers have been collected and sent to the EU Commission. The new database is part of the bigger EU database on supply chain security, managed by the competent Authorities of the EU Member States: it contains the data related to ACC3 air carriers, regulated agents, known consignor, regulated suppliers of ship's stores and EU security validators. ENAC manages the Italian database adding the information related to the designed subjects.

### National Aviation Security Quality Control Team

The National Aviation Security Quality Control Team has the role of quality control and monitoring, in order to verify the compliance of the applied security measures in the national airports open to commercial traffic to the EU legislations.

#### 2018 activity



During the inspective activity, the National Aviation Security Quality Control Team carried out 448 covert tests (an inspector behaves like an outbound passenger, so he has passed the security checks. He hides in his hand baggage or in his clothes a prohibited article and verifies the screening staff member's ability to find the item).

The National Aviation Security Quality Control Team composition has been extended during the 2018: 19 new inspectors have been certified, after finishing their training on the job.

The National Aviation Security Quality Control Team activity works alongside with the airport security inspectors that, at local level, carry out the inspections based on a yearly plan.



### Workshop GAsEP to spread the Security Culture

The ICAO Global Aviation Security Plan (GAsEP) has been explained during a workshop organised by ENAC in October 2018 in its headquarters in Rome. The workshop was aimed at the Institutions, associations, aircraft operators involved in the security sector and in the prevention of unlawful acts against civil aviation.

During the meeting, the GAsEP main aspect have been highlighted and the pursued results aimed at the sustainable and growing security reinforcement at a global level.

The topic related to the actions entrusted to the Member States and to other subjects by ICAO has been addressed and the actions that ENAC intends to realise in order to implement the Plan and to reach the targets have been highlighted.

Special consideration has been reserved to the contents of the Resolution no. 2309(2016) adopted by the UN Security Council.

In line with the GAsEP target to spread and develop the Security Culture, all the documentation presented during the event is available on ENAC's website in the section dedicated to the security.



# 4

## AIRPORTS

Sheet 4.1 **75** Planning and development of infrastructural interventions

Sheet 4.2 **86** EU funding programs for airport infrastructures



## PLANNING AND DEVELOPMENT OF INFRASTRUCTURAL INTERVENTIONS

In 2018, ENAC's activity aimed at equipping every airport opened to commercial traffic with an updated tool to plan the construction projects, in line with the sector's strategic actions. At national level, these indications are included in the National Plan for Airports.

The National Plan for Airports, developed by the Ministry of Infrastructures and Transports, with the technical support of ENAC, is based on Presidential Decree no. 201/2015, that defines and approves a list of airports of national interest. The Plan was approved following an agreement of the State-Regions Conference that classifies airports and defines their roles and peculiarities. The decree has identified, among the airports of national interest, those of strategic importance.

Under the decree, the national network is divided in ten traffic areas, each of which hosts strategic airports or national interest ones.

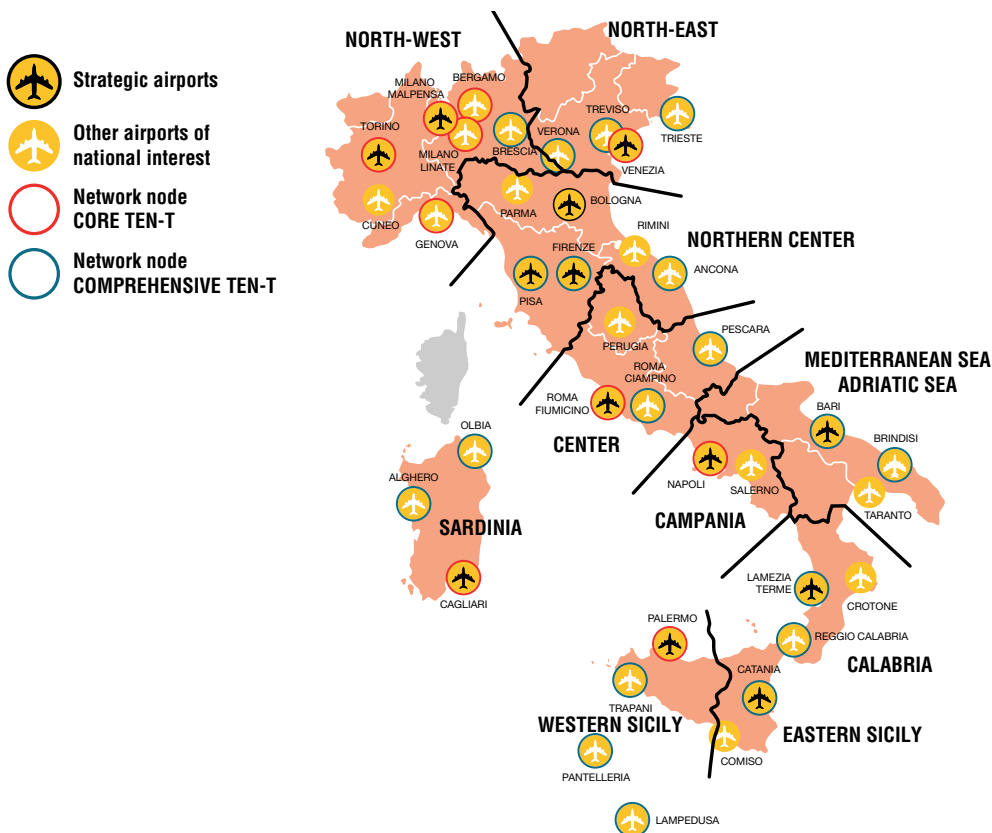
### Airport Master Plans

Airport managing bodies have a contractual obligation

to present and drafting Master Plans aimed at meeting and maintain the required levels of safety and service quality. Master Plans are the tools to manage airport development projects according to their specific infrastructures, accessibility, conditions and local requirements.

The Master Plan approval process, regulated by the National Law no. 351/95, provides that, after the ENAC technical approval, they are submitted to the Environmental Impact Assessment procedures at Ministry for the Environment and the Protection of Territory and Sea and to the urban compliance plan at Ministry of Infrastructure and Transports. To this day, almost all the Italian airports have a Master Plan, technically approved by ENAC, whose environmental and urban procedures are ongoing. In particular, as regards the aspects of environmental sustainability, ENAC wants to pursue the objective to complete in a short period the activation of the environmental compatibility procedures in all the airports.

Identification of catchment areas and strategic airports and of airports of national interest (d.P.R. no. 201/2015)



### Participatory processes within ENAC's planning

For years, the airport works realisation has been based on the authorisation procedures regulated by the National Law no. 351/95 and Circular 1408/96 which require the ENAC investigation on the Master Plan and on the single projects, the Environmental Impact Assessment and the Urban Compliance Plan.

The described iter allowed ENAC, in the role of proposing institution, to conclude a good number of Master Plans approvals, with a considerable effort caused by the extension of the procedure's time, due to the contrast with the regional authorities in charge of the environmental and urbanistic phases.

This set of procedures has been updated with the entry into force of the Decree of the Italian Prime Minister no. 76/2018 (implementing the art.22, provision 2 of the Legislative Decree no. 50/2016 and of the Art.12 of the Legislative Decree no. 104/2017) which introduced the compulsoriness of the public debate procedures also for the airport works.

Nevertheless, ENAC, from 2015, had started an internal rulemaking process aimed at the identification of best practices about the active inclusion of the stakeholders, as a measure to solve the procedural criticalities and to manage the disagreement, for the benefit of the authorisation procedures.

In order to achieve that, ENAC trained its qualified staff in order to get the needed qualification of "expert of participation". The first result of this activity has been the drafting of the ENAC policy about participation.

Moreover, in order to test the above-mentioned policy, ENAC promoted the participation in the approval preliminary phase of the important airport of Bergamo Orio al Serio, involving essential stakeholders such as Regione Lombardia, Provincia di Bergamo, and the neighbouring municipalities.

After the confrontation phase, lasted about one year, the remarks coming for the local authorities have been almost completely recognised in the Master Plan's final version, which is currently object of the Environmental Impact Assessment; the summary of the participation activity has been added to the required documentation for Environmental Impact Assessment activation.

The following tables show a list of Master Plans by airport, airport managing body, year and cost updated as at 31 December 2018.

#### Master Plans with urbanistic assessment closed as at 31.12.2018

AIRPORT	AIRPORT MANAGING BODY	PLAN / PROJECT	COST WORKS (MILLION EUR)
Bologna*	Aeroporto Guglielmo Marconi di Bologna SpA	Master Plan 2023	371.0
Bergamo**	SACBO SpA	Master Plan 2015	187.5
Bolzano	ADB SpA	Master Plan 2020	25.8
Cagliari	So.G.Aer. SpA	Master Plan 2024	93.9
Catania***	SAC SpA	Master Plan 2015	219.0
Foggia	Aeroporti di Puglia SpA	Infrastructure and operational upgrading Extension of the runway RWY 15/33	14.0
Genoa	A.d.G. SpA	Master Plan 2027	108.4
Rome Fiumicino Sud	ADR SpA	Master Plan 2020	1,658.50
Pescara	SAGA SpA	Master Plan 2020	33.5
Lamezia Terme	SACAL SpA	Master Plan 2027	195.5
Pisa	TOSCANA AEROPORTI SpA	Master Plan 2028	260.0
Salerno	Aeroporto di Salerno SpA	Master Plan 2025	39.8
Turin	S.A.G.A.T. SpA	Master Plan 2015	47.4
Venice	SAVE SpA	Master Plan 2021	630.0
Verona	Aeroporto Valerio Catullo SpA	Master Plan 2030	134.0

\* The Master Plan revision passed the Environmental Impact Assessment.

\*\* Environmental Impact Assessment ongoing.

\*\*\* New Master Plan technically approved.

## Master Plans with ongoing urban conformity procedure as at 31.12.2018

AIRPORT	AIRPORT MANAGING BODY	PLAN / PROJECT	COST WORKS (MILLION EUR)
Bari	Aeroporti di Puglia SpA	Master Plan 2022	255.6
Florence	TOSCANA AEROPORTI SpA	Master Plan 2029	337.0
Olbia	GE.A.SAR. SpA	Master Plan 2020	114.0
Palermo	GE.S.A.P. SpA	Master Plan 2025	322.9

## Master Plans with Environmental Impact Assessments measures issued as at 31.12.2018

AIRPORT	AIRPORT MANAGING BODY	PLAN / PROJECT	COST WORKS (MILLION EUR)
Brindisi	Aeroporti di Puglia SpA	Infrastructure and operational upgrading project	256.6

## Master Plans with concluded procedures of Environmental Impact Assessments verification of subjection as at 31.12.2018

AIRPORT	AIRPORT MANAGING BODY	PLAN / PROJECT	COST WORKS (MILLION EUR)
Bologna	Aeroporto Guglielmo Marconi di Bologna SpA	Master Plan Revision 2030	333.0

## Master Plans with ongoing Environmental Impact Assessments procedures as at 31.12.2018

AIRPORT	AIRPORT MANAGING BODY	PLAN / PROJECT	COST WORKS (MILLION EUR)
Bergamo	SACBO SpA	Master Plan 2030	435.2
Rome Ciampino	ADR SpA	Master Plan 2044	80.6
Treviso	AERTRE SpA	Master Plan 2030	53.2
Milan Linate	SEA SpA	Master Plan 2030	545.0
Parma	SO.GE.A.P. SpA	Master Plan 2033	20.8
Rome Fiumicino (medium term)	ADR SpA	Master Plan 2030	4,800.0
Taranto	Aeroporti di Puglia SpA	Master Plan 2025	55.1

## Master Plans with ongoing procedures of Environmental Impact Assessments verification of subjection as at 31.12.2018

AIRPORT	AIRPORT MANAGING BODY	PLAN / PROJECT
Naples	GESAC SpA	Revision of Master Plan 2030
Venice	SAVE SpA	Revision of Master Plan 2030

## Master Plans with ENAC technical approval as at 31.12.2018

AIRPORT	AIRPORT MANAGING BODY	PLAN / PROJECT	COST WORKS (MILLION EUR)
Rome Fiumicino (long term)	ADR SpA	Master Plan 2044	6,400.0
Milan Malpensa*	SEA SpA	Master Plan 2030	2,036.0
Trieste	Aeroporto Friuli Venezia Giulia SpA	Master Plan 2024	34.2
Brescia	Aeroporto Valerio Catullo di Verona Villafranca SpA	Master Plan 2030	113.1
Alghero	So.Ge.A.Al. SpA	Master Plan 2025	13.0

\* New Master Plan under review after the withdrawal of the Environmental Impact Assessments procedure.

## Master Plans under ongoing ENAC investigation as at 31.12.2018

AIRPORT	AIRPORT MANAGING BODY	PLAN / PROJECT
Aosta	AVDA SpA	Master Plan 2030
Brindisi	Aeroporti di Puglia SpA	Master Plan 2030
Milan Malpensa	SEA SpA	Master Plan 2030
Rimini	AIRimum 2014 SpA	Master Plan 2030
Trapani	Air.Gest. SpA.	Master Plan 2025

## Not submitted Master Plans as at 31.12.2018

AIRPORT	AIRPORT MANAGING BODY	PLAN / PROJECT
Ancona	Aerdorica SpA	Master Plan
Cuneo	GE.A.C. SpA	Master Plan
Perugia	S.A.S.E. SpA	Master Plan

### Cargo National Plan

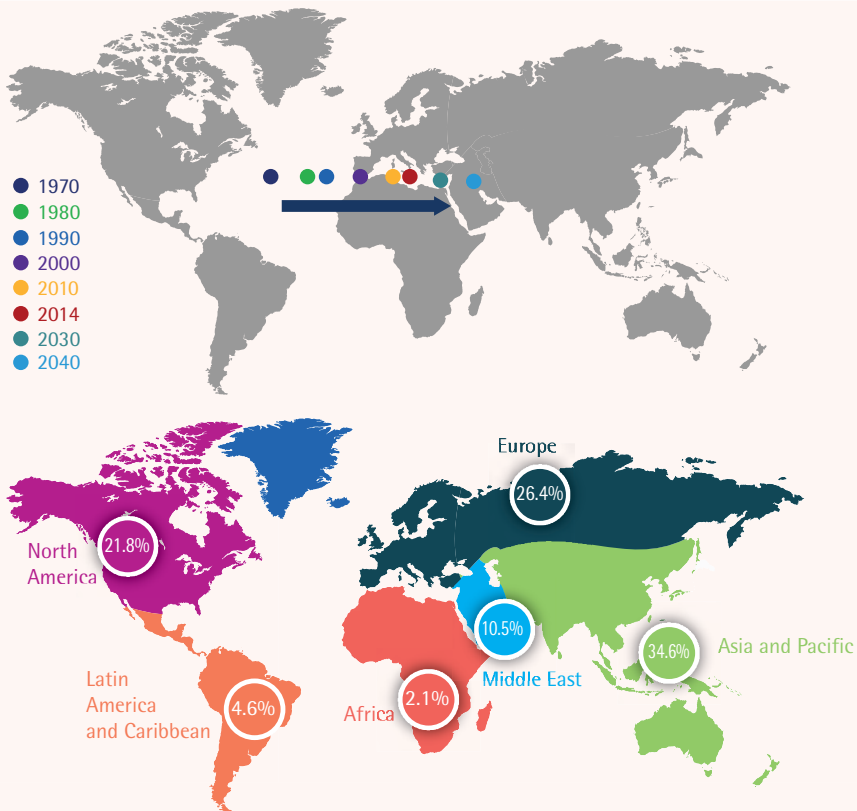
The global scenario described by ICAO during the Second Air Cargo Forum - China, 2018, showed how the cargo centre of gravity is gradually moving East: in the last 40 years in particular, it moved from the Atlantic Ocean to Europe and the predictions for the next 20 years confirm the trend as the 2040 centre of the traffic will be located in Middle East. This phenomenon motivation is certainly connected to the impressive economic growth of the Middle and Far East Countries.

In this state of grace of the European continent, the cargo air traffic growth in 2017 has increased by the 7.9%, overcoming the performances of the period before the economic crisis. In such scenario, Italy keeps growing more than European average rate (2012-2017 trend shows a +33%), exceeding one million ton of moved goods, taking the sixth place in the rank. The cargo traffic in the Italian airports is just the 6.0% of the European overall. As a comparison, in 2016, the first two European airports for moved goods volume are those of Paris and Frankfurt; each one of those moves some 2 million of tons. The airport of Milan Malpensa takes the 8<sup>th</sup> place in the rank and Rome Fiumicino the 19<sup>th</sup>.

In this context of favourable conditions and unexpressed potentialities, in 2017, Italy tried to organise a strategic planning of the cargo air traffic by establishing a dedicated Work Group of the Ministry of Infrastructures and the Transports. The Group, composed of ENAC, Assaeroporti and the main sector's stakeholders, drafted a Position Paper aimed at the definition of sector's state of art and criticalities; it formulated a guidelines proposal in order to strengthen the air cargo component. The Paper highlighted the need to identify the investment priorities of the airports and infrastructures aimed at the improvement of the intermodality and the logistic networks strengthening.

From this strategic direction, over 2018, ENAC started some preliminary surveys to draft the Italian Cargo Plan. This preliminary analysis, contextualised in Italy, regarded the type of processed goods, the type of the working cargo operators and their fleet, the existence of hubs in the European transport networks (TEN-T Networks) and the current status of the infrastructural equipment of the Italian airports.

Based on the mentioned analysis, the new Plan will indicate the criteria by which the rationalisation of the national network will take place in order to optimise the investments and improve the Italian airports' ranking in the European and global markets.



### Interaction airport-territory

The airport-territory interaction sustainability is guaranteed by ENAC through different institutional activities that fall under the Italian Air Navigation Code and ensure both safety of air navigation and protection of the territory from the risks related to the flight activity by imposing specific constraints.

### Air navigation protection

In 2018, 30 maps of restrictions have been published following the procedure of Italian Air Navigation Code art. 707, subsection 1, 2, 3, 4 at the municipalities involved into the airport surroundings. The 30 airports whose maps of restrictions has been published represents about the 95% of the overall passengers traffic recorded the previous year.

### Territory protection

The protection of the territory from the aeronautical risk is executed by two instruments: the risk plans, required by the fifth subsection of the art. 707 of the Italian Air Navigation Code, and the evaluation of the risk resulting from the aeronautical activities, required by the art. 715. The risk plans are written by the municipalities and submitted to ENAC preliminary review. Its opinion is

preparatory to the implementation of the risk plans as urbanistic instrument.

To date, the risk plans of most of the commercial airports have been examined. With reference to the art. 715 of the Italian Air Navigation Code implementation, ENAC developed, with the collaboration of the Engineering Department of Sapienza University of Rome, a specific statistic methodology, in line with the ICAO directions and implementation policies.

The evaluation results are provided to the interested municipalities which take them into account in their management and urbanistic planning activity. The risk evaluation against third parties, risk assessment, which involves only those airports with high traffic levels, is concluded for most of the identified airports.

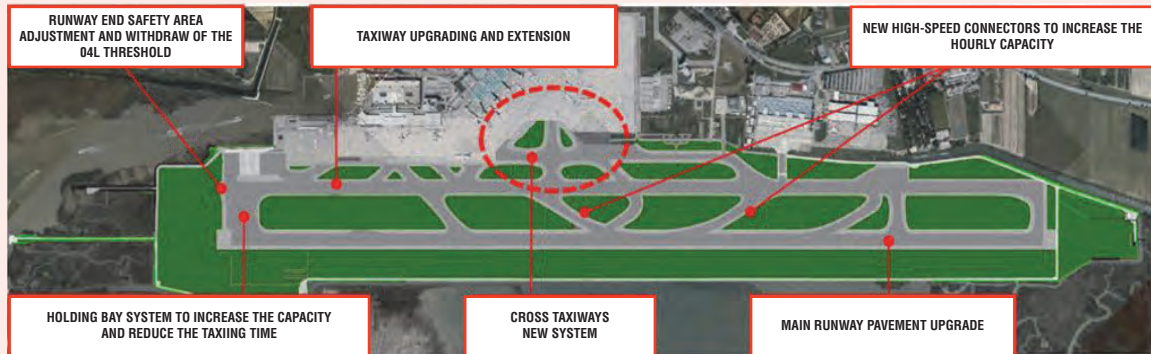


**Airport design**

In 2018, ENAC concluded over 90 preliminary procedures.

The most significant approved or ongoing projects are listed below.

### VENICE AIRPORT Upgrade of airport infrastructures



In 2018, the project to develop, modernise and implement the regulatory compliance of the Marco Polo Airport of Venice has been approved.

The work execution, started in September 2018 and expected conclusion in September 2020, is articulated in several phases which will cause the closing of the interested part of the flight infrastructure. The intervention will ensure:

- The rationalisation of the whole aircraft ground circulation system by the reconfiguration of some taxiways with the consequent reduction of taxiing time, fuel consumption and air pollution;
- The increase of the runway and the airport system operational capacity;
- Correction of some non-compliances appeared during the conversion to the Reg. (EU) no. 139/2014 of the airport certification;
- The execution of operations with "F" code aircraft such as Airbus A380.

To date the allotments 1A, 1B, 1C and 2 first part are completed. They are all preparatory to the 2B allotment realisation which will impact on the main runway.

This intervention establishes:

- The modification of the connections to leave the main runway (also high speed connections);
- The extension of the subsidiary runway as connections (about 550 m);
- The completion of the taxiways on the area where once the Fire fighters and Financial police headquarters were located;
- The upgrading of the safety areas (strip/CGA and RESA) to meet the EASA European standards;
- The runways and connections pavement upgrade;
- The upgrading of the waterworks and the visual aids to improve the operations in low visibility conditions.

**The cost of the project of the entire work is € 122,262,468.61.**





**PALERMO AIRPORT****Upgrade and renovation of the passengers terminal – New scenario 2020 – 1<sup>st</sup> allotment**

The project, included in the Airport Masterplan approved by ENAC (Environmental Impact Assessments no. 000043 – 12/03/2015) concerns engineering works aimed at:

- adapting the building to the anti-seismic regulations;
- renovating the airport from the functional, architectural and plant engineering (electrical, water and air conditioning systems) points of view;
- implementing the airport fire prevention system in compliance with the Ministerial Decree 17/07/2014;
- expanding the airport and providing it with some works such as pedestrian ramps and links to the aircraft's apron in order to ensure a full building functionality;
- making the airport uniform from the internal and external architectural point of view, ensuring a formal homogeneity with the realised and ongoing works.

The cost of the project of the entire work is € 48,724,577.47, € 39,762,179.76 of those for works related to safety and € 8,962,397.71 available for the administration.

The first allotment is part of the project to Upgrade and renovate of the passengers' terminal - New scenario 2020 of Palermo international airport, whose cost of the project is € 71,198,824.81, € 59,284,964.90 of those for works related to safety and € 11,913,859.91 available for the administration.

The partition in two allotments was necessary in order to ensure a full usability of the airport while the works were ongoing, to guarantee a regular passengers flow and an adequate service level.



## SALERNO AIRPORT

### Works to upgrade and develop the flight infrastructures

In coherence with the traffic growth estimated in the Master Plan, which is in wait of the final decree emission, in 2018, the definitive project of the interventions to upgrade and develop the flight infrastructures has been approved. It includes:

- runway pavement upgrade;
- runway extension to 2,200 metres;
- installation of visual aids and the preparation for the installation of the new radio support system;
- extension of the aircraft's apron;
- detour of a canal bordering the aerodrome's boundary and different complementary works.

The project's economic situation is characterised by the amount linked to the Law 113/2014 Sblocca Italia, which established a financing of € 40 million to strengthen the Salerno Airport, allocated as follows:

- € 24 million for works;
- € 10 million for expropriations;
- € 6 million as remaining balance available.

The management business plan of the airport and its economic-financial sustainability are based on the Memorandum of Understanding subscribed in 2017 by Regione Campania, Aeroporto di Salerno SpA and GESAC SpA (airport managing body of Naples airport) which is aimed at integrating the two airport managing bodies. This synergy would lead to the transfer of the general aviation flights from Naples to Salerno Airport, in order to increase the operational capacity in favour of the commercial aviation of the Naples Airport.

The current traffic development prevision of the Salerno Airport is articulated on both general and commercial aviation. Once the runway extension will be completed, expected in 2021, it will allow the operation of C class aircraft, such as Boeing 737 and Airbus A319/320 – about 180 seats. The achievement of higher traffic levels compared to the expected ones (1.5 – 2 million passengers) would require substantial further investments.



### Verification of the structural stability of the airports

The Ordinance of the Italian Prime Minister no. 3274 - 20/03/2003 made compulsory to verify the strategical buildings for the Civil Protection and for those that may be heavily affected in case of collapse.

Respecting this obligation, ENAC started the seismic verification activity of the strategical buildings of all the national airports open to commercial traffic.

The verification is articulated in three level of detail:

- Level 0 – census, sites, general dimensions, date of building, exposure data, seismic hazard;
- Level 1 – high priority regular works verification with same level groundworks, in locations not classified as very poor soil and not realised in the proximity of drops, ridges or unstable area;
- Level 2 – verification of different high priority irregular works or located on very poor soil.

Following a discussion with the Prime Minister's Office, a detailed census of the buildings and works in the territory of each open airport certified for the civil traffic has started, asking each airport managing body to:

- Provide a list and a planimetry of the sediment airport area with the indication of the recorded buildings and works, the intended use, the property or concession ownership (airport managing body, sub authority, ENAV, Italian Air Force, Interior Ministry, etc.);
- Provide the requested data by compiling the advanced seismic sheets and define the seismic vulnerability of each recorded building.

The verification activity regarded 42 certified airports and the census, consisting of the Level 0 sheets compiling and sending, can be considered concluded. Some seismic verification are still ongoing, due to the need of the airport managing body to rely on experts with external contracts.

The evaluations of the Level 1 verification results take place at the ENAC's technical structure. In case of negative result, in relation to the directions agreed with the Civil Protection specialists from the Seismic Risk department and based on the security level detected, the airport managing bodies of the involved airport are requested to plan upgrading and improving interventions in the short/medium term, even if the current legislation imposes an obligation only for some cases.

In line with the verification activity, in 2018, a framework agreement has been subscribed between the Prime Minister's Office – Civil Protection Department and ENAC in order to develop methodologies for risk prevention and to arrange guidelines for the emergency planning, also considering the possibility to use the airports in case of emergency events.

The agreement is aimed at ensuring a reciprocal knowledges exchange which allows the identification of the airport areas which may result strategic in case of national emergencies and of the modalities to use the airport infrastructures. In the national emergency's context, the document provides for the realisation of products which allow the achievement of a quick valuation of the effects produced by natural events on the airport structure.

In order to realise the activities included in the agreement, the Department undertakes to analyse some selected Italian airports possibly used by the Civil Protection. Through their Competence Centres, the Department will also develop procedures to evaluate the effects on the airports structures after natural events on a national emergency scale; they will also promote the subscription of Memorandum of Understanding between the Regions and ENAC in order to define specific intervention strategies to manage airport emergencies to ensure a better integration with the regional Civil Protection system.

ENAC will make available its technical knowledges to define the threshold of the different functionality levels, in particular about runways and infrastructures, and it will support the airport analysis with joint inspections in order to draft the guidelines. Regarding the infrastructures of the Venice and Palermo Airports, the analysis of the data provided by ENAC to the Seismic Geotechnical Department of the EUCENTRE of Pavia is ongoing. The centre, on Civil Protection Department behalf, is in charge of the significant data implementation for the airport infrastructures via specific software to evaluate the seismic risk.

### Airport Interventions Monitoring

The Airport Interventions Monitoring computer system, put into service by ENAC in 2015, permits the monitoring of the timing and economic progress of the interventions realised in the airport infrastructures, pursuant the commitments of the airport managing bodies, reported in the Planning Agreements.

The Airport Interventions Monitoring data are those related to the airport agreements, the Planning Agreements, and the intervention plans. Several sheets are attached to the intervention plans where the interventions are described and categorised, and the expenditure forecast per year is reported together with the financing typology.

In the first years of interventions monitoring through the Airport Interventions Monitoring System, the airport managing bodies operated a progress data update twice per year. The success of the system and the decision of the Ministry of Infrastructures and Transports to power the "Opencantieri" portal with the Airport Interventions Monitoring data made a regular update of the progress works urgent; it highlighted the need to promptly update the interventions status and the available amounts for each monitored Planning Agreement on the Airport Interventions Monitoring system.

Pursuant the Law 130/2018 (conversion of the "Decreto Genova"), the National Database for the Public Works with a section dedicated to the airports has been created. After a discussion with the Ministry of Infrastructures and Transports delegates, the Airport Interventions Monitoring system was found to be appropriate to collect and power the National Database for the Public Works

with the airports data. In this way the direct connections duplication between the airport managing bodies and the National Database has been avoided.

For ENAC and the airport managing bodies, the data management will involve some considerable analysis/development/test efforts in both the realisation and updating phases.

ENAC provided the monitoring of the airport work progress, in 2017 final balance and progress as at 01/01/2018 and 31/08/2018 for the following airports.

#### Airports with Planning Agreement in derogation (final balance 2017)

- Milan Linate and Malpensa - SEA SpA;
- Rome Ciampino and Fiumicino - ADR SpA;
- Venice - SAVE SpA.

#### Airports with ordinary Planning Agreement signed under Legislative Decree 133/2014

- Bergamo - SACBO SpA;
- Bologna - Aeroporto Guglielmo Marconi di Bologna SpA;
- Cagliari - SOGAER SpA;
- Florence and Pisa - Toscana Aeroporti SpA;
- Genoa - Aeroporto di Genova SpA;
- Lamezia Terme - SACAL SpA;
- Naples - GESAC SpA;
- Olbia - GEASAR SpA;
- Turin - SAGAT SpA;
- Trieste - Aeroporto FVG SpA;
- Verona - Aeroporto Valerio Catullo di Verona SpA.



## EU FUNDING PROGRAMS FOR AIRPORT INFRASTRUCTURES

ENAC provides for the management and implementation of investment programs funded through national and EU funds, aimed at:

- enhancing airport infrastructures;
- creating intermodal connections and improving airport accessibility;
- Increasing the level of services offered to passengers, ensuring the achievement of international standards, especially in terms of safety and quality;
- Promoting an efficient and sustainable development and use of airport infrastructures.

In this context, ENAC is currently engaged in the management and implementation of the Cohesion Action Plan that uses national resources to promote projects deemed as a priority for the development of Italy, which has previously been included in ERDF 2007-2013.

The Ministry for Infrastructures and Transports, that is responsible for the management of the Cohesion Action Plan, has entrusted ENAC, under Reg. (EC) no. 1083/2006, as an "Intermediate Body" for the performance of certain task belonging to the Management Authority such as the financed interventions. As such, ENAC selects, manages, reports, and monitors all interventions eligible for funding.

The Cohesion Action Plan ensures financial coverage of 8 projects at the airports of Bari and Lamezia Terme, for a total of about € 30 million.

The planned interventions in the Lamezia Terme airport concern the runway strip, the completion of the installation and the extension of the taxiway required by the lengthening of the runway, the realisation of work to replace the Visual Aids and the enlargement of the aircraft service area.

As regards to Bari airport it has been about pavement upgrade interventions of the junction C and D and of the aircraft service areas, the implementation and installation of the Visual Aid, the upgrade of the airport infrastructures to RESA (Runway End Safety Area) regulation and lengthening of the runway. All the interventions/testing are ongoing, and the planning expected end is in first quarter of 2020.

In addition, ENAC, in accordance with the guidelines of the European Commission for the development of an integrated and coordinated system of trans-European transport networks (TEN-T) according to Reg. (EU)

no. 1315/2013, promotes the implementation of air transport projects aimed at improving intermodality and airport accessibility along the Europeans corridors which are the backbone of the trans-European transport networks (TEN-T).

Connections between airports and railways, subways, roads and highways (intermodality) are essential to promote a safe, sustainable and unimpeded mobility of people and goods and provide adequate infrastructures and service levels for present and future traffic.

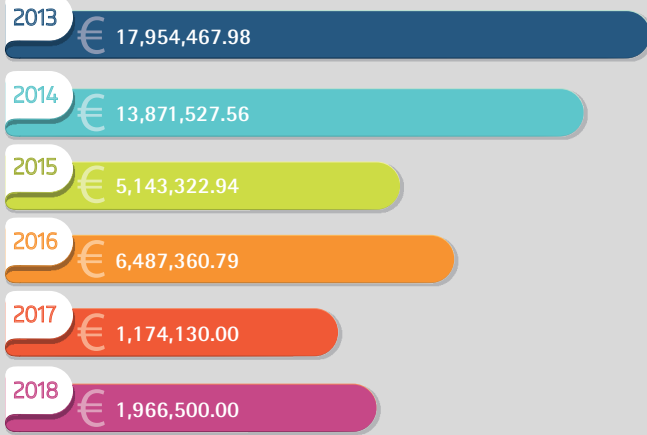
The EU Commission, through specific funding programmes and annual and multi annual calls for the award of grants, supports projects of common interest, composed by studies and works that pursue the goal of developing integrated, multimodal, efficient and sustainable transport infrastructures.

ENAC and Ministry of Infrastructures and Transports take part at meetings and round tables promoted by the European Commission DG MOVE for the identification and definition of TEN-T network development measures and the selection of projects amenable to forms of financial support in line with the principles laid down by the Commission. The activities carried out by ENAC in the management of national and EU funding programs is of course subject to compliance testing and best practices from relevant national and EU authorities.



## Financial resources per airport typology

Airports located in the South (Only European resources)



Airports located in the Italian territory, South included (only national resources)



Airports located in the Italian territory, South included –TEN-T network European Commission (Only European resources)





**5**

# ECONOMIC REGULATION

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## NATIONAL AIR CARRIERS

The commercial air activity, in accordance with Reg. (EC) no. 1008/2008 that sets common rules for the operation of air services in the European Community, can be operated only from those companies which obtained an air transport operating license that allows the company to transport passengers, mail or goods.

The European Regulation identifies two air carriers' categories: "A class" air carriers use aircraft with a maximum mass at take-off of over 10 tons or having more than 19 seats, "B class" air carriers use aircraft with a maximum take-off mass of less than 10 tons and/or less than 20 seats.

The license issue from ENAC is the final step of the process that includes the compliance with the administrative, economic and financial requirements as well as the technical-operational requirements in order to obtain the air operator's certificate (AOC).

The organisational and economic suitability is a mandatory condition for the purposes of operations safety and commitment to the users, also in accordance with the European regulations that recognise a potential correlation between the financial soundness and the safety of operations conducted by the air carriers. It should also be noted that the European Commission, pursuant to this Regulation, in a communication to the Parliament (COM 2013 - 129 final), has confirmed the need to intensify the monitoring of economic and financial conditions carried out by civil aviation authorities of Member States and to protect the passengers' rights (Reg. EC no. 261/2004).

The civil national aviation authorities can intensify the oversight activity on the licensed companies, depending on the observed criticality level.

The regulation entitles the national civil aviation authority to verify, at any time, the financial results of a licensed air carrier.

The activity of oversight is based on the above-mentioned requirements and it is aimed at ensuring the correct execution of the air transport's services.

Every month or quarter, the "A class" air carriers are required to fill in forms with their economic, financial and operational situation, so that ENAC can carry out its monitoring activity on the financial requirements.

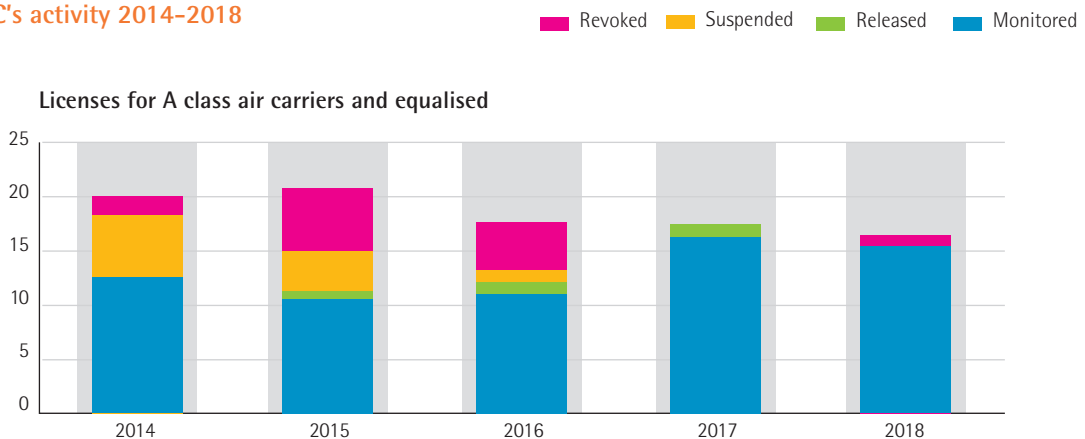
The license remains valid if the air carriers continue to meet the conditions required for their issuance; ENAC is responsible for monitoring the conditions fulfilment, focusing on the economic and financial ones.

ENAC decides whether to confirm the license or to suspend and revoke it whenever an air carrier is found to be no longer able to meet its current and future commitments for a period of twelve months.

During 2018, no licenses have been issued.

On the 1<sup>st</sup> of March 2018 the AIR ITALY SpA (previously Meridiana fly) license has been confirmed following the transfer of the Aviation Branch from Air Italy SpA to Meridiana Fly SpA after the ending of the financial operation between Meridiana Group and Qatar Airways. In July 2018 Mistral Air Srl obtained the update of its licence which is now limited only to the transport of goods.

### ENAC's activity 2014-2018



For the 2017 and 2018, the monitoring activity includes the equalised B class air carriers (whose turnover is over € 3 million per year and who carry out HEMS activity).

### Fleet of A class air carriers

The following table shows the total number of aircraft (property/dry lease) used by national carriers which are

184 by the end of 2018. The Italian air carriers are in the medium range category.

A class air carriers' fleets	2017			2018		
	Short range	Medium range	Long range	Short range	Medium range	Long range
Air Dolomiti	11	-	-	12	-	-
AIR ITALY* (formerly Meridiana Fly)	-	1	-	-	10	7
Air Italy**	-	8	4	-	-	-
Alitalia CityLiner	15	5	-	15	5	-
Alitalia SAI	-	74	26	-	72	26
Blue Panorama Airlines	-	7	3	-	8	3
Cargolux Italia	-	-	4	-	-	4
Ernest	-	2	-	-	3	-
Mistral Air	7	1	-	3	3	-
Neos	-	6	4	-	6	6
SW Italia	-	-	2	-	-	1
<b>Subtotal</b>	<b>33</b>	<b>104</b>	<b>43</b>	<b>30</b>	<b>107</b>	<b>47</b>
<b>Total</b>	<b>180</b>			<b>184</b>		

\* License registered to AIR ITALY (previously Meridiana Fly) from March 1<sup>st</sup>, 2018.

\*\* License revoked on March 1<sup>st</sup>, 2018.

**Dry lease:** lease without crew, agreement between companies under which the aircraft use takes place in accordance with the lessee Air Operator Certificate specifications.

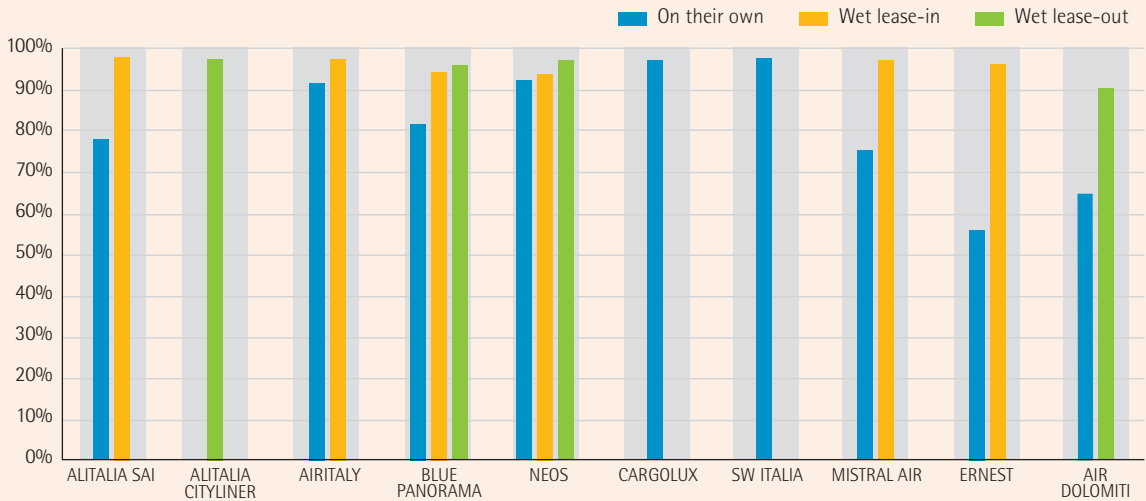
**Wet lease:** lease with crew, agreement between companies under which the aircraft use takes place in accordance with the lessor Air Operator Certificate specifications.

**Wet lease-in:** lease of services provided by a third air carrier to integrate the own flight operations network.

**Wet lease out:** the air carrier provides another air carrier with services.

### Flight activity of A class air carriers

The following graph, based on data from Eurocontrol flight plans with reference to the number of landings on Italian airports, shows "dry," "wet lease-in" and "wet lease-out" data for each air carrier. Alitalia group (Alitalia SAI and Alitalia Cityliner) makes an extensive use of "wet lease-in" or "wet lease-out" within intra-group operations.



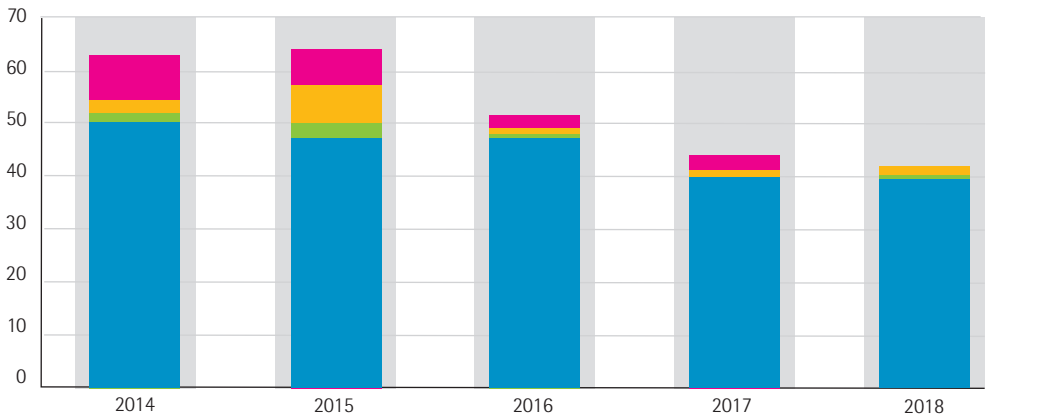
### B class air carriers

As to class B air carriers, in 2018, one license has been

issued to West Star NDD Srl and 2 licenses have been suspended (Hoverfly Srl in June and K-Air Srl in July).

### ENAC's activity 2014-2018

Licences for B class air carriers



### Fleet of B class air carriers

293 (242 rotorcrafts and 65 fixed wings) aircraft from "B class" air carriers were used in air transportation in

2018. In 2017 they were 284 (224 rotorcrafts and 60 fixed wings).

## AIR TRANSPORT AGREEMENTS WITH NON-EU COUNTRIES

### Development of traffic rights and Italy's connectivity

Air services within the EU have been liberalised for a long time based on a set of regulations of which the most recent is the Reg. (EC) no. 1008/2008.

On the other hand, connections to destinations outside the EU are governed by bilateral air agreements signed with the different Countries.

In the past ten years Italy has pursued a process aimed at developing connectivity and supporting the national airports and air industry.

During 2018, ENAC leaded 13 negotiations by delegation of the Ministry of Infrastructures and Transports. The negotiations have led to 10 bilateral agreements with Oman, Colombia, Comoros, Ghana, Kenya, Luxembourg, Mozambique, South Africa and Mongolia.

Senegal and Mali are evaluating the Italian proposal and they will provide a response in the first half of 2019. The current agreement with Zimbabwe will be revised at a later stage. Among the several interventions realised by ENAC in order to develop the aviation relationships, those put in place with the Chinese authorities to support some designated air carriers shall be mentioned.

As concerns the relationship with Russia, the traffic rights included in the 2017 Memorandum of Understanding were fully utilised by the Russian air carriers. In doing so, the procedures to allocate the Italian plafond frequencies for the services with shared code, as provided for in the current agreements, have been defined.

Pursuant the existing laws, which set the goal of growing the international connections and the level of employment, in 2018, tens of connections in derogation, have been authorised and they involved Countries such as Tunisia, China, Chile, Peru, Lebanon and Belarus with positive effects on several Italian airports like Milan Bergamo, Rome, Milan, Venice, Verona and Bologna.

Considered that very often the agreements establish a limited number of traffic rights not enough to satisfy the air carriers requests, their allocation procedure has been transparent and not discriminatory, respecting the principle of impartiality and good administrative action. In 2018, 40 provisions to assign/revoke the traffic rights related to services on non-liberalised extra EU routes. ENAC implemented a monitoring activity to ensure the highest administrative efficiency and the actual use of the assigned rights.

### Operating authorisations for air carriers

ENAC issues the operational authorisations and the traffic rights based on the provisions of the air traffic agreements between Member States and Third Countries in the field of air services. These provisions authorise the air carriers' commercial operations granting the approval of the traffic right in the aftermath of controls of their security and safety requirements.

The technical approvals issued by EASA, under EU Reg. 452/2014, is a precondition to the issuance of operating permits by ENAC, in particular in the framework of existing air service agreements between Member States and third Countries. The control and monitoring of operability conditions of third Countries carriers is aimed at ensuring flight safety.

Four years after the entry into force of the EU Reg. 452/2014, the most active air carriers in Italy and the new entries showed to have completely implemented the new regulatory framework and the modification of the ENAC procedures in accordance with the EASA disposals. This allowed ENAC to execute the documental controls in order to issue, maintain and monitor the issued Accreditations and the Authorisations.

As regards the commercial flights, in 2018, ENAC approved 270 scheduled programs for connections to third Countries: 11 companies were established in Italy, 40 companies had a license granted by another EU State and about 100 carriers held a license from non-EU Countries.

According to the IATA 2018 presented programmes, operations and destinations served in code sharing have increase compared to 2017. The increase is attributable to the concluded agreements with several foreign Countries, which enlarged the routes, the frequencies, the commercial opportunities for the operation carried out in code sharing and the leasing operations.

The number of code-sharing requests submitted by airlines to ENAC were more than 115, including 45 bilateral ones and the use 70 aircraft in Aircraft Crew Maintenance Insurance (Insurance, maintenance and crew included) have been approved.

As regards the charter passenger's flights, the positive trend of the 2017 for the cargo flights, has further incremented in 2018 in terms of operated flights number and inbound and outbound flights from national airports. Considered the political crisis of the North African Countries, from many years the charter flights market to this area is heavily decreasing, while maintaining a small traffic to Egypt and Tunisia.

About security, in order to protect cargo and mail entering the EU from other Countries, ENAC has screened the accreditations of all air carriers to unload goods coming from third Countries in accordance with the Reg. (EC) no. 300/2008, confirming existing licenses to or issuing new ones for inbound operations in Italy as first stop in Europe.

In the same way, the cargo operations in favour of air carriers not in possession of ACC3 certification (exempted by ENAC); permissions for material classified as Dangerous Goods for air transport

based on specific conditions; 85 diplomatic clearances have been released and inbound flights from Libya subjected to Notam of closure of the Italian airspace have been managed.

In 2018, the new air carriers that received accreditation increased from 23 to 41.

A growth of the non-EU air carriers traffic has been recorded together with the increase of the Accreditations and Authorisations which went from 1,220 (2017) to 1,800 (2018).



## PROTECTION OF THE RIGHT TO MOBILITY

ENAC's activity is also aimed at maintaining essential air services in case of strike and guaranteeing the territorial continuity principle, such as to protect citizen's right to mobility.

### Definition of guaranteed minimum services in case of strike

In the event of civil aviation staff strikes (air traffic controllers, pilots, flight attendants, flight engineer, ground staff, maintenance technical staff, air carriers' and airport managing bodies' employees), ENAC identifies the essential minimum flights such as to limit the inconvenience to citizens and ensure the transport of perishable goods, live animals, medicines, basic goods and goods essential for the population and for the continuity of productive activities. In addition, it acts, together with ENAV and Eurocontrol to address and resolve any critical operating issues connected to the strike such as the closing of the Italian airspace.

As part of its institutional tasks connected to the public services, in 2018, ENAC has continued to play an active role towards the uninterrupted and constant contacts with the Authority on strikes to carry out the consulting activity, collaborating in the detailed studies of the investigations started by the Authority itself in terms of impact on the final service. ENAC has continued to implement the right to the mobility and strike through the identification of the flights authorised to operate during the strikes of the air transport sector.

In 2018, following strike announcements, ENAC conducted 39 assessments on airline flight schedules, to verify that the minimum essential flights to users were being provided.

### The safeguarding of the principle of territorial continuity

Following the liberalisation of air transport, carriers have invested in the more commercially viable routes and have abandoned the less attractive ones to islands and peripheral or developing regions, thereby undermining the citizens' mobility right and cases of market failure. ENAC, in collaboration with the Ministry for Infrastructures and Transports and the Regions concerned, is committed to taking action to uphold the principle of territorial continuity and the EU Reg. no. 1008/2008, which is essential to connect the disadvantaged areas with other Italian regions.

As part of a European tendering procedure, ENAC was asked to select carriers operating, with exclusive rights, on these routes under a public service obligation with financial compensation.

As regards to the connections with Sardinia, the air carriers are selected by the Autonomous Region of Sardinia, in compliance with the regulation.

### Public service obligations in 2018

#### Tuscany Region

##### Routes:

Elba - Florence and vice versa  
Elba - Pisa and vice versa  
Elba - Milan Linate and vice versa

The Ministerial Decree no. 497 - October 25<sup>th</sup>, 2017 (GURI no. 268 - November 16<sup>th</sup>, 2017), modified by the Ministerial Decree no. 66 - February 27<sup>th</sup>, 2018 (GURI no.62 - March 15<sup>th</sup>, 2018) and by the Ministerial Decree no. 140 - March 21<sup>st</sup>, 2018 (GURI no. 93 - April 21<sup>st</sup> 2018), imposed Public service obligations on the three routes from October 1<sup>st</sup> 2018. The public tender regarding the execution of the commercial air services in accordance with Public service obligations have been published in the GUUE C 60 - February 16<sup>th</sup>, 2018. At the deadline, no air carrier made an offer, so the air services have not been operated. On December 24<sup>th</sup>, 2018 the Ministerial Decree no. 557 (GURI no.19 - January 23<sup>rd</sup>, 2019) which imposed Public service obligations on the three routes from June 1<sup>st</sup>, 2019, has been issued.

## Sicilian Region

**Routes:**

Pantelleria - Palermo and vice versa  
Lampedusa - Palermo and vice versa  
Lampedusa - Catania and vice versa  
Pantelleria - Trapani and vice versa

On these routes, public service obligations have been imposed by Ministerial Decree no. 5 - January 15<sup>th</sup>, 2014. The Mistral Air company, that awarded the contract for the exercise of the routes for one year with effect from 1<sup>st</sup> July 2017 (GUUE C 442 November 29<sup>th</sup>, 2016), operated its services until June 30<sup>th</sup>, 2018, expiring date of the agreement.

**Routes:**

Pantelleria - Palermo and vice versa  
Lampedusa - Palermo and vice versa  
Lampedusa - Catania and vice versa  
Pantelleria - Catania and vice versa  
Pantelleria - Trapani and vice versa

On July 1<sup>st</sup>, 2018, the new public service obligations imposed by the Ministerial Decree no. 550 - November 28<sup>th</sup>, 2017 (GURI no. 299 - December 23<sup>rd</sup>, 2017). The Danish airline Danish Air Transport, that was the successful bidder in the tender and awarded the agreement for these routes for three years (GUUE C 441 - December 22<sup>nd</sup>, 2017) started operating the connections on July 1<sup>st</sup>, 2018.

## Autonomous Region of Sardinia

**Routes:**

Alghero - Milan Linate and vice versa  
Alghero - Rome Fiumicino and vice versa  
Cagliari - Milan Linate and vice versa  
Cagliari - Rome Fiumicino and vice versa  
Olbia - Milan Linate and vice versa  
Olbia - Rome Fiumicino and vice versa

On the six routes of Sardinia, public service obligations have been imposed by Ministerial Decree no. 61 - February 21<sup>st</sup>, 2013 (GUUE C 104 - April 10<sup>th</sup>, 2013) as amended by Ministerial Decree no. 133 - April 21<sup>st</sup>, 2013 (GURI no. 95 April 23<sup>rd</sup>, 2013).

The routes were awarded under the European tendering procedure as from 27 October 2013 for a period of four years (GUUE C 180 June 26<sup>th</sup>, 2013 - C 182 - June 27<sup>th</sup>, 2013 - C 183 - June 28<sup>th</sup>, 2013)

The Sardinia Region revoked the tendering because of EU Commission findings about the new territorial continuity system in force from November 9<sup>th</sup>, 2017 and it prorogued the 2013 conventions waiting for a new charging procedure.

For this reason, in 2018, the charged routes have been operated in derogation by Alitalia-SAI from the routes from Cagliari and Alghero - Milan Linate, by the Romanian Blue Air on the route Alghero - Rome Fiumicino and by Air Italy on the routes from Olbia.

The Ministerial Decree no. 367 - August 8<sup>th</sup>, 2018 (GURI no. 222 - September 24<sup>th</sup>, 2018), modified by the Ministerial Decree no. 481 - November 21<sup>st</sup>, 2018 - imposed on the six routes of Sardinia a new territorial continuity system in force from April 17<sup>th</sup>, 2019. Six public tenders regarding the execution of the commercial air services in accordance with public service obligations imposed in the Ministerial Decree no. 367/2018, have been published in the GUUE C 362 - October 8<sup>th</sup>, 2018.

Alitalia-SAI won the tenders related to the six routes.

**As to territorial continuity in 2018**

- € 9,663,244.00 spent from state funding;
- 1 new agreement was signed with an air carrier to regulate the award of the air transport service routes;
- 2 consultations with relevant stakeholders ("conferenza di servizi") were held;
- 17 interventions were carried out to ensure the correct implementation of conventions;
- 5,858 flights were guaranteed with the financial support of the State;
- 189,056 passengers were transported with the financial support of the State.



## OBSERVATORY ON AIRPORT MANAGEMENT

Airport managing bodies are called by law to administer and manage airport facilities or airport networks and coordinating and controlling the activities of the airport operators (articles 704 and 705 of the Italian Air Navigation Code).

Airport managing bodies licenses are issued with a decision adopted by the Ministry of Infrastructures and Transports in consultation with the Ministry of Economy and Finance and, limited to military airports open to civilian traffic, with the Ministry of Defence. The license, with maximum duration of 40 years, is awarded on proposal of ENAC following a public tender selection, and the signing of an agreement between the operator and ENAC.

The Lampedusa and Rimini airports have been the first airports entrusted with a public tendering, under the art. 704 of the Italian Air Navigation Code.

During the 2018, the Airport of Forlì has been entrusted with a public tendering and the one about the Pantelleria Airport is ongoing. ENAC considered the innovations

introduced by the Tenders and Concessions Code (Legislative Decree no. 50 – 18<sup>th</sup> April 2016) and the Corrective Decree (Legislative Decree 19 - no. 56 – April 19<sup>th</sup>, 2017) in relation to all the tendering procedures.

In the surveillance context, ENAC carries out the monitoring of compliance on the part of operators of conventional obligations with a variety of mean, including scheduled inspections with Inspectorate of Finance. If the operator is found to be noncompliant, ENAC identifies the required corrective actions to be implemented within an agreed time. If no corrective actions are implemented, sanctions are levied, based on the seriousness of the noncompliance. In severe cases, when essential requirements are missing, such as those that pertain to the financial domain, there is a concession's loss. Moreover, in the procedures to sell public shareholding of the share capital started by the airport managing body, ENAC offers its support to Ministry of Infrastructures and Transports, which must authorise the operations, issuing a report about the tender documents.

### The monitoring of the handling market

Handling and self-handling include administrative ground services and supervision, passenger, baggage, freight and mail handling, ramp handling, cleaning and terminal services, fuel and oil, aircraft maintenance, flight operations and crew administration, ground transportation, catering. Handling requires a certification which is issued by ENAC to parties that comply with the requirements of art. 13 of Legislative Decree 18/99. The certificate includes the specifications of the airports and the categories of activities listed in Annex A of the Decree 18/99 for which the operator has demonstrated to have adequate financial, human, organizational and instrumental resources. It is rather common for certified operators to operate on more than one airport.

During 2018, 1 ground handling service certificate was issued and 21 were renewed. As of 31 December 2018, the total number of active certificates were 155. The National Aviation Handling Quality Control Team carries out the verification of the necessary requirements of the ground services providers, under the Art. 13 of the Legislative Decree 18/99 and the ENAC Regulation "Certification of the ground airport service providers".

The following airports have achieved the traffic threshold envisaged by art. 6 of Legislative Decree 18/99 concerning free access to the ground handling services market: Bari, Bergamo, Bologna, Brindisi, Cagliari, Catania, Florence, Lamezia Terme, Milan Linate, Milan Malpensa, Naples, Olbia, Palermo, Pisa, Rome Ciampino, Rome Fiumicino, Turin, Treviso, Venice and Verona. Due to the saturation of spaces at the Olbia Airport, after ENAC's verifications, only two handlers and two users for the commercial aviation and two for the general aviation can take care of baggage, freight and mail (physical treatment of the arriving, departing and transiting goods between the airport and the aircraft) and ramp operations described in the Attachment A of the Legislative Decree 18/99.

Also, the Airports of Milan Linate and Florence have been interested. Milan Linate has been limited to two handlers and two users for the commercial aviation for the categories 3) baggage assistance 4) freight and mail 5) ramp operations and three operators for the general aviation for the service categories 3) baggage assistance and 5) Ramp operations. Florence airport has been limited to two handlers for the commercial aviation and two for the general aviation in relation to the categories 3) baggage assistance and 5) ramp operations.

The Venice Airport, from 19 October 2017, has been limited to two handlers for the commercial aviation and two for the general aviation for the ground assistance related to baggage, freight and mail and ramp operations described in the Attachment A of the Legislative Decree 18/99. (Point 5.7 not included).

Following the limitation measure issued by ENAC, in 2018 the company SAVE SpA, Venice Airport managing body has started and concluded the tender to identify two operators for the commercial aviation.

The airport managing bodies of the airport of Milan Malpensa, Pisa, Bologna, Cagliari and Rome Fiumicino, only in relation to category 7) fuel and oil, had handling inconveniences caused by the lack of capacity and space; in this respect ENAC decided to verify each one the above-mentioned airports.

### Incentives for starting and developing routes

ENAC conducted a survey on domestic airports that showed that the majority of airport managing bodies published the commercial policy on their website.

The survey also showed that the activity:

- requires contracts under which airport managing bodies undertake to pay to the carriers a financial contribution, with the obligation of the latter to ensure, for a given period, a minimum number of daily or weekly flights to increase the number of passengers as a consequence of the improvement of the financial performances and the returns;
- allows airport managing bodies to attract new investments from air carriers, as well as to contribute in the positive results of these investments, obtaining economic returns from the airport traffic generated by the service.

### Airport concession for the General Aviation

The airports for the General Aviation are intended to host sport, touristic, training activities, services of aerial work, air rescue, medical emergency, civil protection support, scientific and experimenting activity, business aviation operations included air taxi and any other activity compatible with the airport vocation.

Many of these airports are directly managed by ENAC with its means and staff, however the situation is not bearable anymore cause of the measures to contain the public spending that affect ENAC human resources. Since these airports are an essential tool for the territory to ensure the aeronautic activities prosecution that are important for the community, ENAC, to guarantee their safe operability and safeguard the public interest, started public tendering procedures. That allows the economic operators to participate to transparent and non-discriminatory selections. At the conclusion the candidate able to propose the best management project, will be chosen.

Considering the specific tendering procedures related to the 20-year long entrustment of the General Aviation airports, the most important innovations concern the general requirements of the potential participants, the temporary guarantee and the management of the preliminary phase.

The public tendering procedures start to entrust the airport for the General Aviation represent a new stimulus to the collaboration between ENAC, Operators, users and territory that requires a constant improvement effort to all the components, in order to guarantee the safe operability of these airports and prevent their closing.

In 2018 the first tendering procedures for the concession of the airport for the General Aviation of: Siena, Lugo di Romagna, Urbe, Novi Ligure, Vercelli, Padova.

### Regulation issued by ENAC in 2018

- Regulation "Certification of the ground airport service providers", 5<sup>th</sup> edition – April 23<sup>rd</sup>, 2012 – Amendment 1 – January 25<sup>th</sup>, 2018;
- Advisory Circular EAL 24 – March 22<sup>nd</sup>, 2018 – Concessions and Sub concessions of airport assets.

## PLANNING AGREEMENTS

### Planning Agreements ex Legislative decree 133/2014

In 2018, the dialogue with the Ministries of Infrastructures and Transports and Economy has continued in order to fulfil the need-to-know of the Administrations about the subscribed Planning Agreements and to treat some topics that involves some very important aspects connected to the approval of the Agreements themselves.

The first topic concerned the need, highlighted by the Ministries, to integrate the Scheme of Planning Agreements including new provisions in order to reinforce the airport managing bodies' compliances. Among the several fulfilments included in the Scheme, the airport management bodies must publish on their websites the information about the public funding sources and update them constantly together with the details about the data of concession, the funding Authorities and the beneficiaries.

Respecting the provisions of the Ministry of Infrastructures and Transports and the Ministry of Economy, ENAC integrated the Scheme of Planning Agreements.

In this occasion, ENAC has also updated the Attachments, in particular "Sheet A" which included the total planned investments for the considered period and the "Economical and Financial Plan", in order to demonstrate the financial and economical sustainability in the period. These modifications aimed to standardise the technical documents, ease the verifications and to implement operational instruments to satisfy the periodic needs of reports from the sector's Administrations. Another theme treated with the Ministries in 2018, concerns the achievement of a preliminary advice by the involved Regions about the Planning Agreements, in accordance with the sentence of the Italian Constitutional Court no. 7 (21<sup>st</sup> January 2016). Before the Agreements approval, the Ministry of Infrastructures and Transports must obtain the involved Regions' advice.

Lastly, the topic regarding the Interministerial Economic Planning Committee advice, to be obtained before the Agreements approval, has been also treated with the Ministries. The Planning Agreements signed with the airport managing bodies of the following airports have already been transmitted to Interministerial Economic Planning Committee: Genoa, Naples, Turin and Verona. The NARS - Consultancy team for the implementation of the guidelines for the Regulation of public utility services - in quality of the technical entity for consultancy and

support for Interministerial Economic Planning Committee activities about fares and public utility services, recognised areas of Interministerial Economic Planning Committee's competence in the Planning Agreements approval procedure and so, in November 26<sup>th</sup> 2018, expressed its opinion about the above-mentioned Agreements, submitting them to CIPE for the deliberation.

About the active Planning Agreements, ENAC will take care of the production of specific Additional Acts after receiving Interministerial Economic Planning Committee's advices and the related deliberations.

### Planning Agreements monitoring

As technical Authority in charge of the approval of the four-year investments' plans, in 2018, ENAC carried out the usual yearly monitoring activity about the actual implementation of the interventions. This activity has been conducted for the Planning Agreements signed with Rome (Fiumicino and Ciampino), Milan (Malpensa and Linate) and Venice airports, under the Art.17, subsection 34bis of the Leg. Decree no. 78/2009, and those signed with the managing bodies of the airports of Pisa, Florence, Bologna, Naples, Genoa, Turin, Verona, Trieste, Olbia, Bergamo, Cagliari and Lamezia Terme, under the Leg. Decree no. 133/2004. In order to allow the 2019 fares updates of the Planning Agreements signed under Decree no. 133/2004, ENAC transmitted to the Transport Regulation Authority the state of work progress as at August 31<sup>st</sup>, 2018 and the achievement or failure of objectives stated in the quality and environmental protection Plan about 2017.

The computerized system for Monitoring Airport Interventions allows ENAC to monitor the progress of the planned interventions. The database will be populated with data on the SAL (Works Advancements State) and will be audited by ENAC for all public works exceeding one million euros and by Cost Auditors appointed by the operator, for all other public works of less than one million euro or those that are self-financed.

The strategic Monitoring Airport Interventions system is a warranty for the whole airport system and it allows for a near real time monitoring of the progress of infrastructural interventions at national level. As such it will be a very important tool to verify that deadlines are met and to levy sanctions when they are not.

Besides the Monitoring Airport Interventions, ENAC carries out on site verifications of administrative-accounting nature in order to verify the correct,

transparent and regular management carried out by the airport managing bodies, in accordance with the laws about public tenders and the sector's technical regulation.

The investments monitoring takes place together with the one related to the achievement or failure of the objectives in the quality and environmental protection Plan, since the consequences of new airport projects to develop the air transport system and the national

economic system, should go together with a constant improvement of the airports in terms of environmental sustainability and optimisation of the airport services quality.

Details about the main national airport system and Venice airport are as follows: comparison between the airport charges post monitoring activity and the average airport charge planned in the Planning Agreement; the 2019 and 2018 average charges.

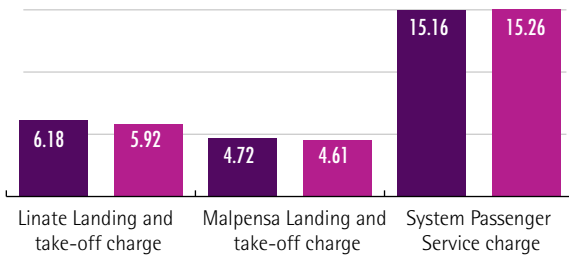
### Milan Linate and Malpensa

For the airports in Milan Linate and Malpensa airport charges were determined for boarding passengers and security checks, already starting from 2011. In addition,

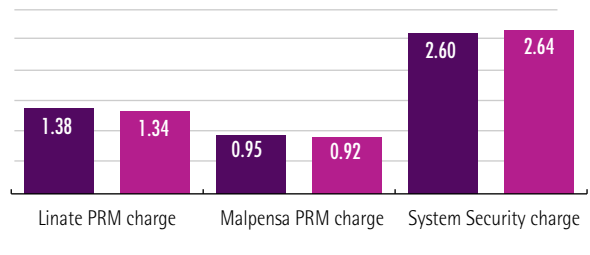
as of 2016 a new single payment system is used that takes into account passing checks, carry-on baggage and checked in baggage.

2019 Airport Charges planned/in force from January 1<sup>st</sup> 2019

Main Average Regulated Airport Charges (€)



Main Average Regulated Airport Charges (€)

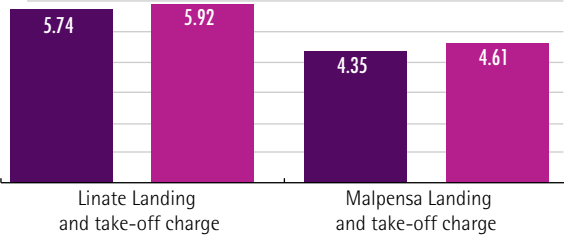


■ 2019 Airport Charge planned by Planning Agreement    ■ Airport charges post monitoring activity in force from 1/01/2019

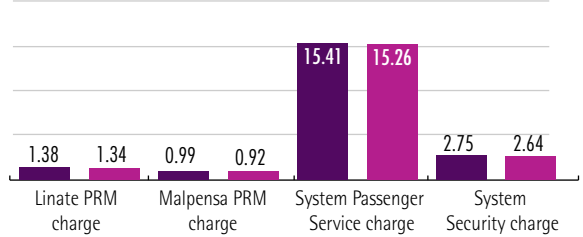


Airport Charges in force in 2018/in force from January 1<sup>st</sup> 2019

Main Average Regulated Airport Charges (€)



Main Average Regulated Airport Charges (€)



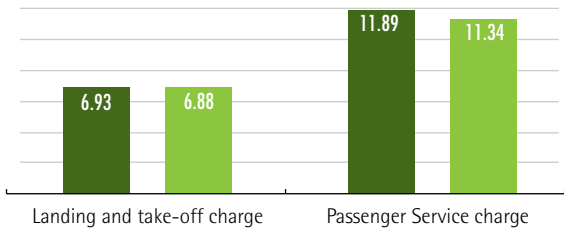
■ In force from 2018 ■ In force from 1/01/2019



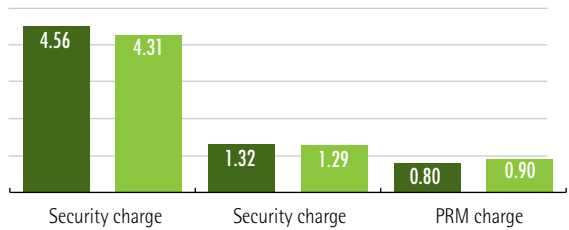
Venice

2019 Airport Charges planned/in force from February 1<sup>st</sup> 2019

Main Average Regulated Airport Charges (€)



Main Average Regulated Airport Charges (€)

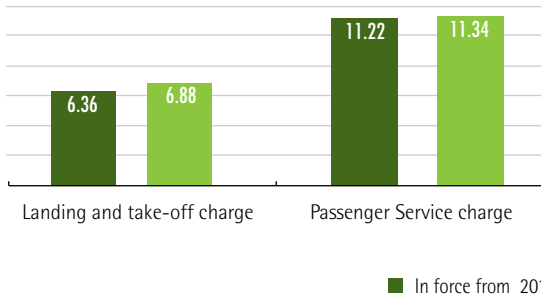


■ 2019 Airport Charge planned by Planning Agreement ■ Airport charges post monitoring activity in force from 1/02/2019

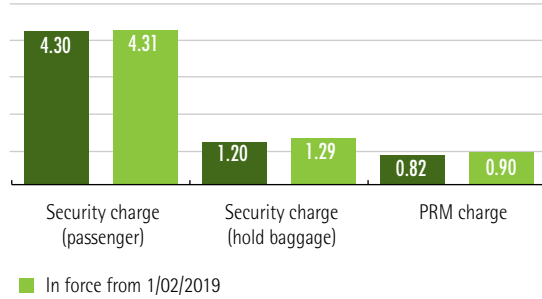


Airport Charges in force in 2018/in force from February 1<sup>st</sup> 2019

Main Average Regulated Airport Charges (€)



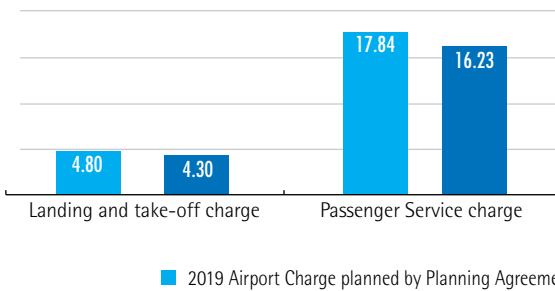
Main Average Regulated Airport Charges (€)



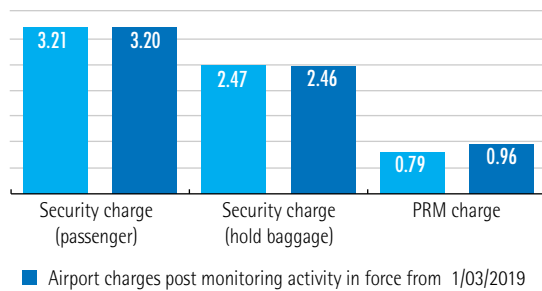
Rome Fiumicino

2019 Airport Charges planned/in force from March 1<sup>st</sup> 2019

Main Average Regulated Airport Charges (€)

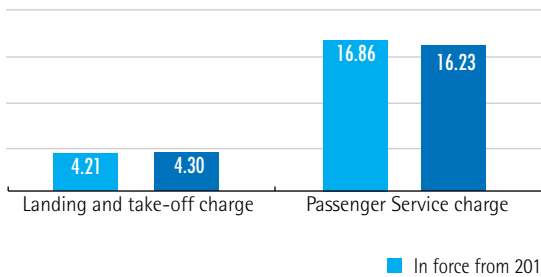


Main Average Regulated Airport Charges (€)

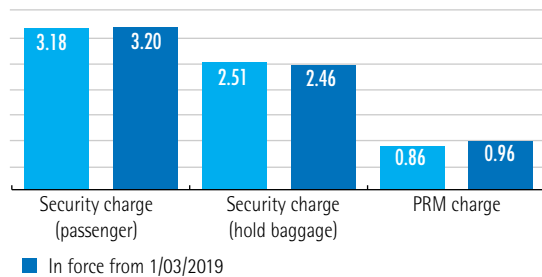


Airport Charges in force in 2018/in force from March 1<sup>st</sup> 2019

Main Average Regulated Airport Charges (€)

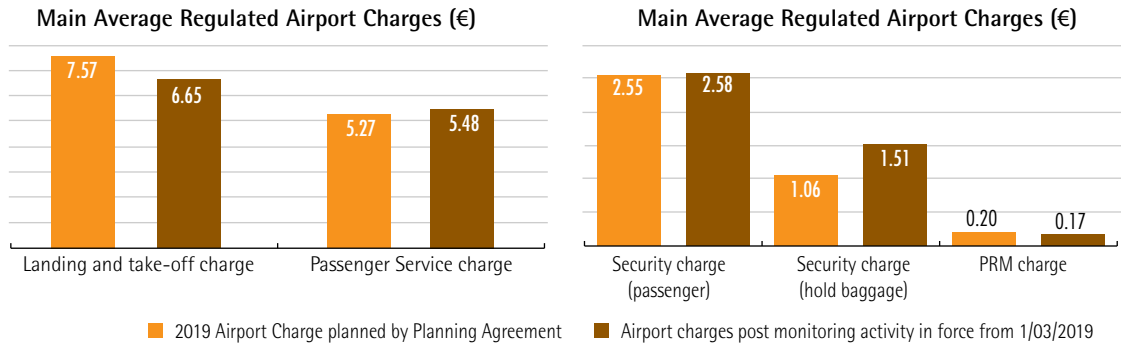


Main Average Regulated Airport Charges (€)

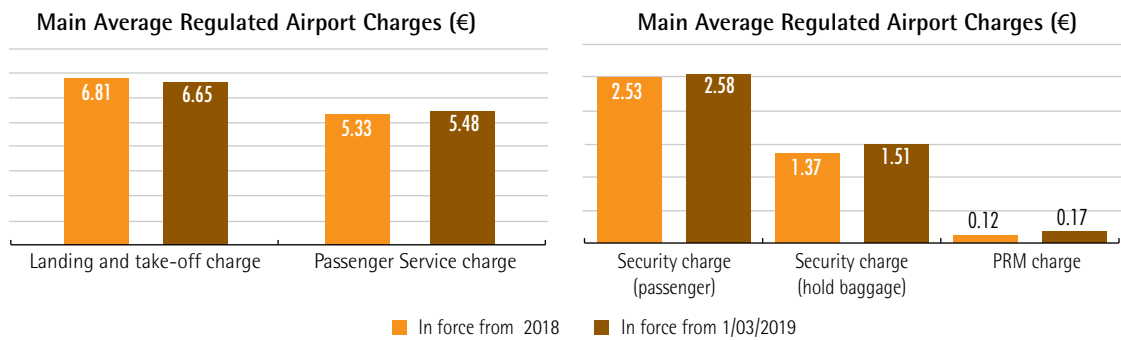


### Rome Ciampino

2019 Airport Charges planned/in force from March 1<sup>st</sup> 2019



Airport Charges in force in 2018/in force from March 1<sup>st</sup> 2019



## Supervision of charges connected to the use of centralised infrastructures, common and exclusive use assets

Decree no. 18/99 on free access to the EU ground handling services market has entrusted ENAC with the task of checking that the airport users' service charges are in line with the costs incurred with the airport management and the development of centralised infrastructures and common and exclusive used assets. To this end, ENAC carried out in 2018, the vigilance on the charges for the fuel storage and distribution activity performed at the airports of Rome Fiumicino, Milan Malpensa by Seram SpA and Disma SpA.

For the airports of Rome and Milan, it should be noted that setting these charges falls beyond the scope of the Planning Agreements in derogation, since the centralised infrastructures for fuel storage of these airports are fully owned and managed by specialized third parties based on sub-concession contracts.

## Supervising activity on handling charges and on Passengers with Reduced Mobility (PRM) charges

About PRM assistance, airport charges and handling rates in monopoly, the EU Directive 2009/12/EC on airport charges expressly excluded them from its scope, since they were already being regulated by Directive 96/67/EC of 15/10/1996 (ground handling) and Reg. (EC) no. 1107 of 5 July 2006 (assistance to PRM). Airport charges supervision over such activities remains, therefore, an exclusive prerogative of ENAC.

In order to provide indications about the updating modalities of the compensation from the procedures and methodology point of view aimed at the annual consultation, in 2018 ENAC elaborated the Guidelines "Modality for the annual definition of the PRM compensation and consultation procedure between airport managing bodies and users", which are published on ENAC's website.

In 2018 ENAC has updated the PRM charges for the airports of Rome, Milan, Venice, Bergamo, Bologna, Cagliari, Genoa, Naples, Palermo, Turin, Pisa, Florence, Trieste, Verona and Parma.

## Analysis of traffic data

In 2018, ENAC published on its website the commercial and general aviation traffic data from the previous year and the three-month updates of the current year, divided by type of passenger, cargo and mail, type of flight (national and international, scheduled or non-scheduled).

In order to keep the data as current as possible, ENAC provided updates as of March 31<sup>st</sup> and updates as of June 30<sup>th</sup>, 2018. This data is a useful analytical tool for all operators and is particularly important to calculate airport charges and the fire prevention contribution. ENAC uses statistical data on air traffic performance to study the market and the industry and carry out a financial evaluation of non-EU routes on which it intends to make bilateral air traffic agreements.

In 2018, ENAC started a renewal process of the whole system of traffic data collecting and elaboration aimed at their computer-based management, from the collection to the publication.

ENAC is implementing an innovative computer system aimed at processing the data in a standardised and homogenous way, allowing it to be used for institutional reports, statistics and researches to fulfil the sectors need-to-know. The new system will make it possible to minimise the error risks connected to manual data processing and to reduce the production times of traffic analysis provided for internal and external needs.

## Financial analysis of the public service obligation regime

In 2018, ENAC has audited the activities carried out by the carrier Silver Air Spol S.r.o and Alitalia SAI SpA, entrusted with flights to the island of Elba and Sicily for the period 2014-2017. The check has verified that the financial results obtained by the airline in the third operating annuity for Silver Air Spol and the second and third annuity for Alitalia SAI SpA are appropriate, relevant and reliable.

## Supervision of air navigation charges

In addition to the surveillance and economic regulation functions of the charges applied by the airport managing bodies to exclusive services, ENAC verifies the air navigation services charges applied by ENAV at national and international level every year. The preliminary investigation to determine the "band III" terminal charges for 2019, whose regulation is disciplined at national level and the yearly monitored tariffs regulated at European level for air navigation services route and terminal charges of "I-II band".





# AIRSPACE REGULATION

Sheet 6.1

**105**

**Regulation and planning  
activities**



## REGULATION AND PLANNING ACTIVITIES

### National airspace management

The complex activity to regulate and manage the airspace is provided by ENAC in collaboration with the Italian Air Force, the users, the national Service Providers and the other State Administrations (Prefecture and Prison administration Department). This activity keeps being substantial and constant: in 2018 over 250 requests to institute/extend the validity/modify/cancel the restricted zones for the different flight activity (parachuting, acrobatics, aerial work activity and aero club, model aircraft activity and RPAS (drones), recreational and sport flight, laser beam emission, weather balloon).

In the Project Nature Network 2000 context, considering the sites of Community interest, identified by the Member States under the Directive Habitat which are described as Special Areas of Conservation (SAC), included in the Special Protection Areas (SPAs), the information about the no-fly zones on these areas has been published.

Further requests of protection of natural parks or wildlife reserves, common interest areas (monument zones) or areas of special interest (technological and industrial plants) have been analysed. The main measures that have been issued are those regarding the Natural reserves of Abruzzo Region, the Aeolian archipelago, the Natural park Friuli Venezia Giulia, Salt mine of Comacchio, Salt

mines of Trapani and Paceco, Natural Reserve of Torre Salsa.

In agreement with the Prison administration Department the activity about the update of the no-fly zones on the correctional facilities has been concluded. To the present there are 187 no-fly zone of this kind.

### FRONTEX

The European Border and Coast Guard Agency (Frontex) requests have been implemented in the activities to manage the national airspace. A monitoring programme using a drone operated by Leonardo SpA has been implemented in order to investigate illicit movements of ships (immigration, pollution, etc.). The operation was not easy since took place in international waters on a wide area (in the Mediterranean Sea, to the south of Sicily, including the islands of Lampedusa, Pantelleria and Malta), in BVLOS (Beyond Visual Line-of-Sight) modality. It implied an articulated coordination process with the Italian Air Force and the Maltese Air Service Provider. Some specific agreements have been signed with the Maltese Civil Aviation Authority and some coordinating procedures have been defined with the army in order to occupy in the same time some determined sectors of the global area.

### Single European Sky (SES)

The Single European Sky (SES) is a flagship European initiative aimed at reforming the EU air traffic control system such as to meet future requirements in terms of capacity and safety. Compared to the 2000 traffic levels, the full implementation of the SES is set to strengthen safety by ten times, tripling airspace capacity, reducing air traffic management costs by 50%, reducing the impact of each flight on the environment by 10%.

In order to reach the goals, the SES is based on four pillars:

1. Functional Airspace Blocks (FAB): under the SES, the national bodies involved with air traffic control will work together in regional functional airspace blocks such as to improve efficiency, cut costs and reduce emissions.
2. Objectives: fundamental performance objectives have to be achieved nationally, while safety, capacity, economic efficiency and environmental impact have to be achieved within functional airspace blocks. All the objectives stimulate the reform process while the other parts of the initiative are aimed at its implementation. National targets are set by each Member State based on EU-level targets agreed with the European Commission.
3. Network Manager: Eurocontrol, the network manager, supports the process with tasks such as the design of routes or the coordination of radio frequencies that are more efficient if managed centrally. It is also responsible for coordinating air traffic flows between national service providers.
4. New technologies: following the installation of SESAR, the technological arm of the Single European Sky, outdated systems and procedures that have been operational for decades, will be modernized.

FAB Blue Med



Source: Eurocontrol

The Blue Med Functional Airspace Blocks is the airspace block established in 2012 by Italy, Malta, Greece and Cyprus. In Europe, in conformity with the article 9a of the regulation of the European Council and Parliament 550/2004 about the services supply of 10 March 2004, 8 more FAB have been established. According to the European Law a FAB is an airspace block based on operational requirements that operates beyond State boundaries. The provision of performance-driven and optimized air navigation services and related functions is aimed at enhancing cooperation among

providers of air navigation services or, where appropriate, integrated providers, in each functional airspace block. With the establishment of Blue Med, the Countries of Italy, Malta, Greece and Cyprus have made an important step towards the integration of service providers in the South-Eastern Mediterranean, a process that may be extended to other Countries. Many Countries have expressed a marked interest in the initiative, such as Israel that already participates as an observer in FAB works and in addition to other benefits for air traffic, it would serve as a concrete measure to help stabilize an afflicted area.

In Blue Med FAB, Italy is represented by ENAC within its Governing Board and Committee of Supervisory Authority (NSA Committee); by the Italian Air Force and ENAV in the Committee for civil-military cooperation and, finally, by ENAV in the Committee of Air Navigation Services Providers. ENAC also participates in the FAB workgroups that require a representation of national Authorities.

SAPR (drones)

In 2018, 355 requests to operate drones in the proximity of airports have been received. In order to make the whole process more efficient, some criteria about the drone's use of the airspace have been introduced: in this way most of the actives will be allowed without requiring a specific authorisation to ENAC.

Satellite navigation

2018 has been an important year for the satellite navigation in Italy due to the development of the

Performance-Based Navigation based on the Global Navigation Satellite System (GNSS). The GPS (Global Position System) use, based on the GNSS, leads to problems of responsibility about the signal integrity. The international regulatory framework did not clarify in detail who must ensure the verification, in the context of the services provided in a Country. The ICAO amendment to Annex 10, promoted by Italy, set forth that a Country may ensure the signal integrity on its territory in the face of a monitoring plan aimed at the GPS parameters verification. With reference to the

above-mentioned amendment and in coordination with ENAV, ENAC defined and implemented a monitoring plan of the GPS signal performances in the national airspace, by which is possible to verify the compliance with the ICAO requirements defined in the Annex 10, regardless of the fact that the signal is under the direct control of the organisation that implements the flight procedures or not.

As a consequence of the positive results of the above-

mentioned plan, the GNSS based on GPS can now be used in the Italian airspace as the only way of navigation. This allows an important improvement in the national airport system. The flight procedures based on the GNSS can be implemented in the smaller airport as well, where very often it would represent the only available radio assistance. Before GNSS ENAC's authorisation, very expensive radio assistance devices were needed as backup.

### Free Route Airspace (FRA)

The ENAC commitment during 2018 in order to optimise the airspace managed according to the Free Route Airspace (FRA) modality has been outstanding. The Free Route Airspace (FRA) allows the aircraft flights to choose a direct route, without referring to the traditional ATS (Air Traffic Service) routes, based on default paths, reducing the miles of navigation with a consequent lower environmental impact due to fuel saving and reduced CO<sub>2</sub> emission. As well as in the previous years, also in 2018, the Free Route Airspace drew in the Italian airspace much international commercial traffic, otherwise addressed to the contiguous airspaces, increasing the Italian contribution in the management of the air traffic flows in Europe.

## Union Law

In 2018, the modification of the three following key regulation of the air traffic has been completed.

- Performances system (ex Reg. EU no. 390/2013);
- Charging system (ex Reg. EU no. 391/2013);
- Management of the air traffic European network (ex Reg. EU no. 677/2011).

The last one, adapted to the needs of the third reference period, received a positive opinion from the Single Sky Committee on November 27<sup>th</sup> and it has been published in January 2019 as Reg. EU no. 123/2019.

Much more demanding it has been the elaboration of the single regulation, performance and charging system in the European Single Sky, which replaced the previous regulations (Reg. EU no. 390 and no. 391 - 2013). Indeed,

it only received the approval from the Single Sky Committee during the ad-hoc committee special session of December 17<sup>th</sup> and it has been published in February 2019 as Reg. EU no. 317/2019.

Not less demanding and significative it has been the positive opinion expressed about the regulation for the transition of the airspace to the adopt the satellite navigation.

In the Reg. EU no. 1048/2018 it is described the transition scenario, until 2030, when the routes and the traditional flight procedures will be definitively dismantled, and it defines the routes performances specification to be adopted in the Single Sky. In 2018, EASA and the European Commission completed the preparation of the third period of reference (2020-2024) of the performances system.

### Regulation issued by ENAC in 2018

- Regulation Licence of flight information operator, 2<sup>nd</sup> Edition - Amendment 1, April 23<sup>rd</sup>, 2018.
- Advisory Circular ENAC ATM 08A December 20<sup>th</sup>, 2018 - Aeronautical Phraseology.



# ENVIRONMENT

Sheet 7.1



**Environmental protection**



## ENVIRONMENTAL PROTECTION

### Participation in the CAEP ICAO

The Italian contribution in the CAEP ICAO - Committee on Aviation Environmental Protection - and to the related working groups continues thanks to ENAC. The Committee treats topic of strategic importance about the certification standards issuance, the gas and noise emissions, the particulate emissions, the noise emissions of the supersonic aircraft, the economic measures connected to the CO<sub>2</sub> emissions management, the alternative fuels, the improvement of the air and ground navigation management.

The CAEP participation is ensured by the ENAC specialists which are in the majority of the subgroups. Based on the technical analysis of the different tasks, the CAEP issues "recommendations" to the ICAO Council for the following deliberations.

The 2018 was the last year of the 11<sup>th</sup> cycle of the Committee and in February 2019 the final plenary meeting took place in order to consolidate the cycle's achieved goals and to approve the work plan for the next three years (until 2022), together with environmental strategic plan for the international civil aviation that will be presented and voted during the 40<sup>th</sup> session of the ICAO General Assembly from September 24<sup>th</sup> to October 4<sup>th</sup>, 2019.

The ENAC contribution to CAEP and its subgroups is in line with the strategical environmental objectives defined by ECAC and with the EU environmental strategies (DG MOVE and DG CLIMA).

In order to provide a high-level scientific contribution in the international meetings, the ENAC specialists are supported by the main stakeholders' representatives and by academics.

### CORSIA - Carbon Offsetting Reduction Scheme for International Aviation

The 2018 main event in terms of achieved goals at global level has been the adoption of CORSIA ICAO - Carbon Offsetting and Reduction Scheme for International Aviation, the market based global scheme, which together with other environmental actions (technological development, alternative fuels, routes optimisation), will help achieve the goal of CO<sub>2</sub> emissions zero growth from 2020, respecting the Kyoto Protocol and the Paris Agreement. The CORSIA Standard, approved last June by the ICAO Council, is included in the Volume IV of the Annex 16 of the Chicago Convention.

During the year, ICAO exhorted the Member States to express their views on the CORSIA regulation: first about

the possible differences compared to the national regulatory framework, from voluntary pilot phase starting in 2021; later, the admission criteria of the project types usable for the emission compensation within CORSIA (linked to UNFCCC - United Nations Framework Convention on Climate Change ones) have been submitted to the States.

The CORSIA approval, favoured by an intense mediation activity of the EU Commission and the ECAC members, allows to schedule the implementation of the international norm in the Community law and in the next phases.

At European level, the global scheme is integrated in the Emission Trading System (ETS), under the EC Directive 2003/87/EC, which already governs several European operators and Third Countries.

At national level, the new system is managed by the ETS Interministerial Committee created at the Ministry of Environment, Land and Sea in which the Ministry of Infrastructures and Transports and ENAC participate.

While the ETS Committee was taking the role of competent authority about CORSIA, ENAC started the preliminary activities to implement the new regulation recommended by ICAO. In July 2018, after the Standard formal adoption, it organised in its Rome's headquarters, a technical workshop focused on CORSIA in order to inform the interested operators about the new emissions regulation system and about the required compliances.

During the event, the CORSIA's technical aspects have been illustrated, focusing on the monitoring plans that will be submitted by the air carriers and approved by the competent authority.

### ACT Support project - CORSIA

In parallel to the national initiatives to support the air carriers, ENAC participated in the ICAO cooperation activities in favour of the applicant States, within the ACT Support project - CORSIA - Assistance, Capacity-building and Training on CORSIA.

Since CORSIA's very debut, Italy has candidates itself to support ICAO's training and informative initiatives, within its capacity building programmes. In 2018, ENAC provided a financial support that allowed ICAO to schedule a new set of staff trainings in the Countries which did not take part to the previous ICAO seminars. The initiatives permit the information dissemination necessary to implement the global scheme, by training courses held by ICAO trainers, specifically trained by ICAO itself.

With a larger number of interested Countries, in 2019 the second phase of the ACT project - CORSIA will start.



ACT >>> CORSIA		Assistance, Capacity-building and Training on CORSIA	
<b>AUSTRALIA</b>		<b>KENYA</b>	
1. BRUNEI DARUSSALAM		1. RWANDA	
2. INDONESIA		2. SOUTH SUDAN	
3. MALAYSIA		3. UGANDA	
4. CAMBODIA		<b>MEXICO / SPAIN / USA</b>	
5. PAPUA NEW GUINEA		1. BELIZE	
6. SRI LANKA		2. COSTA RICA	
7. THAILAND		3. EL SALVADOR	
<b>CANADA / FRANCE</b>		4. GUATEMALA	
1. BURKINA FASO		5. HONDURAS	
2. CAMEROON		6. NICARAGUA	
3. CHAD		<b>NEW ZEALAND</b>	
4. COMOROS		1. FIJI	
5. CONGO		2. SAMOA	
6. COTE D'IVOIRE		3. SOLOMON ISLANDS	
7. D. R. OF CONGO		4. VANUATU	
8. DJIBOUTI		<b>NIGERIA</b>	
9. GABON		1. GAMBIA	
10. HAITI		2. GHANA	
11. MADAGASCAR		3. LIBERIA	
12. MALI		4. SIERRA LEONE	
13. MAURITANIA		5. SUDAN	
14. MAURITIUS		<b>REPUBLIC OF KOREA</b>	
15. NIGER		1. LAO PEOPLE'S D. R.	
16. SENEGAL		2. MONGOLIA	
17. SEYCHELLES		3. PAKISTAN	
18. TOGO		4. PHILIPPINES	
<b>CANADA / FRANCE / SPAIN</b>		5. VIETNAM	
1. ALGERIA		<b>SOUTH AFRICA</b>	
2. EGYPT		1. BOTSWANA	
3. IRAQ		2. LESOTHO	
4. JORDAN		3. MALAWI	
5. KUWAIT		4. MALI	
6. SAUDI ARABIA		5. ZAMBIA	
7. TUNISIA		6. ZIMBABWE	
<b>GERMANY</b>		<b>SPAIN</b>	
1. TAJIKISTAN		1. BOLIVIA	
2. TRINIDAD & TOBAGO		2. CUBA	
<b>ITALY</b>		3. PERU	
1. ANTIGUA AND BARBUDA		4. URUGUAY	
2. BAHAMAS		<b>USA</b>	
3. ERITREA		1. ARGENTINA	
4. GUINEA		2. DOMINICAN REPUBLIC	
5. SOMALIA		3. ECUADOR	
6. UNITED REPUBLIC OF TANZANIA		4. PANAMA	
<b>ITALY &amp; BRAZIL</b>		<b>15 DONOR STATES</b>	
1. ANGOLA		<b>89 RECIPIENT STATES</b>	
2. CABO VERDE			
3. COLOMBIA			
4. MOZAMBIQUE			
5. PARAGUAY			
6. SAO TOME AND PRINCIPE			
<b>JAPAN</b>			
1. AFGHANISTAN			
2. BANGLADESH			
3. BHUTAN			
4. CAMBODIA			
5. INDIA			
6. MYANMAR			

## Italy's Action Plan on CO<sub>2</sub> emissions reduction

In 2018, ENAC updated the Italian Action Plan for the reduction of the CO<sub>2</sub> emissions caused by the air transport. The initiative of drafting the National plans for the CO<sub>2</sub> reduction was established in the 2010 ICAO Assembly Resolution A37-19 and confirmed during the next assemblies.

The reduction of the greenhouse gas emissions produced by the air traffic is a primary goal for ICAO, in order to limit the climate change. The activities are focused on the research of shared and coordinated solutions, based on the Balanced Approach principle on a global scale, as regards the air transport gas and noise pollution impact. On the 2016 ICAO General Assembly, the States undertook to periodically update the action plan, highlight the evolution of the environmental commitment during the time.

In December 2018, ENAC published the new edition of the Italy's Action Plan on CO<sub>2</sub> emissions reduction, which updates the 2016 version, in line with the most recent edition of the ICAO (DOC 9988) guidelines. In this way Italy becomes one of the first ECAC Countries that published the 2018 updated Action Plan.

In order to update the Action Plan, ENAC constituted a Task Force with the participation of the air carriers,

Assaeroporti, the managing bodies of some of the main airports, ENAV, ACARE (Advisory Council for Aviation Research and Innovation in Europe), industries, universities and research centres.

The traffic and passengers' data have been revised, highlighting market share of the low-cost air carrier compared to the legacy air carriers. The updating activity has been executed in continuity with the previous editions regarding the calculation of the air carriers' emissions, using the IPCC (Intergovernmental Panel on Climate Change) model.

The described approach allowed to better highlight the contribution to the emissions of the national air carriers compared to those produced by the foreign ones that operates in Italy, avoiding that the latter are counted by other European Countries as well.

The Italian edition of the Action Plan has been prepared with the ECAC and European Commission contributions which provided a shared section, in collaboration with EASA and Eurocontrol about the emissions limitation action at global level, in reference to the implementation of the newest technologies for the air traffic management. The national section gives prominence to the technological contribution provided by the Italian industry, describing the new technologies that will allow the emissions reduction.

ENAV contributed in the Plan by providing the data about the improvement actions recently implemented, giving a quantitative evaluation of the environmental contribution due to the new ways to manage the traffic. Particularly important the Assaeroporti contribution, which illustrated the airport certification activities in order to obtain the accreditation to a carbon neutrality international programme. The main Italian airports provided a contribution related to their specific implemented actions.

The national actions are in line with the European environmental policies aimed at defining the shared strategies to reduce the CO<sub>2</sub> in the medium and long term.

## Emission monitoring

In view of the update of National Action Plan to reduce CO<sub>2</sub> emission for the year 2018, ENAC, in collaboration with ENAV, conducted a study on the definition of the monitoring modalities of the emissions produced by civil aviation aircraft.

The study focused on the actions put in place to improve the efficiency of the conventional existing and future routes in the application of ENAV Flight Efficiency Plan, by quantifying the CO<sub>2</sub> emissions saving in tons/year and by identifying any possible action to be implemented in the future. The study also identified potential areas of improvement, supposing specific intervention plans and

estimating the possible environmental benefits, in particular in the field of flexible management activities of the civil/military airspace, of free routing flights, of performance-based navigation and of traffic surveillance based on satellite infrastructure rather than on ground conventional radio assistance.

Following the study, ENAC started an initiative with the purpose to realise a management tool able to quantify the current emissions and to evaluate the trend of the future ones, also in consideration of the evolution of technology of aircraft, engine systems, infrastructures, management, control and surveillance of air traffic, the technical solutions made available to airports such as the use of internal transport means with low environmental impact. The initiative is financed by research funds resulting from the Emissions Trading Scheme (ETS) bids, made available to ENAC by the Ministry of Infrastructures and Transports.

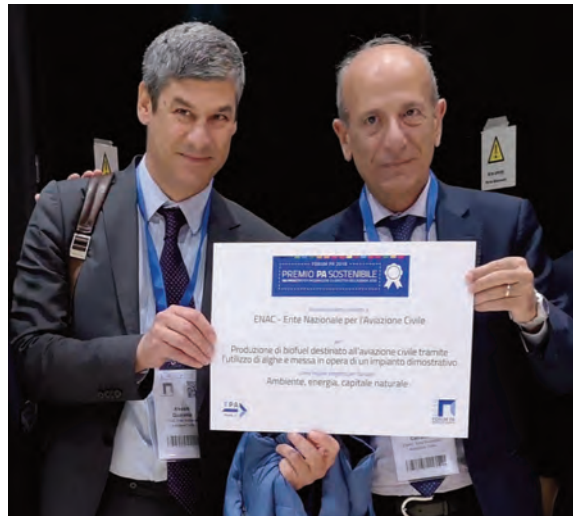
## Alternative fuels

In 2018, ENAC put much efforts in the sector of the alternative fuels for the civil aviation development. A research project to produce biofuel by using unicellular Algae is ongoing. It will considerably contribute to the limitation of the consequences resulting from the air transport on the environment, utilising alternative fuels compared to those produced by using fossil fuel. The biofuel would ensure lower levels of CO<sub>2</sub> emissions, meeting the international sustainability criteria. The project is mainly aimed at the production of biokerosene which can be used by the civil aviation air carriers that uses aircraft with turbine engines, but we cannot rule out the possibility, on a later moment, of using it for the biodiesel production that could be used for different means of transport

ENAC, the Department of Biology and Biotechnologies "Charles Darwin" – Sapienza University of Rome, project coordinator, the Department of Biotechnologies – University of Verona, the Alternative and renewable energies research centre – University of Florence participate in the project.

The importance of this research has been recognised during the event "Forum PA 2018", concerning 100 projects submitted by Public Administrations Entities, where ENAC won the first prize for the best project in the environmental-energy area

This important award achieved firstly thanks to the enthusiasm and dedication of Ing. Giuseppe Daniele Carrabba, Central Director Aerial Regulation, who died prematurely in November 2018, highlights the propositional and cutting-edge approach and the ENAC permanent commitment to develop a sustainable civil aviation.



ENAC Director General, Alessio Quaranta with Ing. G. Daniele Carrabba

### ICAO States' Action Plans Buddy Partnership

In 2018, ENAC subscribed a cooperation agreement with the Madagascan Civil Aviation Authority in order to support the Country in the drafting of the Action Plan for the reduction of the CO<sub>2</sub> emission produced by the international air transport.

This initiative is part of the ICAO capacity building programme "States' Action Plan Buddy Programme" aimed at supporting the Countries in needs of technical assistance in order to elaborate their national action plan.

The cooperation is also aimed at supporting the Madagascan Civil Aviation Authority in the implementation of measures to limit the fuel consumption and the consequent noxious CO<sub>2</sub> emission, in line with the undertakings accepted from ICAO to fight the climate change.

Furthermore, ENAC participated in the training initiative organised in the last December by ICAO in Baku (Azerbaijan), aimed at additionally promoting the national action plans development. In this occasion, the Italian working method to create the national working plans has been presented and the ENAC project to support the Madagascan Civil Aviation Authority has been illustrated.





# INTERNATIONAL ACTIVITY

Sheet 8.1



**ENAC in the  
international context**



## ENAC IN THE INTERNATIONAL CONTEXT



In carrying out its institutional mission, ENAC represents Italy in the major international civil aviation organizations such as the International Civil Aviation Organization (ICAO), the European Civil Aviation Conference (ECAC), the European Union (EU), the European Union Aviation Safety Agency (EASA) and the European Organisation for the Safety of Air Navigation (Eurocontrol). ENAC cooperates with these institutions in all activities aimed at regulating and controlling the sector and promoting the development of civil aviation. Within these organizations, ENAC supports the position of Italy on various issues of strategic interest such as safety, security, quality of airport services and enforcement of passengers' rights, the development of airport infrastructures, economic and air transport regulation, EU External Relations, airspace regulation and environment. Among the most relevant activities at European level there is the Civil Aviation European Meeting organised by the Austrian Presidency in October 2018. The event was an opportunity to take stock of the EU strategy about Aviation launched in December 2015, focusing on its future development aimed at generating growth for the European Countries, promoting the innovation, decreasing the costs for the users and increase the connectivity.

The ENAC Director General, Alessio Quaranta, moderated the panel External dimension of European Aviation Strategy focused on the future challenges about the new global agreements negotiations between EU and the Third Countries, such as the creation of partnerships that

allow the promotion of the European aviation at global level, the connectivity growth, the traffic fifth airline freedoms and the liberalisation of the foreign investments in the European airlines.

The European Commissioner for Transport Violeta Bulc, the Ministers of Transports from Austria, The Netherlands and Romania, European Parliament Members, delegates of the civil aviation authorities of the Member States, of the European Commission and of the most important sector's operators participated in the work.

The summit highlighted the aviation strategic priorities, with a focus on the critical points connected to the airport capacity, congestion and flight delays, airspace management, new technologies development such as drones, which have to be developed in accordance with sustainability criteria in order to achieve a "green aviation" with low CO<sub>2</sub> and noise emissions.

Among the 2018 international activities organised by ICAO in which ENAC took part, there are the following Conferences.

The 13<sup>th</sup> ICAO Conference on Air Navigation in Montreal from October 9<sup>th</sup> to 19<sup>th</sup>, 2018, aimed at discussing the main objectives for the safety and global air navigation. Italy participated in it with a delegation composed of ENAC, Italian Permanent Representation to ICAO Council, Italian Air Force General Staff, ENAV, National Agency for the flight safety and the Foundation "8 October 2001". Italy and Eurocontrol presented a working document about the Global Management of the air traffic, whose recommendations have been incorporated in the

## Sheet 8.1 ENAC in the international context

Conference final report, which regarded several themes including the implementation of the operational concepts and the technological solutions about flight safety, air navigation capacity, efficiency and other crucial performances improvement areas.

The discussions took place in the Air Navigation Committee and the Safety Committee and they established the global strategies, the priorities and the working plan for the next years. The recommendations incorporated in several key areas of the safety and air navigation will be submitted, with the ICAO Council approval, to the 40<sup>th</sup> session of the ICAO General Assembly, scheduled in Montreal on from the 24<sup>th</sup> of September to the 4<sup>th</sup> of October 2019.

The second high-level ICAO Conference on the Aviation Security took place in Montreal on the 29<sup>th</sup> and 30<sup>th</sup> of November 2018 (for further information turn to page 116).

As regard the aviation training, the second General Assembly of EATEO - European Association of Aviation Training and Educational Organisations took place in Bruxelles, at Eurocontrol's headquarters on the 9<sup>th</sup> of November 2018, whose President has been confirmed to be the ENAC Director General Alessio Quaranta. Before the Assembly, there has been an international symposium dedicated to the training as fundamental instrument to achieve safety, aviation development and the needed cooperation among all the subjects involved in the aviation training activity.

The event hosted by Eurocontrol has been organised with the support and participation of ICAO and ECAC and several delegates participated in it. Among them those of the Federal Aviation Administration - USA, African Aviation Training Organisation and Singapore Aviation Academy.

The needed of a close coordination at local and global level among all the aviation system players (regulators, professional associations, universities, research centres, air carriers, airports and air navigation services suppliers) emerged in order to implement shared training policies as essential instrument for the air transport development. The participants discussed how to obtain concrete and innovative cooperation modalities in order to achieve the objective.

EATEO, the European association that gathers the organisations that treat the aviation training topic, is a no-profit founded in Cyprus in June 2016, in order to create a shared forum for all the European aviation training providers. The goal is to contribute, as an association, to the safety and the civil aviation

development, by coordinating the shared position to represent in the European and international meetings. Indeed, EATEO's inspiration is to become the voice for the best practices related to the aviation training in Europe. Considered the crosscutting interest of the EATEO themes, the universities, the schools and the institutions, from every continent involved in the aviation training activity can become EATEO member.

The confirmation of the ENAC Director General Alessio Quaranta as EATEO President further reinforces the Italian strategical function in the European civil aviation context.

### Italian Permanent Representation to ICAO

The Ministry of Foreign Affairs and International Cooperation and ENAC represent Italy in ICAO's Council, its governing body, composed of 36 Member States.

In 2018, the Italian representation participated in all the Council's sessions and played an active role in the European co-ordinating bodies and in the following Committees: Air Transport, Unlawful interferences and Support to the Air Traffic in the North Atlantic.

Moreover, in order to extend the Italian sphere of influence, the Representation participated as observer in the Air Navigation Commission (ANC), main technical body that supports the Council, the committees about environment and the Organisation's governance.

In 2018, the Representation chaired the committee responsible for the management of the relations between the Organisation and Canada.

As regards the relations with the national industry, the Representation continued the activities in order to include experts in the different ICAO work groups, in line with the direction given by the ENAC Director General.

The Representation has been actively involved on the themes connected to cybersecurity and environment.

About cybersecurity, it participated in the work group "Secretariat Study Group on Cybersecurity" instituted by the Secretariat and it facilitated the admission of a Leonardo Company as member in the group of experts that deals with Future Air Navigation Systems.

As regards the environmental topic, the Representation participated in all the Montreal events and it contributed in the process that led ENAC to donate €100,000 in support of the capacity building project "ACT CORSIA". Lastly, the Representation supported the Foreign Ministry in the process that led Italy to join the PKD (Public Key Directory) project, part of the ICAO programme to identify the passengers, particularly addressed to the passports authentication.

BODY	INTERNATIONAL ACTIVITIES OF THE DIRECTORATE GENERAL AND DEPUTY DIRECTORATE GENERAL
ICAO	<p><b>Air Navigation Commission (ANC)</b> - Montreal: 207<sup>a</sup>, January 15<sup>th</sup> - March 16<sup>th</sup>; 208<sup>a</sup>, April 30<sup>th</sup> - June 29<sup>th</sup>; 209<sup>a</sup>, September 17<sup>th</sup> - November 16<sup>th</sup></p> <p><b>ICAO Council</b> - Montreal: 213<sup>a</sup> Session, Committee Phase, January 15<sup>th</sup> - February 2<sup>nd</sup>; Council Phase, February 26<sup>th</sup> - March 16<sup>th</sup>; 214<sup>a</sup> Session, Committee Phase, April 30<sup>th</sup> - May 18<sup>th</sup>; Council Phase, June 11<sup>th</sup> - 29<sup>th</sup>; 215<sup>a</sup> Session, Committee Phase, September 17<sup>th</sup> - October 5<sup>th</sup>; Council Phase, October 29<sup>th</sup> - November 16<sup>th</sup></p> <p><b>Europe, Middle East and Africa (EMEA) Cybersecurity in Civil Aviation:</b> Bucarest, May 7<sup>th</sup> - 9<sup>th</sup></p> <p><b>Legal Committee:</b> LC/37, Montreal, September 4<sup>th</sup> - 7<sup>th</sup></p> <p><b>Global Aviation Security Symposium 2018 (AVSEC2018):</b> Montreal, November 26<sup>th</sup> - 28<sup>th</sup></p> <p><b>Second High-level Conference on Aviation Security (HLCAS72):</b> Montreal, November 29<sup>th</sup> - 30<sup>th</sup></p> <p><b>Thirteenth Air Navigation Conference:</b> AN-Conf/13 - Montreal, October 9<sup>th</sup> - 19<sup>th</sup></p>
EU	<p><b>Directors General of Civil Aviation Meetings (EU-DGCAs):</b> Bruxelles, June 11<sup>th</sup>; December 12<sup>th</sup></p> <p><b>EU Aviation Summit 2018:</b> Wien, October 3<sup>rd</sup> - 4<sup>th</sup></p>
EASA	<p><b>Management Board</b> - Cologne: Special meeting EASA MB 2018-01; April 10<sup>th</sup>; EASA MB 2018-02, June 6<sup>th</sup>; EASA MB 2018-03, December 13<sup>th</sup> - 14<sup>th</sup></p> <p><b>MAB - Member States Advisory Body</b> - Cologne: February 29<sup>th</sup> - March 2<sup>nd</sup>; July 12<sup>th</sup> - 13<sup>th</sup></p>
ECAC	<p><b>Regular Meetings of the Directors General</b> - Paris: DGCA/150, May 14<sup>th</sup>-15<sup>th</sup>; DGCA/151, December 5<sup>th</sup></p> <p><b>Every three years Meetings of the Directors General:</b> ECAC/36, Strasbourg, July 10<sup>th</sup> - 11<sup>th</sup></p> <p><b>Special Meetings of the Directors General:</b> DGCA(SP)/67 - Ponta Delgada, August 29<sup>th</sup> - September 1<sup>st</sup></p> <p><b>Coordinating Committee:</b> CC/181 - Paris, March 28<sup>th</sup>; CC/182 - Strasbourg, July 11<sup>th</sup>; CC/US FAA Informal meeting - Montreal, October 9<sup>th</sup>; CC/183 - Paris, November 6<sup>th</sup></p> <p><b>Security Programme Management Group</b> - Rome: SPMG/27, July 19<sup>th</sup>; SPMG/28, November 16<sup>th</sup></p> <p><b>Forum:</b> FORUM/11 - Paris, December 4<sup>th</sup></p> <p><b>Legal Task Force</b> - Paris: LEGTF/33, April 18<sup>th</sup>; LEGTF/34, July 5<sup>th</sup></p>
JAA-TO	<b>Joint Aviation Authorities - Training Organisation:</b> Paris, March 28 <sup>th</sup> ; Hoofddorp, September 25 <sup>th</sup> - 26 <sup>th</sup>
EASTI	<b>European Aviation Security Training Institute:</b> Foundation Board meeting, Bruxelles, March 5 <sup>th</sup>
EATEO	<b>European Association of Aviation Training and Educational Organisations (EATEO):</b> Symposium & General Assembly - Bruxelles, November 9 <sup>th</sup>
EUROCONTROL	<p><b>Provisional Council (PC)</b> - Bruxelles: PC/49, June 21<sup>st</sup>; PC/50, November 29<sup>th</sup></p> <p><b>Networking Event (pre PC)</b> - Bruxelles: June 20<sup>th</sup>; November 28<sup>th</sup></p> <p><b>President's Bureau (PB):</b> PB/2018/1 - Belgrade, April 25<sup>th</sup>-26<sup>th</sup>; PB/2018/2 - Bruxelles, October 23<sup>rd</sup></p>
OTHER	<p><b>Annual Congress of ACI (Airport Council International) Europe &amp; World:</b> Bruxelles, June 18<sup>th</sup>-20<sup>th</sup></p> <p><b>Congress of "Fondazione 8 ottobre 2001, per non dimenticare":</b> Milan, October 25<sup>th</sup></p>

## Second High-level Conference on Aviation Security

Representing Italy, ENAC participated in the 2<sup>nd</sup> High-level Conference on Aviation Security that took place in Montreal on the 29<sup>th</sup> and 30<sup>th</sup> of November 2018.

More than 540 participants representing 107 Member States, 22 regional and international organisations and industrial associations attended the event.

By reaffirming the Security crucial importance in the civil aviation global system with regard to the continuous threats and challenges that the international air transport sector has to face, the Conference highlighted the following aspects:

- a) the global terrorism and the security threats against the international air transport keep evolving and they have to be faced taking into consideration the passengers traffic growth;
- b) the awareness of the connected threats and risks has to be improved by sharing the information among the States and the subjects involved in the civil aviation activities, considering the ICAO Global Risk Context Statement (RCS);
- c) the strong support to the Global Aviation Security Plan – GASeP, adopted by ICAO in November 2017 and the regional conferences about security hosted by Egypt, Panama, Portugal and Thailand helped the Member States to understand even more the importance of the GASeP ICAO;
- d) the ICAO Annex 17 about Security includes the measures aimed at contrasting the threats for the aviation, even if some of those implemented in the airports may help to face the security needs of both the civil aviation and the borders;
- e) some Standards and Recommended Practices – SARPs of the ICAO Annex 9 about the borders are useful for the security activities, such as the use of the Advance Passenger Information – API in order to prevent the terroristic and criminal actions;
- f) the further cooperation and coordination between ICAO and UN will contribute in the global efforts in order to fight the terroristic threats towards the international civil aviation;
- g) all the subjects involved in the "aviation security" have to develop new and innovative approaches to reinforce the air security and to contrast the current and future threats, balancing at the same time the needs of sustainability, efficiency and efficacy;
- h) it is needed to continue the efforts in order to ensure the balance between the security measures and the necessities to maintain fluid the movement of the passengers and freights;
- i) the importance of a reinforced cooperation and collaboration between States and Stakeholders in order to provide capacity-building and technical assistance to the States in need, is crucial in the context of the ICAO initiative "No Country Left Behind".

The ENAC Director General, Alessio Quaranta, together with the Austrian Presidency of the EU Council, coordinated the European Union's positions in his role of Focal Point for the ECAC Security, the pan-European intergovernmental Organisation that gathers 44 Countries (28 EU – 16 non-EU) and it is part of ICAO and as ECAC's Vice President.

The European position about relevant themes and the approach to the security risk management regarded in particular:

- the importance of an efficient reporting system;
- the relevance of the awareness promotion in the security field among the players that contributes to the implementation of the national Programme of the air security;
- the work of the ICAO Working Group of Training, of which Italy is part, that in line with the GASeP actions, pursues the primary objectives in order to reinforce of the global security such as: the improvement of the awareness and the answer to the risk; the development of the culture of security, the improvement of the technological resources and the innovation promotion; the enhancement of the oversight and processes quality control activities; the increase of the support and cooperation activities. The work group, in reference to the security culture development, created useful instruments in order to help the Countries improving in several contexts such as the environment, the organisational behaviours, the training and the leadership awareness;
- the important of a multilevel approach to contrast the internal threats that considers regulatory interventions and the achievement of higher awareness.

## Safety

### EU

#### Air Safety Committee

The 2018 activity of the Air Safety Committee involved the usual update of the EU Air Safety List, list of the banned air carriers in Europe. The two Committee annual meetings produced two updates of the EU Air Safety List, where some additions and cancellations from the list published on the European commission DG MOVE web site. In particular, in 2018 Indonesia was removed from the EU Air Safety List after an in-depth on-site evaluation visit carried out by an experts' team, with two ENAC experts, guided by the European commission.

#### Bilateral agreements

In the Aviation Safety field, in 2018 the proposed amendment to the agreement between EU and USA and the agreement proposals between China and Japan have been examined.

#### Delegated acts for drones regulation

ENAC has always considered the RPAS (Remotely Piloted Aircraft System) as a strategic sector with a high technological content for its capacity to develop innovative fields of application and create opportunities for new industrial and commercial developments.

In consideration of the new basic regulation, that confers the competence for the sector regulation upon EASA, in 2018 ENAC, together with national experts about air security, actively participated in the four meetings with the EASA Committee organised by the European commission in its Bruxelles headquarters in order to discuss the Delegated Acts and the Implementing Acts about drones to achieve a Community legislation supporting the national Stakeholders needs.

### EASA

#### Airport Regulation

With the publication of the Reg. EU no. 1139/2018 entered into force on September 11<sup>th</sup>, 2018 that abrogates the previous Basic regulation no. 216/2008, the domain of the European airports, including the Italian ones, is characterised by a renewed regulatory framework.

The Essential Requirements (ERs), Attachments VII and VIII of the Reg. EU no. 1139/2018, have been further developed compared to the previous Basic regulation in the fields of the airport infrastructures, safety equipment, airports managing bodies, ground services and Apron Management Service (AMS).

The European regulation put the emphasis on the protection of the airport surroundings: under the art. 38 the Member States must adopt all the needed provisions to ensure the protection of the airports located in their territory from activities and developments in the surrounding areas that may cause unacceptable risks for the aircraft.

Within September 12<sup>th</sup>, 2023 the Implementing Rules will be updated to new Basic Regulation, as integration of the current Reg. EU no. 139/2014.

ENAC continuously ensured its participation in the EASA ADR TeB (Technical Body – Aerodromes) meetings.

#### UAS sector regulation

In 2018, ENAC contributed, in the JARUS (Joint Authorities for Rulemaking on Unmanned Systems) context, in the elaboration of the UAS (Unmanned Aircraft Systems) international regulation for the A Category (Open), B (Specific) and C (certified). (For further information turn to page 54).

In particular, in the JARUS WG 7 (ConOps - Concept of Operations) context, a considerable contribution has been provided to identify the issuance criteria of the Type Certificate and the Airworthiness Certificate for C Category (Certified) UAS, in coordination with the ICAO RPASP (Remotely Piloted Aircraft Systems Panel) and some preliminary discussions about the concepts and the problems of the UAS autonomous flights have started.

### ICAO

#### Second Air Cargo Development Forum

As a continuation of the first edition works, the second ICAO Forum about cargo promote the meeting and the discussion among the involved players: national Authorities, air carriers, aeronautical industry, economic and commercial operators, sector's representatives, research institutes.

Starting from the global framework of the aviation sector's growth forecast, in particular about the air cargo, the Forum proposed a challenge of a successful dialogue among all the involved parts that may represent the instrument to intercept and fulfil the expected growth trend; this global dialogue about the air cargo, overcoming the current limits of the commercial relations between Countries, has to implement the new management procedures of the supply chain, the new available technologies to the market development (software, apps, drones, etc.) and the new e-commerce market dynamics. The share watchwords are quickness, simplification of

## Sheet 8.1 ENAC in the international context

procedures and real time data access. The location of the Forum second edition permitted to deepen the theme of infrastructures and air cargo growth support, beginning from the case study of the city that hosts the event: the municipality of Zhengzhou. The Chinese city, which widely developed in the last decade cause of its status of hub of the "new silk road", represents a case point of how it is essential to start with a set of infrastructures for the transports and logistic to be candidate as hub of the

international commercial network. This goal has been achieved by proposing a wide urbanistic plan, created by the Government of People's Republic of China which includes the current hub and its areas of development (sized for 40 million passengers which will become 100 million in 2035), an extended cargo city adequate for 5 million tons of goods, two high-speed railways with stations and business centres of international relevance.

BODY	2018 INTERNATIONAL ACTIVITIES IN THE SAFETY FIELD
ICAO	<p><b>Dangerous Goods Panel (DGP):</b> DGP/27 – London, July 16<sup>th</sup>-20<sup>th</sup>; DGP-WG/18 – Montreal, October 1<sup>st</sup> -5<sup>th</sup></p> <p><b>EUR/NAT COG Language Proficiency Requirements Implementation Task Force:</b> COG LPRI TF/32 – Paris, March 19<sup>th</sup>-20<sup>th</sup></p> <p><b>European Air Navigation Planning Group and European Regional Aviation Safety Group (joint meeting):</b> EANPG/60 and RASG-EUR/07, Paris, November 26<sup>th</sup>-30<sup>th</sup></p> <p><b>Flight Operations Panel:</b> FLTOSP/5, Montreal, October 22<sup>nd</sup>-26<sup>th</sup></p> <p><b>Flight Operations Panel Working Group:</b> FLTOSP/WG/5, Montreal, May 7<sup>th</sup>-11<sup>th</sup></p> <p><b>iSTARS User Group Meeting:</b> iUG/01, Montreal, December 17<sup>th</sup>-19<sup>th</sup></p> <p><b>Remotely Piloted Aircraft Systems Panel (ex UAS Commission Steering Group) – Montreal:</b> RPASP/10, March 12<sup>th</sup>-16<sup>th</sup>; RPASP/11, June 18<sup>th</sup>-22<sup>nd</sup>; RPASP/12, October 29<sup>th</sup> – November 2<sup>nd</sup></p> <p><b>Second Air Cargo Development Forum:</b> Zhengzhou, September 5<sup>th</sup>-7<sup>th</sup></p> <p><b>Universal Safety Oversight Audit Program:</b> USOAP Workshop, Paris, September 11<sup>th</sup>-14<sup>th</sup></p> <p><b>ICAO/UNOOSA Space Learning Group (SLG):</b> Washington D.C., February 6<sup>th</sup>; Montreal, October 12<sup>th</sup></p> <p><b>ICAO/UNOOSA SLG – Operations Subgroup:</b> Meeting #1 – Braunschweig, August 31<sup>st</sup></p>
ECAC	<p><b>European Safety and Air Navigation Coordination Group:</b> Paris, December 5<sup>th</sup></p>
EU	<p><b>AIR Safety Committee – Bruxelles:</b> May 30<sup>th</sup>-31<sup>st</sup>; November 14<sup>th</sup> -16<sup>th</sup></p> <p><b>EASA Committee – Bruxelles:</b> February 20<sup>th</sup>-21<sup>st</sup>; April 9<sup>th</sup>; June 4<sup>th</sup>; December 11<sup>th</sup></p> <p><b>European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS) Steering Board – Bruxelles:</b> April 9<sup>th</sup>; September 13<sup>th</sup></p> <p><b>European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS) Steering Committee:</b> Bruxelles, December 6<sup>th</sup></p> <p><b>European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS) – 2.0 Key User Group:</b> EC2/1, Cologne, January 17<sup>th</sup>-19<sup>th</sup></p> <p><b>European Commission Expert Group on Aviation Safety on UAS:</b> Bruxelles, October 26<sup>th</sup></p>

BODY	2018 INTERNATIONAL ACTIVITIES IN THE SAFETY FIELD
EASA	<b>Aerodrome and Ground Handling Collaborative Analysis Group:</b> Cologne, March 6 <sup>th</sup> -7 <sup>th</sup>
	<b>Annual Safety Conference 2018:</b> Wien, November 6 <sup>th</sup> - 8 <sup>th</sup>
	<b>Commercial Aviation Transport – Collaboration and Analysis Group</b> - Cologne: February 21 <sup>st</sup> -22 <sup>nd</sup> ; June 14 <sup>th</sup> -15 <sup>th</sup>
	<b>Common Training Initiative Group:</b> CTIG/18, Paris, April 12 <sup>th</sup> -13 <sup>th</sup>
	<b>Minor continuity routes / National Aviation Authority (CT2/NAA) Project:</b> Cologne, January 9 <sup>th</sup> -10 <sup>th</sup>
	<b>European Aviation Medical Repository (EAMR) Training Course:</b> Cologne, February 27 <sup>th</sup>
	<b>European Chief Medical Office Forum:</b> Madrid, February 11 <sup>th</sup> -13 <sup>th</sup>
	<b>Flight Simulation Training Device (FSTD) – Expert Group</b> - Cologne: April 10 <sup>th</sup> -11 <sup>th</sup> ; November 7 <sup>th</sup> -8 <sup>th</sup>
	<b>In Depth Analysis group (SAFA):</b> IDEA/30 - Cologne, February 20 <sup>th</sup> -21 <sup>st</sup>
	<b>Joint Authorities for Rulemaking on Unmanned Systems (JARUS-UAS):</b> JARUS 1 <sup>st</sup> biannual Plenary & WGs Meeting, Cologne, April 24 <sup>th</sup> -27 <sup>th</sup> ; JARUS WG3 Airworthiness, Rome, May 22 <sup>nd</sup> -25 <sup>th</sup> ; JARUS WG7 ConOps, Dublin, May 16 <sup>th</sup> -17 <sup>th</sup> ; JARUS 2 <sup>nd</sup> biannual Plenary & WGs Meeting, San Diego, October 15 <sup>th</sup> -19 <sup>th</sup> ; JARUS WG3 Airworthiness, London, November 15 <sup>th</sup> -16 <sup>th</sup>
	<b>Large Aircraft Program Certification Manager (LA PCM)</b> - Cologne: January 9 <sup>th</sup> -10 <sup>th</sup> ; July 4 <sup>th</sup> -5 <sup>th</sup> ; November 7 <sup>th</sup> -8 <sup>th</sup>
	<b>Medical Expert Group</b> - Cologne: March 13 <sup>th</sup> ; December 4 <sup>th</sup> -5 <sup>th</sup>
	<b>Medical Standardisation Inspection:</b> Ljubljana, April 23 <sup>rd</sup> -26 <sup>th</sup> ; Copenhagen, September 11 <sup>th</sup> -14 <sup>th</sup>
	<b>Network of Analysts (NoA):</b> Cologne, March 20 <sup>th</sup> -22 <sup>nd</sup> ; Dublin, September 25 <sup>th</sup> -26 <sup>th</sup>
	<b>National Standardisation Coordinator (NSC):</b> Cologne, September 24 <sup>th</sup>
	<b>New Basic Regulation (NBR) Task Force Repository:</b> Cologne, October 29 <sup>th</sup> -30 <sup>th</sup>
	<b>Ramp Inspection Coordination and Standardisation (RICS):</b> Helsinki, April 11 <sup>th</sup> -12 <sup>th</sup> ; Cologne, September 11 <sup>th</sup> -12 <sup>th</sup>
	<b>Rotorcraft Project Certification Manager</b> - Cologne: PCM/24, April 18 <sup>th</sup> ; PCM propulsion section meeting, May 15 <sup>th</sup> -16 <sup>th</sup> ; PCM/25, October 17 <sup>th</sup>
	<b>Rulemaking Group Meteorology</b> - Cologne: July 3 <sup>rd</sup> -4 <sup>th</sup> ; F2F Meeting, December 3 <sup>rd</sup>
	<b>Rulemaking Task Group:</b> FTL OPS. 055 - Cologne, February 13 <sup>th</sup>
	<b>Rulemaking Task Group RMT 0.196</b> - Cologne: March 13 <sup>th</sup> -15 <sup>th</sup> ; October 9 <sup>th</sup> -12 <sup>th</sup> ; December 11 <sup>th</sup> -12 <sup>th</sup>
	<b>Rulemaking Expert group RMT.0320:</b> Drones Expert group RMT.0320, Cologne, July 9 <sup>th</sup> -11 <sup>th</sup>
	<b>Rulemaking Task Group RMT.0424-Medical:</b> Cologne, October 8 <sup>th</sup> -10 <sup>th</sup>
	<b>Rulemaking Task Group RMT.0704 Runway surface condition assessment and reporting</b> - Cologne: January 10 <sup>th</sup> -12 <sup>th</sup> ; February 6 <sup>th</sup> -8 <sup>th</sup> ; March 20 <sup>th</sup> -22 <sup>nd</sup> ; May 17 <sup>th</sup> -18 <sup>th</sup>
	<b>Safety Management International Collaboration Group (SMICG):</b> Subgroup PBO - Cologne, November 12 <sup>th</sup> -16 <sup>th</sup>
	<b>Safety Promotion Network:</b> SPN02-18, Cologne, October 1 <sup>st</sup> -2 <sup>nd</sup>
<b>Specialized Operations Implementation Task Force</b> - Cologne: June 8 <sup>th</sup> ; November 16 <sup>th</sup>	
<b>Technical Body – Aerodromes</b> - Cologne: June 18 <sup>th</sup> -20 <sup>th</sup> ; November 27 <sup>th</sup> -29 <sup>th</sup>	
<b>Technical Body – Air Crew (ex FCL):</b> Cologne, December 4 <sup>th</sup> -5 <sup>th</sup>	
<b>Technical Body – Air Operations</b> - Cologne: March 20 <sup>th</sup> ; September 26 <sup>th</sup> -27 <sup>th</sup>	
<b>Technical Body – ATM/ANS</b> - Cologne: May 28 <sup>th</sup> -29 <sup>th</sup> ; December 3 <sup>rd</sup>	
<b>Technical Body – General Aviation:</b> Cologne, September 26 <sup>th</sup>	
<b>Technical Body – Production &amp; Continuing Airworthiness</b> - Cologne: April 11 <sup>th</sup> -13 <sup>th</sup> ; November 27 <sup>th</sup>	
<b>Technical Body – Safety Management</b> - Cologne: January 16 <sup>th</sup> -17 <sup>th</sup> ; October 30 <sup>th</sup> -31 <sup>st</sup>	



BODY	2018 INTERNATIONAL ACTIVITIES IN THE SAFETY FIELD
EUROCONTROL	<b>Eurocontrol Annual Summary Template Focal Points Group (ASTFPG):</b> ASTFPG meeting 34, Lisbon, February 28 <sup>th</sup> – March 1 <sup>st</sup> ; ASTFPG meeting 35, Yerevan, September 12 <sup>th</sup> -14 <sup>th</sup>
OTHER	<p><b>66<sup>th</sup> International Congress Aviation and Space Medicine (ICASM 2018):</b> Bangkok, November 12<sup>th</sup>-16<sup>th</sup></p> <p><b>89<sup>th</sup> Annual Scientific Meeting Aerospace Medical Association:</b> Dallas, May 7<sup>th</sup>-11<sup>th</sup></p> <p><b>European Medical Forum and European Society of Aerospace Medicine Conference:</b> Prague, September 19<sup>th</sup>-21<sup>st</sup></p> <p><b>Eurocontrol /ICAO/Flight Safety Foundation – Safety Management International Collaboration Group (SM ICG):</b> Toronto, May 7<sup>th</sup>-11<sup>th</sup></p> <p><b>EUROCAE Working Group on Runway Weather Information Systems (WG-109) – Paris:</b> Meeting 01, May 23<sup>rd</sup>-24<sup>th</sup>; Subgroup "Airport Needs" Web Conference, September 24<sup>th</sup>; Meeting 02, October 22<sup>nd</sup>-23<sup>rd</sup></p> <p><b>FAA 21<sup>st</sup> Annual Commercial Space Transportation (CST) Conference:</b> Washington D.C., February 7<sup>th</sup>-8<sup>th</sup></p> <p><b>European Group on Suborbital Flight Regulation (EGSFR):</b> 2<sup>nd</sup> Meeting – Paris, July 3<sup>rd</sup>-4<sup>th</sup></p> <p><b>European Commercial Spaceport Forum (ECSF):</b> 1<sup>st</sup> Meeting, London-Farnborough, July 18<sup>th</sup>; 2<sup>nd</sup> Meeting, London, December 10<sup>th</sup></p> <p><b>International Register of Civil Aircraft (IRCA):</b> 56<sup>th</sup> Meeting of IRCA Co-Editors, Rome, January 30<sup>th</sup>-31<sup>st</sup></p>

## Airspace

### UE

#### Single Sky Committee

In 2018 the Single Sky Committee worked on the new editions of three crucial regulation for the European airspace development:

- The PBN – Performance Based Navigation, published as implementing regulation 2018/1048 – July 18<sup>th</sup>, 2018 that establishes the requirements for the renewal of the European routes system in accordance with the new technological standards;
- The new edition of the regulation 677/2011 about the network functions, whose text received the approval of the Single Sky Committee last November 27<sup>th</sup>, published in 2019 as Reg.(EU) no. 123/2019;
- The RECAST of two regulations on the performance system (390/2013) and fares system (391/2011) in a single text which has been approved by the Committee in the extraordinary session on December 17<sup>th</sup>, 2018.

#### Performance Based Navigation

2018 has been an important year for the air navigation because, after consultations lasted many years, the above-mentioned regulation about the Performance Based Navigation 1048/2018 has been published. The regulation established the criteria to design the routes

and the approach and landing procedures based on the GNSS (Global Navigation Satellite System) system, fundamental element of the PBN. It is very important because it harmonises, at European level, the flight procedures design, in order to have everywhere the same standards.

Beside the PBN specifications selected among all the ones made available by ICAO, it defines the implementation dates that must be followed by each Member State. A transition plan has been planned and every Country has to create one, respecting the dates and informing the aeronautical users. The regulation establishes the criteria for the routes implementation and the PBN approaching/landing procedures for helicopters: in Italy, these criteria are used for the HEMS low altitude routes system.

### ICAO

#### Meteorology Group of EANPG – European Air Navigation Planning Group

During the meeting of the ICAO Meteorology Group that took place in Paris last September, the Italian delegation coordinated by ENAC, with ENAV and Italian Air Force participation, presented an Information Paper (IP) called Aeronautical MET Service Provision in Italy. The document, focused on the national organisation and coordination of the Meteorology services for the air

navigation, in particular about the SIGMET (SIGNificant METeorologic information) Coordination and the VOLCEX - EUR/NAT Volcanic Ash Exercise Steering Group, was very well received by the international delegates and by France, The Netherlands, Swiss, Croatia and the ICAO Secretariat.

**Second ICAO SIGMET (SIGNificant METeorologic information) Coordination Workshop for East Europe and MED Sea**

From the 4<sup>th</sup> to the 6<sup>th</sup> of December, ENAC hosted in its Rome's headquarters, the second edition of SIGMET (SIGNificant METeorologic information) Coordination Workshop, ICAO international cooperation activity in the aeronautical meteorology field. The activity, promoted and organised by ENAC, has been carried out in collaboration with the Italian Air Force in order to regulate the supply

of the aeronautical meteorology services and to standardise the issuance of the safety warns (SIGMET) for the international air navigation.

29 meteorologists from 14 different European Countries participated in the event. The representatives of France, Croatia, Slovenia, Albania, Greece and Malta, expressed a strong interest in the reinforcement of the collaboration with the Italian Meteorological Watch Office started in 2017 by ENAC and the Italian Air Force, in order to improve the quality of the SIGMET produced in the central and eastern Europe and in the Mediterranean area. The SIGMET warns signal those area-based meteorological phenomena that involves at the same time more national airspaces and FIR (Flight Information Region) to the flight crew. Examples can be the turbulence, the ice formation, the mesoscale convective systems, the squall lines, the volcanic ash and the radioactive clouds.

BODY	2018 INTERNATIONAL ACTIVITIES IN THE AIRSPACE REGULATION FIELD
ICAO	<p><b>European Air Navigation Planning Group and European Regional Aviation Safety Group (joint meeting):</b> EANPG/60 and RASG-EUR/07, Paris, November 26<sup>th</sup>-30<sup>th</sup></p> <p><b>EUR/NAT Volcanic Ash Exercise Steering Group</b> - Lisbon: VOLCEX/17 (Debrief Meeting), VOLCEX/18 (Planning Meeting) and VOLCEX/SG/13 Meeting, January 16<sup>th</sup>-17<sup>th</sup></p> <p><b>Meteorology Group of EANPG - European Air Navigation Planning Group:</b> METG28, Paris, September 18<sup>th</sup> - 21<sup>st</sup></p> <p><b>Second SIGMET (SIGNificant METeorologic information) Coordination workshop for East Europe and Med Sea:</b> Rome, December 4<sup>th</sup>-6<sup>th</sup></p> <p><b>EUR/NAT Volcanic Ash Exercise Steering Group:</b> VOLCEX 18 (Preparatory Workshop), Paris, September 6<sup>th</sup> -7<sup>th</sup></p> <p><b>Space Learning Group:</b> Braunschweig, August 30<sup>th</sup>-31<sup>st</sup></p> <p><b>Navigation Systems Panel</b> - Montreal: NSP/5, April 23<sup>rd</sup>-27<sup>th</sup>; NSP/6, November 16<sup>th</sup></p> <p><b>RAISG - RNAV Approach Implementation Support Group</b> - Bruxelles: RAISG/14, June 5<sup>th</sup>-6<sup>th</sup>; RAISG/15, November 28<sup>th</sup></p>
EU	<p><b>BLUE MED Governing Body:</b> Bruxelles, May 30<sup>th</sup> - December 4<sup>th</sup></p> <p><b>Single Sky Committee</b> - Bruxelles: SSC/68, March 13<sup>th</sup>-14<sup>th</sup>; SSC-ad-hoc, April 25<sup>th</sup>; SSC ad-hoc, May 30<sup>th</sup>; SSC/69, June 27<sup>th</sup>; SSC ad hoc, December 12<sup>th</sup> and 17<sup>th</sup>; SSC/70, December 27<sup>th</sup>-29<sup>th</sup></p> <p><b>National Supervisory Authority (NSA) Coordination Platform Performance</b> - Bruxelles: March 15<sup>th</sup>; October 30<sup>th</sup>; November 23<sup>rd</sup></p> <p><b>National Supervisory Authority (NSA) Coordination Platform Plenary:</b> Wien, September 12<sup>th</sup>-13<sup>th</sup></p> <p><b>SESAR U-space demonstrators:</b> Bruxelles, February 2<sup>nd</sup></p> <p><b>TAIEX - Expert Missions for Kosovo ATM Network feasibility study and Airspace Normalisation Study</b> - Pristina: June 11<sup>th</sup>-22<sup>nd</sup>; July 2<sup>nd</sup>-6<sup>th</sup>; October 8<sup>th</sup>-12<sup>th</sup>; November 19<sup>th</sup>-23<sup>rd</sup></p>

BODY	2018 INTERNATIONAL ACTIVITIES IN THE AIRSPACE REGULATION FIELD
EUROCONTROL	<p><b>Flexible Use of Aerospace (FUA) Workshop:</b> Bruxelles, December 11<sup>th</sup></p> <p><b>CNS Infrastructures Team:</b> CNS/14 - Bruxelles, November 20<sup>th</sup>-21<sup>st</sup></p> <p><b>European Aviation Crisis Coordination Cell (EACCC) - Training Cyber 18:</b> Bruxelles, 13<sup>th</sup>-14<sup>th</sup> March</p> <p><b>Member States' Workshop on the SGB - State Governance Body, preparatory Body:</b> Bruxelles, February 20<sup>th</sup></p> <p><b>Member States' Workshop on SRC evolution:</b> Bruxelles, March 22<sup>nd</sup></p>
EASA	<p><b>dLAP - Digital Licenses for Aviation Pilots</b> – Cologne: June 6<sup>th</sup>-7<sup>th</sup>; July 5<sup>th</sup>; September 18<sup>th</sup>-20<sup>th</sup></p> <p><b>Standardised European Rules of the Air (SERA) Regular Update:</b> Bruxelles, January 30<sup>th</sup> – February 1<sup>st</sup></p>
OTHER	<p><b>High Level Drones Conference:</b> Amsterdam, November 27<sup>th</sup>-28<sup>th</sup></p>

## Airports

### ICAO

#### ADOP - Aerodrome Design and Operations Panel

In March 2018, the annual meeting of Aerodrome Design and Operations Panel took place in Montreal at the ICAO's headquarters. It is a high-level working group who is in charge of implementing and updating the Annex 14 – Aerodromes, and related normative and sector addresses. The Panel is made of a qualified group of experts nominated to represent the most significant Countries at ICAO. The Panel takes advantages of a set of specific Working Groups that conduct studies and in-depth analysis about the different subjects of the infrastructural, plant design and airport operations sectors. The final work is analysed, approved and validated by the Panel which will suggest normative modifications and integrations to the ICAO competent bodies. In the March session, the most relevant activities regarded the update of the delimitation surfaces of air navigation obstacles and hazards, the beginning of the activities for a future complete revision of the basic principles of the Annex 14, which will take into consideration the aircraft performances evolution of the last years.

Moreover, the ENAC delegate has been nominated as Panel Vice Chairman for the next three years.

#### VAWG - Visual Aids Working Group

ENAC keeps actively participating in the ICAO VAWG - Visual Aids Working Group.

The activity consists in the sharing of the implementation modality of all the normative aspects included in the Annex 14, part Luminous Visual Aids (LVA), and all the ICAO

Documents related to the same Annex.

In particular, the standards and the recommendations included in the chapters from 5 to 8 are in-depth analysed with reference to those normative requirements that may not be easy to understand, and which are implemented in different ways around the world.

Another relevant aspect is the constant work aimed at updating the normative about the LVA and to introduce in the Annex 14 new standards and recommendations, or to modify/integrate the existing standards and the recommendations in order to define new normative aspects for the emerging technologies, such as LED, which gradually will involve all the airports in the world.

#### International Electrotechnical Commission (IEC) - Technical Committee 97

ENAC, together with other IEC Member States, shared the need to identify unambiguous standards for the several and complex LVA technologies. The goal is to define shared technical references to establish the conformity of an LVA system to the Annex 14.

#### Obstacle Limitation Surface Task Force

The task force is made of experts in Aerodrome Design and Operation (ADOP) and Instrumental Flight Procedure (IFPP); it is in charge of the revision of the concept related to the limitation surfaces for flight obstacles (outdated if compared to aircraft performances and the accidents records); it has also to redefine their evaluation criteria updating the Annex 14 chapter 4, Chapter 9 Obstacle Control and Management of the Doc. 9981 (PANs ADR) currently p6 of the Doc. 9137 (Airport Service Manual). The validation of the new surfaces is ongoing, and they have a more operational mark.

## Heliports

### Heliport Design & Operations Manual – Part I (onshore) and Part II (offshore) – doc. 9261

In the Heliport Design Working Group (HDWG) context the amendment no. 8 of the Annex 14, Volume II "Heliports", chapter 2 "Heliport data" elaborated after the reformulation of the Annex 15 "Aeronautical information management" has been positively evaluated and the opportunity to create the manual of the heliports dividing the onshore from the offshore ones has been discussed.

### Revision of the Annex 14, Volume II, Chapter 5.3 – Lights (Luminous visual aids)

A re-examination of the Annex 14, Volume II, Chapter 5.3 – Lights took place. It represented the starting moment of a complete structural and technical update of the section 5.3. It has been faced the compatibility of the heliport ground lighting system with the Night Vision Imaging Systems – NVIS. It has been recommended to develop the performance specifications of the IR emitters to include in the heliport light system.

BODY	2018 INTERNATIONAL ACTIVITIES IN THE AIRPORTS FIELD
ICAO	<p><b>Aerodrome Design and Operations Panel: ADOP/3</b>, Montreal, March 26<sup>th</sup>-30<sup>th</sup></p> <p><b>Heliport Design Working Group</b>: London, April 23<sup>rd</sup>-27<sup>th</sup></p> <p><b>Obstacle Limitation Surface Task Force</b> – Montreal: OLSTF/11, March 19<sup>th</sup>-23<sup>rd</sup>; OLSTF/12, June 14<sup>th</sup>-23<sup>rd</sup>; Maheim, OLSTF/13, September 11<sup>th</sup>-14<sup>th</sup>; Cologne OLSTF/14, November 20<sup>th</sup>-23<sup>rd</sup></p> <p><b>Visual Aids Working Group</b>: Tokio, November 5<sup>th</sup>-9<sup>th</sup></p>
EU	<p><b>Italian Electrotechnical Commission (IEC) – Technical Committee 97</b>: Milan, October 16<sup>th</sup>-19<sup>th</sup></p> <p><b>European Committee for Electrotechnical Standardization – CENELEC – Technical Committee 97</b>: Toulouse, April 9<sup>th</sup>-13<sup>th</sup></p> <p><b>International Electrotechnical Commission (IEC) – Technical Committee 97</b>: Toulouse, April 9<sup>th</sup>-13<sup>th</sup></p>

## Security and Facilitation

### SECURITY UE

#### EU Committee for Civil Aviation Security (AVSEC)

ENAC actively participated in the meeting of the AVSEC (Aviation Security) Committee created within the European commission to contribute to the elaboration of the "small amendments" related to the Implementing regulation (EU) 2015/1998 and the Implementing decision C(2015) 8005. The above-mentioned amendments have been approved and voted during the AVSEC meeting that took place in November 21<sup>st</sup>, 2018 and they entered into force on February 1<sup>st</sup>, 2019, except for some main modifications that will be implemented from December 31<sup>st</sup>, 2020.

The most relevant modifications that have effect on the sector's national normative involved the following topics:

- a) The Background Check; it has been cancelled the control before the hiring which is replaced by the BC as minimum control standard: a reinforced BC is introduced; the frequency of BC has been increased. There has been the addition of a list of crimes,

intensely supported by Italy, that, if confirmed, may initiate the BC. This list comes from the European normative and in particular from the EU Directive 2016/681 about the PNR data use implemented with the Legislative Decree no. 53 – May 21<sup>st</sup> 2018 and by the EU Directive (EU) 2017/541 about terrorism related crimes.

- b) The introduction of new passengers screening devices: SMD (Shoe Metal Detection equipment) and SED (Shoe Explosive Detection equipment) detects metals and explosive in the shoes.

In addition, there is the explosive vapour detection equipment used to screen the hold baggage, the goods, the passengers and their hand baggage.

### ECAC

#### ECAC Technical Task Force

ENAC participates in the regulatory activities for the security technologies defined by the European Commission in its reference norm. The TTF group is in charge of analysing the complex technical themes related to the technologies of the security sector for all the devices included in the European regulation. The efforts

## Sheet 8.1 ENAC in the international context

are aimed at improving the reference standards of the devices already certified and defining new standards related to the new technologies to introduce in the airport security controls. The group oversees the creation of the new technical standards and the new sector's technologies in order to introduce in the airport infrastructures the possibility of several control carried out with different technologies. The goal is to identify, based on the info coming from the European intelligence, new types of threats; the efforts made by the manufacturers in coordination with the TTF working group were aimed at defining the algorithms to implement on existing technologies able to identify the chemical threats.

## ICAO

### Regional Conference EUR/NAT Challenges through Implementation of the ICAO Global Aviation Security Plan (GASeP)

The GASeP (Global Aviation Security Plan) and the related Global Roadmap have been adopted during the 212<sup>th</sup> Session of the ICAO Council (Montreal, 2017) in line with the Resolution A30-18 and the Resolution of the UN Security Council no. 2309 (2016) about the fights against terroristic threats against the civil aviation.

The Lisbon Conference (May 29<sup>th</sup> – 31<sup>st</sup>, 2018) follows the previous meetings where the Countries from the Middle East Region, Asia and Pacific Region and American Regions participated in.

In Lisbon, the GASeP Roadmap elaborated by the ICAO EUR/NAT Office has been analysed and treated and later a Roadmap from the EUR/NAT Region able to reflect the civil aviation security priorities has been adopted.

Based on this document, every Country defined its Roadmap to implement. ENAC presented its Roadmap in a Workshop in last October. The Lisbon Conference has been the occasion for the participants Countries to share their knowledge and reinforce the relations between the States.

### Aviation Security Symposium (AVSEC2018) and ICAO 2<sup>nd</sup> High-level Aviation Security Conference

The conference that took place in Montreal (November 26<sup>th</sup> -30<sup>th</sup>, 2018) gathered the high-level representatives of different Countries, several international organisations and the stakeholders, in order to elaborate some recommendations about the priority security topics.

The Conference considered as well the implementation status of the Global Aviation Security Plan (GASeP) and the possible improvements to achieve, based on the results of the regional conferences organised during 2017-2018.

These recommendations will be submitted to the ICAO

Council to be approved in the view of the 40<sup>th</sup> session of the 2019 Assembly.

The conference has been a good occasion for ENAC to propose, in accordance with other Countries' authorities, some work documents recalling the importance of the security culture diffusion.

### ICAO Working group on Training

ENAC participate in the ICAO Working group on Training on aviation security.

In 2018, the priority activities concerned the revision of the national programme of quality control, the revision of the AVSEC Function Mapping, the document about the training of the different staff categories with tasks related to security and the initiatives aimed at the development of the security culture.

## Cybersecurity

### EU

In the AVSEC, the proposed amendment of the REG (EU) no. 2015/1998 deriving from the ICAO amendment 16, Annex 17, in force from November 16<sup>th</sup>, 2018 have been treated. The measure, still under discussion, are aimed at the introduction in the airports of cybersecurity management systems in order to ensure adequate actions of protection and recover from cyber-attacks, which may impact both safety and security if not under control. The measures proposed to the Commission did not meet the expectations of many Member States, included Italy. Some counteroffers have been proposed and they will be discussed in a meeting in 2019.

### ECAC/EU Ad Hoc European Coordination Group

ENAC participated in this group with EASA as co-penholder of the Working Paper and the related Information Paper about "Cyber Resilience" which have been approved during the meetings AN-Conf/13-WP/27, AN-Conf/13-WP/42 and AN-Conf/13-WP/160 and in the organisation of the other WP and Information Paper (IP) included in the point 5.4 "Cyber Resilience" of the calendar of the 30<sup>th</sup> ICAO Air Navigation Conference that took place in Montreal in October 2018.

### EASA Rulemaking Tasks on Cybersecurity Risks

ENAC actively participated in the works for the European strategic coordinating platform that includes the representatives of the main involved parts of the sector, the Member States and the EU institutions. The collaboration has been aimed at harmonising the medium and long-term objectives in order to achieve a resilient system of air security towards the cybersecurity related risks and to identify a system to promote the spontaneous information sharing and the collaboration of experts by creating a European Centre for

Cybersecurity in Aviation (ECCSA) which works with CERT-EU.

### ENISA Cyber Europe 2018

This drill organised by the European Union Agency for Network and Information Security (ENISA), in which ENAC participated with other 30 Countries (28 EU Members, Swiss and Norway, for an overall number of 300 organisations and 900 European cybersecurity specialists), was aimed at verifying the European cooperation processes and to provide the Member States with the opportunity to verify their international cooperation processes in order to improve the national and European operational capacity

### EACCC18-ATM Cyber Exercise

This drill organised by the European Aviation Crisis Coordination Cell simulated a crisis at European level of the ATM Network because of a Cyber-Attack to the radars and the systems connected to the air traffic management. The purpose was to verify the European communication and actions coordination to identify and neutralise the attack, recovering the systems operation reducing the consequences on the European air transport system. 80 players including CERT-EU, EASA, ENISA and 13 Authorities, Air navigation services providers and Air operators participated in the drill. The crisis management has been based on the risk analysis and the impact evaluation of the different events.

## Facilitation

### ICAO

#### Support to the victims of civil aviation accidents and their families

Among the ENAC initiatives about the users' protection, the support to the victims of civil aviation accidents and their families has to be mentioned. During 2018, ENAC issued the Advisory Circular GEN 05A to modify the previous one from 2015, by which it is paid attention on the psycho-social assistance to the victims and their families and on the training of the involved subjects in order to ensure that people involved receive an adequate and professional material and psychological assistance. Italy has been indicating among the ICAO States as example of good practices and ENAC has been invited to present the Italian experience in this sector, in October in Montreal, during the Special Session about the victims of civil aviation accidents and their families, on the sidelines of the 13<sup>th</sup> ICAO Conference on Air Navigation.

#### Facilitation Panel

The 10<sup>th</sup> Meeting of the ICAO Panel Facilitation-FALP/10 (Montreal, 10-13 September 2018) highlighted the importance and the resolution implementation urgency

about the API-PNR data protection and treatment.

Moreover, the Panel took note of the difficulties and differences among the States in the implementation of the Annex 9 with the need to activate training and assistance programmes about Facilitation in the context of the campaign No Country Left Behind.

Italy offered its contribution above all about the recommendation 8.46 about the support to the victims of civil aviation accidents and their families. After the FAL Panel Meeting, the National Facilitation Committee has been summoned in order to share the Meeting conclusions and agree a set of future action, including the TRIP Strategy Implementation Road Map and the creation of working groups aimed at the Annex 9 implementation, the issuance of a circular about the training of the ground staff and flight crew in order to contrast the human trafficking.

### ECAC Facilitation Working Group FAL/55

In this session of March 1<sup>st</sup>, 2018 in Paris, the ECAC Facilitation Working Group examined the data deriving from the investigation about complaints received in 2016, collected by 37 Member States including Italy, about the Passengers with Reduced Mobility. The investigation is aimed at providing useful indications for possible corrective actions. It also acquired from the PRMs subgroup a study regarding the call points signage harmonisation. Based on this study, the subgroup has been commissioned to write an amendment to the Doc. 30.

The European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) presented an informative booklet for the victims of civil aviation accidents and their families which will be included in the Doc. 30.

### FAL/56

During the October 24<sup>th</sup> Dublin meeting, the results of the ICAO Facilitation Panel have been shared and it has been agreed the 2019 Action plan. In this regard, Italy suggested a questionnaire for the involved States related to the implementation level of the Recommendation 8.46 of the Annex 9 (Support to the victims of civil aviation accidents and their families).

At the meeting, Italy proposed an informative document about the guide attached to the ENAC Advisory Circular GEN 05A "Policy on assistance to aircraft accident victims and their families". The guide is different from the ENCASIA's one because it is aimed at defining the type of assistance and support that has to be provided to the victims families or the survivors after an accident.

**ECAC/UE**

**Passengers right and airport services quality Regulation (EC) no. 1107/2006**

In 2018, ENAC actively participated in the meetings organised by the Facilitation Sub Group – Passenger with Reduced Mobility – within ECAC, giving its contribution to define some themes and to the discussion of some complex topics.

Among the concluded items:

- Predisposition of an ECAC guide for an inspections pilot project about PRM which will be integrated in the Annex 5-L of the ECAC Doc. 30 Part I "The guidance material for PRM inspection, endorsed as a new Annex 5-L Doc. 30 Part I at FAL/65 adopted by the FMPG in November 2018 and presented at DGCA/51."
- A study about the harmonisation of the call points signage which will be the new Annex 5-K of the ECAC Doc. 30: "The harmonization of call point signage endorsed as a new Annex 5-K at FAL/56 adopted by the FPMG in November 2018 and presented at DDCA/151".

The questionnaire results about the PRM complaints under Reg. (EC) no. 1107/2006 have been updated with the 2017 data: "Updated analysis of the result of the

survey on the complaints presented at FAL/56"

ENAC contributed to the preparation of the Workshop organised by ECAC and ACI Europe about the PRM charge and the quality aspects related to the PRM assistance service.

**Regulation (EC) no. 261/2004**

In the National Enforcement Bodies for the Reg. (EC) no. 261/2004, within the EU commission, the amendments to the document called "NEB-NEB agreement" for the cooperation between the National Enforcement Bodies responsible for the passengers' complaints management have been discussed. The Commission informed the Member States about the results of the Audit activity about passengers' rights carried out by the European Court of Auditors, presenting the recommendations directed to all the stakeholders.

Moreover, the WIKI platform has been presented. It is dedicated to the information, documents and comments sharing between the Commission and the Bodies in charge of the passengers' rights and Reg. (EC) no. 261/2004.

The Commission informed that entrusted the company Steer Davies with a survey about the evaluation of the current level of passengers' protection in order to have an updated and total picture of the Regulation.

BODY	2018 INTERNATIONAL ACTIVITIES IN THE SECURITY & FACILITATION FIELD
ICAO	<p><b>Aviation Security Panel:</b> AVSECP/29 - Montreal, March 19<sup>th</sup>-23<sup>rd</sup></p> <p><b>Global Aviation Security Plan:</b> ICAO-GASeP - Lisbon, May 29<sup>th</sup>-31<sup>st</sup></p> <p><b>Aviation Security Symposium (AVSEC2018) and ICAO 2<sup>nd</sup> High-level Aviation Security Conference:</b> Montreal, November 26<sup>th</sup>-30<sup>th</sup></p> <p><b>Facilitation Panel:</b> FALP/10 - Montreal, September 10<sup>th</sup>-13<sup>th</sup></p> <p><b>Special session on accident victims and their families – in the margins of the 13<sup>th</sup> Air Navigation Conference:</b> Montreal, October 16<sup>th</sup></p>
ECAC	<p><b>Facilitation Working Group:</b> FAL/55 - Paris, March 1<sup>st</sup>; FAL/56 - Dublin, October 24<sup>th</sup></p> <p><b>Facilitation Sub Group – Passenger with Reduced Mobility</b> - Paris, FAL-PRM-SG/61, February 15<sup>th</sup>; FAL-PRM-SG/62, September 21<sup>st</sup></p> <p><b>ECAC/EU Ad Hoc European Coordination Group:</b> AHECG/1 - Paris, January 18<sup>th</sup>; Bruxelles: AHECG/2, March 16<sup>th</sup>; AHECG/3, April 17<sup>th</sup>; AHECG/5, June 5<sup>th</sup>; AHECG/7, September 27<sup>th</sup></p> <p><b>Security Forum</b> - Paris: SF/25, June 19<sup>th</sup> -20<sup>th</sup>; SF/26, October 15<sup>th</sup>-16<sup>th</sup></p> <p><b>Technical Task Force</b> - Paris: TTF/69, February 13<sup>th</sup>-14<sup>th</sup>; TTF/70, June 12<sup>th</sup>-13<sup>th</sup>; TTF/71, September 19<sup>th</sup>-20<sup>th</sup></p> <p><b>Study Group on Cybersecurity in Civil Aviation:</b> CYBER/29 - Wien, May 2<sup>nd</sup>-3<sup>rd</sup>; CYBER/30 - Paris, September 6<sup>th</sup>-7<sup>th</sup></p> <p><b>Workshop on Insider Treath:</b> Dublin, December 11<sup>th</sup>-13<sup>th</sup></p> <p><b>Workshop on Health Matters in Civil Aviation:</b> Dublin, October 23<sup>rd</sup></p>

BODY	2018 INTERNATIONAL ACTIVITIES IN THE SECURITY & FACILITATION FIELD
ECAC/UE	European Coordination Group on Facilitation Matter: Paris, August 28 <sup>th</sup> -29 <sup>th</sup>
EU	AVSEC – Air security Committee - Bruxelles: March 14 <sup>th</sup> ; June 6 <sup>th</sup> ; September 26 <sup>th</sup> -27 <sup>th</sup> ; November 21 <sup>st</sup> -22 <sup>nd</sup> DG MOVE – Inspection Working Group: Annual Meeting of UE National Auditors - Bruxelles, October 2 <sup>nd</sup> -3 <sup>rd</sup> DG MOVE – Reg. (CE) 1107/2006: Bruxelles, January 30 <sup>th</sup> -31 <sup>st</sup> DGMOVE – Reg. (CE) 261/2004 - Bruxelles: January 30 <sup>th</sup> -31 <sup>st</sup> ; December 7 <sup>th</sup> DG MOVE – Reg. (EU) 2015/1998: Bruxelles, December 11 <sup>th</sup>
EASA	EASA Cyber Workstream: Bruxelles, September 27 <sup>th</sup> EASA High Level Conference on Cybersecurity in civil aviation: Toulouse, November 14 <sup>th</sup> -15 <sup>th</sup>

## Economic and Air Transport Regulation

### EU

#### Airport charges

In 2018, the ENAC contribution to the evaluation process of the Directive 2009/12/EC on airport charges has continued by participating in the new working group established within the Thessaloniki Forum of Airport Charges Regulators.

The group produced the following documents: "The use of selective criteria in the economic regulation of airports" and "Non-discrimination under the Airport Charges Directive" in order to provide recommendations for a correct and homogeneous Charges Directive implementation among the Member States.

The first document provides indications to identify the possible criteria to evaluate the airport market power and to reduce the need of a market power assessment; the second document provides recommendations so that the principle of non-discrimination included in the Art. 7 of the Directive about the charges strategies implemented by the airport managing bodies is respected. ENAC and ART, the Transport Regulation Authority, represented Italy.

#### Charges for the Air Navigation Services

Following the publication of the regulation about the European Single Sky creation, the EU disciplined the new layout of the charges for the air navigation services under the Reg. (EC) no. 550/2004 and with the Reg. (EU) no. 391/2013 it established a shared charging system. In particular, the route charge and the terminal charge are

within the European regulation in relation to two specific charging zones: Rome Fiumicino, annual traffic over 225,000 movements in the first, Milan Malpensa, Milan Linate, Venice, Bergamo, annual traffic over 70,000 movements in the second.

The Terminal charge of the third charging zone that includes the remaining 43 airports is still disciplined by the national regulation.

Italy is part of the Eurocontrol – the organisation for the air navigation safety, together with 41 Member States.

The Extended Committee for the Route charges is where the consultation with the users of the Air navigation services takes place, as required by the European regulation. The committee is the Eurocontrol entity that supervises the route charging system. The user's organisation representatives participate in the Extended Committee as observers. The multilateral consultations take place in the June's session, where the Member States present their first valuations for the calculation of the cost basis for the following year and during the November's session the discussion about the final numbers takes place. The charges are later approved by the Organisation Permanent Commission.

In 2018, ENAC participated in the 110<sup>th</sup> and 111<sup>th</sup> meetings of the Extended Committee for the Route Charges.

The unit rates for the route charges applicable from January 1<sup>st</sup>, 2019 have been published with the Eurocontrol Circular Information no. 01/2019.

The Terminal charges unit rates have been published with the Circular Information LI 01/2019.



**ECAC****Network of Chief Economists**

ENAC participated in the meeting that took place in Paris in October 2018 where the results of the survey about the airport charges sent by the Member States during the year have been illustrated.

**EUROCONTROL****Standing Committee on Finance**

The Eurocontrol Finance Committee is a committee of experts which provides consultation to the Provisional Council, by presenting its recommendations about the balance project of the Agency, the 5-year Programme and all the balance and financial related topics of Eurocontrol interest. ENAC participated in the 30<sup>th</sup> and 31<sup>st</sup> meeting of the Financial Committee which took places in May and October 2018 with a representative.

**Pension Fund Supervisory Body**

The Pension Fund has been established with the Decision no. 102 of the Eurocontrol Permanent Commission. From January 1<sup>st</sup>, 2005, it funds the retirement benefits of the staff retired after January 1<sup>st</sup>, 2005, for the service period after January 1<sup>st</sup>, 2005, collecting the pension contribution of the staff.

The Pension Fund Supervisory Body is an independent entity that refers to the Provisional Council, which is responsible for the Fund management supervision, carried out by a manager.

From November 2016, 36<sup>th</sup> Committee meeting, ENAC has a representative among the Board members which participated in 2018 in the 40<sup>th</sup>, 41<sup>st</sup> and 42<sup>nd</sup> meetings, that took place in March, May and October 2018. In the 42<sup>nd</sup> meeting, the ENAC representative has been unanimously elected chairman for the next two-year period.

**Protection of competition**

The regulation proposal of the European Parliament and the EU Council about the protection of the competition in the air transport sector has been analysed and discussed from June 2017 with the ENAC active participation in the Council works in accordance with the guidelines defined by the Ministry of Infrastructures and Transports. The goal was to replace the Reg. (EC) no. 868/2004 with an instrument that may ensure the competition conditions among the air carriers and safeguard the connectivity from and to EU.

The new proposal redefines the rules for carrying out the investigations carried out by the Commission and to adopt remedial measures in case of violation of the international commitments and activities that influence the competition among the European air carriers and other air carriers and may cause injury to the European ones. It is important to highlight that the different

approaches of the Member States towards the investigation procedure about the anti-competitiveness actions and the possible remedial measures, moderated by the Maltese, Estonian, Bulgarian and Austrian presidencies, took to the identification of relevant solutions based on a careful division of the decisional powers between the Commission and the Member States.

The text has been approved in December 2018.

**Brexit****Proposal for a Regulation of the EU Parliament and Council - COM(2018) 893 - 2018/0433 (COD)**

In March 29<sup>th</sup>, 2017, the UK notified the intention to withdraw from the European Union. The rules that currently regulate the relation in the Civil aviation and other sector will not be applicable in UK anymore.

The Union market is liberalised, in accordance with the Reg. (EC) no. 1008/2008 and, in case of no deal, the air transport services between UK and the Member States could not be executed and the UK air carriers could not operate anymore in the EU market. This possibility may have a serious impact on the civil aviation sector and on the whole economy.

In the communication of November 13<sup>th</sup>, 2018, the Commission expressed the intention to implement measures in order to allow the UK air carriers, on the condition of reciprocity, to fly over the EU territory, to stop over (refuelling) and to land in one or more EU locations to pick up and drop off passengers and then to go back in UK.

In this scenario, a new Regulation COM(2018) 893 has been proposed in order to establish temporary measure to discipline the air transport between the Union and the UK in case of withdraw from the EU. Without a deal, it aims at ensuring the basic connectivity during a transitory period, limited to goods and passengers transport between EU Member States and UK locations (third and fourth freedoms). The beginning of the discussion on the proposal of regulation has been followed by ENAC that provided its evaluations on the complex technical and operational field.

**ICAN Air Service Negotiation Event (ICAN2018)**

As regards to the ICAO activities, ENAC in December 2018 participated in ICAN2018, hosted by the Kenyan Civil Aviation Authority (KCAA). ICAN, at its 11<sup>th</sup> edition, recorded a wide participation of the State Members also this year, setting itself as an efficient platform to conduct negotiations about air services, consultations etc. It has been an important occasion for an international discussion. The forum allowed the participation in

debates that showed the most relevant experiences and evolution of the sector, being an excellent discussion and ideas sharing opportunity.

During ICAN 2018, Italy conducted 12 negotiations obtaining the signing of 9 agreements, immediately enforceable and 2 additional agreements which will be evaluated in the future and confirmed in 6 months.

### EU External Relations

Seventeen years ago, an interaction process between the EU Member States and the EU Commission and the Third Countries started in the sector of the aviation agreements and the negotiation it has been a prerogative of the single EU Countries until 2002. The process is under the competitiveness among Member States and EU, under the Art.4.1.G transports of the Treaty on the Functioning of the European Union.

The Juncker Commission has continued the promotion and the development, with a unanimous approval of the Member States, of the "EU strategy for the aviation", negotiating the global agreements with Armenia, ASEAN Countries (Brunei, Cambodia, Philippines, Indonesia, Laos/Lao PDR, Malaysia, Myanmar, Singapore, Thailand, Vietnam), Azerbaijan, Qatar, Tunisia, Turkey and United Arab Emirates.

By today, the following 10 global agreements have been concluded:

- Canada
- ECAA (European Common Aviation Area) Albania, Bosnia-Herzegovina, Iceland (EFTA Country - European Free Trade Association part of the EEA - European Economic Area), Republic of North Macedonia, Norway (EFTA country), Serbia, Montenegro and United Nations Mission in Kosovo UNMIK, even if Kosovo is recognised by the majority of the Countries, Italy included)
- Georgia
- Jordan
- Israel
- Morocco
- Moldavia
- Swiss
- U.S.A. (Additional agreement and protocol).

The following agreements have been finalised but not yet concluded:

- Ukraine, the initialling took place in November 28<sup>th</sup>, 2013 and then the finalising procedure of the agreement was suspended due to the political events. The deal sealing did not happen because of the missed Gibraltar territory definition by EU;

- Armenia, the agreement text has been agreed and the initialling has been completed. The agreement has been drafted following the scheme of the agreements aiming at European Common Aviation Area, the deal sealing did not happen because of the missed Gibraltar territory definition by EU;

- Tunisia, the subscribed agreement, that follows the typical scheme of the sample agreements Euro-Mediterranean, establishes the gradual implementation of the EU legislation by Tunisia with a progressive extension of the operations; initialling in December 11<sup>th</sup>, 2017 but , the deal sealing did not happen because of the missed Gibraltar territory definition by EU;

Still ongoing the negotiations with the ASEAN Countries, Azerbaijan, Qatar and Turkey. No negotiation has been activated yet with United Arab Emirates.

- ASEAN Countries: in 2018, 4 negotiations took place: the first one in Jakarta in February 21<sup>st</sup> and 22<sup>nd</sup>, the second in Bruxelles in May 30<sup>th</sup> and June 1<sup>st</sup>, the third in Singapore in October 16<sup>th</sup> and 17<sup>th</sup>, and the fourth in Salzburg (organised by the Austrian presidency) on November 21<sup>st</sup> and 22<sup>nd</sup>. Those in Salzburg appeared to be the conclusive one of the biggest global agreement ever realised but after an intense negotiation that led to the finalisation of almost all the text, some ASEAN Countries asked for additional time to carefully evaluate the contents. The EU Commission and the Member States are positive about this agreement sealing in 2019.
- Qatar: after the fourth consultation that took place in April 18<sup>th</sup> and 19<sup>th</sup>, a productive communication took place in order to clarify the technical details and the operational perspectives to facilitate the carry out of the next meeting planned at the beginning on 2019. Both parts are working in the best way to subscribe the agreement.
- Turkey: only the fourth meeting took place in March 22<sup>nd</sup> and 23<sup>rd</sup> in Bruxelles. The positions are not close despite the implementation of a good part of the European normative. The commission took several technical meetings with the counterpart without any result. The first meeting is expected to take place in Turkey in 2019;
- Azerbaijan: in the meeting of October 24<sup>th</sup> and 25<sup>th</sup> 2017 in Baku the agreement seemed to be almost concluded. The liberalisation of the market access created some concerns on the counterpart and the negotiations are suspended. There is the awareness of the economic value coming from the connection increase and jobs creation.

BODY	2018 INTERNATIONAL ACTIVITY ABOUT THE ECONOMIC AND AIR TRANSPORT REGULATION FIELD
ICAO	<p><b>Air Transport Regulation Panel:</b> ATRP/15 - Montreal, May 23<sup>rd</sup> -25<sup>th</sup></p> <p><b>Air Transport Meeting:</b> Georgetown, November 19<sup>th</sup> -23<sup>rd</sup></p> <p><b>ICAO Air Service Negotiation Event (ICAN):</b> ICAN 2018 - Nairobi, December 10<sup>th</sup> -14<sup>th</sup></p>
ECAC	<p><b>ECAC Medium Term Objectives Task Force:</b> EMTO/54 - Genève September 28<sup>th</sup></p> <p><b>ad hoc ECAC/EU economic group:</b> ADHOC-ECON/21 - Madrid, March 14<sup>th</sup></p> <p><b>Economic working group:</b> ECO/6 - Madrid, March 15<sup>th</sup> ; ECO/7 - Paris, November 7<sup>th</sup></p> <p><b>Network of Chief Economists - NCE/3 - Paris:</b> June 26<sup>th</sup>; October 4<sup>th</sup></p>
EU	<p><b>Avia Working Party (EU Group):</b> Bruxelles, monthly meetings.</p> <p>For RELEX, the Avia Working Party activity at the Council has been focused on the issuance of the mandate entrusted to the Commission to negotiate with Oman, on the draft of side agreement wet lease with USA and on the regular update of the active negotiation progress by the EU Commission and by the signature status of the concluded agreements.</p> <p><b>Global Agreements (Vertical) and Joint Committees:</b> Aeronautical Negotiations for the global agreement UE/QATAR, Doha, April 18<sup>th</sup> -19<sup>th</sup>; UE/ASEAN: Jakarta, February 21<sup>st</sup> -22<sup>nd</sup>; Bruxelles, May 30<sup>th</sup> May- June 1<sup>st</sup>; Singapore, October 16<sup>th</sup>-17<sup>th</sup>; Salzburg, November 20<sup>th</sup>-22<sup>nd</sup>; UE/TURKEY Bruxelles, March 22<sup>nd</sup>-23<sup>rd</sup>. Joint Committee: 5<sup>a</sup> prel. UE/ISRAELE Tel Aviv March 19<sup>th</sup>; 3<sup>a</sup> prel. UE/JORDAN Amman March 21<sup>st</sup>; 4<sup>a</sup> prel. UE/GEORGIA Bruxelles April 16<sup>th</sup>; 21<sup>a</sup> UE/USA The Hague, April 25<sup>th</sup>; 1<sup>a</sup> JC FORMAL (agreement entry into force) UE/ECAA Bruxelles, May 3<sup>rd</sup>-4<sup>th</sup>; 17<sup>a</sup> UE/Swiss Zurich December 12<sup>th</sup>. Entry into force of the global agreement UE/MOROCCO in March 19<sup>th</sup> and the Agreement UE/India on February 21<sup>st</sup>.</p> <p><b>Consultative Forum on EU External Aviation Policy - Bruxelles:</b> January 19<sup>th</sup>; April 11<sup>th</sup>; May 16<sup>th</sup>; 18 July; September 6<sup>th</sup>; September 21<sup>st</sup>; November 13<sup>th</sup></p> <p><b>DG MOVE - Reg. (CE) 261/2004 - Bruxelles:</b> January 30<sup>th</sup>-31<sup>st</sup>; December 7<sup>th</sup></p> <p><b>Thessaloniki Forum on Airport Charges - Bruxelles:</b> February 28<sup>th</sup>; April 18<sup>th</sup>; September 26<sup>th</sup>; December 23<sup>rd</sup>; Madrid, July 4-5;</p>
EUROCONTROL	<p><b>Enlarged Committee on Route Charges - Bruxelles:</b> SSC Performance and Charging, May 30<sup>th</sup>; CER/110, June 27<sup>th</sup> ; CER/111, November 22<sup>nd</sup>-23<sup>rd</sup></p> <p><b>Member States' Volunteers Groups UPP (CN-SG V2) - Bruxelles:</b> March 9<sup>th</sup>; April 19<sup>th</sup>; May 17<sup>th</sup></p> <p><b>Pension Fund - Bruxelles:</b> PFSB/40, March 23<sup>rd</sup>; PFSB/41, May 24<sup>th</sup>; PFSB/42, October 3<sup>rd</sup>-4<sup>th</sup></p> <p><b>Standing Committee on Finance - Bruxelles:</b> SCF TAX Scheme, February 22<sup>nd</sup>; SCF/30, May 15<sup>th</sup>; SCF/31, October 18<sup>th</sup>-19<sup>th</sup>; SCF/32, November 27<sup>th</sup></p>

## Environment

### ICAO and ECAC

Italy, through ENAC, keeps actively participating in the working groups committed to the development of the environmental regulation in the air transport in the CAEP ICAO - Committee on Aviation Environmental Protection and its subgroups dedicated to the most relevant topics for the environmental aspects of the international aviation: containment of noise and gas, supersonic,

particulate dust emissions, global market based measures to reduce CO<sub>2</sub> emissions, alternative fuels, routes and air navigation services optimisation.

In record time compared to the elaboration and issuance processes of an ICAO Standard, based on the Resolution A39-3 that established the birth of a global instrument to monitor and compensate the CO<sub>2</sub> emissions, in June 2018, the ICAO Council approved the CORSIA Standard which is the Volume 4 of the Annex 16 of the International Civil Aviation Convention.

As regards ECAC, from 2018 started the reorganisation

of the environment Working groups and the EPMG (Environmental Programme Management Group) e EAEG (European Aviation and Environment Group) have been created. The new born Environmental Forum will gather once a year to allow a wide sharing of the state of the art of the environmental topics in ECAC, above all in favour of those Countries which are not member of CAEP, non-governmental associations and organisations, industry.

It is important to remind that in EAEG context the coordination of the European strategy about the environmental theme is ensured based on the indications of the ECAC Directors General and the intervention plan of the European CAEP Members is agreed during the meetings at CAEP ICAO (annual Steering Group and Three-year Formal Plenary at the end of every cycle).

**EU**

In the support that ENAC offers to the Italian Representation Body in the European Union, many

activities regarded the implementation process of the international ICAO normative about CORSIA in the community laws.

Following the Reg. (EU) no. 2392/2017 that started the CORSIA integration process in Europe with the Emission Trading System (ETS) regulated by the Directive EC 2003/87, the MRR (Monitoring and Reporting Regulation) and AVR (Accreditation and Verification Regulation) have been modified.

From January 1<sup>st</sup>, 2019, the monitoring system following the MRR regulation and the verification system following the AVR regulation entered into force.

Basically, in EU, CORSIA is implemented through the ETS. For this reason, the EU Commission updated the template for the ETS monitoring plans presentation, adding the useful data for CORSIA.

The mentioned protocol will be completed by a delegated act of the European Commission, currently in the approval phase and aimed at the implementation of the ICAO CORSIA system in all the interested routes.

BODY	2018 INTERNATIONAL ACTIVITY ABOUT ENVIRONMENT FIELD
ICAO	<p><b>Alternative Fuel Task Force</b> - Montreal: April 22<sup>nd</sup> -28<sup>th</sup>; September 17<sup>th</sup>-21<sup>st</sup></p> <p><b>Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) - Seminars</b> - Montreal: February 7<sup>th</sup>-9<sup>th</sup>; July 2<sup>nd</sup>-3<sup>rd</sup>; IATA Countdown to Corsia - Genève, February 28<sup>th</sup>- March 1<sup>st</sup>; Skopje, March 26<sup>th</sup>-28<sup>th</sup></p> <p><b>Committee on Aviation Environmental Protection (CAEP) - Steering Group:</b> CAEP11-Steering Group/3 - Singapore, June 4<sup>th</sup>-8<sup>th</sup></p> <p><b>Committee on Aviation Environmental Protection (CAEP) - Noise Working Group (WG1):</b> Genève, March 19<sup>th</sup>-23<sup>rd</sup>; September 24<sup>th</sup>-28<sup>th</sup> Montreal; Workshop on Supersonic Transport Aircraft - Stockholm, November 26<sup>th</sup>-30<sup>th</sup></p> <p><b>Committee on Aviation Environmental Protection (CAEP) - Airports and Operations Working Group (WG2):</b> Toulouse, April 23<sup>rd</sup>-27<sup>th</sup>; Bruxelles, May 27<sup>th</sup>- June 1<sup>st</sup>; Montreal, October 8<sup>th</sup>-12<sup>th</sup></p> <p><b>Committee on Aviation Environmental Protection (CAEP) - Emissions Working Group (WG3):</b> Montreal, September 22<sup>nd</sup>-29<sup>th</sup></p> <p><b>Forecasting and Economic Analysis Support Group:</b> MDG-FESG/6 - Los Angeles, January 22<sup>nd</sup>-26<sup>th</sup>; MDG-FESG/7 - Madrid, April 9<sup>th</sup>-12<sup>th</sup></p> <p><b>Global Market Based Measure Technical Task Force:</b> GMTF/13 - Montreal, April 23<sup>rd</sup>-27<sup>th</sup>; GMTF/14 - Berna, October 15<sup>th</sup>-19<sup>th</sup></p> <p><b>ICAO EUR Task Force on Environment:</b> 1<sup>st</sup> meeting - Baku, December 3<sup>rd</sup>-6<sup>th</sup></p>
ECAC/EU	<p><b>European Aviation and Environment Working Group</b> - Bruxelles: EAEG/2, May 7<sup>th</sup>-8<sup>th</sup>; EAEG/3, May 23<sup>rd</sup>-24<sup>th</sup>; June 29<sup>th</sup>; EAEG/8, November 13<sup>th</sup>-14<sup>th</sup>; EAEG/10 - Paris, December 18<sup>th</sup>-19<sup>th</sup></p> <p><b>Aircraft Noise Modelling:</b> AIRMOD/28, Bruxelles, March 14<sup>th</sup>-15<sup>th</sup>; AIRMOD Workshop on Doc 29, Berlin, June 21<sup>st</sup></p> <p><b>Environmental Forum:</b> ENVFORUM/2 - Paris, December 10<sup>th</sup>-11<sup>th</sup></p>

