



ENAC Italian Civil Aviation Authority
Report and Social Balance

2015

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MARKET EVOLUTION AND INVESTMENT STRATEGY

Over the last decades, air transport has been growing so quickly that it has established itself as a means of public transport like the other modes, road and rail transport. Therefore, not surprisingly XXI century will be regarded as the century of air transport, particularly considering the new phenomena that are reshaping the modern world system and the relations among the Countries and their productive sectors and consumer market, and the political choices in favor of globalization, as well.

The air transport mode, in fact, due to its nature is an international system where barriers are not allowed; on the contrary, it needs to have a development support policy that, while being based on the well-established concepts of liberalization, should not only centre itself around competition policy as the only force able to promote development.

In a recent study, an American start-up entrepreneur, author of the book *Zero to One*¹, has pointed out that competition is a useful tool but it is not enough, as without development, earning and spending capacity, competition risks to become utterly empty.

Moreover, the specific air transport industry is clearly suffering from the present alarming situation in Europe partly due to the difficulties of overcoming the long-lasting economic downturn and partly due to the new threat from terrorism and, consequently, its impact on mobility.

Europe, perhaps on delay in living up with the expectations of the air operators, is responding to the demands for economic development by strengthening the competitiveness of the EU system through the formulation of a new aviation strategy, that covers a range of actions: from comprehensive air transport agreements to a concrete ownership of the airlines and the consequent restrictions on foreign investment; from the improvement of the capacity of the airport system to the implementation of a Single European Sky; from the environmental sustainability to new air operator business models.

Italy is actively playing a key role in defining new European strategies since, only at European level, it is possible to find solutions to the different and complex problems that are slowing down the development of Italian air transport, whose growth rate is expected to double within 2030.

As a first step, it could be essential to simplify the procedures of any legislative action so that the European legislation, often overlapping the other State Members' legislation, takes utmost

¹ Zero to One: Notes on Start ups, or How to build the Future (2014).

account of national specificity overwhelming and increase their value, without wasting valuable experiences for the benefit of each Country.

In addition, the European strategy seems to confirm that the globalization process has brought considerable benefits in terms of economic exchanges between the Countries and the productive system and, at the same time, it has failed to build a fair competitive environment.

It has become clear that competition policy is increasingly involving big socio-economic blocs, posing challenges to the whole Europe and to each EU State Members, as well.

Focusing on strong competitive issues is urgently required in such a largely privatized sector whose assets are also privatized. Even airport infrastructures, still controlled by public authorities, are opened up to competition and are managed by private companies that can better ensure appropriate instruments, necessary for operating in the market economy system.

Within the European Regulatory Framework and the ongoing strategies process, the Member States play a crucial and key role in responding to the demands for optimizing airport capacity, particularly the infrastructures that are still public-owned.

However, the need to find solutions to allow industries to invest in the future and to ensure a wider availability of all the transport modes in their complementary cannot be postponed.

This is a strong challenge that will not be easily met, even though fresh capital has entered (and it is entering) Italian companies; in fact, new capital requires a return in investment that, if it is not based on stable industrial criteria, can bring a rapid withdrawal due to the globalization process of the markets.

Therefore, it is essential to be aware that competition also implies the ability of the Italian system to provide instruments through which industries are allowed to operate effectively according to the market logic in order to improve transport conditions as well as the quality of services offered.

These days, the airports are competitive structures but the general opinion is that there is no need to deal with the market as well as the idea that consumers cannot interfere in the industry structures. We need, therefore, a remarkable improvement on encouraging further developments in the aeronautical and business culture, taking a positive attitude towards this changing time.

The structure of the airport industry is enjoying more autonomy but it also needs proper conditions both to exercise great competence and to play those roles that the European regulation has assigned. Nevertheless, consumers have the right and duty to take part in the development processes. This is because the airport development cannot be linked only to specific types of airlines, such as the low-cost airlines that may be inclined to protect their interest in terms of investment because of their impact on costs. Therefore, it is clear that infrastructure investment with a long-term perspective is not in accordance with the airline interest that drives at short-term investment. In case that happens, it should bring about harmful effects on the ability of the airport to meet country and citizens' expectation, leading to a decline of the same system.

This can not be permitted by the Italian State: for this reason, through the Planning Agreement our role is to verify as well as to fully implement everything has been established both in terms of technical projects and in terms of the new tariff plan, drawn up in partnership between ENAC and the Transport Regulation Authority.

The first Planning Agreements date back to 2003, but the industry crisis in those years blocked de facto the implementation of this innovative management tool, leading to a stagnation of about ten years. Planning Agreements for large sized airports, the most interesting from an investment point of view, were signed in December 2012.

In this context it is appropriate to remind that public opinion has expressed much criticism for the substantial lack of investments, but it should also be seen that investments were actually impossible

without Planning Agreement, and even without the substantial condition of an agreement.

At last today we have a structured investment system, which is also in close relationship with political guidelines laid down in the National Airport Plan, which effectively determines investments and costs in relation to the role identified for that airport. In implementing procedures for approving investment programs, however, we notice that the consultation phase often lasts too long, when, once checked technical and functional airport requirements, we could easily conclude. These aspects can therefore be improved in favour of greater efficiency in activating investment programs, having already a basis which is that of previous contracts.

In the end, we should mention that the complexity of airport sector and the various public and private entities, which contribute to an efficient operation management and to the capacity of each airport, deserve special attention for the implementation of the last European Regulation, Reg. (EU) No. 139/2014.

This Regulation has a significant impact on the role of the manager and on its relationship with other parties operating at the airport, both public and private.

More and meaningful responsibilities and competences are assigned to the manager, who sometimes takes on an important role also towards public and national entities, today essentially autonomous in their functions or subject to coordination by ENAC.

European Regulation introduces changes in this set of roles and relationships that need greater regulatory clarity, especially in the presence of apparently conflicting rules. National regulations in line with European context, in addition to placing the country among the most advanced systems, would make businesses more efficient and effective, improving competitiveness in this sector.

On this issue there is also a draft law proposed by Senator Filippi; we hope the government will take it upon itself to convince Parliament to deal with air transport for economic recovery and development.

The clear goal of our efforts and the future activities we are engaged in express a clear desire to render a service to this country: trusting it again, putting it back together, making it work and giving efficiency, quality and development to all sectors, in particular to air transport.



ALESSIO QUARANTA

DIRECTOR GENERAL
ITALIAN CIVIL AVIATION AUTHORITY

INFRASTRUCTURE INVESTMENTS AND COMPETITIVENESS

A recent study by the Cassa Depositi e Prestiti¹ (National promotional authority) on national airport system competitiveness points out that, on the whole, the Italian system, 5th place in Europe by number of airport infrastructures and traffic volumes, is on the whole in line with that of similar sized countries, such as Germany or UK.

Nevertheless, what distinguishes Italy from other European Countries is a large presence, besides the two hubs of Rome Fiumicino and Milan Malpensa, of medium-sized infrastructures - that is airports handling traffic flows between 1 and 5 million passengers per year. On the contrary, at EU level traffic is concentrated on major hubs, whereas connections with the territory are ensured both by small airports (that handle less than one million passengers a year) and mainly by extensive and efficient land infrastructures.

This configuration derives from morphological characteristics of the Italian territory, that needs integrating a dense rail and road network with air transport, and therefore with airport facilities, to ensure interconnection of all areas through out the country, also the most remote areas.

That said, it is clear that the situation appointed in the study by the Cassa Depositi e Prestiti, which at the moment does not show a deficit of Italian infrastructure capacity, could fall into crisis facing with the expected increase of traffic, estimated by the main international organisations in 3,2% per year for the next decade.

These increases will be driven by the still unspoken demand from Asia and Middle East, as well as from the connections that will be related to North Atlantic routes. ENAC Traffic Data in 2015 provide clear evidence of what drives traffic growth; already in 2015 extra-EU routes with most passengers were connections between the two hubs of Rome Fiumicino and Milan Malpensa and New York airport, while, always from Rome Fiumicino there are the greatest flows to/from United Arab Emirates. It is also significant the traffic on the routes Fiumicino-Istanbul and Fiumicino-Moscow and back, that shows more and more the vocation of Rome airport as gateway to the East.

We are moving towards a growing competitiveness of non-EU carriers and an increase of low-cost carriers in short/medium-haul in European market. Traffic Data show that in 2015

¹ Cassa Depositi e Prestiti (2015), The Italian Airport System. Airport management after carriers liberalization.

Ryanair was the carrier with most passengers, followed by Alitalia Sai and Easyjet. After all, also historical analysis of Italian traffic confirms the aforementioned forecasts, showing how traffic has been in continuous development, with an average increase of about 4.5% per year in the last two years.

The conclusions of the Cassa Depositi e Prestiti lead me to say that we must do investments now in order to increase passenger traffic handling capacity of Italian airports, otherwise “problems with airports congestion might lead to a decline in service levels and repercussions on national economy and competitiveness within the next 10 years”.

In this sense, in line with the National Airport Plan we need to identify the correct placement of the single airport infrastructure within the system: in fact, it is not so much to determine the total number of airports in Italy, as attributing a specific vocation to each airport. In other words, rationalizing national airports means providing the country with airports specialised in their transport function and capable of facing the future challenges in terms of infrastructure.

Because of the need to adapt without delay infrastructural facilities of national airports in a rapidly changing competitive scenario, in 2015 ENAC defined guidelines for a consonant and sustainable development of the national airport system, with particular reference to the airports integrated with their surrounding areas and accessible infrastructures, aiming at interoperability with other transport modes.

As for infrastructures, already the National Airport Plan provides a policy for national airport system development that will have to ensure: efficiency of existing infrastructures in a perspective of specialization of any individual airport vocations; sustainable development of infrastructures, respecting territory and environmental constraints; improving accessibility to airport infrastructures to ensure citizens' right to mobility.

In this context, institutions face the challenge of achieving a consonant development of transport system as a whole, by rationalising the operations financed by public resources, intended to support situations where there is no possibility for the private action and that need to be accurately calibrated on the basis of public interest, with an overview of the airport infrastructure and what is connected to them, to ensure their accessibility.

In this regard, the four-year plans of infrastructural projects that have already been positively evaluated by ENAC concerning national interest airports - thus excluding airports of Rome Fiumicino - Ciampino, Milan Malpensa - Linate and Venice - will grant investments in the next four years for about 900 million Euro, mainly with Airport Managing Body's capital market.

It is evident that such a consistent modernisation of national airport infrastructures would not have been possible without clear rules, on a time frame, to allow the realisation and recovery, through charges, of those investments of primary importance to public administrations for major national airport systems.

In fact, since early 2012, following the approval by Prime Ministerial Decree of the so-called Planning Agreements by Derogation, signed by ENAC with the Airport Managing Bodies of the major national airport systems, there has been a significant boost to investments financed by private capital, to be carried out in the three airports classified as strategic by the National Airport Plan, as being intercontinental hubs. The following table shows the level of investment these managers are expected to do during 2012-2021 decade.

Amounts of investments planned by Cassa Depositi e Prestiti by derogation and achieved until 2015

| PLANNING AGREEMENT | PLANNED INVESTMENTS AMOUNT FIRST PERIOD (Millions of Euro) | AMOUNT OF INVESTMENTS MADE IN THE FIRST PERIOD (Millions of Euro) | ESTIMATED AMOUNT THROUGH 2016 (Millions of Euro) | ESTIMATED INVESTMENTS AMOUNT SECOND PERIOD (Millions of Euro) | ESTIMATED INVESTMENTS AMOUNT AT THE END OF 10 YEARS (Millions of Euro) |
|-----------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------------|--------------------------------------------------|---------------------------------------------------------------|------------------------------------------------------------------------|
| ENAC - AdR (Rome Fiumicino and Rome Ciampino) | 926,0 | 629,1* | 353,0** | 1.703,6 | 2.629,6** (2012/2021) |
| ENAC - SEA (Milan Malpensa and Milan Linate) | 688,7 | 504,5* (2011/2015) | 115,0** | 579,9** (2016/2020) | 1.084,4** (2011/2020) |
| ENAC - SAVE (Venice) | 328,5 | 199,7* | 125,0** | 329,0** | 657,5** (2012/2021) |

* Amounts including 2015

** Estimated amounts based on the latest update provided by Airport Managing Bodies

It is known that last financing laws for the two main Italian intercontinental airports' infrastructures go well back in time, and yet the development of the two airports would not have been possible without substantial public funding occurred in different years, mainly by the Special Law no. 449/85.

For a proper investigation of the matter, we remind that, by the aforementioned Law, aimed at enlargement, modernisation and upgrading of the infrastructures to ensure - in the short-medium term - the efficiency of intercontinental systems of Rome Fiumicino and Milan Malpensa, Italy allocated a total amount of 575.849 million Euro, divided as follows: 327.950 million Euro to Rome Fiumicino airport and 247.899 million Euro to Milan Malpensa airport. The amount of investments the concessionaires have already realized and are committed to carry out in the next five years through private capital is unprecedented in this sector, even considering public funding.

Therefore the flow of private capital results from the regulation activity that takes place in two key moments: ex ante defining the need for investment and determining charges' recovery; ex post constantly monitoring the realization of planned investments and making the necessary adjustments.

Ultimately the regulator's intervention that has characterized the last five years has allowed the resumption of private investment in this sector with significant effects on the modernization of national infrastructures, made possible thanks to clearly defined rules - to apply for the regular updating of airport charges - in close correlation with infrastructural projects considered to be a priority by the granting public entities.

The certainty of rules has also made airport management rather appealing, revealing an increasing interest from private investors groups that have gradually entered the shareholding structure of Airport Managing Bodies. This event has affected mainly medium-large airports. In Italy we see that, although still today the only company completely privatized is ADR, whose share capital is held 95.9% by Atlantia, there is a number of other medium-large entities with predominantly private capital.

Consider, for example, SAVE, controlling Treviso airport and Toscana Aeroporti (SAT acquired AdF following a merger by incorporation) whose capital is mainly private.

Regarding SEA we have been seeing a gradual transfer of public participation. In December

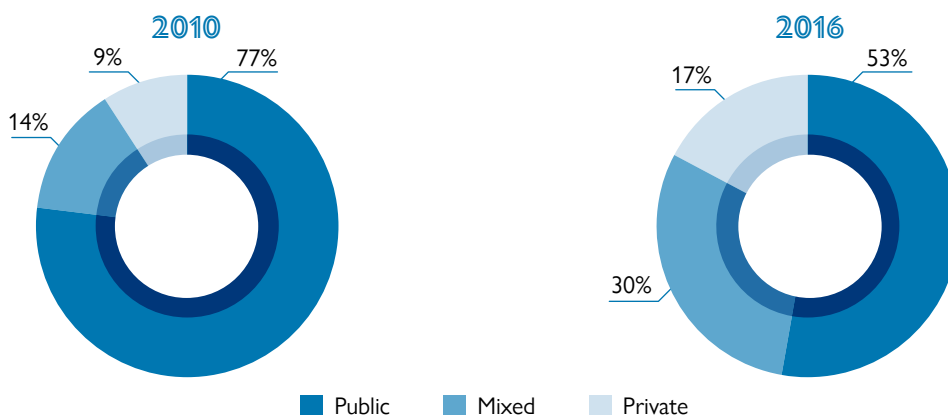
2011 the company’s privatization process began: the City of Milan sold 29.75% of the share capital to F2i - Italian Infrastructure Fund (Fondi Italiani per le infrastrutture). One year later (December 2012), F2i bought an additional 14.56% stake previously held by ASAM (holding management company owned by the Province of Milan); therefore 55,62% stake is held by public shareholders now, while the remaining 44.38% is held by private shareholders.

F2i also holds 70% of the share capital of GESAC, Naples airport, and 54,88% of Sagat, Turin airport; regarding islands, the only company with predominantly private capital is Geasar, Olbia airport.

From a geographical point of view, airports in the South seem to be those where a greater share of government participation remains in the capital of companies. The gradual privatization of airports concerns not only Italian airports; in the last five years it has also affected a large part of Community airports.

According to a study by ACI Europe², including the 28 EU Countries, there is a clear turnaround resulting from 2010 and 2016 data.

Ownership of Europe’s airports



In conclusion, although public ownership of airports is still predominant, in the last five years we have noticed a trend of a gradual replacement of private subjects in Airport Managing Body’s capital.

To close this analysis, we should question competitiveness of national airports and their main European competitors, as far as charges are concerned.

Determining level of charges related to operating costs and the invested capital for infrastructure development has allowed, at least in major airports, the recovery of the longstanding gap between the levels of charges adopted in Italy and the ones adopted by European airports of comparable size.

We must remember that before the Planning Agreements, charges were decided by specific ministerial decrees, even though not commensurate with the costs incurred by the operator for the provision of goods and services. In a recent benchmark developed by ENAC, major national airport systems were compared to Community airports by size and type of traffic. The analysis was conducted considering aircrafts, representing a combination of traffic in Rome Fiumicino and Milan Malpensa in 2015: the benchmark provided a comparative analysis of aeronautical charges (airport charges, centralized infrastructures, etc.) applied in the two

² ACI Europe (2016), The ownership of Europe’s airport.

main national airports and in a representative sample of main European airports. Various taxes paid by carrier and passenger in national and Community airports in this sample, have also been separately considered.

The analysis showed an average cost per flight lower than that applied in the Community, for similar aircrafts, load factor, type and traffic mix.

However, we must point out that total cost of Community airports for carriers includes, in many cases, a portion of fee for polluting emissions, emission charge. Therefore, benchmark results for Community airports in the sample were underestimated, in light of the fact that Italian airports do not apply emission charge.

Regarding negative externalities related to noise pollution produced by aircrafts landing and take-off, we noticed that most European airports in the sample apply a surcharge on landing and take-off fees, which takes into account the aircraft noise class, as set out in ICAO Annex 16.

In particular, in London Gatwick and Amsterdam Schiphol, landing and take-off are differentiated in slots depending on aircrafts' noise class. In Madrid, Barcelona, Paris and Munich airports, an increase is applied to landing/take-off depending on noise class; Zurich applies a distinct noise charge that takes into account type of operation (landing or take-off), time slot and aircraft noise class.

In the examined sample there is also Vienna, that has prepared a specific calculation methodology for determining noise charge depending on technical specifications of each aircraft and maximum levels established by ICAO.

A separate consideration should be given to taxes paid by air transport sector. The table below shows, for some of the airports used in the sample for charge benchmark, the additional fees charged to passenger or carrier - set up at government level - which, unlike the rates described in the preceding paragraph, do not compensate provision of infrastructures/ services, nor there are sanctions against negative externalities related to flying activity. They are rather fees or taxes paid by air transport and intended for the needs of general taxation.

Taxes on air transport in some Community airports

| AIRPORTS | CODES | DESCRIPTION | AMOUNT FOR EU DESTINATIONS (EURO) | AMOUNT FOR EXTRA-EU DESTINATIONS (EURO) |
|-------------------------------|-------|------------------------------------|-----------------------------------|-----------------------------------------|
| PARIS CHARLES DE GAULLE (CDG) | IZ | Solidarity tax Y Class | 1,13 | 4,51 |
| | IZ | Solidarity tax C Class | 11,27 | 45,07 |
| | FR | Aviation civil tax | 4,40 | 7,92 |
| AMSTERDAM SCHIPHOL (AMS) | VV | Netherlands noise isolation charge | 0,50 | 0,50 |
| MADRID BARAJAS (MAD) | OG | Aviation safety and security fee | 0,59 | 0,59 |
| LONDON GATWICK (LGW) | GB | Airport passenger duty Y Class | 16,91 | 92,35 |
| | GB | Airport passenger duty C Class | 33,82 | 184,70 |
| MUNICH (MUC) | OY | Air Transport Tax | 7,38 | 41,49 |
| BARCELONA (BCN) | OG | Aviation safety and security fee | 0,59 | 0,59 |
| ZURICH (ZRH) | - | - | - | - |
| VIENNA (VIE) | QD | Air Transport Levy | 7,00 | 35,00 |
| MILAN MALPENSA (MXP) | HB | Council city tax | 9,00 | 9,00 |
| ROME FIUMICINO (FCO) | HB | Council city tax | 10,00 | 10,00 |

Y = economic class; C = business class

It is true that Italian airports are not among the most expensive ones, in terms of charges to the passenger, yet municipal surtax increases that have been taking place since 2004 have generated considerable discontent, in some cases they also affected operational decisions of some carriers, especially low cost carriers.

Therefore it is a task for airport sector authorities, which should follow and not hold down development of national aviation transport, whose growth signals need proper monitoring and promoting.

In this regard ICAO Document 8632 - ICAO's Policies on Taxation in the Field of International Air Transport - states in the introduction: "Any levy on international air transport should be fair, equitable, transparent and nondiscriminatory in its intent and application in comparison with other modes of international transport, and should take into account the contribution of civil aviation to tourism, economic growth and development".

Therefore it is necessary to see the system of taxation through the Community experiences, by reducing those surtaxes generally intended for state budget, and at the same time gradually shifting and directing taxation towards more advanced measures, such as noise charge or emission charge, to reduce negative externalities from civil aviation. Far from being a mere financial penalty, this should motivate an integrated and sustainable development of national airport system, in line with the National Airport Plan.



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DEPUTY DIRECTOR GENERAL
ITALIAN CIVIL AVIATION AUTHORITY

AIR SAFETY 2015: ANOTHER YEAR OF CHALLENGE AND EXCELLENT PERFORMANCE

As in the previous Annual Reports, let's make a brief overview of safety data. Considering the commercial air transport, 37.6 million flights carried over 3.5 billion passengers in 2015; on average, half of the people in our planet have used the airplane for their journeys.

Moreover, as for commercial traffic, 18 fatal air accidents with 510 victims have been reported; in 2014, the flights were 2 million less, but 21 air accidents with 990 victims occurred.

The accident rate for million of flight has been around 0.32.

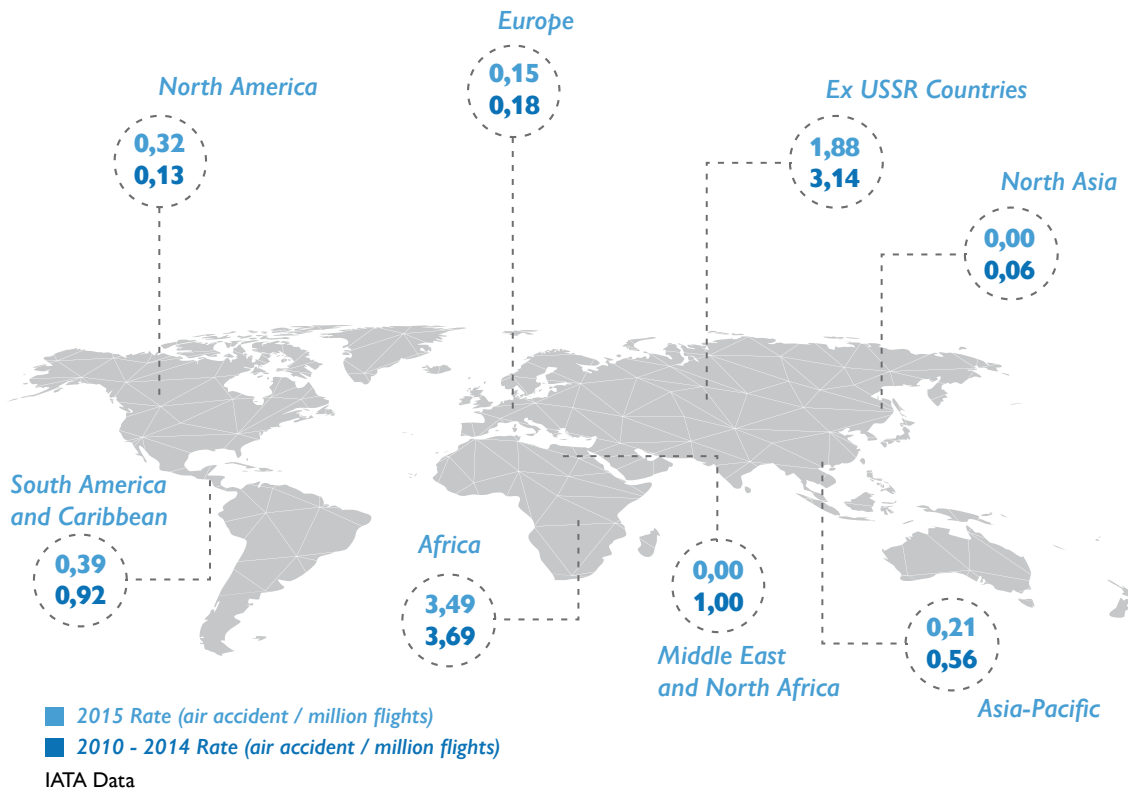
In 1970, the year when the first wide-body aircraft started to fly, 80 fatal air accidents occurred with 1,558 victims, but the world commercial air traffic had counted "only" 9.5 million flights at that time.

We must remind that last year Germanwings and Metrojet crashes in France and in Sinai produced 374 deaths, due to causes not directly related to safety common used parameters (i.e. technical factors, operational, human error, etc.). Therefore, once again, statistics confirm that aircraft is the safest and the most reliable means of transport because, except for seldom cases, people leave and get to destination with an excellent comfort and punctuality at an affordable price. In 2015, all over the world, safety criteria have improved, other than in North America; the following graph refers to IATA safety data comparing air accidents in 2015 to the average of the previous 5 years.

Despite the encouraging statistical results, public opinion requires more to guarantee air safety. Even only 18 crashes and 510 victims out of over 3.5 billion passengers are no longer both politically and socially acceptable today. Nowadays, there is a huge need for safety and air safety is an essential paradigm.

The whole civil aviation sector is committed to this: international bodies that define strategies and fundamental rules for flight safety; national authorities that implement legislation and monitor stakeholders' adherence to requirements; organization and aeronautical personnel that ensure compliance.

On the other hand, stakeholders are due to contribute to safety by following the rules and identifying occurrences, commonly defined as "dangerous events": errors, involuntary violations, ground and flight incidents. The classification, the analysis and the assessment of these potential hazards can help identify the dangers, the subsequent risks, the likelihood of occurrence and the



severity of consequences as well as the mitigation actions that can reduce the risks as much as possible.

However, that may not be enough because, once mitigation measures are implemented, it is necessary to verify their effectiveness and to evaluate the outcomes under an improving point of view. Once again, it will be necessary to identify hazards and related risks in order to reduce the risk to an acceptable level, “as low as reasonably practicable” according to ICAO.

We are aware that it will never be possible to completely eliminate the risk of air accidents since, like all human activities, air transport will never be without risks, although, as previously said, aircraft is the safest means of transport in the world.

What here described is the Risk Management process, one of the milestones of the Safety Management System that has become an essential element to enhance flight safety, within the ICAO standards and the international and national legislation.

Therefore, collecting, analysing and evaluating likely hazards has a great value because, without this tool, the whole process of Risk Management could only rely on either perception or on ex-post analysis following the tragic events. This is not enough to plan an effective number of barriers for the prevention of fatal air accidents.

As a result, it is essential that everybody plays a role in collecting data and reporting events. Air carriers, airports, aviation industry, air navigation service providers, training centers as well as pilots, flight controllers and even baggage handlers, and up to the top managers of aviation industry and of the regulatory bodies. Everyone fulfill the challenging task to ensure that the whole civil aviation system can operate in accordance with the rules of safety, and that nothing is left out or overlooked, thus making air transport more reliable.

Such awareness has led to a Regulation issued by the European Union, no 376/2014, entered into

force at the end of 2015 that prescribes to report any aeronautical events. The regulation, also, encourages the voluntary reporting, so that even minor inconvenience or human and technological mistake can be taken into account in assessing risks and mitigating consequences.

ENAC is particularly committed in this matter, establishing a system of mandatory reporting collection, the system eE-MOR (electronic Mandatory Occurrence Reporting) that implements Eccairs methodology developed by European Commission. ENAC makes it available to every aeronautical enterprise by making it suitable to their needs and user-friendly, even including an occurrence data fill-in system that can be used by pilots of general aviation aircraft who, although obliged to report, don't have a reference organisation.

eE-MOR is the most advanced system in Europe because it can be used online by those who are guaranteed the access, with no need for a paper report; in 2015 ENAC performed many explanatory workshops and specific training courses for the national industry to explain how easily to use it.

Despite all these organisational and technical efforts, every year, besides a number of air accident due to technical and organisational as well as human factors, there have been new and unexpected events and new scenarios. Like Germanwing crash, in March 2015 where the suicidal thoughts of the copilot would exclude from the event causes related to flight safety. In effect, the investigation has highlighted that an accurate and timely control of the psychological aspects and those relating to the use of psychotropic substances, can help to prevent catastrophic events and therefore, the understanding of the human factor on safety performance continues to evolve and develop.

Neither, the interconnections of safety for events that may be classified as security should be overlooked, both in terms of improved aircraft technical inspections and of measures to prevent explosive devices from being carried on board.

However, safety improvements are not costless: an increasing number of resources is needed to reach higher safety targets that civil society is asking for, such as more specialized human resources, more technology, more training and more safety culture.

Unfortunately, cost containment of the aviation industry and competition to offer low-cost tickets, while bearing advantages for the market, can have a negative impact on resources that are necessary to guarantee expected safety performance and can produce a boomerang effect on overall air transport industry.

IATA published a study in October 2014 where the number of passengers is estimated to reach 7.3 billion in 2034, more than twice the number in 2015, with a mean growth of 4.1% per year. Considering the current rate of air accident and victims, if safety does not further improve, there could occur 35 air crashes with 1,250 deaths in twenty year time. It would lead back to the safety records of the year 2000! That is completely unacceptable for a world that will certainly require higher safety standards.

A last recall to aeronautical regulations drawn up in 2015 to be fully implemented this year and the followings.

First of all Regulation (UE) no. 139/2014, that aligns safety of infrastructures and operations standard in European airports; 2015 was a year of study in this matter, particularly in our Country where all airports open to commercial air traffic are already certified in accordance with ICAO standards, thanks to ENAC Regulation for certification and operation of airport in force since 2003. The studies deal with the procedures for conversion of National airport's certificate into a Community certificate, but above all with the processes that allow the airport operators to take a key role in ensuring and coordinating airport safety, with regard to all entities and organisations working in the airport. Art. 705 of the Air Navigation Code already defines the airport operator

role as such and therefore no adaptation of Reg. 139/2014 application means are needed, but a cultural change should be pursued, accompanied, as necessary, by appropriate legislation clarification at national level.

Also remotely piloted aircraft systems (RPAS) need to be mentioned. The second edition of ENAC ad-hoc Regulation was issued in July 2015, further amended in December. The revised Regulation highlighted the key role of the pilot who, alongside with technologic and operational measures, is crucial to the RPA safe operation. The Regulation requires a specific training path for the pilot, an attestation for pilots of RPAs up to 25 kg and a licence for aircraft with higher mass. Taking into account unavoidable security reason, the Regulation also requires the registration of all RPAs used for professional activity or whose mass exceeds limits of harmlessness by size or weight. Both requirements become applicable since 1 July 2016.



FABRIZIO PALENZONA

PRESIDENT
ASSAEROPORTI

THE AIRPORT MANAGING BODIES IN GLOBAL ECONOMY

Over the last years, with the increasing trend to think globally, in terms of market globalization and integration of national economy, air transport is becoming a fundamental driver to development for the whole economics.

Although air transport services, alongside with other components of transport industry, represent an area where demand results from country economics (being a means of transfer related to tourism and work), key factors for efficiency and growth of country system are being constituted.

In this frame, the role of Airport Managing Bodies is particularly important and it will increasingly be in the near future. They are a key component of the industry, and provide with a significant contribution to the Country in terms of Gross Domestic Product, work and productivity, being fundamental to economic development and national, regional and local strategy.

The central position of air industry in global economy was emphasized by European Community that, in recent Aviation Strategy for Europe adopted last 7 December, underlined that EU aviation industry is an important driver to economic growth, with almost 2 million employees and a direct contribution on European GDP of 110 billion Euros¹. It was estimated that, world-wise, "the value produced by civil aviation will increase to 714 billion Euros in 2030, whereas the overall value, including tourism impact, is estimated to grow up to 2,600 billion Euros²".

In this circumstance, with an increasing demand for mobility and interconnection, airport operators perform a key role in improving access of many geographic areas, including the most remote, increasing the level of overall connectivity. After years of stagnation, and even downturn, a significant increase of overall European air connectivity was recorded in 2015, grown by 8.9% compared to the previous year, as shown by the graph³. The strong correlation between connectivity and economic grown was also highlighted in a recent study commissioned by ACI Europe where an average increase of airport connectivity in Europe is estimated by 10% and can produce a GDP growth by 0.5% per capita⁴.

The presence of efficient airports and air connections is relevant also to define investment choices and localization of headquarters of big multinational companies. In this respect, a demand growth by

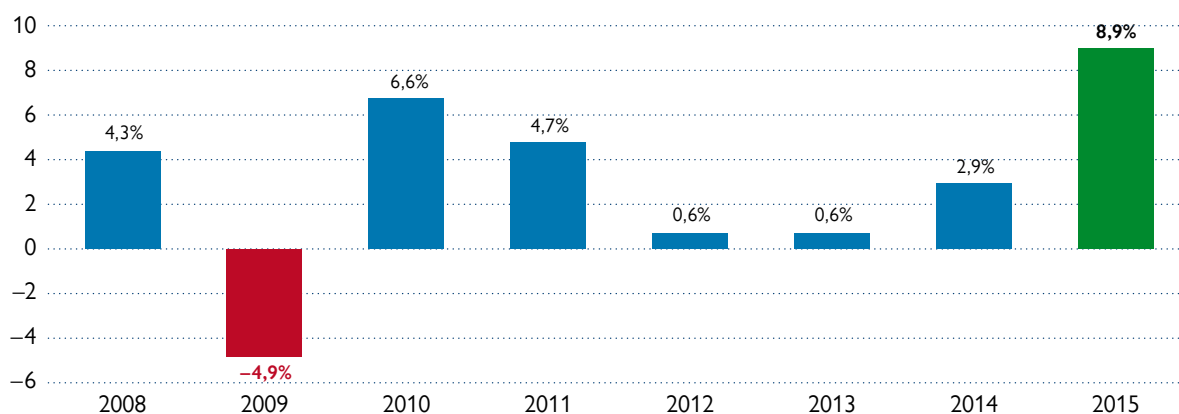
¹ European Commission (2015), An Aviation Strategy for Europe.

² Censis (2014), Local Communities and Marco Polo airport of Venice: a pathway to walk together.

³ ACI Europe (2015), Airport Industry Connectivity Report 2015.

⁴ InterVISTAS (2015), Economic Impact of European Airports.

Airport connectivity (2008-2015)



Source: ACI Europe, Airport Industry Connectivity Report 2015

10% of air transport on intercontinental routes is estimated to increase direct foreign investments by 4.7% for what concerns incoming “IDE” and by 1.9% for outgoing⁵. As a matter of fact, the airport in a globalized world is one of the main drivers to development, due both to the potential to appeal business and enable relations with other European and Worldwide territories, either for freight export or tourism, especially for a Country like Italy!

Besides, the scenario outlined from liberalization has affected the nature of Airport Managing Body. The progress in airport network and business models lead to a deep migration of “airport” industry from monopoly to multi-polar and highly competitive approach.

Airports have always been regarded as a natural monopoly to submit to regulation because there was no competition and, as such, held full market power (over carriers and passengers), in charge of handling infrastructures using entirely public resources as well as planning the interventions required by the flag airline company (also public).

Whereas, nowadays, full liberalization lead to a huge revolution of roles and functions of airport operators, who must now operate in an increasingly competitive setting, with a progressive switch of market power from Airport Managing Bodies to airline companies that, differently from the past, can rely on a wider range of choices.

Also the development, within the national market, of transport modalities including fast railway trains, increased competition even more, facing a highly enterprising offer - driven by commercial policies - of traffic development and territorial enhancement, but still based on investments and promotion of innovation.

In this new market policy, there is an “effective and growing” competition between National and European airports, as also acknowledged by European Commission, that states the followings: “There is currently an increasing competition amongst European airports, due to route liberalization and airport privatization. The main European airports compete for point-to-point traffic and passengers on transit in order to increase the portfolio of routes/companies and reduce dependency from hub carriers”.⁶

This resulting in an increasing number of airport privatization processes in Italy (e.g. newly listed airport Guglielmo Marconi of Bologna) and Europe⁷, in order to smooth operators’ access to capital market, that is necessary to make significant investments required to guarantee higher standards of quality.

⁵ Deposit and Loans Office (2015), Italian airport system. Management of airports after air carrier liberalization.

⁶ EC Competition Policy Brief (Issue 2, 2014), http://ec.europa.eu/competition/publications/cpb/2014/002_en.pdf

⁷ ACI Europe (2016), The Ownership of Europe’s Airports.

Investments and quality of service

After fare freezing and subsequent investment paralysis in airport industry for over a decade - with insufficient fares for airport operators to cover infrastructure costs and subsequent access to capital market - a new scenario is outlining where, due to successful collaboration amongst Administrations, Institutions, Authorities and Assaeroporti (Airport Association), adherence with the two basic principles is being guarantee, to appeal private capitals and implement and potentiate airport infrastructures: certainty and stability of rules and a consistent reward of invested capitals. In this new scenario the Airport Managing Bodies accepted the challenge from the global market, with the commitment to set up an important investment plan over the next 5 years for about 4 billion Euros (90% of which being operator's costs) allowing Italian airports to compete with European and Middle Eastern competitors, offering passengers higher levels of quality and safety. High standard of quality and safety (both safety and security) are today the main priorities for all Italian airports. That is proven by the consistent and successful dialogue between ENAC and Assaeroporti, with regular meetings favoring coordinate action.

In view of improving passenger experience, new technologies also play a key role, making passenger flows and freight within the airport fully automated in a near future.

From this point of view, Assaeroporti achieved a first important step subscribing an agreement with Police Force Boundaries to introduce "e-Gates" technology, experimentally started in some airports (Rome, Milan, Venice, Naples) with the system going in that direction. The use of this technology allows maximization of the process related to border controls, reinforcing safety/security by the use of biometrics, and enable operators [passport control] to focus on high risk passengers, with a smoother transit and an improved travelling experience.

New European challenges

Deep changes described so far appear to be a revolution that completely changes the role of Airport Managing Bodies. Following the introduction of European regulation 139/2014 and related certification, the airport management company becomes responsible for airport functioning. It becomes in charge of new responsibilities for the safe management of all airport activities, including those performed by third parties.

The managing companies must guarantee adherence to this European regulation by 31 December 2017, besides they will have to guarantee the respect of "Single Sky", that Violeta Bulc, European Commissioner for Transports defined as "the most relevant issue to sort out in order to make EU air transport market more efficient and competitive. EU action is necessary to overcome capacity and efficiency restrictions - resulting from an inefficient use of current resources (air space, airports) - and market restrictions. Aviation should become an integral part of intermodal transport to ensure the best possible connectivity that, in turn, will contribute to guide European economic growth"⁸.

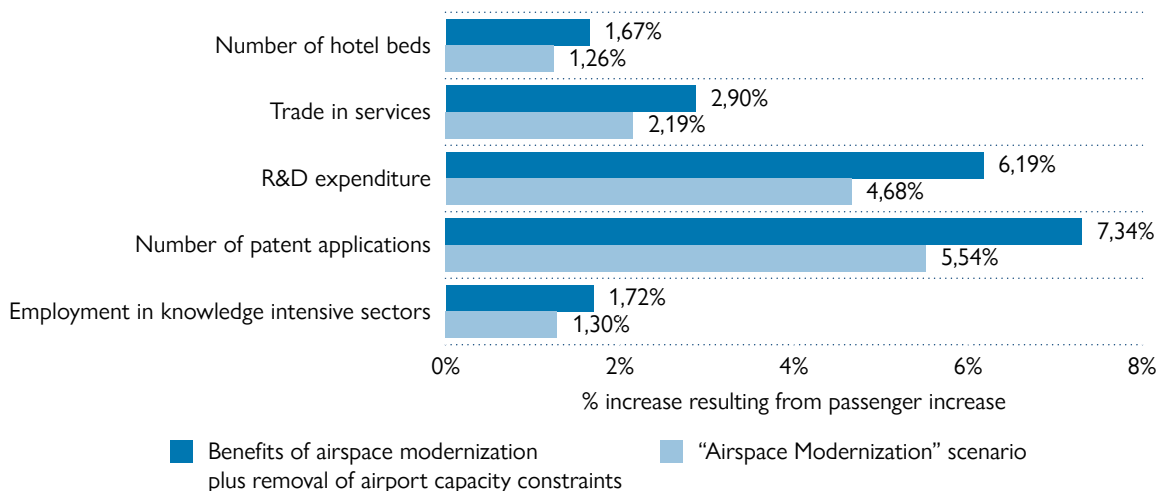
A recent study was commissioned by IATA to quantify the potential economic benefits for consumers, companies, commerce, tourism and investments, that would result from a more efficient management of European air space and from removing of capacity constraints of airport infrastructures⁹. The analysis conveys that benefits are mainly produced by more efficient air navigation services (and therefore lower costs for airline companies), shorter journey time, lesser delays, reduced CO₂ emissions and fuel consumption due to an increasing number of direct routes, connectivity growth resulting from a higher number and frequency of routes, higher productivity levels.

⁸ European Commission - Speech (SPEECH/16/123), Speech by Transport Commissioner Violeta Bulc at the Aviation.

⁹ IATA (2016), Economic Benefits of European Airspace Modernization.

This study estimates an increase of European GDP of 245 billion Euros within 2035, only as a result of modernization of European air space, and of 301 billion Euros if removal of airport capacity constraints is included.

Airspace modernization has positive effects on tourism, trade, innovation, employment in knowledge intensive sectors and productivity



Fonte: IATA, Economic Benefits of European Airspace Modernization

The impact on occupation for both scenarios will be equivalent to 1 million and 1,3 million of additional jobs, respectively, in aviation area. Benefits for commerce, tourism, research and development expense and innovation will also be important.

In this new scenario where ENAC activity will include an increasingly efficient control, Airport Managing Body shall welcome the new responsibilities that will be given by regulation, to play an even more central role for the development of territory and tourism, making Italian airports the front door of our Country, representative of made in Italy. Therefore, in such a dynamic setting, each management company - whether public or private - should be aware of offering a public service in competition with other Italian and European airports, therefore must be put in a position to freely perform their function, in adherence to regulation and in compliance with to market policies.



**ITALIAN AIR
TRANSPORT IN**
2015

Overall domestic and international commercial traffic 2015

Scheduled and non-scheduled flights (arrivals + departures)

| | AIRPORT | MOVEMENTS | | PASSENGERS | | TRANSIT | | CARGO | | WLU |
|--------------|-----------------|------------------|---------------------|--------------------|---------------------|----------------|---------------------|----------------|---------------------|------------|
| | | Number | Var. % 2014/2015 | Number | Var. % 2014/2015 | Number | Var. % 2014/2015 | Tons | Var. % 2014/2015 | |
| 1 | ALBENGA | 610 | -17,0 | 1.221 | -11,6 | - | - | - | - | 1.221 |
| 2 | ALGHERO | 12.015 | -9,3 | 1.676.512 | 2,5 | 960 | -58,3 | 11 | -70,8 | 1.676.622 |
| 3 | ANCONA | 10.285 | -4,0 | 518.663 | 8,7 | 899 | -46,5 | 6.713 | -4,0 | 585.793 |
| 4 | AOSTA | 34 | 61,9 | 90 | 80,0 | - | - | - | - | 90 |
| 5 | BARI | 31.975 | 3,8 | 3.955.945 | 8,0 | 10.459 | 15,6 | 1.998 | -3,0 | 3.975.925 |
| 6 | BERGAMO | 74.447 | 12,1 | 10.305.158 | 18,5 | 6.164 | 1,0 | 120.933 | -1,3 | 11.514.488 |
| 7 | BIELLA | 4 | -76,5 | 4 | -95,4 | - | - | - | - | 4 |
| 8 | BOLOGNA | 60.226 | -0,1 | 6.857.829 | 5,0 | 24.175 | -37,9 | 30.839 | -4,1 | 7.166.219 |
| 9 | BOLZANO | 1.007 | -55,3 | 26.632 | -53,8 | - | - | - | - | 26.632 |
| 10 | BRESCIA | 3.224 | -13,3 | 2.923 | -70,6 | - | -100,0 | 12.890 | -32,7 | 131.823 |
| 11 | BRINDISI | 16.997 | 0,6 | 2.248.697 | 4,2 | 4.600 | 9,9 | 29 | 140,9 | 2.248.987 |
| 12 | CAGLIARI | 29.519 | -5,5 | 3.716.182 | 2,3 | 1.289 | -70,9 | 3.241 | 8,0 | 3.748.592 |
| 13 | CATANIA | 54.578 | -8,5 | 7.028.172 | -2,6 | 9.804 | -42,2 | 6.213 | 0,1 | 7.090.302 |
| 14 | COMISO | 2.664 | 2,1 | 372.672 | 13,6 | 110 | - | - | - | 372.672 |
| 15 | CROTONE | 1.860 | 134,3 | 280.037 | 325,6 | - | - | - | - | 280.037 |
| 16 | CUNEO | 1.240 | -63,9 | 125.862 | -46,2 | 2.094 | -2,5 | - | -100,0 | 125.862 |
| 17 | ELBA | 1.383 | 60,4 | 17.009 | 9,7 | - | - | - | - | 17.009 |
| 18 | FIRENZE | 30.471 | 0,6 | 2.365.334 | 6,0 | 34 | -41,4 | 72 | -34,0 | 2.366.054 |
| 19 | FOGGIA | 326 | -81,2 | 1.510 | -71,8 | - | -100,0 | - | - | 1.510 |
| 20 | GENOVA | 13.924 | 4,5 | 1.353.623 | 7,5 | 2.700 | 1,0 | 273 | -1,2 | 1.356.353 |
| 21 | GROSSETO | 928 | -12,6 | 2.329 | -40,4 | - | - | - | - | 2.329 |
| 22 | LAMEZIA TERME | 16.892 | -8,7 | 2.332.126 | -3,4 | 9.801 | 46,2 | 1.406 | -2,3 | 2.346.186 |
| 23 | LAMPEDUSA | 3.903 | 5,4 | 184.803 | 4,0 | - | -100,0 | 17 | -18,6 | 184.973 |
| 24 | MILANO LINATE | 96.049 | 5,7 | 9.638.763 | 7,3 | 2.300 | -11,8 | 15.714 | -10,0 | 9.795.903 |
| 25 | MILANO MALPENSA | 156.642 | -3,9 | 18.444.778 | -1,2 | 127.604 | -24,5 | 511.191 | 8,8 | 23.556.688 |
| 26 | NAPOLI | 51.932 | 1,4 | 6.118.757 | 3,4 | 19.126 | -39,7 | 8.464 | 8,9 | 6.203.397 |
| 27 | OLBIA | 18.706 | -2,1 | 2.212.726 | 5,6 | 6.234 | -42,8 | 247 | -20,4 | 2.215.196 |
| 28 | PALERMO | 41.674 | 1,1 | 4.895.175 | 7,7 | 13.812 | 5,3 | 1.185 | -21,2 | 4.907.025 |
| 29 | PANTELLERIA | 3.693 | 3,1 | 130.934 | 3,0 | - | - | 34 | 0,5 | 131.274 |
| 30 | PARMA | 2.229 | -14,1 | 185.188 | -9,1 | 2 | -98,3 | - | - | 185.188 |
| 31 | PERUGIA | 4.424 | 76,4 | 272.235 | 31,5 | 326 | -40,1 | - | - | 272.235 |
| 32 | PESCARA | 7.213 | 39,9 | 599.731 | 8,6 | 266 | -4,0 | 34 | 147,4 | 600.071 |
| 33 | PISA | 39.911 | 2,0 | 4.800.254 | 2,6 | 4.521 | -11,0 | 7.832 | 8,5 | 4.878.574 |
| 34 | REGGIO CALABRIA | 4.113 | -13,2 | 482.028 | -6,8 | - | -100,0 | 53 | 18,9 | 482.558 |
| 35 | RIMINI | 2.128 | -48,7 | 158.688 | -66,3 | 1.915 | 29,2 | 6 | -98,5 | 158.748 |
| 36 | ROMA CIAMPINO | 47.464 | 0,7 | 5.823.814 | 16,1 | - | - | 15.756 | 0,6 | 5.981.374 |
| 37 | ROMA FIUMICINO | 315.168 | 1,0 | 40.233.507 | 5,1 | 229.475 | -30,7 | 145.017 | 1,3 | 41.683.677 |
| 38 | SALERNO | 695 | -16,5 | 1.612 | -28,2 | - | - | - | - | 1.612 |
| 39 | TARANTO | 345 | 1,2 | 476 | -46,2 | 172 | - | 6.728 | -8,7 | 67.756 |
| 40 | TORINO | 35.213 | 0,2 | 3.654.812 | 6,9 | 4.676 | -8,2 | 1.179 | 71,9 | 3.666.602 |
| 41 | TRAPANI | 11.431 | -7,2 | 1.586.028 | -0,6 | 665 | 19,2 | 26 | 55,0 | 1.586.288 |
| 42 | TREVISO | 16.112 | -0,5 | 2.358.222 | 5,9 | 577 | 101,0 | - | -63,4 | 2.358.222 |
| 43 | TRIESTE | 9.221 | -0,4 | 739.519 | 0,3 | 853 | -53,5 | 90 | -26,8 | 740.419 |
| 44 | VENEZIA | 79.564 | 4,7 | 8.684.205 | 3,3 | 6.687 | -22,1 | 42.677 | 17,3 | 9.110.975 |
| 45 | VERONA | 24.171 | -10,4 | 2.570.468 | -6,7 | 14.291 | 2,5 | 237 | -0,4 | 2.572.838 |
| TOTAL | | 1.336.610 | 0,1 | 156.965.253 | 4,5 | 506.591 | -26,8 | 941.107 | 4,3 | |

Notes: Rimini Airport has reopened since April 2015

Overall domestic commercial traffic 2015

Scheduled and non-scheduled flights (arrivals + departures)

| | AIRPORT | MOVEMENTS | | PASSENGERS | | CARGO | |
|----|-----------------|----------------|---------------------|-------------------|---------------------|---------------|---------------------|
| | | Number | Var. % 2014/2015 | Number | Var. % 2014/2015 | Tons | Var. % 2014/2015 |
| 1 | ALBENGA | 284 | 35,2 | 541 | 51,5 | - | - |
| 2 | ALGHERO | 8.530 | -4,9 | 1.129.934 | 8,8 | 11 | -70,5 |
| 3 | ANCONA | 6.514 | -10,6 | 201.998 | 18,8 | 6.168 | -5,8 |
| 4 | AOSTA | 10 | 25,0 | 31 | 55,0 | - | - |
| 5 | BARI | 20.352 | -4,4 | 2.604.716 | 2,4 | 1.911 | -4,6 |
| 6 | BERGAMO | 21.426 | 6,0 | 3.147.205 | 14,5 | 13.144 | 9,9 |
| 7 | BIELLA | 4 | -42,9 | 4 | -92,5 | - | - |
| 8 | BOLOGNA | 12.921 | -9,0 | 1.703.759 | -1,7 | 3.558 | 3,0 |
| 9 | BOLZANO | 980 | -55,0 | 26.632 | -53,4 | - | - |
| 10 | BRESCIA | 2.981 | -8,2 | - | -100,0 | 12.468 | -7,8 |
| 11 | BRINDISI | 13.070 | -3,1 | 1.800.406 | 1,4 | 27 | 129,7 |
| 12 | CAGLIARI | 23.331 | -5,2 | 2.976.474 | 3,3 | 3.018 | 1,8 |
| 13 | CATANIA | 37.848 | -11,6 | 4.920.979 | -4,7 | 5.778 | -2,6 |
| 14 | COMISO | 1.669 | 10,4 | 230.089 | 33,2 | - | - |
| 15 | CROTONE | 1.860 | 144,7 | 280.037 | 325,8 | - | - |
| 16 | CUNEO | 401 | -50,1 | 54.720 | -49,9 | - | - |
| 17 | ELBA | 754 | 141,7 | 3.106 | 120,3 | - | - |
| 18 | FIRENZE | 4.873 | -8,3 | 385.451 | -3,5 | 24 | -19,0 |
| 19 | FOGGIA | 298 | -82,4 | 860 | -82,9 | - | - |
| 20 | GENOVA | 7.868 | 10,2 | 774.245 | 12,2 | 158 | 0,3 |
| 21 | GROSSETO | 928 | -12,6 | 2.329 | -40,4 | - | - |
| 22 | LAMEZIA TERME | 13.762 | -10,6 | 1.910.660 | -3,8 | 1.406 | -2,2 |
| 23 | LAMPEDUSA | 3.901 | 5,5 | 184.796 | 4,0 | 17 | -18,6 |
| 24 | MILANO LINATE | 49.128 | -5,6 | 5.019.960 | -2,1 | 2.004 | -30,0 |
| 25 | MILANO MALPENSA | 20.156 | -14,3 | 2.534.875 | -11,6 | 1.983 | -15,9 |
| 26 | NAPOLI | 24.298 | -7,8 | 2.410.563 | -4,2 | 7.689 | 9,4 |
| 27 | OLBIA | 11.094 | -2,8 | 1.246.103 | 3,9 | 243 | -15,4 |
| 28 | PALERMO | 33.324 | 1,1 | 3.894.463 | 7,9 | 1.171 | -21,3 |
| 29 | PANTELLERIA | 3.526 | 1,5 | 130.726 | 3,7 | 34 | 0,5 |
| 30 | PARMA | 1.382 | -17,6 | 132.895 | -5,0 | - | - |
| 31 | PERUGIA | 2.409 | 198,9 | 87.014 | 89,6 | - | - |
| 32 | PESCARA | 4.849 | 63,9 | 277.943 | 19,2 | 1 | -71,2 |
| 33 | PISA | 15.882 | 5,3 | 1.453.707 | 5,7 | 865 | -8,3 |
| 34 | REGGIO CALABRIA | 4.110 | -12,2 | 481.892 | -5,9 | 53 | 18,9 |
| 35 | RIMINI | 472 | -26,6 | 1.404 | 9,1 | - | -100,0 |
| 36 | ROMA CIAMPINO | 10.787 | -28,7 | 843.401 | -15,7 | 64 | 376,1 |
| 37 | ROMA FIUMICINO | 109.498 | -0,9 | 11.951.419 | 4,4 | 6.042 | -20,4 |
| 38 | SALERNO | 353 | -26,9 | 613 | -44,4 | - | - |
| 39 | TARANTO | 87 | 20,8 | 106 | -71,1 | - | - |
| 40 | TORINO | 15.449 | -6,8 | 1.863.587 | 1,8 | 197 | 15,9 |
| 41 | TRAPANI | 8.912 | -4,9 | 1.195.844 | 3,1 | 26 | 55,0 |
| 42 | TREVISO | 5.311 | 0,4 | 767.056 | 11,4 | - | - |
| 43 | TRIESTE | 5.640 | 0,9 | 460.165 | 0,2 | 62 | 8,3 |
| 44 | VENEZIA | 12.776 | -8,2 | 1.215.359 | -9,6 | 2.094 | -13,2 |
| 45 | VERONA | 8.686 | 0,1 | 786.328 | -0,1 | 20 | -74,7 |
| | TOTAL | 532.694 | -4,4 | 59.094.395 | 1,5 | 70.234 | -4,4 |

Notes: Rimini Airport has reopened since April 2015

Overall international commercial traffic 2015

Scheduled and non-scheduled flights (arrivals + departures)

| AIRPORT | MOVEMENTS | | PASSENGERS | | CARGO | |
|--------------------|----------------|---------------------|-------------------|---------------------|----------------|---------------------|
| | Number | Var. % 2014/2015 | Number | Var. % 2014/2015 | Tons | Var. % 2014/2015 |
| 1 ALBENGA | 326 | -37,9 | 680 | -33,7 | - | - |
| 2 ALGHERO | 3.485 | -18,5 | 546.578 | -8,5 | - | -83,5 |
| 3 ANCONA | 3.771 | 10,2 | 316.665 | 3,1 | 545 | 22,8 |
| 4 AOSTA | 24 | 84,6 | 59 | 96,7 | - | - |
| 5 BARI | 11.623 | 21,9 | 1.351.229 | 20,5 | 87 | 54,8 |
| 6 BERGAMO | 53.021 | 14,8 | 7.157.953 | 20,4 | 107.789 | -2,5 |
| 7 BIELLA | - | - | - | - | - | - |
| 8 BOLOGNA | 47.305 | 2,7 | 5.154.070 | 7,4 | 27.281 | -5,0 |
| 9 BOLZANO | 27 | -65,8 | - | -100,0 | - | - |
| 10 BRESCIA | 243 | -48,7 | 2.923 | -61,4 | 423 | -92,5 |
| 11 BRINDISI | 3.927 | 15,3 | 448.291 | 17,0 | 2 | 427,0 |
| 12 CAGLIARI | 6.188 | -6,8 | 739.708 | -1,4 | 223 | 502,7 |
| 13 CATANIA | 16.730 | -0,5 | 2.107.193 | 2,6 | 435 | 58,8 |
| 14 COMISO | 995 | -9,4 | 142.583 | -8,2 | - | - |
| 15 CROTONE | - | - | - | - | - | - |
| 16 CUNEO | 839 | -68,2 | 71.142 | -43,0 | - | -100,0 |
| 17 ELBA | 629 | 14,4 | 13.903 | -1,4 | - | - |
| 18 FIRENZE | 25.598 | 2,5 | 1.979.883 | 8,1 | 48 | -39,6 |
| 19 FOGGIA | 28 | -20,0 | 650 | 110,4 | - | - |
| 20 GENOVA | 6.056 | -2,1 | 579.378 | 1,8 | 115 | -3,2 |
| 21 GROSSETO | - | - | - | - | - | - |
| 22 LAMEZIA TERME | 3.130 | 0,9 | 421.466 | -1,5 | - | -94,9 |
| 23 LAMPEDUSA | 2 | -60,0 | 7 | -94,8 | - | - |
| 24 MILANO LINATE | 46.921 | 21,0 | 4.618.803 | 19,8 | 13.711 | -6,1 |
| 25 MILANO MALPENSA | 136.486 | -2,1 | 15.909.903 | 0,7 | 509.209 | 9,0 |
| 26 NAPOLI | 27.634 | 11,1 | 3.708.194 | 9,0 | 775 | 4,4 |
| 27 OLBIA | 7.612 | -1,1 | 966.623 | 7,9 | 3 | -85,2 |
| 28 PALERMO | 8.350 | 1,3 | 1.000.712 | 7,1 | 15 | -12,4 |
| 29 PANTELLERIA | 167 | 56,1 | 208 | -81,4 | - | - |
| 30 PARMA | 847 | -7,5 | 52.293 | -18,0 | - | - |
| 31 PERUGIA | 2.015 | 18,4 | 185.221 | 15,0 | - | - |
| 32 PESCARA | 2.364 | 7,6 | 321.788 | 0,9 | 33 | 222,6 |
| 33 PISA | 24.029 | - | 3.346.547 | 1,3 | 6.967 | 11,1 |
| 34 REGGIO CALABRIA | 3 | -95,0 | 136 | -97,3 | - | - |
| 35 RIMINI | 1.656 | -52,8 | 157.284 | -66,5 | 6 | -98,4 |
| 36 ROMA CIAMPINO | 36.677 | 14,5 | 4.980.413 | 24,0 | 15.692 | 0,2 |
| 37 ROMA FIUMICINO | 205.670 | 2,0 | 28.282.088 | 5,4 | 138.975 | 2,6 |
| 38 SALERNO | 342 | -2,0 | 999 | -12,5 | - | - |
| 39 TARANTO | 258 | -4,1 | 370 | -28,6 | 6.728 | -8,7 |
| 40 TORINO | 19.764 | 6,5 | 1.791.225 | 12,8 | 982 | 90,3 |
| 41 TRAPANI | 2.519 | -14,4 | 390.184 | -10,5 | - | - |
| 42 TREVISO | 10.801 | -0,9 | 1.591.166 | 3,5 | - | -66,3 |
| 43 TRIESTE | 3.581 | -2,4 | 279.354 | 0,4 | 29 | -56,9 |
| 44 VENEZIA | 66.788 | 7,6 | 7.468.846 | 5,7 | 40.582 | 19,5 |
| 45 VERONA | 15.485 | -15,4 | 1.784.140 | -9,3 | 217 | 36,5 |
| TOTAL | 803.916 | 3,3 | 97.870.858 | 6,3 | 870.873 | 5,1 |

Notes: Rimini Airport has reopened since April 2015

Scheduled commercial traffic 2015

Domestic and international (arrivals + departures)

| AIRPORT | MOVEMENTS | | PASSENGERS | | CARGO | |
|--------------------|------------------|---------------------|--------------------|---------------------|----------------|---------------------|
| | Number | Var. % 2014/2015 | Number | Var. % 2014/2015 | Tons | Var. % 2014/2015 |
| 1 ALBENGA | - | - | - | - | - | - |
| 2 ALGHERO | 11.338 | -10,8 | 1.600.759 | 0,8 | 11 | -70,0 |
| 3 ANCONA | 7.242 | 6,5 | 500.224 | 15,0 | 6.231 | -5,2 |
| 4 AOSTA | - | - | - | - | - | - |
| 5 BARI | 29.645 | 3,7 | 3.875.262 | 8,4 | 1.921 | -4,4 |
| 6 BERGAMO | 72.285 | 13,2 | 10.023.211 | 20,0 | 120.921 | -1,3 |
| 7 BIELLA | - | - | - | - | - | - |
| 8 BOLOGNA | 58.021 | 1,0 | 6.724.894 | 6,0 | 16.562 | -3,3 |
| 9 BOLZANO | 911 | -58,1 | 22.364 | -58,3 | - | - |
| 10 BRESCIA | 3.100 | -14,6 | - | -100,0 | 12.599 | -34,2 |
| 11 BRINDISI | 15.583 | 0,8 | 2.213.901 | 4,3 | 28 | 133,3 |
| 12 CAGLIARI | 27.153 | -5,1 | 3.618.080 | 2,6 | 3.020 | 1,2 |
| 13 CATANIA | 50.038 | -10,0 | 6.617.634 | -4,1 | 6.200 | 0,2 |
| 14 COMISO | 2.336 | -1,4 | 344.296 | 14,4 | - | - |
| 15 CROTONE | 1.808 | 380,9 | 276.155 | 452,8 | - | - |
| 16 CUNEO | 881 | -71,9 | 121.617 | -46,9 | - | -100,0 |
| 17 ELBA | 1.113 | 56,8 | 16.580 | 9,2 | - | - |
| 18 FIRENZE | 27.291 | 1,0 | 2.354.449 | 6,1 | 72 | -34,6 |
| 19 FOGGIA | 254 | -83,9 | 779 | -84,3 | - | - |
| 20 GENOVA | 13.475 | 4,9 | 1.297.489 | 9,1 | 273 | 2,5 |
| 21 GROSSETO | - | - | - | - | - | - |
| 22 LAMEZIA TERME | 14.623 | -10,1 | 2.050.804 | -3,8 | 1.406 | -2,3 |
| 23 LAMPEDUSA | 3.243 | 10,3 | 157.216 | 10,8 | 17 | -18,6 |
| 24 MILANO LINATE | 96.042 | 5,8 | 9.638.342 | 7,3 | 15.705 | -10,0 |
| 25 MILANO MALPENSA | 151.409 | -3,8 | 18.029.669 | - | 467.826 | 5,7 |
| 26 NAPOLI | 49.162 | 2,6 | 5.790.686 | 4,7 | 8.118 | 14,7 |
| 27 OLBIA | 17.729 | -1,6 | 2.098.342 | 6,0 | 247 | -19,1 |
| 28 PALERMO | 38.768 | 1,5 | 4.732.941 | 8,8 | 1.185 | -21,2 |
| 29 PANTELLERIA | 3.306 | 2,8 | 122.531 | 4,6 | 34 | 0,5 |
| 30 PARMA | 1.094 | -16,9 | 181.395 | -6,9 | - | - |
| 31 PERUGIA | 3.247 | 129,6 | 269.686 | 32,2 | - | - |
| 32 PESCARA | 5.788 | 40,3 | 595.478 | 8,3 | 26 | 246,1 |
| 33 PISA | 35.640 | 2,9 | 4.763.327 | 3,0 | 6.518 | 38,8 |
| 34 REGGIO CALABRIA | 4.111 | -12,1 | 481.892 | -5,9 | 53 | 18,9 |
| 35 RIMINI | 628 | -32,8 | 61.084 | -48,9 | - | -100,0 |
| 36 ROMA CIAMPINO | 36.997 | 2,5 | 5.799.471 | 16,1 | 7.317 | -0,1 |
| 37 ROMA FIUMICINO | 311.950 | 1,3 | 39.939.655 | 5,5 | 143.990 | 1,6 |
| 38 SALERNO | - | - | - | - | - | - |
| 39 TARANTO | - | - | - | - | - | - |
| 40 TORINO | 33.414 | 0,1 | 3.490.627 | 7,7 | 504 | -10,6 |
| 41 TRAPANI | 11.021 | -7,1 | 1.578.850 | -0,7 | 26 | 55,0 |
| 42 TREVISO | 14.532 | 1,6 | 2.351.211 | 6,5 | - | - |
| 43 TRIESTE | 7.976 | -2,7 | 709.797 | -1,7 | 62 | 9,2 |
| 44 VENEZIA | 73.369 | 3,9 | 8.535.600 | 3,5 | 33.017 | 15,9 |
| 45 VERONA | 20.693 | -6,2 | 2.150.797 | -0,1 | 237 | -0,4 |
| TOTAL | 1.257.216 | 0,7 | 153.137.095 | 5,3 | 854.126 | 2,8 |

Notes: Rimini Airport has reopened since April 2015

Non-scheduled commercial traffic (charter + taxi flights) 2015

Domestic and international (arrivals + departures)

| AIRPORT | MOVEMENTS | | PASSENGERS | | CARGO | |
|--------------------|---------------|---------------------|------------------|---------------------|---------------|---------------------|
| | Number | Var. % 2014/2015 | Number | Var. % 2014/2015 | Tons | Var. % 2014/2015 |
| 1 ALBENGA | 610 | -17,0 | 1.221 | -11,6 | - | - |
| 2 ALGHERO | 677 | 28,0 | 75.753 | 59,3 | - | - |
| 3 ANCONA | 3.043 | -22,1 | 18.439 | -56,5 | 481 | 16,2 |
| 4 AOSTA | 34 | 61,9 | 90 | 80,0 | - | - |
| 5 BARI | 2.330 | 4,3 | 80.683 | -9,8 | 77 | 50,6 |
| 6 BERGAMO | 2.162 | -15,3 | 281.947 | -18,2 | 12 | 944,8 |
| 7 BIELLA | 4 | -76,5 | 4 | -95,4 | - | - |
| 8 BOLOGNA | 2.205 | -22,2 | 132.935 | -29,7 | 14.277 | -5,1 |
| 9 BOLZANO | 96 | 21,5 | 4.268 | 4,5 | - | - |
| 10 BRESCIA | 124 | 37,8 | 2.923 | -64,1 | 292 | n.s. |
| 11 BRINDISI | 1.414 | -1,3 | 34.796 | -6,1 | 1 | n.s. |
| 12 CAGLIARI | 2.366 | -9,5 | 98.102 | -9,0 | 221 | n.s. |
| 13 CATANIA | 4.540 | 12,3 | 410.538 | 30,6 | 13 | -10,6 |
| 14 COMISO | 328 | 36,7 | 28.376 | 4,8 | - | - |
| 15 CROTONE | 52 | -87,6 | 3.882 | -75,5 | - | - |
| 16 CUNEO | 359 | 16,6 | 4.245 | -15,0 | - | - |
| 17 ELBA | 270 | 77,6 | 429 | 31,6 | - | - |
| 18 FIRENZE | 3.180 | -2,0 | 10.885 | -7,0 | 1 | - |
| 19 FOGGIA | 72 | -51,7 | 731 | 90,9 | - | - |
| 20 GENOVA | 449 | -7,0 | 56.134 | -19,0 | - | - |
| 21 GROSSETO | 928 | -12,6 | 2.329 | -40,4 | - | - |
| 22 LAMEZIA TERME | 2.269 | 1,4 | 281.322 | -0,6 | - | -87,0 |
| 23 LAMPEDUSA | 660 | -13,6 | 27.587 | -23,2 | - | - |
| 24 MILANO LINATE | 7 | -63,2 | 421 | -57,7 | 9 | - |
| 25 MILANO MALPENSA | 5.233 | -6,5 | 415.109 | -35,0 | 43.366 | 61,0 |
| 26 NAPOLI | 2.770 | -16,1 | 328.071 | -15,7 | 346 | -50,2 |
| 27 OLBIA | 977 | -10,4 | 114.384 | -0,9 | - | -100,0 |
| 28 PALERMO | 2.906 | -4,0 | 162.234 | -16,4 | - | -51,0 |
| 29 PANTELLERIA | 387 | 6,0 | 8.403 | -16,2 | - | - |
| 30 PARMA | 1.135 | -11,2 | 3.793 | -57,3 | - | - |
| 31 PERUGIA | 1.177 | 7,6 | 2.549 | -16,2 | - | - |
| 32 PESCARA | 1.425 | 38,2 | 4.253 | 73,7 | 8 | 28,8 |
| 33 PISA | 4.271 | -4,8 | 36.927 | -32,4 | 1.314 | -47,9 |
| 34 REGGIO CALABRIA | 2 | -96,9 | 136 | -97,4 | - | - |
| 35 RIMINI | 1.500 | -53,3 | 97.604 | -72,2 | 6 | -97,3 |
| 36 ROMA CIAMPINO | 10.467 | -5,3 | 24.343 | 8,6 | 8.439 | 1,2 |
| 37 ROMA FIUMICINO | 3.218 | -23,7 | 293.852 | -31,8 | 1.027 | -24,1 |
| 38 SALERNO | 695 | -16,5 | 1.612 | -28,2 | - | - |
| 39 TARANTO | 345 | 2,7 | 476 | -46,2 | 6.728 | -8,7 |
| 40 TORINO | 1.799 | 2,2 | 164.185 | -7,9 | 674 | 455,1 |
| 41 TRAPANI | 410 | -9,7 | 7.178 | 32,7 | - | - |
| 42 TREVISO | 1.580 | -16,1 | 7.011 | -62,9 | - | -81,3 |
| 43 TRIESTE | 1.245 | 17,3 | 29.722 | 91,8 | 28 | -57,8 |
| 44 VENEZIA | 6.195 | 15,5 | 148.605 | -5,9 | 9.660 | 22,5 |
| 45 VERONA | 3.478 | -29,4 | 419.671 | -30,4 | - | - |
| TOTAL | 79.394 | -8,3 | 3.828.158 | -21,0 | 86.980 | 22,3 |

Notes: Rimini Airport has reopened since April 2015

n.s.: no significant variation relative to anomalous and non-comparable values

General aviation traffic 2015

| | AIRPORT | MOVEMENTS | PASSENGERS |
|----|-------------------|-----------|------------|
| 1 | ALBENGA | 4.139 | 2.680 |
| 2 | ALESSANDRIA | 254 | 127 |
| 3 | ALGHERO | 555 | 477 |
| 4 | ANCONA | 2.108 | 1.451 |
| 5 | AOSTA | 7.287 | 2.183 |
| 6 | AREZZO | 1.058 | 66 |
| 7 | BARI | 2.145 | 1.969 |
| 8 | BERGAMO | 1.632 | 2.195 |
| 9 | BIELLA | 8.977 | 16.715 |
| 10 | BOLOGNA | 4.343 | 7.738 |
| 11 | BOLZANO | 10.729 | 7.823 |
| 12 | BRESCIA | 5.011 | 4.799 |
| 13 | BRINDISI | 656 | 1.079 |
| 14 | CAGLIARI | 2.481 | 4.887 |
| 15 | CASALE MONFERRATO | 1.340 | - |
| 16 | CATANIA | 410 | 1.018 |
| 17 | COMISO | 794 | 291 |
| 18 | CUNEO | 2.402 | 1.856 |
| 19 | ELBA | 2.670 | 3.145 |
| 20 | FANO | 572 | - |
| 21 | FIRENZE | 3.017 | 4.284 |
| 22 | FOGGIA | 716 | 431 |
| 23 | GENOVA | 5.356 | 6.917 |
| 24 | GORIZIA | - | - |
| 25 | GROSSETO | 733 | 854 |
| 26 | LAMEZIA TERME | 4.644 | 451 |
| 27 | LAMPEDUSA | 78 | 160 |
| 28 | LUCCA | 3.153 | 143 |
| 29 | MASSA CINQUALE | 1.150 | 2.100 |

| | AIRPORT | MOVEMENTS | PASSENGERS |
|----|------------------|-----------------------------------|------------|
| 30 | MILANO LINATE | 21.677 | 47.084 |
| 31 | MILANO MALPENSA | 3.715 | 9.255 |
| 32 | NAPOLI | 7.403 | 12.689 |
| 33 | NOVI LIGURE | 4.597 | - |
| 34 | OLBIA | 9.566 | 21.056 |
| 35 | PALERMO | Data included in air-taxi traffic | |
| 36 | PANTELLERIA | 58 | 112 |
| 37 | PARMA | 3.717 | 1.849 |
| 38 | PERUGIA | 791 | 1.403 |
| 39 | PESCARA | 1.582 | 2.058 |
| 40 | PISA | Data included in air-taxi traffic | |
| 41 | REGGIO CALABRIA | 2.659 | 1.808 |
| 42 | RIMINI | 589 | 957 |
| 43 | ROMA CIAMPINO | 5.689 | 10.387 |
| 44 | ROMA FIUMICINO | 49 | 219 |
| 45 | ROMA URBE | 23.840 | 1.387 |
| 46 | SALERNO | 1.724 | 759 |
| 47 | SIENA | 671 | 130 |
| 48 | TARANTO | 323 | 65 |
| 49 | TORINO CASELLE | 9.001 | 7.094 |
| 50 | TORINO AERITALIA | 18.519 | 3.060 |
| 51 | TRAPANI | 160 | 208 |
| 52 | TRENTO | 23.104 | 16.908 |
| 53 | TREVISO | 2.271 | 1.459 |
| 54 | TRIESTE | 5.233 | 1.277 |
| 55 | UDINE | 196 | - |
| 56 | VENEZIA | 2.004 | 5.583 |
| 57 | VERCELLI | 3.006 | 287 |
| 58 | VERONA | 3.208 | 6.383 |

Notes: Rimini airport has reopened since April 2015

The airports not listed above did not provide the concerned data

2015 Ranking of the Top 10 operating airlines in Italy according to the number of passengers carried by traffic type

Domestic traffic

| | AIRLINE | COUNTRY | No. PASSENGERS (departures) |
|----|------------------------|----------------|--------------------------------|
| 1 | ALITALIA - SAI | Italy | 12.350.484 |
| 2 | RYANAIR | Ireland | 10.215.894 |
| 3 | EASYJET | United Kingdom | 2.705.637 |
| 4 | MERIDIANA FLY | Italy | 1.816.445 |
| 5 | VOLOTEA | Spain | 1.076.315 |
| 6 | VUELING AIRLINES | Spain | 896.147 |
| 7 | BLUE AIR | Romania | 158.945 |
| 8 | BLUE PANORAMA AIRLINES | Italy | 158.787 |
| 9 | NEOS | Italy | 46.352 |
| 10 | MISTRAL AIR | Italy | 33.132 |

International traffic

| | AIRLINE | COUNTRY | No. PASSENGERS (arrivals + departures) |
|----|--------------------|----------------------|-------------------------------------------|
| 1 | RYANAIR | Ireland | 19.490.781 |
| 2 | EASYJET | United Kingdom | 11.657.385 |
| 3 | ALITALIA - SAI | Italy | 10.636.650 |
| 4 | VUELING AIRLINES | Spain | 4.407.932 |
| 5 | DEUTSCHE LUFTHANSA | Germany | 4.336.318 |
| 6 | WIZZ AIR | Hungary | 3.168.232 |
| 7 | BRITISH AIRWAYS | Great Britain | 3.036.615 |
| 8 | AIR FRANCE | France | 2.790.046 |
| 9 | AIR BERLIN | Germany | 1.750.422 |
| 10 | EMIRATES | United Arab Emirates | 1.741.612 |

The leading airline in major airports according to the number of passengers carried in 2015

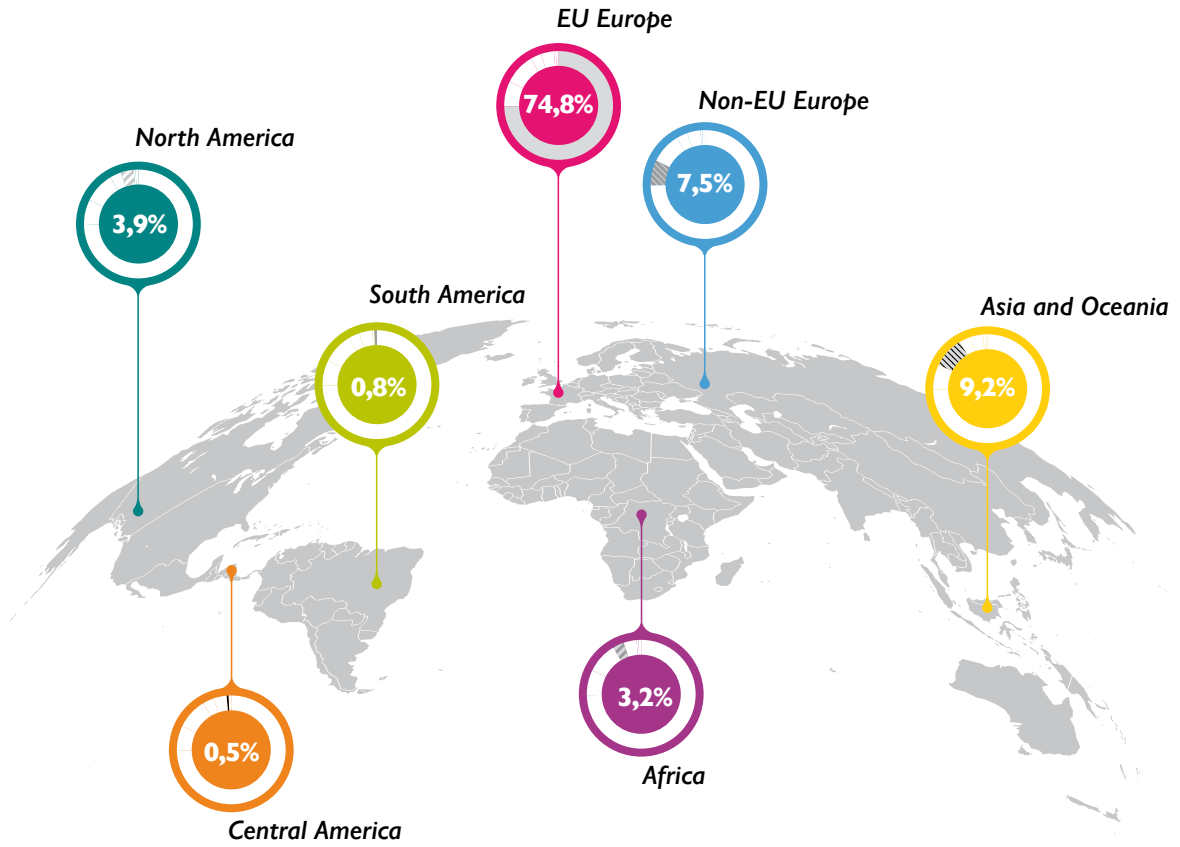
| | AIRPORT | CARRIER | COUNTRY |
|----|-----------------|------------------|----------------|
| 1 | ALGERO | Ryanair | Ireland |
| 2 | ANCONA | Ryanair | Ireland |
| 3 | BARI | Ryanair | Ireland |
| 4 | BERGAMO | Ryanair | Ireland |
| 5 | BOLOGNA | Ryanair | Ireland |
| 6 | BOLZANO | Darwin Airlines | Switzerland |
| 7 | BRESCIA | Israir | Israel |
| 8 | BRINDISI | Ryanair | Ireland |
| 9 | CAGLIARI | Ryanair | Ireland |
| 10 | CATANIA | Alitalia - Sai | Italy |
| 11 | COMISO | Ryanair | Ireland |
| 12 | CROTONE | Ryanair | Ireland |
| 13 | CUNEO | Ryanair | Ireland |
| 14 | ELBA | Intersky | Austria |
| 15 | FIRENZE | Vueling Airlines | Spain |
| 16 | FOGGIA | Alidaunia | Italy |
| 17 | GENOVA | Alitalia - Sai | Italy |
| 18 | LAMEZIA TERME | Ryanair | Ireland |
| 19 | LAMPEDUSA | Alitalia - Sai | Italy |
| 20 | MILANO LINATE | Alitalia - Sai | Italy |
| 21 | MILANO MALPENSA | Easyjet | United Kingdom |
| 22 | NAPOLI | Easyjet | United Kingdom |
| 23 | OLBIA | Meridiana Fly | Italy |
| 24 | PALERMO | Ryanair | Ireland |
| 25 | PANTELLERIA | Alitalia - Sai | Italy |
| 26 | PARMA | Ryanair | Ireland |
| 27 | PERUGIA | Ryanair | Ireland |
| 28 | PESCARA | Ryanair | Ireland |
| 29 | PISA | Ryanair | Ireland |
| 30 | REGGIO CALABRIA | Alitalia - Sai | Italy |
| 31 | RIMINI | Ural Airlines | Russia |
| 32 | ROMA CIAMPINO | Ryanair | Irlanda |
| 33 | ROMA FIUMICINO | Alitalia - Sai | Italy |
| 34 | TORINO | Ryanair | Ireland |
| 35 | TRAPANI | Ryanair | Ireland |
| 36 | TREVISO | Ryanair | Ireland |
| 37 | TRIESTE | Alitalia - Sai | Italy |
| 38 | VENEZIA | Easyjet | United Kingdom |
| 39 | VERONA | Meridiana Fly | Italy |

2015 Ranking of the first 50 airlines operating in Italy according to the number of passengers carried

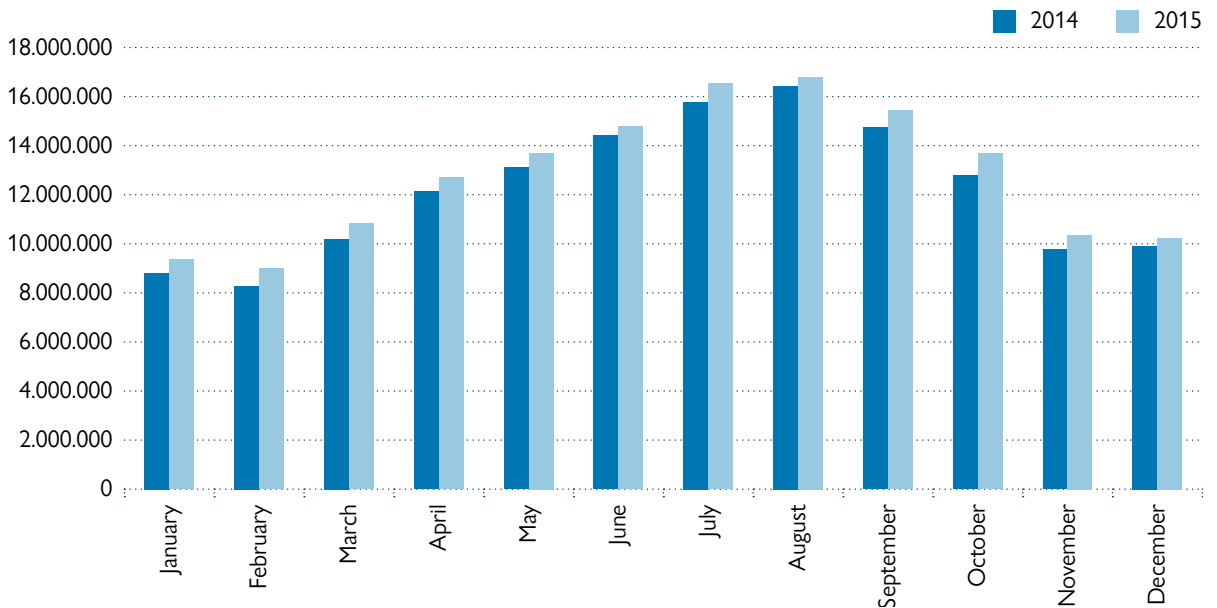
| CARRIER | NAZIONALITÀ | N. PASSEGGERI TRASPORTATI |
|-----------------------------------------|----------------------|---------------------------|
| 1 RYANAIR | Ireland | 29.706.675 |
| 2 ALITALIA - SAI | Italy | 22.987.134 |
| 3 EASYJET | Great Britain | 14.363.022 |
| 4 VUELING AIRLINES | Spain | 5.304.079 |
| 5 DEUTSCHE LUFTHANSA | Germany | 4.336.318 |
| 6 WIZZ AIR | Hungary | 3.168.232 |
| 7 BRITISH AIRWAYS | United Kingdom | 3.036.624 |
| 8 MERIDIANA FLY | Italy | 2.803.712 |
| 9 AIR FRANCE | France | 2.790.046 |
| 10 AIR BERLIN | Germany | 1.750.422 |
| 11 EMIRATES | United Arab Emirates | 1.741.612 |
| 12 TURKISH AIRLINES | Turkey | 1.688.180 |
| 13 KLM ROYAL DUTCH AIRLINES | Holland | 1.647.102 |
| 14 GERMAN WINGS | Germany | 1.529.332 |
| 15 VOLOTEA | Spain | 1.482.243 |
| 16 IBERIA | Spain | 1.193.563 |
| 17 SWISS AIR INTERNATIONAL | Switzerland | 1.068.405 |
| 18 NEOS | Italy | 1.065.501 |
| 19 BLUE PANORAMA AIRLINES | Italy | 1.058.342 |
| 20 TAP - AIR PORTUGAL | Portugal | 929.627 |
| 21 BRUSSELS AIRLINES | Belgium | 915.114 |
| 22 AIR DOLOMITI | Italy | 858.753 |
| 23 NORVEGIAN AIR SHUTTLE | Norway | 790.177 |
| 24 BLUE AIR | Romania | 777.992 |
| 25 DELTA AIR LINES | Usa | 774.524 |
| 26 AEROFLOT | Russia | 768.991 |
| 27 SCANDINAVIAN AIRLINES SYSTEM (SAS) | Sweden | 716.664 |
| 28 QATAR AIRWAYS | Qatar | 695.499 |
| 29 BASIQ AIR - TRANSAVIA | Holland | 610.846 |
| 30 AUSTRIAN AIRLINES | Austria | 587.615 |
| 31 EASYJET SWITZERLAND | Switzerland | 561.287 |
| 32 AER LINGUS | Ireland | 491.018 |
| 33 AIR EUROPA | Spain | 473.097 |
| 34 UNITED AIRLINES | Usa | 443.416 |
| 35 FLYNIKI | Austria | 425.532 |
| 36 AMERICAN AIRLINES | Usa | 415.827 |
| 37 FINNAIR | Finland | 407.341 |
| 38 MISTRAL AIR | Italy | 396.465 |
| 39 AEGEAN AVIATION | Grecia | 393.043 |
| 40 MONARCH AIRLINES | United Kingdom | 391.748 |
| 41 AIR CHINA INTERNATIONAL | China | 375.311 |
| 42 AIR MALTA | Malta | 373.545 |
| 43 EL AL ISRAEL AIRLINES | Israel | 373.290 |
| 44 THOMSON FLY | United Kingdom | 371.692 |
| 45 TRANSAVIA FRANCE | France | 356.966 |
| 46 JET 2 / CHANNEL EXPRESS AIR SERVICES | United Kingdom | 356.583 |
| 47 ETHIAD AIRWAYS | United Arab Emirates | 346.328 |
| 48 PEGASUS HAVA TASIMACILIGI | Turkey | 340.273 |
| 49 CATHAY PACIFIC AIRWAYS | Hong Kong | 338.921 |
| 50 US AIRWAYS | Usa | 306.372 |

Data resulting from departing domestic passengers only

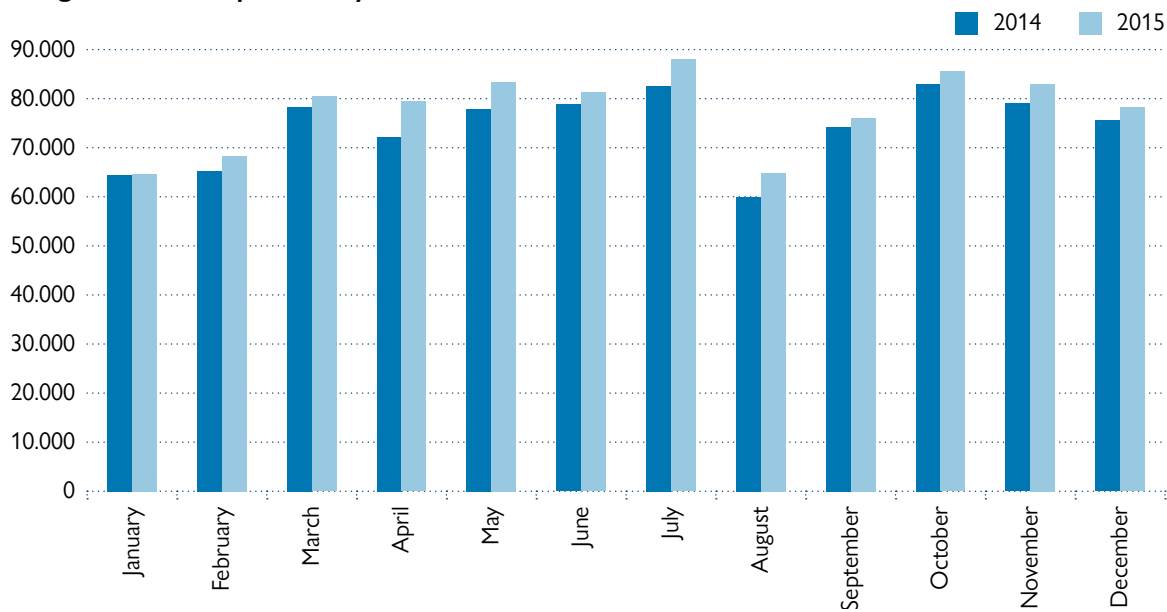
International passengers transport share in world regions



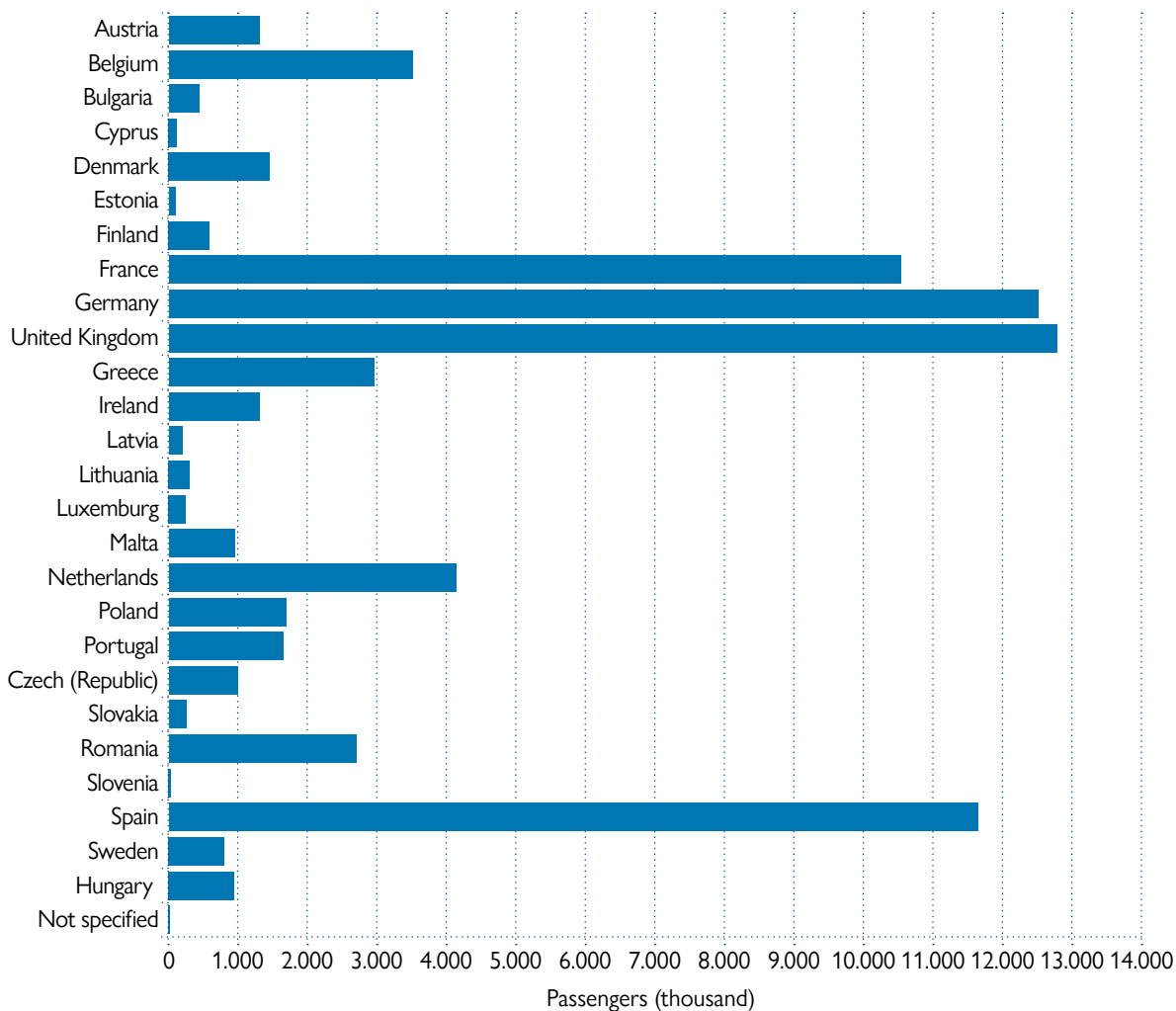
Passenger traffic comparison by month - 2014/2015



Cargo traffic comparison by month 2014/2015



Share of passengers by origin/EU countries destination

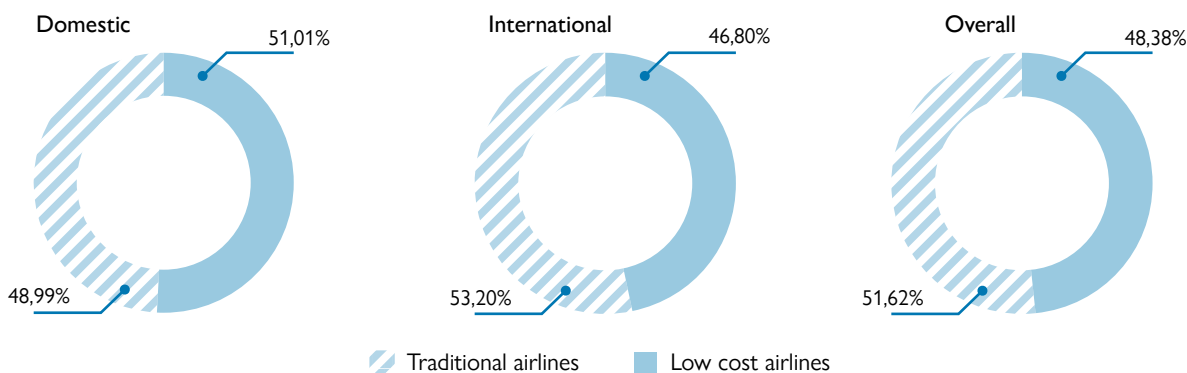


2015 Italian airline market share between traditional and low-cost airlines

| | DOMESTIC PASSENGERS* (ARR.+DEP.) | SHARE % | VAR. % 2014 2015 | INTERNATIONAL PASSENGERS (ARR.+DEP.) | SHARE % | VAR. % 2014 2015 | TOTAL PASSENGERS (ARR.+DEP.) | SHARE % | VAR. % 2014 2015 |
|----------------------|----------------------------------|---------------|------------------|--------------------------------------|---------------|------------------|------------------------------|---------------|------------------|
| LOW COST AIRLINES | 30.143.986 | 51,01 | 13,19 | 45.799.438 | 46,80 | 8,53 | 75.943.424 | 48,38 | 10,33 |
| TRADITIONAL AIRLINES | 28.950.409 | 48,99 | -8,31 | 52.071.420 | 53,20 | 4,48 | 81.021.829 | 51,62 | -0,48 |
| TOTAL | 59.094.395 | 100,00 | | 97.870.858 | 100,00 | | 156.965.253 | 100,00 | |

* the number of national passengers have been calculated in order to exclude double counting by taking into account the total number of airports.

2015 Shares of air traffic market



Traffic data legend

Cargo: airfreight + airmail (stated in tonnes). Freight: any properties carried on an aircraft, including diplomatic baggage and urgent shipping except mail, in-flight supplies and passenger and crew baggage.

Movement: take-off/landing. According to the airport traffic survey, the arrival and departure of the same aircraft are counted as two movements.

Passengers: departing or arriving passengers from a stopover. Passengers travelling on a domestic connection are counted as one unit-passenger on departure from the airport of origin and as one unit-passenger on arrival at the airport of destination, whereas passengers on an international connection are counted as a single traffic unit in domestic stopovers. Consequently, the overall traffic registered in domestic airports results from the double counting of the number of passengers who have travelled on domestic route, added to those who have travelled on international route counted only once.

Scheduled flight services: air transport services for passengers and freight offered on payment, available to the public and operated according to a published timetable regularity and frequency characteristics as to represent an evident systematic series of flights.

Non-scheduled flight service: flights involving passenger and freight transport based on a rental agreement entered into by one or more parties for the usage of the whole aircraft. If the number of the seats is greater than 19, it is defined as a charter flight, otherwise as an air taxi.

Commercial air transport: air traffic carried out to transport passengers or goods on payment. It, thus, includes airline transport, charter flight and air taxi.

General aviation air transport: transport other than a commercial air transport, essentially including the activities of aero-clubs, flying schools and small private planes, etc.

International air transport: air transport carried out through connections with airports located outside the national boundaries.

Domestic air transport: air transport carried out through connections between Italian airports.

WLU : Work Load Unit , a load unit equivalent to 1 passenger or to 100 kilograms of cargo.

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1 THE INSTITUTION

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ORGANISATION

ENAC acts as unique Authority for technical regulation, surveillance and control of the Italian civil aviation field, in accordance with the Italian Air Navigation Code.

The main goals of its institutional mandate are highlighted in the Authority Mission statement:

“ENAC, the Italian Civil Aviation Authority, in carrying out its functions of safety regulation, certification, surveillance and oversight in the civil aviation field, supports the development of the civil aviation by ensuring the Country, especially consumers and industry, the safety of aviation activities, the preservation of rights, the quality of services and fair competition within an environmentally friendly approach”.

On an international level, ENAC refers to a range of organisations keeping with them relations of dialogue and cooperation and taking on leading positions: ICAO

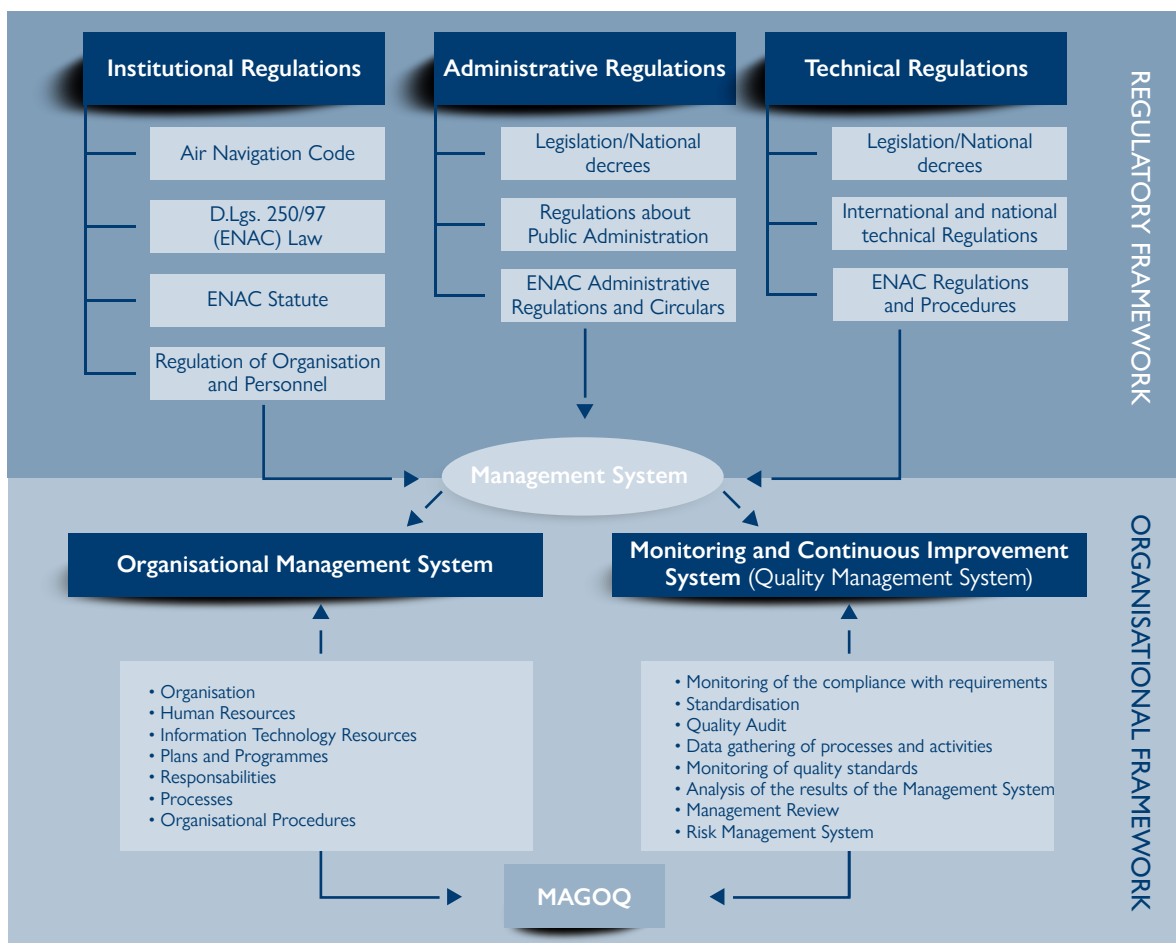
(International Civil Aviation Organisation); European Union; ECAC (European Civil Aviation Conference); EASA (European Aviation Safety Agency); EUROCONTROL.

The Management System

ENAC has defined a Management System in order to manage the overall rules, the activities and the resources that allow the fulfillment of its institutional mandate. ENAC works in compliance with the Regulatory Framework and the international aviation safety rules, particularly with the ICAO and EU Safety Management System concepts.

ENAC Management System, composed by the System of Organisational Management along with the System for the Monitoring and Continuous Improvement - Quality Management System - is defined in the Organisation and Quality Manual (MAGOQ).

ENAC Management System



ORGANISATION CHART

In 2015, ENAC has achieved the objective of a new organisational structure meant to follow the directions of the new EU Regulation, according to which the concentration of the activity in macro sectors better ensures uniformity of action, competence and consequentially a more performing service to users. Therefore, since April 4, 2016

the new organisation has been promoting a higher integration of the different components of air transport in order to reach the best performance despite the razionalization of ENAC personnel; in fact, due to the unfulfilled turnover imposed by the laws within the so called "Public Spending Review" the number of employees has been significantly reduced.



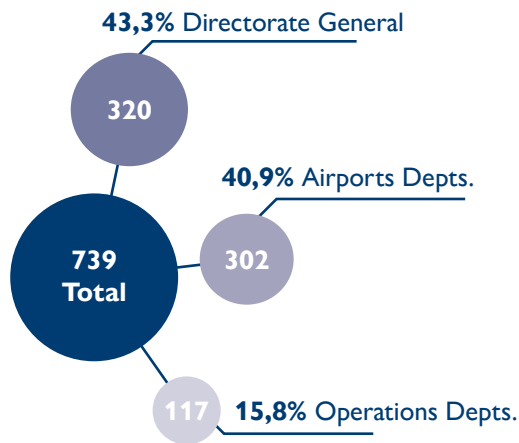
HUMAN RESOURCES

To carry out its institutional mandate, ENAC can rely on qualified human resources. At the end of December 2015, the number of the employees on duty was 739 units, divided in four specific areas.

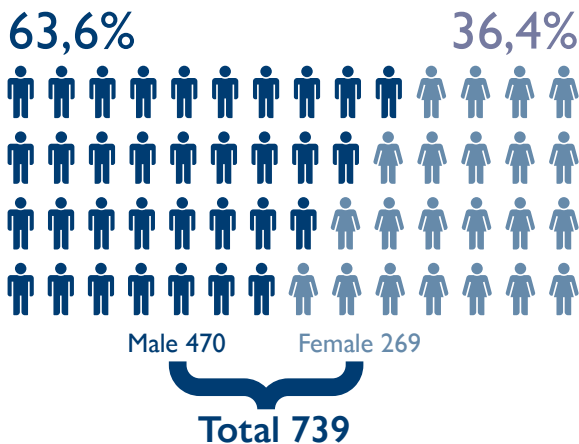
Areas of activity

| | unit | % |
|--------------------------------------------------------------|------------|--------------|
| General Management | 36 | 4,9 |
| Professional (133 graduates and 25 high school graduates) | 158 | 21,4 |
| Operative (19 flight inspectors and 211 Enac inspectors) | 205 | 27,7 |
| Technical Economic - Administrative | 340 | 46 |
| TOTAL | 739 | 100,0 |

Territory distribution



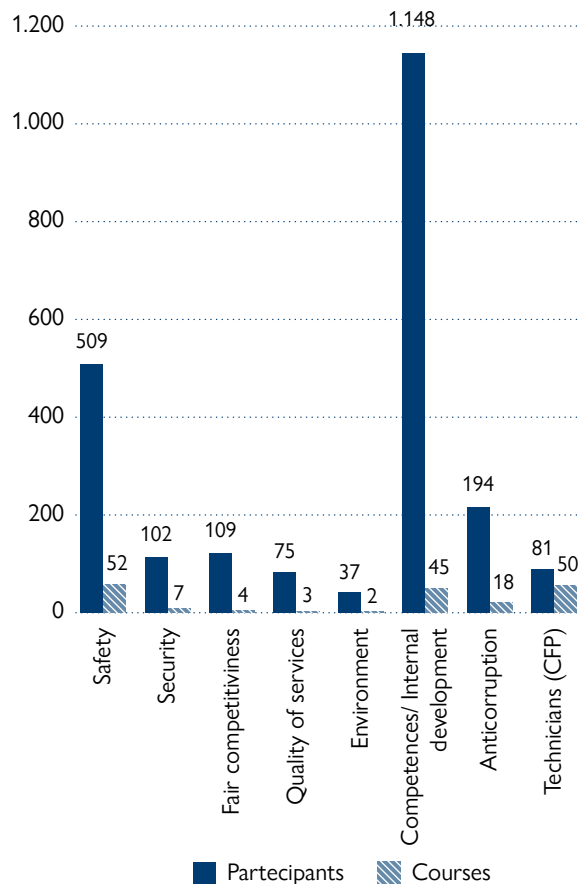
Gender



Employee training

Training plays a significant role in the development of ENAC employees' abilities and skills. It adequately responds to the internal organisational changes and the growing complexity of the social context.

The Three-year Training Programme 2014-2016 in accordance with the strategic goals as clearly appointed in the Performance Plan, turns out as an effective choice to meet the training needs at ENAC. In compliance with the Three-year Plan, in 2015 ENAC personnel attended 184 training courses in the following fields:



The overall days of training have been 4.650, with an average of more than 6 days per employee.

In particular, in the Safety field, full attention has been given not only to the compulsory training on the institution regulations but also to the promotion of a safety culture both for professionals and managers.

In the field of Security, refresher courses for the

inspectors of the Central Inspection Unit and the Ministry of Interior have been ensured also through the intervention of skilled ENAC personnel. In the field of Fair Competition, activities aimed at overseeing the improvement in the quality of airport services have been implemented. Regarding the Competences/Internal Development area, firm commitment has been made on the planning and execution of courses designed to implement the new Information Technologies; in this field, moreover, it must be pointed out the realization of Crisis Management intervention for managers and allocated personnel as well as courses addressed to the Go-team and Communication area personnel. A noteworthy training is that given on Anticorruption theme at the National School of Administration.

Training for external personnel

The different action promoting the safety in 2015 are summarised in the table below.

Master’s degree in Civil Aviation Management

In 2015, ENAC confirmed the cooperation agreement with Sapienza University for the 2015-2016 Advanced master’s Degree in Civil Aviation Management.

This training course is addressed to those professionals interested in gaining skills and qualification in the national and European sector of the Civil Aviation, with particular reference to civil air transport, meant as aerospace sector. The aim is to be able to take up management roles in various enterprises and organisations operating in this area, such as airline companies, certified maintenance organisations, airports, ENAC, ENAV, ANSV.

| COURSE | DAYS | EDITIONS | PARTECIPANTS |
|------------------------------------------------------------------------------------------------------------|------|----------|--------------|
| Re. (EU) no. 748/2012 POA [Enterprises] | 3 | 2 | 19 |
| eE-MOR System [Operators] | 2 | 2 | 80 |
| Professional updating for Medical Examiners (AME) [AM, Ministry of Health, Enterprises] | 1 | 2 | 160 |
| Reg. (EU) no. 139/2014 [Airport Managing Bodies] | 1 | 1 | 30 |
| Meeting ENAC – ATO [Enterprises and Operators] | 1 | 2 | 113 |
| Workshop FTL [Operators and Institutions] | 1 | 1 | 120 |
| Critical Stress Incident Management [Airport Managing Bodies] | 2 | 2 | 60 |
| eE-MOR System and Reg. (EU) no. 376/2014 [Airport Managing Bodies] | 1 | 1 | 60 |
| eE-MOR System within the course of Italian Air Force Flight Safety [Airport Managing Bodies and Operators] | 1/2 | 2 | 100 |
| Flight Safety [General Aviation and Italian Air Force] | 1/2 | 4 | 120 |
| Master in Civil Aviation Management [private citizens] | -- | -- | 16 |

| MEETING | DAYS | EDITIONS | PARTECIPANTS |
|--------------------------------------------------------------------------------|------|----------|--------------|
| Interregional Operational Programme [Airport Managing Bodies and Enterprises] | 1 | 1 | 28 |
| Airport Authorities under the Reg. (EU) no. 139/2014 [Airport Managing Bodies] | 1 | 1 | 60 |

FINANCIAL RESOURCES

ENAC is financially supported from two main types of sources: public funds and ENAC revenues. Both are used partly for the functioning of the administration and partly for carrying out those activities related to its institutional

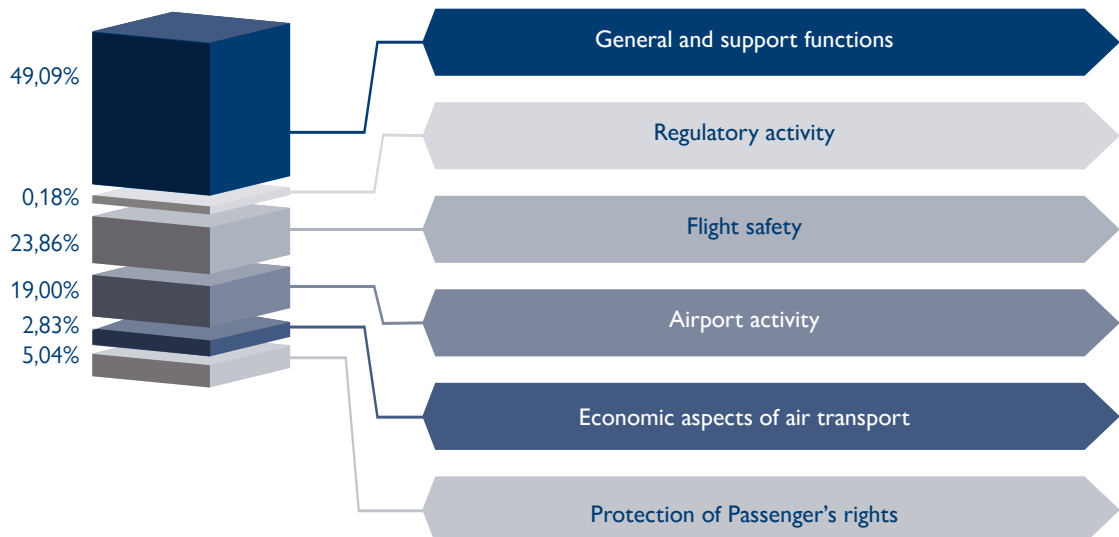
functions. The graph belows shows the percentage values of the financial resources addressed to various competence sectors in ENAC. (The values represent the final forecast for 2015).

Enac revenues in 2015

| PUBLIC FUNDS | AMOUNT | ENAC REVENUE | AMOUNT |
|-----------------------------------------------------------------------------------|---------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------|
| European Union financing to support the implementation of infrastructure projects | € 4.698.500 | TRANSFERS Transfers from the State related to the carrying out of the institutional tasks of the Organisation. | € 22.172.308 |
| National financing for airport investments: co-financing share of PON | € 1.566.200 | OWN RESOURCES Concession fees for airport management (L.2 August 1985, No. 449, art. 7) | € 87.933.000 |
| Capital transfers | € 8.000.000 | Services fees | € 24.087.280 |
| | | Contributions, certification rights and documentation of members of the Flight Crew Professional Registry | € 900.000 |
| | | Interests on loans, mortgages and current accounts | € 83.200 |
| | | Incomes from real estates of ENAC property | € 95.000 |
| | | Other revenues | € 946.000 |
| TOTAL | € 14.264.700 | TOTAL | € 136.216.788 |

OVERALL TOTAL € 150.481.488

Destination of revenues by competence sectors - ENAC 2015



STAKEHOLDERS

THE STAKEHOLDERS are those who have interest in the organisation's actions, services and achievements. The stakeholders' portfolio is divided in 6 categories, grouped in 3 classes according to the type of interaction with ENAC.



Within the strategic planning process, on the basis of the interest/influence matrix introduced by the Copenhagen Charter, it is carried out an annual stakeholder reporting in order to identify key stakeholders (the most important and with the higher influence and interest on specific activities) and set the strategy on them.

| CLASS | CATEGORY | KEY STAKEHOLDERS |
|---------------|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| OPERATORS | SECTOR ASSOCIATIONS | Assaeroporti Assaereo |
| | EMPLOYEES | Enac employees Flight controllers Flight personnel |
| OPERATORS | GOOD/SERVICES SUPPLIERS | Air navigation service provider Airport Managing Body Air operator Aircraft manufacturer |
| | | Italian Military Air force Transport regulation authority The judiciary Department of Civil Service Local authority Ministry of Foreign Affairs Ministry of Defence Anac (ex CIVIT) Ministry of Infrastructure and Transports Ministry of Economy and Finance Ministry of the Interior Civil Protection dept. Region Fire Fighters Body |
| | | REGULATORS |
| RULE MAKERS | INSTITUTIONAL REPRESENTATIVES | |
| BENEFICIARIES | USERS/BENEFICIARIES | Passenger |

PERFORMANCE PLAN

In January 2015, in accordance with d.lgs. no. 150/2009, ENAC issued the 2015-2017 Performance Plan, an instrument of strategic planning as well as a social reporting that, enhancing transparency and visibility of the strategic choices, allow the stakeholders to have a better understanding of the ENAC governing capacities in the civil aviation sector.

In order to guarantee security and quality of services in the air transport field, by helping and managing

the interaction between all the interlocutors of the civil aviation system as well as the airport infrastructure development, the assignment of ENAC priorities takes as reference its five strategic areas: Safety, Security, Fair Competition, Quality of Services, and Environment Protection. In addition, a sixth transversal area including activities and actions meant to organise, manage and enhance the instrumental, financial and human resources as well as the competences of the personnel.

| STRATEGIC AREAS | STRATEGIC GOALS 2015-2017 | STRATEGIC ACTIONS |
|---------------------|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| SAFETY | Rationalization, updating and regulatory simplification for safety protection | Rationalization and efficiency of the regulatory body on safety having regard for the international context |
| | Increasing effectiveness of the safety oversight of the national and international aviation system | Guarantee of a qualified and influential role in the context of international regulation and cooperation |
| | | Introduction of a Risk Based Oversight System |
| | | Actions designed to standardize the safety oversight practices |
| SECURITY | Increasing effectiveness of airport security controls and ENAC surveillance activities. | Promotion of training activities and development of management and organisational tools focused on safety |
| | | Reduction of the non-conformity according to the security requirements of PNS |
| QUALITY OF SERVICES | Strengthening the monitoring process regarding the quality of services provided by the airport | Improvement of certification and supervision activities of airport operators |
| | | Identification and implementation of an effective system to evaluate the quality of services in the airports |

| STRATEGIC AREAS | STRATEGIC GOALS 2015-2017 | STRATEGIC ACTIONS |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| FAIR COMPETITION | Strengthening the support for the aviation industry | Simplification of the administrative and operational procedures for the aviation industry Startup of research initiatives in the aviation sector |
| | Playing an active role in the airport infrastructure planning, in the supervision on investments and airport governance to support mobility and economic development of the Country | Improvement to the planning and the supervision of the development of airport infrastructures and mobility by air |
| | Developing and applying monitoring systems for the economic managerial reliability of airport operators, carriers and handlers | Application of a system of parameters and indicators for the evaluation of economic and financial reliability |
| | Simplifying and promoting the interaction ENAC- Users | Definition of new instruments to simplify the ENAC and external stakeholders interaction |
| ENVIRONMENT PROTECTION | Strengthening the ENAC role in the environmental field by promoting actions designed to reduce the environmental impact on the airports | Increase of the development of methodologies and procedures to reduce the environmental impact on the airports |
| TRANSVERSAL AREA | Increasing skills and competences of the personnel | Consolidation of internal professionals through the development of personnel skills and competence Creation of an unfavorable environment for corruption New specific initiatives on ethical issues and legality |
| | Increasing ENAC capability for planning and monitoring activities | Development and implementation of planning and control projects for the ENAC activities Guaranteeing the observance of procedure deadlines Reduction of the risk of corruption |
| | Improving the performance of ENAC organisational mechanisms | Operational improvement of the processes and the organisational structures to simplify and rationalize the activities Development and implementation of a dismissal plan and simplification of irrelevant activities under a strategic point of view |
| | Improve the overall level of computerisation of ENAC | Implementation of interactive informatics interventions Computerisation of the operating procedures |
| | Developing ENAC's management system according to the EASA model, introducing Risk Management principles in all sectors of the organisation | Application of the Risk Management System in ENAC processes |
| | Improving the ability to use the economic and financial resources. | Implementation of the expenses procedures rationalization |

The 2015-2017 Performance Plan, while maintaining continuity with the past, shows several innovative elements, such as the SWOT (Strengths, Weakness, Opportunities and Threats) and Stakeholders analyses. This is an essential first step to identify strategies in the 3-year period: in fact, the structural change within the organisation, occurred in 2014 but fully implemented only at the beginning of 2015 led the Organisation to perform a new analysis of both internal and external influences as well as an analysis of the Stakeholders. The previous analyses were found no longer adequate due to the considerably different conditions both in terms of number of employees and in terms of competences allocated to each Structures.

Also in 2015, the responsibility to achieve the annual target of the strategic goals has been given to the Central Managers. This direction, experienced in 2014, fully meets the need of ensuring an effective implementation of the ENAC strategy, evaluating the strategic indicators more properly.

Moreover, a stronger synergy between different planning documentation has been created within the "Integrated Performance Cycle", which comprises the areas related to performance, quality of service standards, transparency and integrity, and a plan of anti-corruption measures. In fact, several goals have been identified to achieve the expected outcome not only in the strategic but also in the operating plan, in order to meet the needs of its Stakeholders

as well as to adhere to its core principles of legality, transparency and integrity.

ENAC has divided its planning process into three-year strategic goals and related strategic actions that are managed by Central Directors, who, together with the Line/staff Directors, are in charge of the strategic operating goals (annual projection of strategy), as well. Each Director, besides, is responsible for managing local operating goals, designed for the efficiency of their own Directorate. Professional staff employees and non-executive personnel work towards individual goals even not included in the Performance Plan.

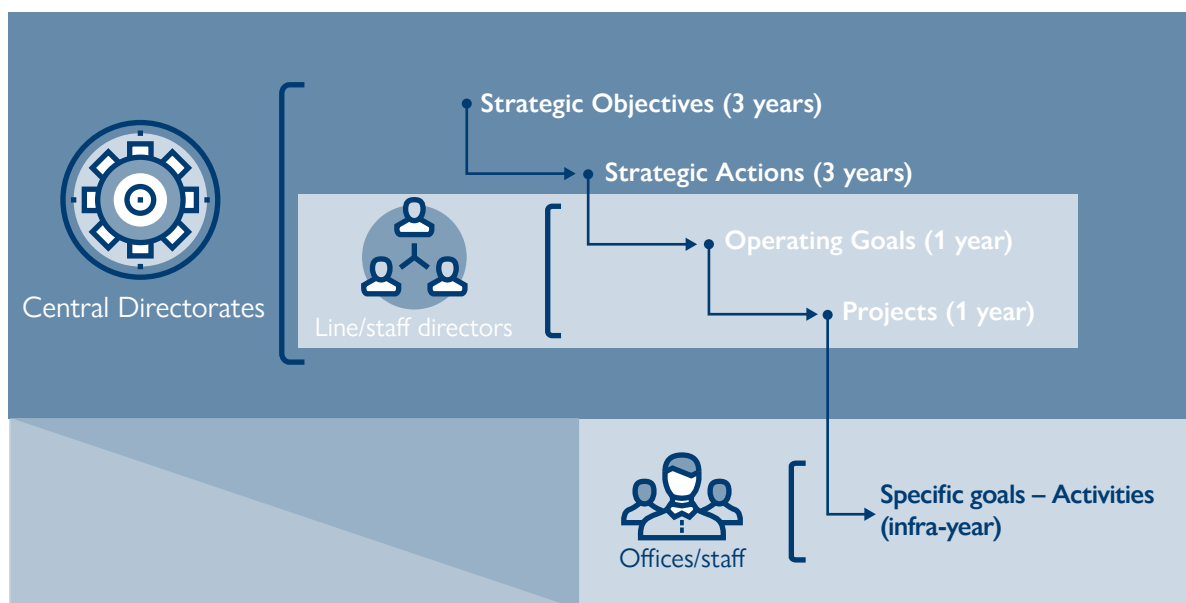
The ENAC Performance Report for 2014, issued in 2015, has been a useful tool to inform the citizens as well as the internal and external stakeholders about the outcomes achieved.

The final 2014 Performance Report has shown a high achievement of the planned goals, in spite of several critical aspects mainly related to the restrictive legislative measures due to the recent financial maneuvers that have affected the Public Administration.

The validation of the Report by the Performance Evaluation Unit has formally closed the 2014 Performance Cycle.

In October, the new 2016 Performance Cycle has started with the carrying out of all those activities aimed at defining and formalizing the 2016-2018 ENAC Performance Plan.

Assignment of objectives model



PREVENTION OF CORRUPTION AND TRANSPARENCY

Regarding the theme of prevention and suppression of corruption and illegality in Public Administration, ENAV has adopted its own Three-Year Anti-Corruption Plan (PTPC) 2015-2017. The plan has been devised by the Responsible for the prevention of corruption (RPC) along with the Responsible of Transparency (RT), the Directors and the multidisciplinary Team that support the activities aimed at the prevention of corruption.

The Plan is set in line with the indications contained in the National Anti-Corruption Plan (PNA) approved by the National Anti-Corruption Authority (ANAC). PTPC is a three-year programmatic document, directly linked to the Performance Plan that defines the strategy adopted by ENAC relative to corruption prevention.

Directors, professional staff as well as non-executive personnel are assigned to the fulfilment of the objectives of corruption prevention and transparency. These goals are also assessed and evaluated in terms of both individual and organisational performance.

In compliance with the obligations of public spending restraints, PTPC is implemented through the ENAC human and instrumental resources. The plan is updated annually depending on the monitoring results obtained by RPC.

Starting from the definition of corruption and risk, through the context analysis and the monitoring results of the previous year, ENAC processes (institutional, support, management and supervising processes) are evaluated based on the criteria of output relevance for the users and discretion in the actions and, therefore, they are classified according to the different level of risk detected.

The high-risk processes are, then, classified in risk areas and sub-areas and further analyzed based on the strong likelihood that corruptive acts can occur and considering the economic, organisational and reputational impact ("real" risk) on a potential corruptive event. The analysis can identify common mandatory and cross-sectional measures suitable to minimize the risk.

In 2015, the Organisation has implemented some measures designed to reduce the risk, such as training activities on ethical and legality matters.

Moreover, the Organisation has adopted an organisational model designed to manage conflicting interests; it has collected and verified the declarations of absence of causes for non-conferment/ incompatibility concerning the Organs, the executive staff and the non-executive staff. It has implemented a Pact of Integrity and studies for the planning and in-house implementation of IT procedures to collect and report illegal activities (whistleblowing), conforming to the ANAC prescriptions (Law no. 6 dated 28 April 2015).

In the last months of the year, following the approval of the 2015 PNA upgrade, the organisation processes have been reassessed in view of the results of the monitoring activity led by the Directors.

Moreover, the high-risk processes have been assessed in each stage in order to better identify and define accountabilities and time implementation of the mandatory measures and of those that may be taken. It follows that various measures have been carefully planned and implemented both in terms of containment of risk and in terms of organisational and economic sustainability.

Transparency

Regarding transparency, meant as unrestricted access to information about both the organisation and the activities of Public Administrations, ENAC has adopted the Three - Year Program for Transparency and Integrity 2015-2017 (PTTI). The responsible of Transparency provides for the updating of PTTI, oversees the publication requirements ensuring accurate, clear and up-to-date information as well as a regular execution of the civil access. The political responsibility of the social report is taken over by the Board in accordance with the strategic goals of transparency. On the other hand, the Independent Performance Evaluation Unit (OIV) takes over the technical responsibility of the social report.

Specific actions in 2015

- Implementation of data, information and documentation publication within the “Amministrazione Trasparente” section in the website.
- Planning of new automation systems for data production and publication.
- Implementation of types of communication and information through the development of the interaction between citizens and website.
- Client satisfaction survey through questionnaires in order to focus on the information needs of internal and external Stakeholders.
- Use of ENAC communication channel, EnacChannel, on You Tube platform to develop a greater and more effective disclosure of transparency issues.
- Internal training addressed to employees on corruption prevention, legality and transparency.
- Organisation of the Transparency Days.

CRISIS MANAGEMENT TEAM

E NAC Crisis Room or Crisis Management Team (CMT), established with DPCM no. 9841 on 19/02/2010, is a structure directly managed by the Director General and aimed at crisis management in coordination with others corresponding public Bodies; it also takes on a leading role if events of major importance and/or severity relating to the air transport sector occur. Its functions are guaranteed 24 hours a day thanks to a computerized system that allows the tracking of the events and communication through the GIS interface (Geographic Information System).

Since 2011, CMT is also member of the European Crisis Coordination Cell (EACCC), an organism established by the European Commission and Eurocontrol to coordinate the management of crisis in the European Air Traffic Management (ATM) network, where the ENAC Team Leader is appointed as State Focal point.

The CMT components are also part of the Go Team; a team selected from ENAC staff and adequately trained who take on the responsibility, in case of aircraft accidents, for reaching the involved airport as quickly as possible. They are in close cooperation with the Care Team, a team staffed

by representatives of territorial ENAC, Airport Managing Bodies and representatives of the airline company involved to offer assistance and support to victims and their family members.

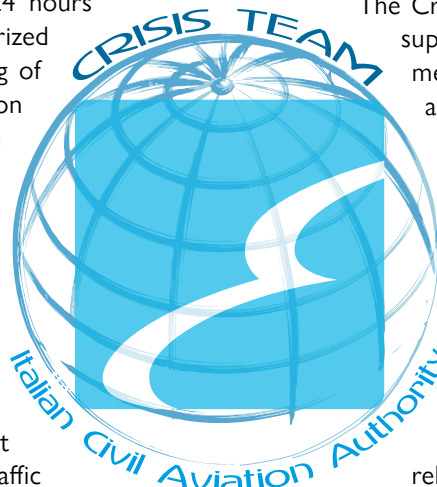
Moreover, the Crisis Management Team help the appointed departments to provide both the media and the citizens/passengers with accurate and direct information, in case of aircraft accidents.

The Crisis Management Team also plays a support role for those Organisation's members who are involved in the active emergency task, in close cooperation with the Heads of Departments, located in the territory.

In addition, as provided by ENAC Circular GEN-05 "Policy on Assistance to Aircraft Accident Victims and their Family", the Organisation has approved a Crisis Manual of the national airlines, verifying the content relative to the assistance.

In February 2015, the Circular GEN-05 has been presented in Montréal at the ICAO High Level Flight Safety Conference and in November at the International High Safety Summit, organised by the Flight Safety Foundation.

Thanks to the Italian efforts on this issue, the regulation related to the policy on the assistance to the victims and their families, is now included in ICAO Annex No. 9.



Main events managed by ENAC CMT in 2015

- Crisis management following terrorist attacks in Paris and increasing of the safety level in the airports
- Crisis related to the flight accident of Germanwings
- Coordination with the Ministry of Health for the diffusion of WHO updating related to Ebola virus emergency.
- Practice training PAV-15 at Roma Fiumicino airport relative to the assistance to the victim's family members in a simulated aircraft accident.
- Monitoring of Etna volcanic activities with the related operations of ENAC Central Directorates involved.
- Monitoring, in cooperation with the Civil Protection, of the airport emergency plans in case of eruption of Vesuvius, Stromboli, Campi Flegrei volcanos.
- Accidents simulation by ENAC Central Directorates.

AIRPORT SERVICE QUALITY AND ENFORCEMENT OF PASSENGER'S RIGHTS

ENAC ensures the surveillance and control over both the Passenger's rights and the adequacy and quality of services provided by national Airport Managing Bodies through a continuing commitment to the monitoring process and a regular control over all the activities related to their full implementation.

The quality of airport services

The quality of airport services represents the core business of the Charter of Airport Standard Services. Not surprisingly, in fact, the ENAC regulatory cycle

regarding this issue aims at achieving a "continuous improvement" that, starting from the Air Navigation Code Review, then passing through the Stopover Regulation to the Planning Agreement signed between ENAC and the Airport Managing Bodies, is considered the main goal to pursue. This goal is seen as not only a clear mandate related to the Passenger - according to the user-centered approach in the air transport - sector but it is also an essential prerequisite to obtain those awards included in the Quality Plan within the Program Contract.

Planning Agreement and Plan of Quality

Art. 1, paragr. 11, of L.D. no. 133/2014 (the so called "Sblocca Italia") has provided that "to allow the kick-off of the investments at national airports according to the art. 698 of the Air Navigation Code, Planning Agreements have been approved and signed by ENAC and the national Airport Managing Bodies, with a decree of the Ministry of Infrastructure and Transport. In particular, ENAC shall carry out an inquest on the following topics: infrastructural, environmental and quality of service sections.

The Planning Agreement has been recognized as the most suitable juridical tool to achieve coherence between the tariff plan and the obligations, borne by the concession-holding airport company, for funding and, thus, the airport infrastructure enhancement. In fact, it is provided an annual feedback with a mechanism of awards/penalties up to 0,6% of the regulated revenues, in case the values of quality/environmental protection, agreed upon with ENAC, are calculated above/under the range of tolerance.

ENAC guidelines on the development of the Quality Plan, included in the Planning Agreement, have established that analytical indicators, chosen among those measurable quantitatively, have to be privileged. Thus, the Airport Managing Bodies can exert an effective control over the program progress, giving priority to indicators that show "services provided" rather than to indicators that show "perceived quality" (as measured by a survey).

In the Quality Plan, moreover, it is mandatory to include at least two indicators, representatives of the quality of service provided to Passengers with disabilities or reduced mobility (PRM).

The total number of Quality indicators to be part of the Plan depends on the quantity of traffic managed by each airport.

The selection of the indicators, in relation to the reported traffic on the airport concerned, is made

Airport with annual traffic
> 5 million no. indicators 12

Airport with annual traffic
between 3 and 5 million no. indicators 10

Airport with annual traffic
< 3 million no. indicators 8



within a set of 18 Quality indicators, of which 7 dedicated to PRM. The core parameters, essential for the passenger satisfaction are mandatory included again. They are: "timing of luggage delivery", "Waiting times at security checkpoints", "Restroom cleanliness Perception", "Queuing times at check-in".

In 2015, 14 Airport Managing Bodies have had their Quality Plans approved.

Monitoring process of airport service level 2014 - 2015

| | Timing of luggage delivery (first and last baggage) | | | | Waiting times for the disembarkation of the first passenger and first PRM passenger* | | | | Waiting times at security checkpoints | |
|---------------|-----------------------------------------------------|-------|-------|-------|--------------------------------------------------------------------------------------|-----------|-----------|-----------|---------------------------------------|-------|
| | 2014 | | 2015 | | 2014 | | 2015 | | 2014 | 2015 |
| | First | Last | First | Last | First Pas | First PRM | First Pas | First PRM | | |
| Alghero | 16 | 21 | 15 | 22 | - | - | 3 | 5,58 | 7 | 5 |
| Ancona | 13 | 19 | 18,02 | 24,2 | - | - | 4,03 | 5 | 8 | 6,59 |
| Bari | 19,4 | 26,07 | 20,56 | 27,22 | - | - | 4 | 4,52 | 5,24 | 4,36 |
| Bergamo | 24 | 33 | 22 | 29 | - | - | 2,55 | 0,08 | 13,45 | 11,52 |
| Bologna | 22,18 | 29,3 | 23 | 31 | - | - | 4,26 | 3,42 | 6,29 | 6,23 |
| Brindisi | 14,4 | 21,33 | 16,02 | 23,17 | - | - | 4,03 | 4,48 | 4,51 | 6,04 |
| Cagliari | 16,4 | 21,1 | 22,55 | 30,1 | - | - | 4,21 | 4,57 | 3,3 | 4,28 |
| Catania | 24 | 34 | 25 | 35 | - | - | 2,3 | 9 | 13 | 9 |
| Ciampino | 20,23 | 25,11 | 20,57 | 26,14 | - | - | 4,28 | 3,01 | 7,57 | 5,36 |
| Firenze | 29,41 | 34,22 | 22,44 | 26,53 | - | - | 6,57 | 4,41 | 3,32 | 4,24 |
| Fiumicino | 30,39 | 40,05 | 30,16 | 39,17 | - | - | 4,57 | 3,19 | 5,25 | 6,15 |
| Genova | 16,39 | 21,08 | 20,07 | 26,16 | - | - | 6,34 | 1,51 | 5,54 | 7,39 |
| Lamezia Terme | 18 | 27 | 18 | 27 | - | - | 3,41 | 3,39 | 5,01 | 4,28 |
| Linate | 17,02 | 24,16 | 17 | 24 | - | - | 2 | 5 | 7,49 | 8,53 |
| Malpensa | 24,21 | 29,58 | 23 | 36 | - | - | 4 | 8 | 8,39 | 6,28 |
| Napoli | 24 | 32 | 29 | 37 | - | - | 5,18 | 4,53 | 6 | 6 |
| Olbia | 20,54 | 30,13 | 19 | 30 | - | - | 2,57 | 2,19 | 2,18 | 3,21 |
| Palermo | 20,23 | 27,35 | 22,58 | 30,34 | - | - | 3,1 | 4,36 | 4,32 | 5,15 |
| Pescara | 8 | 18 | 10 | 14 | - | - | 2 | 15 | 6 | 6 |
| Pisa | 19 | 24 | 20,5 | 26,42 | - | - | 5,53 | 9 | 5 | 5,19 |
| R. Calabria | 5 | 13 | 6 | 17 | - | - | 1 | 2 | 17 | 21 |
| Torino | 18,16 | 23,37 | 16,49 | 21,13 | - | - | 3,4 | 5,28 | 9,41 | 9,17 |
| Trapani | 20,27 | 24,54 | 14,48 | 19,02 | - | - | 2,46 | 3,12 | 9,54 | 12,31 |
| Treviso | 15 | 22 | 15 | 22 | - | - | 1,11 | 13 | 7,28 | 9,58 |
| Trieste | 13,41 | 19,01 | 14,52 | 19,47 | - | - | 4,19 | 1,2 | 3,27 | 5 |
| Venezia | 19 | 28 | 7,32 | 10,28 | - | - | 2,37 | 6 | 11,03 | 11,49 |
| Verona | 21 | 32 | 20,3 | 30,08 | - | - | 3,05 | 6,25 | 7,15 | 6,59 |

| | Restroom cleanliness Perception | | Overall Comfort Perception* | | Interior Signage Perception: clarity, intelligibility, efficacy* | | Staff Professionality Perception* | | Queuing times at check-in | |
|---------------|---------------------------------|-------|-----------------------------|-------|------------------------------------------------------------------|-------|-----------------------------------|-------|---------------------------|-------|
| | 2014 | 2015 | 2014 | 2015 | 2014 | 2015 | 2014 | 2015 | 2014 | 2015 |
| Alghero | 86,4 | 87 | - | 97 | - | 96 | - | 99 | 15 | 13 |
| Ancona | 85 | 48,4 | - | 90,1 | - | 97,5 | - | 99,2 | 6 | 9,21 |
| Bari | 88,85 | 88,15 | - | 95,44 | - | 90,9 | - | 91,62 | 12,5 | 11,52 |
| Bergamo | 87,6 | 88,9 | - | 98,7 | - | 94,1 | - | 96,9 | 11,4 | 10,4 |
| Bologna | 84 | 95,4 | - | 98,6 | - | 97,1 | - | 97,9 | 14,26 | 14,27 |
| Brindisi | 91,5 | 88,89 | - | 94,89 | - | 98,86 | - | 91,78 | 10,36 | 12,29 |
| Cagliari | 93,9 | 93,9 | - | 97,9 | - | 98,1 | - | 97,7 | 5,05 | 5,01 |
| Catania | 70,9 | 75 | - | 93 | - | 95 | - | 95 | 19 | 10,33 |
| Ciampino | 76,3 | 79,5 | - | 75,8 | - | 85,7 | - | 84,4 | 17,27 | 19,35 |
| Firenze | 95,33 | 97 | - | 89 | - | 99 | - | 98 | 9,53 | 11,02 |
| Fiumicino | 84,8 | 85,6 | - | 89,3 | - | 86,9 | - | 83,7 | 15,24 | 11,11 |
| Genova | 81,9 | 91,6 | - | 92,3 | - | 94,7 | - | 97,6 | 12,33 | 15,28 |
| Lamezia Terme | 80 | 89 | - | 97 | - | 96 | - | 98 | 18,54 | 10,04 |
| Linate | 89,2 | 93,3 | - | 94,9 | - | 97 | - | 98,3 | 4,57 | 6,5 |
| Malpensa | 91,3 | 94,7 | - | 97,7 | - | 97,1 | - | 95 | 17,01 | 20,53 |
| Napoli | 95,3 | 95,9 | - | 97,6 | - | 99,2 | - | 96 | 20,2 | 21,2 |
| Olbia | 89,7 | 94,6 | - | 97,5 | - | 97,5 | - | 99 | 4,41 | 11,21 |
| Palermo | 85 | 92,3 | - | 93,1 | - | 92,1 | - | 93,7 | 11,12 | 12,14 |
| Pescara | 95 | 92 | - | 93 | - | 93 | - | 92 | 8 | 6 |
| Pisa | 93 | 89,9 | - | 97,9 | - | 93,4 | - | 97,5 | 5 | 7,2 |
| R. Calabria | 91 | 92,7 | - | 89 | - | 94,7 | - | 96,6 | 10,05 | 10 |
| Torino | 77,7 | 89,86 | - | 99,43 | - | 97,35 | - | 98,24 | 9,39 | 5,03 |
| Trapani | 72,8 | 80,9 | - | 91,9 | - | 95,5 | - | 96,2 | 11,59 | 15,25 |
| Treviso | 92,2 | 92,5 | - | 88,9 | - | 91,3 | - | 91,5 | 9,09 | 9,59 |
| Trieste | 93,2 | 92 | - | 93,4 | - | 97 | - | 98,1 | 5,56 | 10,58 |
| Venezia | 95,47 | 94,8 | - | 92,31 | - | 91,49 | - | 97,87 | 13,44 | 11,19 |
| Verona | 89,8 | 91,1 | - | 91,4 | - | 93,7 | - | 98,2 | 17,42 | 18,08 |

The value of the markers depends on the level of quality of services provided and may vary due to exogenous factors such as the increase in passenger traffic, retrofitting infrastructure, new security measures or strengthen the measures already in place.

* New indicator as provided by the ENAC circulars: GEN 06 31/10/14 and GEN 02A 19/12/2014

Legenda

Timing of luggage delivery (first and last luggage): the indicator shows the average time in minutes, for the delivery of the first and last baggage since the block on of the aircraft.

Waiting times for the disembarkation of the first passenger and first PRM passenger: first passenger, the indicator shows the amount of time in minutes from the moment of the arriving aircraft block on to the moment the first passenger leaves the aircraft. First passenger PRM, the indicator shows the amount of time in minutes from the moment of first passenger disembarkation to the moment of first PRM disembarkation.

Waiting times at security checkpoints: the indicator shows the amount of time in minutes from the moment a passenger join the queue to the placement of hand baggage on a conveyor belt for screening monitoring at the boarding areas.

Restroom cleanliness perception: the indicator shows the satisfaction level of passengers regarding location, management and cleanliness of restroom facilities at the airport.

Overall comfort perception: the indicator shows the satisfaction level of passengers regarding the overall airport comfort. Interior Signage Perception: clarity, intelligibility and efficacy: the indicator shows the satisfaction level of passengers regarding the clarity, intelligibility and efficacy of the interior signage.

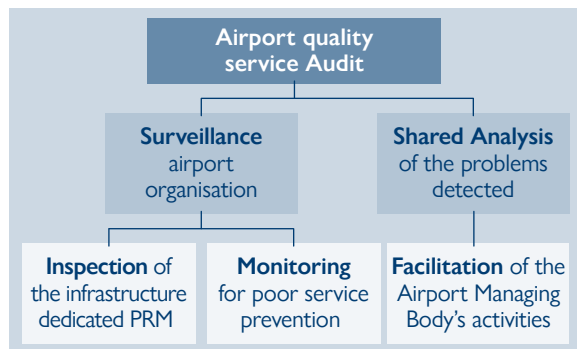
Staff professionalism perception: the indicator shows the overall satisfaction level of passengers regarding the professionalism of airport staff (info point, security).

Queuing times at check-in: the indicator shows the waiting times in minutes from the moment a passenger joins the queue to the arrival at the registration desk.

Audit

ENAC carries out an activity of audit in the matter of services offered to passengers by Airport Managing Bodies. Internal auditors who have the qualification of External Auditor UNI ISO 9001 conduct the audits; when planning the activity they take into account the characteristics of each airport. The processes that can be subject to inspection are: special assistance services, staff training activities, operational and organisational procedures and inspection of airport infrastructures, such as loges paths, reserved parking spaces. The objective of the audits is also to facilitate the airport managers in identifying, preventing and/or solving any critical factors emerged during the auditing process.

Until now, the Airport Managing Bodies who have been subject to audit are those of Bergamo, Trapani, Genova and Venezia airports.



Passenger's rights

Reg. (EC) no. 261/2004

Acting as an Organisation responsible of Passenger's rights for enforcement in case of denied boarding, cancelled flights or prolonged delays, following a passenger complaint, ENAC shall make inspections to ascertain possible violations: should that be the case a sanction can be imposed and ENAC shall provide monitoring of services quality offered to users. ENAC interventions, in fact, are designed neither to meet the passengers' claim for damages nor to provide legal assistance nor consulting services.

The process to ascertain a possible breach of the Regulation carried out after inspections and/or passengers' complaints officially or following complaints, consists in acquiring information, conducting inspections, carrying out research in order to verify and document any infringement. The Airport Departments, where the flight disruption occurs, has the task to manage the complaint: in case of found infringement. At the end of the ascertainment, the final assessment of the event will be communicated to the passengers for transparency.

Sanctions Reg. (EC) no. 261/2004

| | 2013 | 2014 | 2015 | TOTAL |
|---------------|-------------|--------------|-------------|--------------|
| Amount | € 46.389,47 | € 124.942,80 | € 50.817,62 | € 222.149,89 |
| No. sanctions | 53 | 54 | 40 | 147 |

Alternative Dispute Resolution (ADR)

With the d.lgs. no. 130/2015, Italy has adopted and implemented the Directive 2013/11/EU on the Alternative Dispute Resolution for Consumer, that has the objective of easing consumers in dealing with their complaints against companies or traders through entities that offer independent, fair, transparent, effective, quick and just resolution procedures, in case of disagreement between the parties. The Directive offers an alternative to court action in terms of both timeliness and costs. Italy has implemented the Directive adapting it to various ADR procedures that are already within the Italian legislation (Joint Conciliation).

The use of ADR tool in the EU Single Market ensures the resolution of problems that arise from commercial relationships established with individuals residents both in their own country and in another Member States through the intervention of independent and competent third parties. When one of the two disputing parties notify the will to access to the ADR procedures to resolve the dispute, he must provide the request with detailed information, giving documentary evidence.

Moreover, it is expected the creation of a working table at the Ministry of Economic Development composed of a representative for each competent Authority, whose recognition is established in the EU Directive (ENAC is representative of air passenger's right).

Rights of passengers with disability or reduced mobility (PRM)

In order to ensure that air transport be used without any discriminations and without additional charge, the European Union has established common regulations that take into account the assistance to PRMs in all the airports of Member States in order to meet their particular needs. Special assistance, however, should be requested beforehand to allow all parties involved to organise the services.

Autism: traveling through the airport

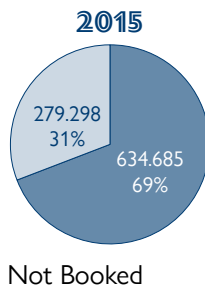
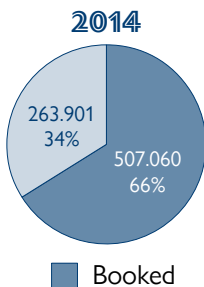
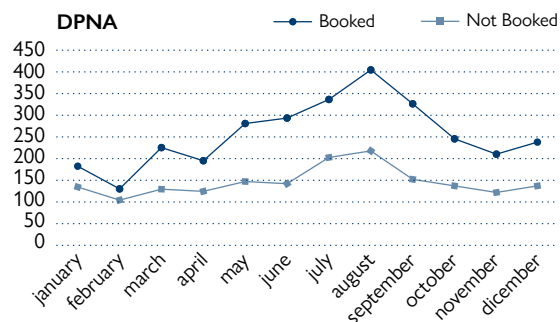
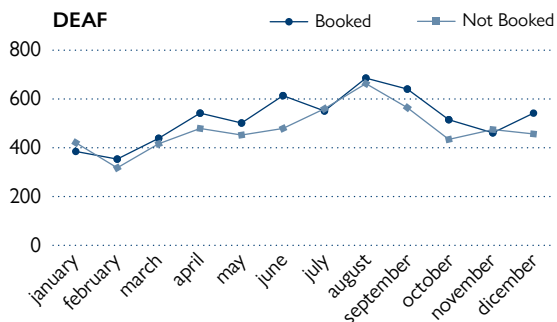
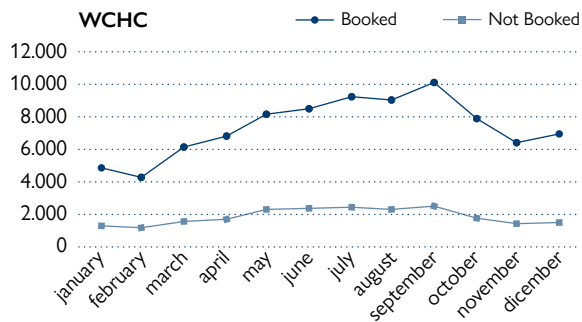
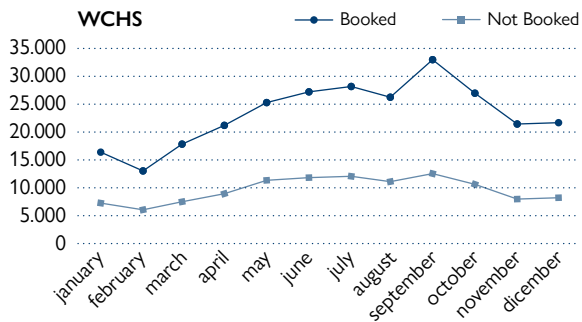
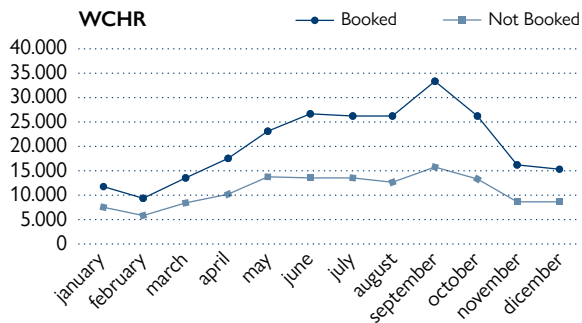
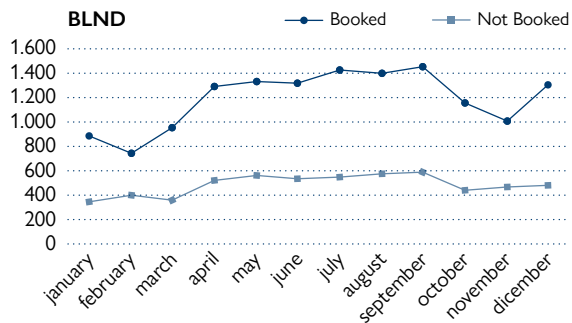
ENAC, in collaboration with Assaeroporti and Puglia's Airport Managing Body, has set up the project "Autism - Traveling through the airport" that, launched as a pilot project at the airport of Bari, will be extended to other domestic airports.

ENAC, confirming itself as one of the first authority of civil aviation in Europe to launch a project for people with autism, has the aim to offer some clear recommendations in order to help children and adults with autism become comfortable with flying. The project, in fact, allows them to visit the airport before the actual trip, through various travel processes, identified along with the Airport Managing Bodies.

The guidelines have been drawn up in partnership with some associations to produce informative leaflets, sections on the websites where managers, interested in social history, easily and directly can tell them each part of the airport experience through texts, pictures, and music.

| PASSENGERS' COMPLAINTS REG. (EC) NO. 261/2004 | 2013 | 2014 | 2015 |
|--------------------------------------------------|--------------|--------------|--------------|
| Denied boarding (art.4) | 226 | 255 | 282 |
| Flight cancellation (art. 5) | 809 | 1.413 | 1.549 |
| Flight delay (art.6) | 2.076 | 2.935 | 3.745 |
| Missed information on passenger rights | 57 | 67 | 90 |
| TOTAL | 3.168 | 4.670 | 5.666 |

Assistance to PRM 2015



Legenda

BLND: Blind or low vision passengers.

WCHR: Passengers with a walking disability who can manage steps and can move unaided.

WCHS: Passengers with a severe walking disability who cannot manage steps but do not need assistance in the cabin.

WCHC: Passengers who are unable to walk and cannot move unaided. They need total assistance.

DEAF: Passengers who are hearing-impaired.

DPNA: Passengers with intellectual and behavioral disabilities.

COMMUNICATION AND INFORMATION

RELATIONS WITH SERVICE USERS

Service to users, guided by principles of care, attention, access, transparency and communication, is constantly guaranteed by ENAC. The management of resources and tools to carry out its specific activities is tailored to strengthen the relationship between the Body and the target audience.

On the institutional website www.enac.gov.it, the references to the Directorate General Staff and the regional offices are accessible to the public. Online entries provide information on general issues as well as information on the following issues: Rights of Passengers, Flight Crew, Maintenance Employees, Air Traffic Controllers, Aviation Medicine, Flight Crew Registry, National Aircraft Registry, Air Navigation Obstacles and Dangers, Remotely Piloted Aircraft System (RPAS).

CHARTER OF SERVICES

ENAC's Charter of Airport Standard Service is an informative tool with the aim of guiding the users within the network of services offered to inform about the quality standards that ENAC is committed to respecting. In 2015, the activities focused on monitoring the planned quality standards compared to the values measured in the reference year. The indicators relative to each service have been defined according to three different quality types: Accessibility, Timeliness and Transparency.

ENAC EVENTS

ENAC manages and organizes institutional events in order to promote and develop a growing civil aviation culture. Most of them, aimed at national and international stakeholders, take place in Rome and deal with sector-related issues. In 2015, more than 40 significant seminars, workshops and conferences were arranged at the Headquarters with its conference room where about 100 participants can be hosted.

TOLL-FREE NUMBER

The ENAC Green Number, 800 898 121, is one of the channel through which ENAC directly responds to the user questions concerning the air transport. In particular, ENAC provides information concerning the passengers' rights in case of disruption, the national and international airline companies operating in Italy, the Community Black List, the system and the regulation of safety control. The service, through only internal resources centrally coordinated, helps to address the need of professionalism and knowledge of a highly complex sector like civil aviation. In 2015, the ENAC toll-free number managed about 8.000 calls.

Numero Verde

800-898121

WEBSITE

ENAC website, www.enac.gov.it, has been planned with the aim of enhancing the knowledge of the most important civil aviation issues as well as the satisfaction of citizens. It is an essential information and communication tool for ENAC. Launched in full accordance with the requirements established by l. no. 4/2004 for the accessibility to web tools by people with disabilities, it has been included among the government websites. The organisational structure of the portal is created with large content areas of the main activities relating to the institutional mandate. Moreover, a large and detailed section dedicated to "Transparent Administration" is, also, easily available; here ENAC communicates its actions responding to the demands for transparency and integrity within the P.A. The website has also a section dedicated to Open Data, a large data collection openly available that can be freely re-used. In 2015, 2.000 updates were included in the website.

www.enac.gov.it

EnacCHANNEL

EnacCHANNEL program on YouTube has been designed to disclose as much direct and effective information as possible and to raise awareness of the functioning of such a considerable sector as that of the air transport. In 2015, EnacCHANNEL recorded the activities of the Body with the broadcasting of 24 institutional videos, such as current news, debates and interviews to top managers and managers. The most significant videos of those drawn from the radio and television press review are also available on the channel. During the year, EnacCHANNEL has also broadcast live streaming events meetings and workshops arranged by ENAC.



ACTIVITY OF PARLIAMENTARY INSPECTION SYNDICATE

In 2015, the Body provided audit to the acts of parliament inspection syndicate for a total of 112 responses and 24 updates. The issues addressed regarded, above all, the sector of air transport and airports.

INSTITUTIONAL COMMUNICATION CAMPAIGN

In 2015, ENAC promoted institutional initiatives regarding the rights of passengers in various Italian airport in close cooperation with the stakeholders; it has also implemented the familiarization campaign in the airport environment in favor of autistic people "Autism travelling through the airport".

PRESS RELEASE

Writing and sending out press releases represents one of the key elements in the information program of ENAC. Others activities that cover this sector are, for example: management of press relations, protection of information about ENAC matters, arrangement of interviews, conferences, meetings and press events as well as collecting material intended for the journalists. Through press releases, ENAC has provided media and citizens with timely information regarding the main activities peculiar to its institutional mandate. In addition to being issued to the media, press releases are also live on the website, where it is possible to look at those issued in the previous years, starting from 2001. In 2015, 171 press releases were issued.

RAI ISORADIO RADIO CONNECTION

ENAC, with the assistance of the management companies of the airports concerned, cooperates with Isoradio, a Rai service (FM103.3) that broadcasts news and information to those who are travelling. Through an afternoon connection, ENAC offers the most relevant information regarding airport operations, air traffic forecasts and significant events occurred or easy to foresee during the day, practical advice and sector strikes. In 2015, the information broadcast have been 249.



LIBRARY

ENAC library, with its bibliographic heritage of about 10.000 documents related to foreign and Italian literature in the field of civil aviation, represents a constant point of reference for students and researchers. The library offers on-site and off-site information services and research using both online catalogues and catalogues from other national or foreign libraries, accessible through national and international OPAC

PATRONAGE

ENAC provides its sponsorship, under any financial obligation, to cultural, scientific educational and sporting initiatives aimed at promoting and developing the aviation culture. During 2015, ENAC has supported 23 projects.

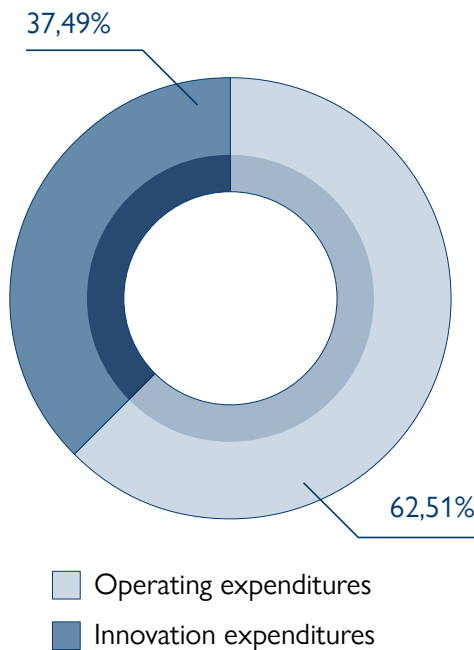
TECHNICAL INNOVATION

The institutional environment where the Authority performs its activities requires a constant innovation in infrastructure and IT sectors to support the technical and administrative processes.

The themes of the European and Italian Digital Agenda are put into effect by ENAC through its strategic projects designed to enhance the quality and the effectiveness of the services provided to both citizens and aeronautical organisations.

The analysis of the economic data related to financial investments has revealed that in 2015 innovation expenditures - operating expenses ratio is 37,49%. Moreover, according to 2016 planning, the value for the same indicator is expected to be 43%.

2015 Expenditures and investments



In 2015, the most important implementations in terms of technological innovation have been:

- Smart working that, through virtual workplaces, allow ENAC employees to access internal network computer systems and services when working away from their workplace with the use of different types of computing devices (mobile or fixed, personal or company's computing devices);

- Digital signature and dematerialization, with digital accounting (electronic invoices, liabilities, settlements and mandates), electronic document management for the issue outgoing dispositions (use of digital signature to sign and register the document and PEC transmission);
- Online payments for all types of institutional services that ENAC Tariff Regulation has established as fixed amount;
- In cloud services that provides ENAC employees with personal productivity tools (diaries, documents, spreadsheets), remote collaboration tools (shared folders, audio and video conference) that can be used with any type of mobile or fixed device and an internet connection other than the company.

Moreover, in terms of Digital Agenda two important agreements have been signed with others Public Entities on developing innovative services regarding:

- “Nodo dei Pagamenti PagoPA” that allows citizens and businesses to make payments to Public Administration through payment channels, such as credit cards, home banking, etc.;
- Online document storage.

Finally, ENAC has also fostered developments in the following institutional strategic areas:

- Enterprise Aviation Processing that plans for an integrated information system to manage licensing activities and aircraft control and certifications;
- Safety Mandatory Occurrence Reporting, where the eE-MOR computer system oversees mandatory reporting related to aviation safety;
- Crisis Room, that is supported by the Territorial Information System for USCGIS decision-making processes, the system for availability management and infrastructure-risk management;
- Airport Intervention Monitoring System, a system that enables airport managers to communicate the data related to the airport investments as well as ENAC to control them.

LEGAL ACTIVITY

In 2015, ENAC advisory, judicial and extra-judicial activities involved both its own domain and that common to P.A.

Among the most relevant airport-related legal issues (ICAO Annex 14), it can be highlighted legal issues with the local Public Authorities regarding the restrictions on private property for the safeguard and safety of the communities living around the airdromes, object under scrutiny by the Council of State. As a matter of fact, identifying the zones to be subjected to restrictions in areas close to airports (ex-art. 707 Air Navigation Code), according to the Rules for Construction and Operation of Airports, ENAC has extended the c.d. protection zones within the runway. The limitations imposed on local governments and municipalities stem from the implementation of risk management plans, which are applicable to any new facilities and activities to be set up in the areas around the airport. They also aimed at reducing the risk associated with air traffic by limiting human presence and identifying activities that are not compatible with airports on the grounds because of potential far-reaching accident consequences. These kind of limitations have determined the need for the aforementioned entities of abiding by ENAC regulations concerning urban planning.

Furthermore, it is to be highlighted the legal issues concerning the building of flight infrastructures essential for ensuring both the removal of operational bottlenecks due to the current airport assets and the development of the airports in line with the EU Framework on TEN-T networks (Reg. EU no. 1315/2013) and the National Airport Plan, adopted with d.P.R. no. 201/2015.

The judicial activity has also regarded the provision of access limitation to ground handling service suppliers, adopted by ENAC according to d.lgs. no. 18/1999, to comply with the requirements of the Directive no. 96/97 CE on access to the ground handling services market in Community airports and implementing the ENAC regulation "Certification of Ground handling Service Providers" in the interests of safety of airport activities to be carried out at a specific individual airport airside. The provision has also opened up to competition, providing for tender notices in order to identify suppliers and airlines in self-handling and time limit for services supply, according to art. 11 d. lgs no. 18/1999. The provision, contested by some handlers and by the "Associazione Nazionale vettori e operatori del trasporto aereo", as well as the outcome of the competition performed in 2015, is currently under judgement.

In 2015, given the entry in force of ENAC Regulation "Concession of State - owned Airports for general aviation" since 24th November 2014, the controversy over the procedure adopted by ENAC for granting the concession (to sector operators) of civil aviation state property, assigned for free use to ENAC ex art. 693 Air Navigation Code, has continued. Another controversy has continued over the definition relative to fees with regard to associations and nonprofit organisations engaged in sports and teaching activities, such as Amateurish Sports Associations and Air Club. The administrative court has confirmed the validity of the actions of ENAC, which calls for public tender procedures based on the principle of publicity, transparency, rotation, equal treatment and non-discrimination, in light of the national and EU legislation on the subject.

Appeals against temporary and seasonal authorizations, issued by ENAC in favor of the emirates airlines, to operate under rights Fifth Freedom, related to the boarding and landing of passengers and freight on routes already assigned. However, the Council of State has already recognized the ENAC power to grant entitlements in addition to those provided for so called the simplified agreements (signed by the different international aviation Authorities), in the form of extra-bilateral concession.

In 2015, ENAC has prepared its defense in proceedings concerning the objection to 145 injunctions /ordinances adopted towards an air carrier that failed to assist passengers of cancelled flights following the closure of airspace over many European countries because of the volcanic ash cloud from the eruption of Eyjafjoll volcano in Iceland. As stated by the EU Court of Justice, such situation led to an extraordinary circumstance according to Reg. (EC) no. 261/2004; nevertheless, the obligations for assistance to passengers are upheld by air carriers, according to 5 and 9 art. of the Regulation.

Finally, ENAC has been involved in expressing both internal and ad hoc opinion, in favor of the Avvocatura Generale dello Stato, summoned to represent the Italian State before the EU Court of Justice on numerous preliminary ruling proceedings, raised by other Member States' judges, concerning the interpretation of the Regulation (EC) no. 261/2004. The regulation has been drawn up for ensuring a high level of protection for passengers involved in any air transport trouble and inconvenience. It provides for a standardized obligation of free of charge assistance to all the passengers involved that rests on the operating air carrier.



2 SAFETY

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FLIGHT SAFETY

Safety: the state in which the possibility of harm to persons or of property damage is reduced to, and maintained at or below, an acceptable level through a continuing process of hazard identification and safety risk management.

State Safety Program (SSP)

SSP is the national program that each ICAO Member State has to develop in order to ensure a high level of safety in the civil aviation sector. The Italian SSP is now at its second edition for adjustments to the international legislation in question. It is headed by a High-Level Coordinating Committee under the coordination of the ENAC Director General as Accountable Executive. With the aim of identifying possible solutions for the improvement of SSP, in 2015 ENAC has carried out an in-depth analysis (Gap Analysis), by which it became known that the Italian SSP is one of the most advanced programs in the ICAO list.

Enac safety plan

The Safety Plan, run by a governing body called Safety Board, is a plan of safety actions that ENAC shall implement with the aim of guiding the activities of regulation, certification, supervision and promotion in different institutional fields towards shared and coordinated objectives. The first edition of the ENAC Safety Plan, that covers the four-year period between 2012 and 2015, will be subject to a re-issue in 2016 that, currently under consideration, will comply with the indications given in EPAS (European Plan for Aviation Safety), the Plan published by EASA, which all the aeronautical authorities should comply with. The new edition will be integrated with special safety problems, brought out from the analysis of the reports collected by ENAC with the system of occurrence reporting eE-MOR.

Safety recommendations

In 2015, ENAC and ANSV (National Agency for Accident Investigations), as requested by Reg. (EU) no. 996/2010, signed an agreement that more clearly regulates the relationships between the two entities and establishes new principles of cooperation and exchange of information concerning safety investigations.

Safety recommendations, issued by ANSV, the Italian Entity designed for aircraft accidents

and serious incidents investigation, can be also addressed to the competent aviation authorities, such as ENAC, in order to take measures for the safeguard and the improvement of flight safety.

ENAC evaluates the content of the recommendations and, whether accepted, of corrective actions included in the Follow-up Action on Occurrence Report model and published on the website of the Authority.

Over the year 2015, 6 FACTOR models were issued.

eE-MOR: occurrence reporting and analysis

To collect data on the mandatory reporting, concerning aviation occurrences (accidents and incidents), eE-MOR system (Electronic ENAC Mandatory Occurrence Reporting) is utilized; in 2015, it was subject to changes in order to meet the requirements of the Reg. (EU) no. 376/2014, entered into force on 15th November 2015.

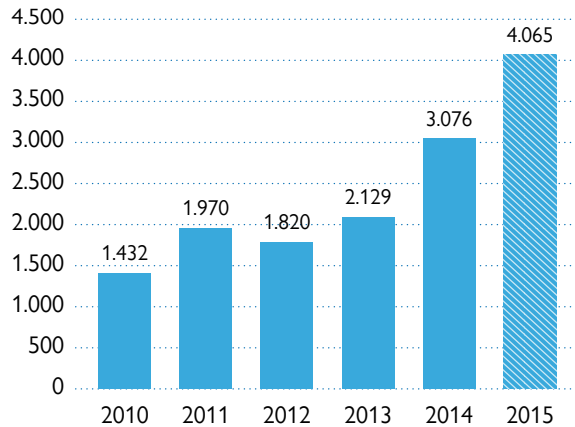
The eE-MOR system, based on a software tool called ECCAIRS of JRC (Joint Research Centre of European Commission), allows the input of safety information directly by the operators thanks to the use of a web-interface (Webdas) that allows transferring all information directly into the national ENAC database. It is one of the most advanced occurrence reporting system at European level.

In 2015, ENAC joined the ECCAIRS Steering Body in order to share its own experience and take part in strategic decisions aimed both at making the ECCAIRS software able to fully meet the requirements of the Reg. (EU) no. 376/2014 and the risk assessment requirements that will become mandatory. In fact, in 2017, new European regulation will introduce the ERCS (European Risk Classification Scheme).

On showing the correct functioning of the eE-MOR system and clarifying the guidelines for the application of the new European regulation, in 2015 ENAC arranged workshops addressed to the concerned users: operators, managers, ANSP,

schools, maintenance workers, aero club, etc. All these activities resulted in a significant increase in the number of the notices as well as in a visible improvement of their quality, for the benefit of the safety analysis.

Reports trend

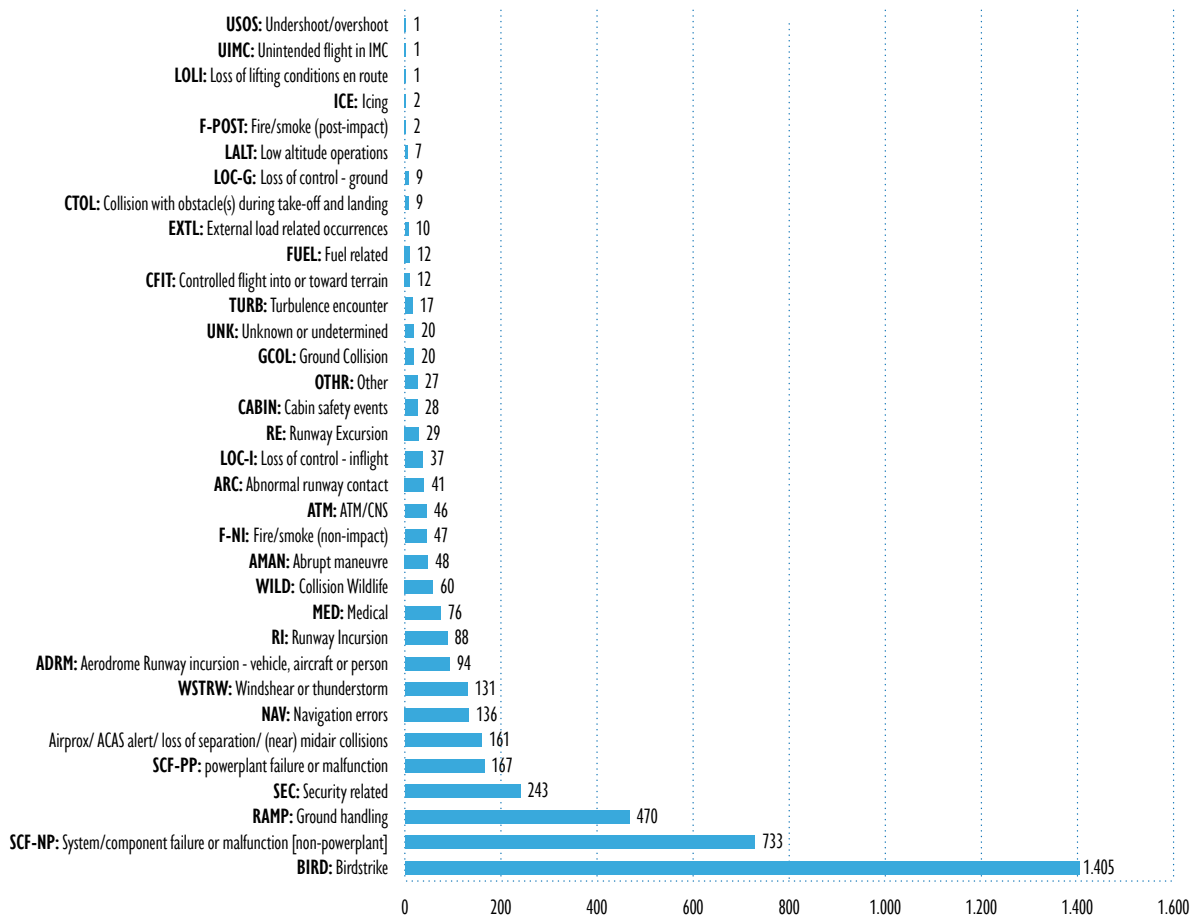


Investigation on parachute accidents

While carrying out investigations concerning parachute accidents and serious incidents, ENAC takes into account the provisions set in ICAO Annex 13 and in the Reg. (EU) no. 996/2010 on the need for prevention of accidents of the same type, without attributing blame or liability.

The investigations aim at identifying accident dynamics, causes and concurrent causes, with the view of collecting new material that may help improve safety in civil aviation. Following the safety investigation, the Final Report analyses each safety problems arisen and submits one or more safety recommendations.

Ee-MOR system - 2015 notices per class of occurrence types



CERTIFICATION AND SURVEILLANCE ACTIVITIES

Activity of product certification

The activities of ENAC certification have the aim of establishing the conformity of aircrafts, their components and systems to the safety requirements set by EU and EASA. To date, EASA is responsible for the certification process regarding aircrafts, engines, propellers and components whereas other aircraft categories laid down in Annex 2 of the Reg. (EU) no. 216/2008 (Basic Regulation) and the airport infrastructures are a national liability. In 2015, ENAC performed activities under EASA direct mandate and activities under its own jurisdiction.

Certification process on behalf of EASA

ENAC has performed activities of certification on behalf of EASA regarding about 550 projects and has issued 139 Technical Visa for the issue of certificates of Approval of change, 4 proposals of Flight Condition Approval and 21 Permits to fly for EASA aircraft. ENAC has also ensured the surveillance for the management of continuing airworthiness of national manufacture products: Agusta Westland (since 2016 Finmeccanica Helicopters Division Spa), Alenia Aermacchi (since 2016 Finmeccanica Aerostructure and Airplane Divisions Spa), Mecaer, Piaggio, Tecnam, Vulcanair and for the products ENAC is responsible for on behalf of EASA, such as Piper PA-60/PA-31, Bombardier CL415, Bellanca Champion 7, Boeing MD 80, DC 8, bell 412, 212 and 206.

With regard to Safety Oversight, ENAC has ensured the surveillance on the industries of national manufacturer of products: Alenia Aermacchi (since 2016 Finmeccanica Aerostructure and Airplane Divisions Spa), Alitalia, Avionica, Diesel Jet, jet Avionics, LEAT, Mecaer, Northern Avionics, OMA SUD, Piaggio, Vulcanair. Moreover, ENAC

has been appointed by Federal Aviation Administration to renew the Special Airworthiness Certificate of Agusta Westland 609.

Regarding the Service Contract signed with EASA, ENAC has performed the activity of certification and surveillance on maintenance and production industries in extra-EU Countries. In particular, ENAC has performed the activity of surveillance (MOA) for these industries already certified: Asia Technical Aviation Services Ltd., Accord - Avia Ltd., ST Aerospace Technologies Co. Ltd., Air - Company Tatarstan, Tulpar Interiors Group LLC, Tulpar Technologies LLC, Beijing Cronda New Technology Co. Ltd., China Air Lines, Tap, Challenge Airport, Goodrich) and POA (Havelsan Hava Elektronik Sanay, Tusas Aerospace Industries and Selex).

In 2015, 49 qualifications for Flight Simulation Training Devices were released.

In the certification programs directly managed by EASA, ENAC has :

- provided experts in Secondment, in particular for the helicopter Agusta AW 169 and 189, SCAC Superjet, Bell 429, P180 Avanti II;
- ensured the surveillance on the management of continuing airworthiness of the aircrafts Airbus 320, SCAC Superjet, P180 Avanti II;
- participated to the activities of MRB Process for the aircraft ATR 42/72;
- provided assistance for the validity of national products and aircrafts of Third Countries.

In 2015, with regard to the activities managed by the Service Contract with EASA, ENAC invoiced 509.000 Euro.

The most relevant activities of certification in 2015

Completed

Activity of Certification

STC complex on MD 80, AVV 109/119

Assistance activity for certification of Foreign

Authorities:

Validity in Ukraina Tecnam P2006T, validity of major changes in various countries, Agusta Westland AVV 139, AVV 109/119, validity in Argentina Tecnam P2006

Ongoing

Engines:

DieselJet TDACR- modification

Aircrafts: APR Aermatica Anteos, APR Galileo Falco, Agusta Westland 109 changes series, Tecnam P2006T and P92 various changes, Vulcanair P68 Changes, AgustaWestland 609, Agusta Westland 149, Agusta Westland 139 new variations, EH101 various changes, STC EASA

Propellers: Propeller GT - Propeller Model TC - GT - 2 - 250 - 210 - FW

* since 2016 Leonardo-Finmeccanica

ENAC area of expertise

| ACTIVITY OF PRODUCTS CERTIFICATION 2015 | |
|------------------------------------------------------------------------------------------------------------------|-----|
| Infrastructures, systems, visual aids and airport radio aids conformity | 33 |
| Infrastructures, systems, visual aids, airport radio aids projects approval and changes surveys | 284 |
| Issuance of aircraft dry-lease authorisations | 46 |
| Issuance of aircraft wet-lease authorisations | 19 |
| Issuance of aircraft export certificates of airworthiness | 60 |
| Design of infrastructures within airports under direct management | 2 |
| Issuance of certificates of airworthiness | 73 |
| Issuance of radio station testing attestations | 169 |
| Issuance of permit to fly for Remotely Piloted Aircrafts (RPAS) | 4 |
| Issuance of permit to fly for aircraft (EASA prototypes) | 21 |
| Issuance of permit to fly for aircraft (Annex II) | 70 |
| Issuance of aircraft export certificates of airworthiness - used aircraft with airworthiness review done by CAMO | 4 |
| Flying permits for amateur aircraft | 52 |
| Flying permits Renewal for amateur aircraft | 8 |
| Flyover authorisations to aircrafts in possession of certification not complying with the ICAO Annex 8 | 67 |
| Re-issuing of flyover authorisation to the Tilt Rotor Bell AgustaWestland 609 helicopter | 4 |
| Issuance of air transport licence | 4 |
| Change of air transport licence | 31 |

Activity related to Remotely Piloted Aircraft System (RPAS)

Over the year 2015, RPAS was a rapidly expanding sector that implied:

- Assessment of 985 “declarations” of RPAS Operators for specific low-risk operations;
- Issuance of 79 authorizations for specific high-risk operations;
- Issuance of 6 Permit to Fly Certificate for RPAS with an operating mass over 25 kg;
- Approval of 37 organisations to conduct RPAS theoretical training;
- Approval of 7 organisations to conduct RPAS practical and theoretical training;
- Regulatory Work for writing the 2 edition of the RPAS Regulation;
- Consulting services;
- Participation to work by ICAO, JARUS and EUROCAE.

Consulting, research and promotion of aviation

- ENAC has taken part in the MIDCASE, INSURE, 2 Desire Research Programme, still underway, as well as in various other sectors, such as composite and nano-structured materials, volcanic emissions, alternative fuels;
- ENAC has provided support to FOCA (Federal Office of Civil Aviation) for the certification of helicopters.

Approval and surveillance activity

The initial approval and continued surveillance activities, aimed at ensuring the fulfillment of national and international regulatory standards, are performed by ENAC in line with the National Oversight Programme. It takes into account the specific nature of the organisations, the complexity of their activities, the results of past oversight and is based on:

- Audits to organisational structures, infrastructures, personnel, equipment, documentation, procedures, processes and products, in order to verify their compliance with the set of certification requirements;
- Inspections, including ramp and unannounced inspections, as appropriate.

| CERTIFIED COMPANIES VALID TO 31/12 | 2013 | 2014 | 2015 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|------|
| Airports | 44 | 46 | 44 |
| POA Production Organisation Approval (Part 21 subpart F) - Production Organisations without certification privilege | 5 | 3 | 3 |
| POA Production Organisation Approval (Part 21 subpart G) - Production Organisations with certification privilege | 45 | 47 | 48 |
| AMO Approved Maintenance Organisation (Part 145) - Maintenance Organisations of aircraft classified as "Large aircraft" or used for Commercial Air Transport and/or their components | 166 | 145 | 151 |
| AMTO Approved Maintenance Training Organisation (Part 147) - Training Organisations for technical personnel operating in maintenance organisations | 12 | 10 | 14 |
| AMO Approved Maintenance Organisation (Part M Subpart G) - Maintenance Organisations of aircraft except those classified as "Large aircraft" or used for Commercial Air Transport and/or components | 48 | 49 | 46 |
| CAMO Continuing Airworthiness Management Organisation (Part M Subpart G) - Organisations for the management of aircraft airworthiness | 168 | 167 | 140 |
| AOC Wing-Fixed/ Helicopter Air Operator Certificate - Air operators performing public transport for passengers/cargo | 88 | 61 | 62 |
| COLA Aerial Work Operator Certificate - Operators performing aerial work, such as crop spraying, aerial displays, aerial surveys, radio measurements | 98 | 78 | 86 |
| FSTD Flight Simulator Training Devices - Training devices for flight personnel | 29 | 33 | 40 |
| Laboratories - Organisations conducting tests/examinations on aircraft, engines, propellers, parts, systems or aerospace materials | 6 | 7 | 7 |
| AeMC Aero Medical Centers for the issuance of psychophysical medical certificate for flight crew and air traffic controllers | 12 | 3 | 3 |
| RO Registered Organisations - Organisations that provide training for private pilots | 84 | 74 | 80 |
| ATO Approved Training Organisation - Organisations conducting approved courses of flight training | - | 53 | 74 |

| APPROVAL AND SURVEILLANCE ACTIVITY - ORGANISATIONS | |
|---------------------------------------------------------------------------|-------|
| Issuance of Air Operator Certification - AOC (Balloons) | 2 |
| Change of Air Operator Certification - AOC (Balloons) | 4 |
| Issuance of Air Operator Certification - AOC Reg. (EU) no. 965/2012 | 5 |
| Change Air Operator Certification - AOC Reg. (EU) no. 965/2012 | 80 |
| Issuance of aerial work operator certification | 1 |
| Change of aerial work operator certification | 78 |
| Issuance of Approved Training Organisation - ATO | 3 |
| Change of Approved Training Organisation - ATO | 50 |
| Issuance of maintenance organisation certification | 5 |
| Change of maintenance organisation certification | 65 |
| Issuance of Production Organisation Approval - POA | 5 |
| Change of Production Organisation Approval - POA | 12 |
| Issuance of aerodromes certification | 2 |
| Changes of aerodromes certification | 11 |
| Issuance of air transport services authorisation for EU/extra EU airlines | 1.525 |
| Issuance of aerial work authorisations for community operators | 17 |

Certifications of ground handling service providers

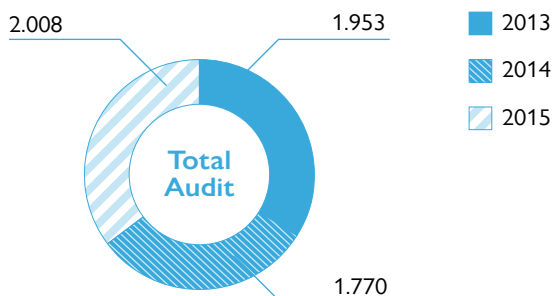
Ground handling services include different operational areas, such as assistance to passengers, baggage, freight and mail, aircraft. Over the 2015, 16 certification of ground handling were issued and 27 were annulled. Up to 31 December 2015, 184 certificates are still valid.

National Aviation Handling Quality Control Team

The National Aviation Handling Quality Control Team, established in 2014, operates with the aim of standardizing the certifications of ground handling service providers throughout the national territory. The Team, made up of eight inspectors, deals exclusively with the renewal of suitability contracts. The various activities are carried out in accordance with what ENAC relevant regulation has established, according to the assessments performed during the three-year certification. It is carried out a surveillance programme that includes periodical inspections and an audit of the full system.

| MAIN ACTIVITIES OF SURVEILLANCE | |
|----------------------------------------------------------------------------------|-----|
| Continuing Airworthiness Management Organisations - no. system audits performed | 382 |
| Continuing Airworthiness Management Organisations - no. product audits performed | 161 |
| Certified airports - no. renewed Airport Certification | 11 |
| Air transport operators - no. renewed Air Operator Certificate (AOC) | 8 |
| Aerial Work Operators - no. renewed Aerial Work Operator Certificates | 17 |
| Approved Training Organisation (ATO) - no. renewed certificates | 8 |
| Maintenance Organisations - no. system audits performed | 322 |
| Maintenance Organisations - no. product audits performed | 153 |
| Production Organisations - no. system audits performed | 70 |
| Production Organisations - no. product audits performed | 117 |
| Maintenance Training Organisation (Part 147) - no. system audits performed | 10 |
| Maintenance Training Organisation (Part 147) - no. product audits performed | 15 |
| CVRP - no. system audits performed | 13 |
| CVPR - no. product audits performed | 1 |
| Air Transport Service Licence - no. verifications performed | 170 |

Activity of surveillance and audit 2013-2015



AIRPORT INSPECTIONS CONDUCTED IN 2015

| | |
|------------------------------------------------------------|-------|
| Flight Safety | 2.203 |
| Aerodrome Safety | 1.004 |
| Handling | 1.235 |
| Security | 1.397 |
| Security (National Aviation Security Quality Control Team) | 34 |
| Handling (National Aviation Handling Quality Control Team) | 22 |
| Charter of Rights and Quality of Service | 2.487 |

Delegation of surveillance

On the implementation of ICAO Convention art.83 bis, the bilateral agreement with Slovenia for the transfer of surveillance responsibilities for the operations of leased aircraft (airworthiness, maintenance, flight crew licences and flight operations) has been concluded.

It should be noted that ENAC ensures the surveillance of 169 aircraft of foreign production employed by 16 Italian operators.

Dangerous goods

In compliance with the Chicago Convention, 117 exemptions/authorisations for air transport of dangerous goods (ref. Doc. ICAO 9284), departing/arriving/flying over Italian territory by national EU/extra EU operators have been granted.

ACAM Programme (Aircraft Continuing Airworthiness Monitoring)

Following the launch of ACAM Programme in 2011, the ENAC aircraft inspection has been replaced by the ACAM Programme to monitor the airworthiness status of the national fleet by selecting a relevant sample of aircraft, focusing on a number of key risk elements and analyzing the findings to take future decisions.

During each ACAM survey, three types of inspections can be performed: in-depth, ramp and in flight surveys. The in-depth inspection examines all the aircraft maintenance records and performs a physical inspection of the aircraft during maintenance.

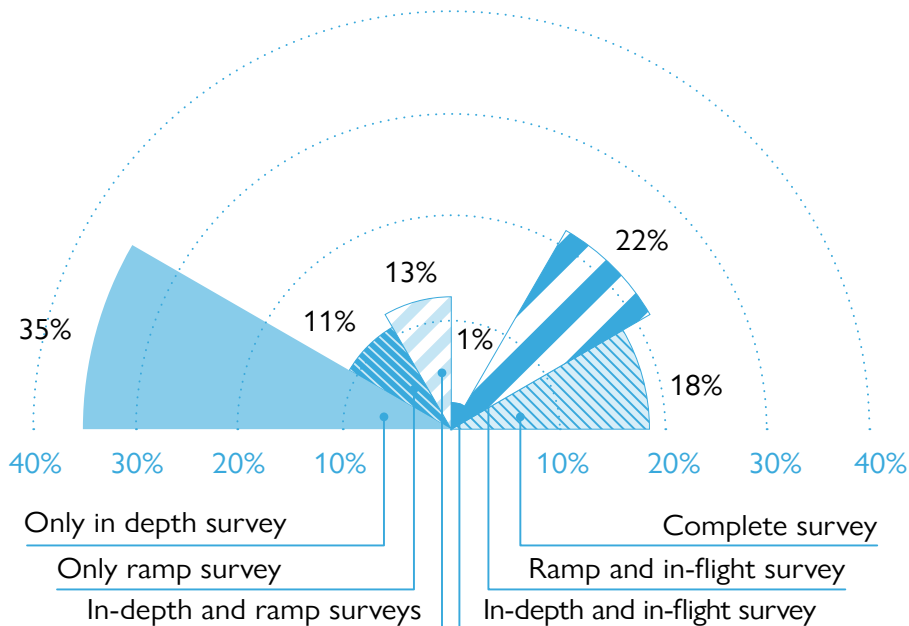
During the ramp survey, the aircraft status and the mandatory equipment are assessed at the airport or in an airfield when the aircraft is ready to fly.

The third type of survey performs the in-flight inspection. This is performed when the previous inspections recommend a check of the aircraft behavior during the flight.

An ACAM inspection can include either all the three types or only the in-depth survey or only a ramp survey or a ramp and in-flight survey. Under no circumstances the ACAM survey is considered valid with the performance of in flight survey only.

In 2015, ENAC performed 183 ACAM inspections, 162 Italian manufactured aircraft and 21 foreign aircraft.

Types of ACAM inspections

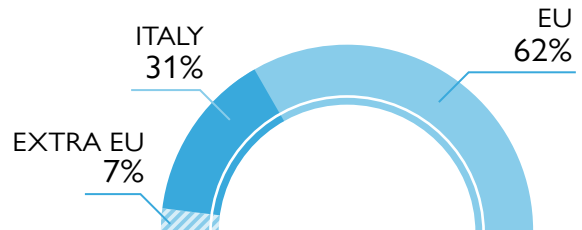


Foreign EU operators surveillance

The SAFA Programme (Safety Assessment of Foreign Aircraft) concerns the performance of ramp inspections on aircraft of third country operators using community airports. With the creation of the EU Safety List (commonly called Black List, established by the Reg. (EC) no. 2111/2005 and following regulations) the programme has taken on an added importance and it has become crucial for the safety evaluation of operators under the regulatory oversight of Third Countries. Since 28 October 2014 the Programme is based on the Reg. (EU) no. 965/2012 Part ARO.RAMP, which establishes the performance of aircraft inspection to verify compliance with the applicable requirements.

SACA (Safety Assessment of Community Aircraft): ramp inspections on aircraft of Community operators with reference to Reg. (EC) no. 216/2008 and the concerning implementing rules.

Distribution of Italian traffic by operator's nationality



Ramp inspections

Ramp inspections are aimed at verifying the apparent safety conditions of the aircraft as well as the aircraft documents and manuals, flight crew licences, authorisations to fulfill air transport services. These inspections are carried out through an external assessment during transit at the airport concerned, with a view to find potential irregularities of non-compliance with the safety standards by foreign operators.

However, it should be highlighted that ramp inspections are on the short connection time of the aircraft landing at the airport. As a result, these inspections do not verify the airworthiness of the aircraft as well as the compliance of maintenance activities with the applicable standards established by both manufacturers and foreign Authority.

Similarly, it is not possible to verify if flight crew training and qualifications comply with the requirements of international safety standards. Irregularities found during the inspecting process lead to findings classified in three categories, related to the impact on flight safety. At the end of the inspection, all the findings are recorded in an inspection report.

When findings may have a major impact on flight safety, the local airport Authority can require to rectify any irregularities before the aircraft is allowed to resume its flight. Moreover, potential reoccurrence of the aforementioned non-compliance has to be brought to attention of other European Authorities for the potential inclusion in the EU Black List. In fact, the inspection results are included in a centralised database that, managed by EASA, can be accessed by each Member State.

The centralised database allows to perform regular analysis by both all the Member States and the centralized European structures (European Commission, EASA, etc.)

Since 2013, EASA has signed agreements with Morocco, United Arab Emirates, Singapore and Canada to obtain a gradual inclusion of their inspection findings in the European centralised database. At national level, the implementation of the inspection Programme is managed by a national coordinator through an inspection schedule based on priorities established by different parameters (findings of previous national inspections, analysis of European inspections, priority indications provided by EASA). These data can be verified by ENAC having real-time access to EASA database.

Furthermore, ENAC, joining the European Commission section called Air safety Committee, participates in the decision-making process regarding potential traffic restrictions upon extra-EU operators in the EU States, taking into account the findings of ramp inspections.

SAFA ramp inspection activity

| | 2013 | | 2014 | | 2015 | |
|----------------------|------|----------|-------|----------|--------|----------|
| | EU | Extra EU | EU | Extra EU | EU | Extra EU |
| TOTAL INSPECTIONS | 523 | 379 | 473 | 315 | 418 | 319 |
| | 58% | 42% | 60% | 40% | 57% | 43% |
| | 902 | | 788 | | 737 | |
| AIRCRAFT INSPECTIONS | 484 | 340 | 447 | 295 | 395 | 300 |
| | 824 | | 742 | | 695 | |
| OPERATOR INSPECTIONS | 225 | 164 | 215 | 158 | 202 | 150 |
| | 58% | 42% | 58% | 42% | 57% | 43% |
| | 389* | | 373** | | 352*** | |
| STATES INSPECTIONS | 26 | 47 | 26 | 49 | 27 | 51 |

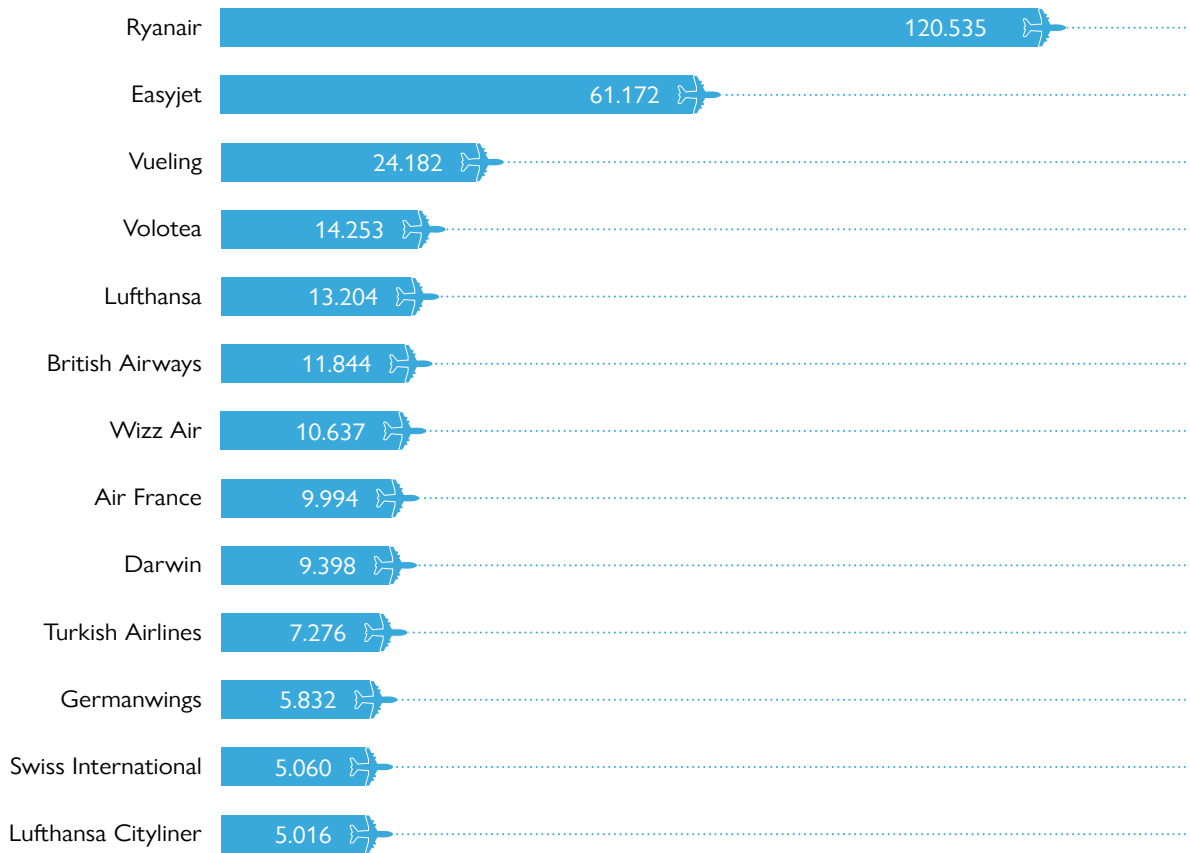
* 310 commercial and 22 private ** 349 commercial and 24 private *** 372 commercial and 17 private

Rate of findings by inspection 2014-2015

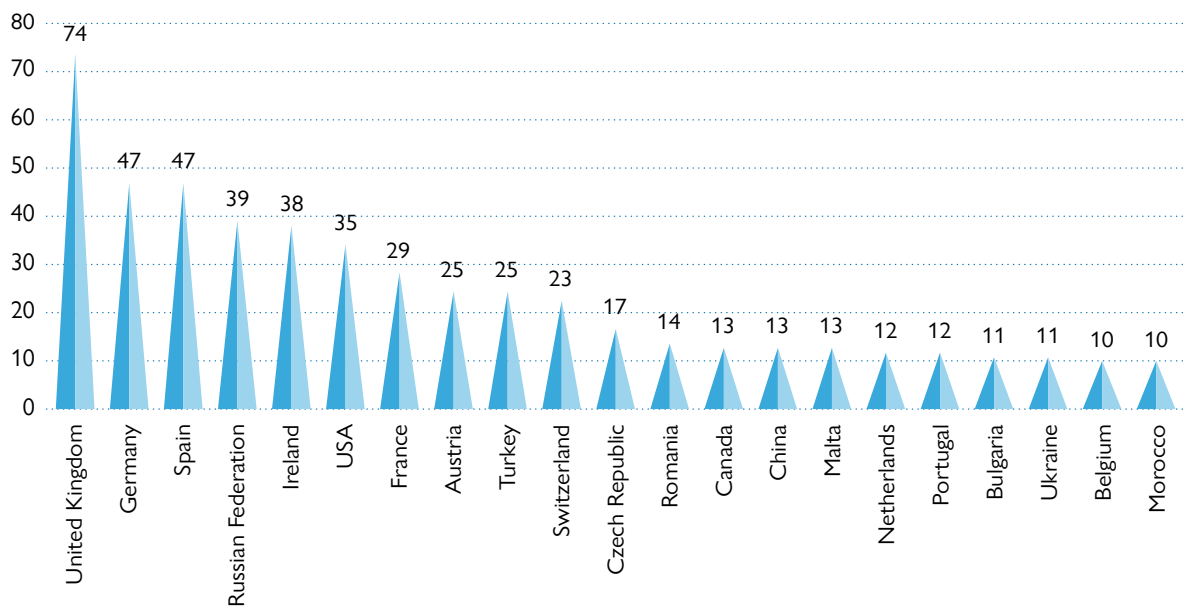
| INSPECTIONS | 2014 | | 2015 | |
|----------------------------------------------------------|------------|------------|------------|------------|
| | Number | % | Number | % |
| NO FINDINGS | 382 | 48,4% | 388 | 52,6% |
| ONLY MINOR FINDINGS | 67 | 8,6% | 109 | 14,8% |
| AT LEAST ONE SIGNIFICANT FINDING, BUT WITHOUT MAJOR ONES | 141 | 18% | 108 | 14,7% |
| AT LEAST ONE MAJOR FINDING | 198 | 25% | 132 | 17,9% |
| TOTAL INSPECTIONS | 788 | 100 | 737 | 100 |

The table shows the impact on safety of the findings raised from the inspections.

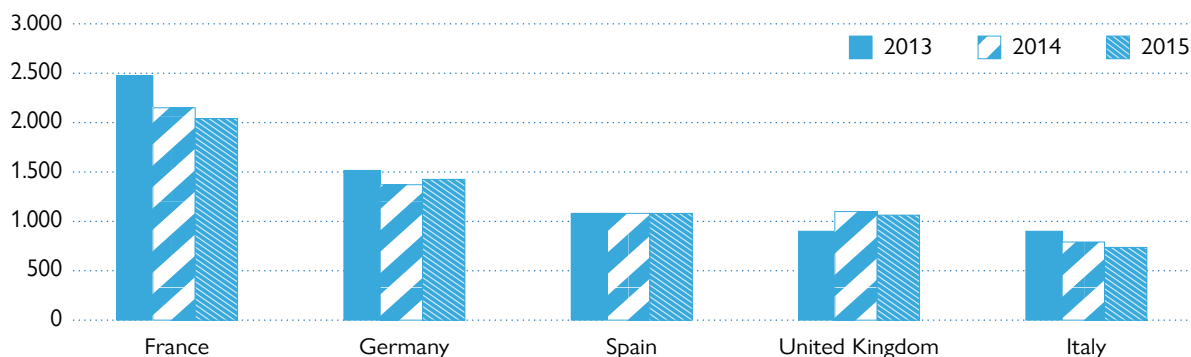
Foreign airlines with more than 5.000 landings in 2015



Number of inspections by operator's nationality

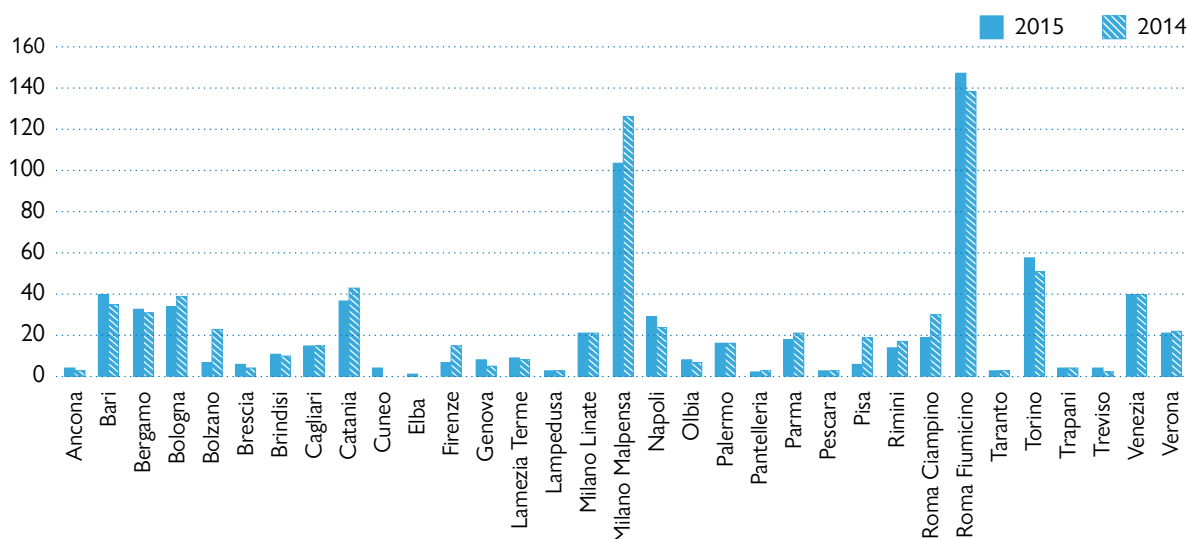


Inspection activity of some European States 2013-2015



The graph shows the number of inspections carried out by the European Countries, involved in the SAFA Programme

Number of SAFA inspections by airport



National Aircraft Registry and Construction Registry

ENAC shall play the role of Registry of all the civil

aircrafts registered in Italy and called by the Civil Law as movable properties. The National Aircraft Registry and the Construction Registry ensure this role.

| NATIONAL AIRCRAFT REGISTRY / CONSTRUCTION REGISTRY ACTIVITIES | 2014 | 2015 |
|---------------------------------------------------------------|-------|-------|
| Registration in the Registry of Construction | 111 | 323 |
| Reserves of Registration Marks | 84 | 87 |
| Registrations | 63 | 66 |
| Transcriptions of Ownership Certificate | 448 | 525 |
| Transcriptions of Finance/Operating Lease | 205 | 215 |
| Deregistrations | 78 | 104 |
| Surveys/Certifications | 1.121 | 1.658 |

CERTIFICATION OF PERSONNEL

Flight crew

IN 2015, the activity of conversion and replacement of licences, certifications and authorisations relating to flight crew was carried on in accordance with the new community regulation and, more precisely, with Reg. (EU) no. 1178/2011 and following amendments.

The table shows the number of licences, divided by type, category of aircraft and relevant regulation. The comparison between the figures and the previous year data show a progressive transition of the preexistent national system.

| LICENCE | REG. | ISSUED UNTIL 31/12/2015 | VALID UNTIL 31/12/2014 | VALID UNTIL 31/12/2014 |
|--------------|------|----------------------------|---------------------------|---------------------------|
| ATPL (A) | EASA | 362 | 3.808 | 3.497 |
| | JAR | - | 643 | 952 |
| | NAZ | - | 30 | 58 |
| ATPL (H) | EASA | 52 | 452 | 400 |
| | JAR | - | 38 | 86 |
| | NAZ | - | 1 | 2 |
| CPL (A) | EASA | 303 | 1.572 | 1.359 |
| | JAR | - | 286 | 533 |
| | NAZ | - | 40 | 82 |
| CPL (H) | EASA | 118 | 726 | 624 |
| | JAR | - | 126 | 206 |
| | NAZ | - | 41 | 69 |
| PPL (A) | EASA | 888 | 4.481 | 3.624 |
| | JAR | - | 1.624 | 2.351 |
| | NAZ | - | 205 | 391 |
| PPL (H) | EASA | 122 | 661 | 543 |
| | JAR | - | 161 | 275 |
| | NAZ | - | 45 | 84 |
| GL | NAZ | 95 | 2.432 | 2.735 |
| CCA | EASA | 392 | 1.396 | 990 |
| TOTAL | | 2.332 | 18.768 | 18.861 |

ATPL, airline transport pilot licence; **GL**, Glider pilot licence; **A**, Aircraft; **H**, Helicopter; **CPL**, Commercial pilot licence; **PPL**, Private pilot licence; **CCA**, Cabin crew attestation.

Within the new Regulatory Framework, 11 regulatory exemptions have been issued.

Moreover, the great boost to the courses in standardisation for ENAC examiners has continued in order to develop full awareness of the key role that these professionals have to take within the community system for licences.

The training days provided have been 42.

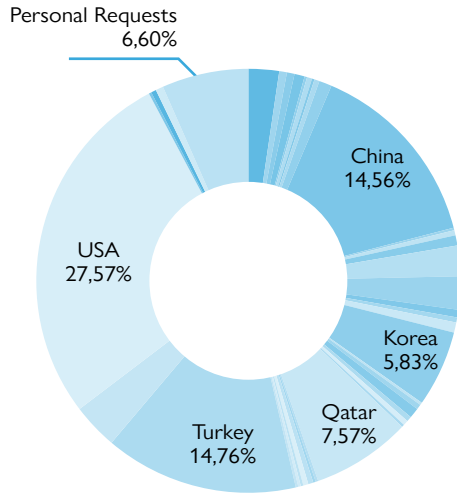
The new procedure for the online designation of foreign examiners, effective from 2014 in coordination with EASA

and first in Europe, has been used for examination of pilot holders of Italian licence.

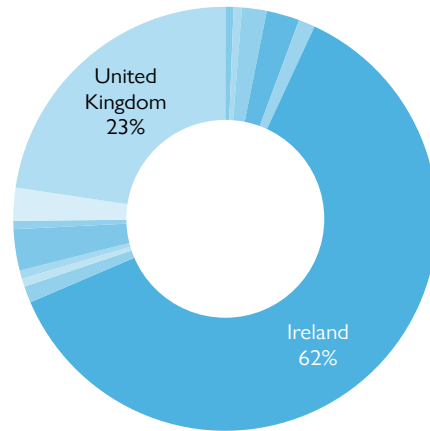
515 authentication letters and verification of aeronautical licences were issued towards extra-EU Countries.

159 attestations (mod. 155) for the transfer of the State of Licence Issue (SOLI) were released, within the agreements with other EU civil aviation Authorities. In the following graphs the date are reported according to the State of the request.

Activity of licence verification, requested by extra-EASA Countries



DOC 165 models for transfers of the State of flight licence



| | | | | | | | |
|--------------|--------|-------------------|-------|--------------|--------|----------------|-----|
| Saudi Arabia | 2,33% | Arab Emirates | 2,33% | Russia | 0,19% | Belgium | 1% |
| Argentina | 0,58% | Philippines | 2,52% | San Marino | 0,19% | Finland | 1% |
| Aruba | 0,58% | Georgia | 0,58% | Sri Lanka | 0,39% | France | 2% |
| Australia | 0,78% | Hong Kong | 0,39% | South Africa | 0,39% | Germany | 3% |
| Azerbaijan | 0,19% | India | 0,78% | Sudan | 0,19% | Greece | 1% |
| Belize | 0,39% | Korea | 5,83% | Thailand | 0,19% | Ireland | 62% |
| Botswana | 0,19% | Kuwait | 0,19% | Tanzania | 0,19% | Lithuania | 1% |
| Brasil | 0,39% | Lithuania | 0,39% | Turkey | 14,76% | Luxembourg | 1% |
| Cambodia | 0,97% | Macao | 0,78% | Ukraine | 3,50% | Holland | 1% |
| China | 14,56% | Nepal | 0,39% | USA | 27,57% | Portugal | 3% |
| Colombia | 0,19% | Nigeria | 0,39% | Vietnam | 0,19% | Slovenia | 1% |
| Congo | 0,39% | Oman | 0,19% | Zambia | 0,39% | Spain | 3% |
| Dubai | 0,78% | Qatar | 7,57% | Zimbabwe | 0,58% | United Kingdom | 23% |
| | | Personal Requests | 6,60% | | | | |

Activities in 2015

- 170 attestations of theoretical examination ATPL/CPL/IR pass;
- 304 authorisations/qualifications for examiners;
- 392 instructor qualifications (TRI/FI/CRI/ SFI);
- 14 sessions of theoretical exams for CPL/ATPL licence and instrumental aircraft and helicopter qualifications at suitably equipped computer rooms in Rome and Milano Malpensa offices, with a daily average attendance of 35 candidates in each session;
- 28 sessions of theoretical exams for the issuance of private pilot licences (PPL) for aircraft, helicopter and glider at the local offices, with an average attendance of 30 students per each session, and a peak of 80-90 students in Milan;
- 15 exam sessions for Parachuting Licence at the Airport Directorate;
- 5 exam sessions for getting the qualification of Parachuting Instructor with 65 candidates;
- 2 issued Disciplinary of the School of Parachuting and 6 renewals;
- 10 disciplinary measures started and 9 sanctions issued towards pilots due to violations of the flight safety rules;
- 58 issued Aircraft Maintenance Licences (AML) and 687 modified or renewed.

Flight Crew Registry

ENAC is responsible for the holding and management of the Registers and the Flight Crew Registry, determining the registration requisites in accordance with the Code of Navigation rules and the relevant regulation.

Flight Crew includes three categories and the relevant professional titles (art. 732 Air Navigation Code): personnel in charge of aircraft command, guidance and piloting (captains, pilots, test pilots, instructors); personnel in charge of on-board systems and equipment control (flight engineers, flight test engineers); personnel in charge of on-board complementary services (flight attendants).

Registered Flight crew management concerns about 14.000 people.

| ACTIVITY | 2014 | 2015 |
|--------------------------------------------------------------------|-------|------|
| Pilot Registrations | 97 | 112 |
| Flight Engineer Registrations | 4 | - |
| Flight Attendant Registrations | 65 | 70 |
| Registration Certificates | 250 | 260 |
| Appointment as Aircraft and Helicopter Captain | 31 | 53 |
| De-Registration on the Basis of Professional Activity Interruption | 262 | 112 |
| Revocation of De-Registration on the Basis of Work Resumption | 51 | 31 |
| Striking Off from Registers | 2.600 | 204 |

Issuance, revalidation and renewal of the air traffic controller and FIS officers licence

In 2015, ENAC continued to carry out the activity of issuance, revalidation and renewal of the Air Traffic Controller (ATCL), Student Air Traffic Controller (SATCL) and Flight Information Service Officers (FIS) Licences, with regard to the aspects relating to licences and the employment of the licenced personnel by ANPS (Air NaviGate Services Providers).

In 2015 ENAC handled 3.463 licences making: 68 ATCL issuances; 28 SATCL issuances; 93 FISO issuances; 73 revisions and 3201 ATCL renewals. Since January 2015, ENAC has replaced ATCL and SATCL printed licences with licences in electronic form and e-signature. The procedure for the assignment of ATCL licences to air traffic controllers employed by certified service providers has been arranged by ENAC with the providers themselves and it allows in real time the direct download via e-mail thanks to a dedicated platform.

This advanced system, unique in Europe, is part of a major project that was set up in 2012 leading ENAC to be in the forefront of this field worldwide. The system, besides, will allow to replace all the Italian CTA licences very quickly and at no cost, within the end of 2016 with the entry in force of Reg. (EU) no. 2015/340.

Aviation Medicine

In the context of its competences on the matter of aviation medicine, in 2015 ENAC has confirmed the role of the Aeromedical Section within its organizational structure. As a result, ENAC has implemented the procedures, resulting from the application of the Regulation Air Crew - Reg. (EU) no. 1178/2011 as amended by Reg. (EU) no. 290/2012, for the release of the medical fitness certificates for pilots and cabin crew. In addition, ENAC has also reinforced the procedures that stem from the Regulation applicable to the Air Traffic Controllers (ATC/FIS) and parachutists. Through the MED-01A Circular and the upgrading of the Regulation "Health organization and medical certifications for the achievement of flight licenses and certificates" ENAC has provided the procedures the interpretative criteria to the Aeromedical Examiners (AMEs) and to the Aeromedical Centers (AeMCs) in order to clarify the compliance with the applicable Regulations. Moreover, it has been introduced the "Use of Alcohol and Drugs" guidelines, drawn up by a working group in order to define the protocols to be followed in the event that the decision regarding flight personnel medical fitness is deferred to ENAC, for the case of use/abuse or dependence to alcohol and psicoactive substances. In 2015, 59 AME certifications were issued and just as many audits were carried out in order to verify the compliance with the requirements. Complying with the Regulations and also through its participation in two Medical Appeal Committees, set up within the Italian Ministry of Health and the Italian Ministry of Defence, ENAC has issued medical decisions to guarantee the correct implementation of the procedures for primary and secondary review concerning medical fitness of flight crew and air traffic controllers. In close cooperation with "Associazione Italiana di Medicina Aeronautica e Spaziale" (AIMAS), member of the European Society of Aerospace medicine (ESAM), ENAC has carried out information activities addressed to the community of the national and international aviation medicine, as well as refresher training activities for AMEs through the section "ENAC Column" in the scientific journal "IJASM" (Italian Journal of Aviation and Space Medicine). During the current 2016, ENAC is going to implement the Reg. (EU) no. 340/2015, concerning the air traffic controllers, in force from 1st January 2017 in all EASA Member States.

INSPECTION VISITS BY INTERNATIONAL ORGANISATIONS

ENAC guarantees the implementation of those activities aimed at ICAO and EASA standardization activities and at maintaining the EASA accreditation in the areas of expertise.

Standardisation Activities and EASA accreditations

The objective of these inspections is to monitor the coherence to the common requirements in all the aviation domains, reporting the results in the European Commission. In February 2015, ENAC was subject to a standardisation activity regarding the Airworthiness domain by an EASA team. In accordance with the European Commission request, the audit has also regarded the implementation of the bilateral agreement of airworthiness between Italy and Russia. Moreover, EASA has inspected an organisation certified in three different regulatory areas to verify the level of surveillance relating to Airworthiness performed by ENAC. EASA team report has highlighted a high level of compliance with the regulations and the relevant executive rules for both ENAC and the organisation.

In November, EASA performed ramp inspections, FCL (Flight Licences), and ATM/ANS inspections (Air Traffic Management and Air Navigation System).

In the RAMP domain, EASA team has directly verified two inspections at Roma Fiumicino Airport, along with the usual audit of the procedures that implement the European Regulation Framework issued by ENAC. The minor findings raised, concerning lack of clarity in some procedures and a formal irregularity in the inspector qualification certificates, were all covered by ENAC in April 2016.

With regard to some findings raised in FCL domain, EASA has developed and checked a plan of corrective actions that will be implemented within the next three years. EASA team has pointed out the strengths of ENAC's Management System and the staff's expertise.

With regard to the ATM and ANS domains, Italy has been subject to a focused inspection, aimed at assessing the corrective actions established in

the previous 2013 inspection. The inspection has revealed a significantly high level of efficiency of proactive implementation measures to correct the findings raised in the previous inspection.

In March, ENAC was subject to an EASA Accreditation inspection for the activities provided for by the Service Contract that includes certification of aircrafts and their parts of Italian manufacturing as well as the qualification of flight simulators, Aviation Medicine Centers, production and maintenance enterprises based in Third Countries.

Inspection visits within the EU bilateral agreements

Within the regulations introduced in the bilateral agreement between the European Commission, USA and Canada on maintenance procedures, each part of the signatory Countries, through its technical Bodies (EASA for EU, FAA for USA, TCCA for Canada), is expected to set up a Sampling Inspection System (SIS) for the counterpart. The surveillance visits are implemented according to an annual schedule in accordance with each technical body. This inspection system aims part:

- Monitoring the application of the agreement and its procedures to be consistent with the system of the counterpart and ensuring that maintenance organisations meet the same standards.
- Assisting the counterpart and relevant organisation with the correct understanding of special conditions and implementation procedures required in the agreement.

In this regard, in April 2015, a FFA team, in cooperation with an EASA observer, performed an inspection visit at the Directorate General and another in ENAC Operation Management as well as a visit at an approved Italian maintenance industry.

Following the positive result of the inspection, ENAC has fulfilled its role as a highly reliable partner for FAA, thus, ensuring civil aviation safety. 21 national businesses were approved by FAR 145 whereas 18 those approved by CAR 573.



3 SECURITY

Sheet 3.1

Security regulation

73

SECURITY REGULATION

Security: combination of measures and human and material resources intended to safeguard civil aviation against acts of unlawful interference that jeopardise the security of civil aviation.

As the Regulatory Authority for security, ENAC is responsible for coordinating and monitoring the implementation of the common basic rules for security, as established by Reg. (EC) no. 300/2008.

ENAC ensures the drawing, implementation and updating of the National Civil Aviation Security Program (NASP) and the National Quality Control Program of security of civil aviation (NQCP), through the Intra-Ministry Committee for Security of Air Transport and Airports - CISA, which they hold both Presidency and Technical Secretary for. The Reg. (EU) no. 2015/1998, implementation of Reg. (EC) no. 300/2008, provides detailed directions for the implementation of common basic rules for the protection of civil aviation from illegal interference action, which deal with security of airports, bordered airport areas, aircraft, passengers and hand luggage, hold baggage, freight and mail, air carrier materials, air carrier and airport supplies, security on board, including staff recruitment and training, and security equipment.

National Civil Aviation Security Program (NASP)

NASP defines responsibilities for the implementation of common basic rules aimed at preventing from illegal interference action, and specifies the directions given to airport operators and the other personnel. For local activity coordination, ENAC uses their Airport Departments and local Airport Security Committees - for consultancy purpose.

NASP directions apply to Italian airports open to commercial traffic, to airport operators, air carriers and non-operator personnel and, based on Reg. (EC) no. 300/2008, every airport operator must draw, implement and keep an Airport Security Program up to date. With regards to the airports not opened to commercial air traffic, namely small airports, alternative safety measures are applied, as directed by Reg. (EU) no. 1254/2009 and by ENAC regulation on the matter.

Airport Security Program

The Airport Managing Body draws, implements and keeps up to date an Airport Security Program that

describes methods and procedures to meet the requirements of Reg. (EC) no. 300/2008, of Reg. (EU) no. 2015/1998 and of National Safety Program. The Program includes directions on internal quality control that describe the modality used by the operator to supervise the adherence to such methods and procedures.

ASP is presented to ENAC Airport Departments that, in case of need, can adopt further procedures.

Air Carrier Security Program

Each air carrier draws implements and updates a program for the security that describes methods and procedures to meet the requirements of Reg. (EC) no. 300/2008, of Reg. (EU) no. 2015/1998 and of NASP of the Country whose the carrier performs the air transport service. The Program includes directions on internal quality control that describe the modality used by the operator to supervise the adherence to such methods and procedures.

The program of an air carrier that achieved the licence to operate in Italy submits to ENAC approval.

Activities in 2015

- 12 Air Carrier Security Programs were approved;
- Conformity of Air Carrier Security Programs to NASP criteria was ascertained for about 46 carriers of Third Countries.

Protection of freight and mail shipped to EU from Third Countries (ACC3)

ENAC is responsible for designating the airline companies carrying freight and mail from Third Countries to the EU. Each air carrier intending to carry goods or mail from an airport in a Third Country (excluding the countries where security procedures are considered equivalent to those applied in EC Countries) for transfer, transit and discharge in an EC

airport, must be designed as “an air carrier for freight or mail operating in EU from a Third Country” (ACC3) from the Authority of the Member Country that issued the air operator certificate to the air carrier.

For air carriers which do not hold an air operator certificate submitted by a Member Country, ACC3 designation is allocated to the Authorities of Member Countries according to breakdown reported in EU Regulation.

The designation of an air carrier as ACC3, valid up to 5 years, is worked out by a report that is submitted by a EU aviation security validator and turned to the competent authority for approval.

Entity Security Program

Every entity that by NASP, is due to apply the rules for security, draws implements and updates their Security Program that describes the methods and the procedures that the person must follow in order to meet the National Security Program in relation to the operations performed by the named person. The Program is presented to ENAC Airport Departments, upon request, that can request to adopt additional procedures.

National Quality Control Program

Reg. (EU) no. 18/2010 requires each Member Country to produce, implement and update a National Quality Control Program (NQCP) defining organisation, competences, resources, procedures and methods aimed to obtain an effective organisation for the consistent monitoring of appropriate measures to guarantee airport security from all the people involved.

In 2015 ENAC updated NQCP according to the new international rules, with an eye to detailed provisions from Reg. (EU) no. 2015/1998 and the new national rules of NASP.

National Aviation Security Quality Control Team

NQCP should be the tool to ascertain the correct implementation of NASP from the different people involved. To this end, each Country develops a team of Inspectors (National Aviation Security Quality Control Team) who are trained and certified to do inspections all over the stopovers subject to the competent EC regulation.

The Team, that guarantees that NQCP of security in the airports is implemented according to the Regulation (EU) no. 18/2010, took active part to the inspections posed by European Community on

Activities in 2015

The National Aviation Security Quality Control Team consists of 20 ENAC officials and 16 officials from the Ministry of Interior who, in 2015, conducted 34 follow-up inspections in 28 airports - for a total of 647 man/days - during which 688 test were carried out, 333 of which in the area of Reg. (EU) no. 18/2010.

In 2015 the activities were aimed to make standard investigations in relation to quality control of security.

some Italian airports.

Locally, inspections are conducted by 46 airport inspectors of security who perform outside of the team. In 2015 inspectors have recorded 1.564 check list on ENAC database.

On some national airports, the information campaign continued in 2015, aimed to reinforce passengers’ awareness of the items that are not allowed as hand luggage, to reduce the waiting time at security check points.

The trend - compared to 2014 - is a slight decrease of the forbidden items at security check points and a sensible decrease of LAGs (Liquids, Aerosol and Gel).

Regulated Agent

Regulated Agent is an air carrier, agent, shipper or any other who guarantees security control on freight and mail. ENAC issues the certificates of Regulated Agents, with 5 years validity, as well as their revocation, if they no longer meet the criteria.

In 2015, in accordance to Regulation of European Community no. 687/2014 and no. 889/2014, a protocol agreement was signed between ENAC and the Customs Agency to favor a speedy information exchange and streamline control and monitoring on certified economic operators from respective security programs, thus avoiding duplication of administration activities.

| CERTIFICATION OF REGULATED AGENTS | 2014 | 2015 |
|-----------------------------------|------|------|
| Issued | 50 | 56 |
| Revocations | 10 | 55 |
| Renewals | 70 | 30 |

Training for security and security trainers

Training on security is a key issue to guarantee a correct implementation of security procedures. The list of certified security trainers - including trainers from State Institutions (ENAC, Police Force Boundaries, Fire Fighters Body, ENAV) and trainers not belonging to State Institutions - is available on the website of the Institution.

The objective of training is to achieve a standard application - from the personnel involved in all steps of security - of the most appropriate measures to safeguard air transport from illegal interference action.

In 2015 the handbook of Training for Security was updated as attached to the circular ENAC SEC 05A "Contents and procedures of training for Security".

Security Equipment

In order to simplify the consultancy activity from the Airport Managing Bodies and provide users with more transparent service, ENAC website published the lists of security equipment that is used for security control at the airport, in accordance with the requirements as

in chapter 12 of Reg. (EU) no. 2015/1998:

- X Rays equipment
- EDS and ETD equipment
- LEADS security devices

ENAC recognizes the safety devices that are used in the Common Evaluation Process (CEP) of safety equipment of ECAC, including LEADS devices for liquid, aerosol and gel screening (LAGs), EDS (Explosive Detection System), ETD (Explosive Traces Detection) and SSc (Security Scanner). In accordance to CEP, tests on security equipment produced by Italian or foreign manufacturers are conducted in Test Centers that take part to the Program, by using Common Test Methods (CTMS) with the objective to assess if the tested device meets the standard performance required by ECAC and community standards accordingly.

Once the equipment has been tested in these Centers and meets ECAC standard performance, the test report is communicated to Member Countries of the agreement. ENAC receives the requests from the manufacturers and issues the related certificate of conformity.





4 AIRPORTS

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PLANNING AND DEVELOPMENT OF INFRASTRUCTURAL INTERVENTIONS

National Airport Plan

Over the last years ENAC has been carrying out a significant study activity for the assessment of the features and the potential of the National Airport system, that analyzed multiple aspects including the capacity of layovers and the level of connection with the area.

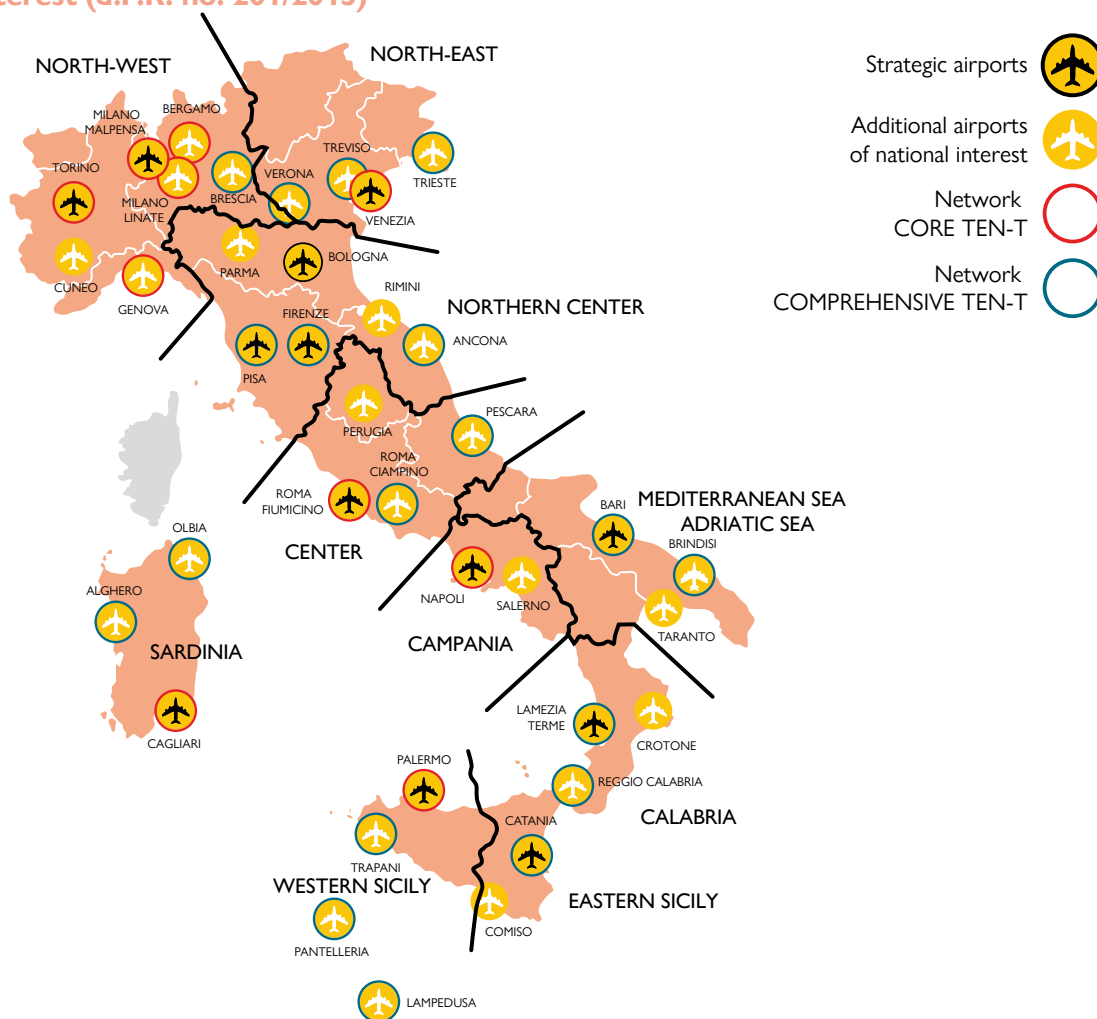
On the basis of that, in 2015 ENAC continued supporting the Ministry of Transports and Infrastructures both to define the airports of national interest - as foreseen by art. 698 of Air Navigation Code - and to draw and update the National Airport Plan.

D.P.R (Presidential Decree) no. 201/2015 approved

the list of airports of national interest, following the agreement within the conference State-Regions at the Presidency of Council Ministries, with the classification of layovers and definition of their roles ad peculiarities. This Decree divides the national network in 10 catchment areas and, for each area, outlining the strategic airports and those of national interest.

Based on d.P.R., ENAC - upon delegation from the Ministry of Transports and Infrastructures - activated the procedure of Strategic Environmental Assessment on the National Airport Plan, with the presentation and circulation of the Preliminary Environment Report. Such ongoing procedure

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



involves environment operators who are outlined and recruited all over the National territory. Conclusions of this procedure will enable the National Airport Plan to outline a reference frame for the development of air transport, consolidated and environmentally sustainable.

Master Plan (Plans of airport development)

Master Plans, which are a mandatory convention of the Airport Managing Body, represent the reference for the consistent maintenance of capacity, safety and service quality and represent at the same time the tools to detect the main features for adaptation and implementation of layovers, always considering the potential development of airport infrastructures, accessibility and restrictions on

that territory. Approval pathway of Master Plans is regulated by l. no. 351/95, requires that - upon ENAC technical approval - plans undergo the procedures of Environmental Impact Assessment (EIA) by the Ministry of Environment and Protection of Land and Sea, and urban conformity by the Ministry of Infrastructures and Transports. To date, the vast majority of Italian airports has an ENAC technically approved Master Plan, with the related ongoing environmental and urban procedures. Particularly, as far as environmental sustainability is concerned, ENAC aims to activate all the procedures of environmental compatibility in all airports in the short term. Following tables refer to intervention plans with time references and the amount, updated to December 2015.

Master Plan under ongoing ENAC investigation

| Airport | Airport Managing Body | Plan/Project |
|----------------|------------------------------|-------------------------------------------------|
| Alghero | SO.GE.A.AL | Master Plan at 2025 |
| Bergamo | SACBO | Master Plan at 2030 |
| Taranto | Aeroporti di Puglia | Master Plan at 2025 (approved on 2016/03/15) |
| Trapani | AirGest | Master Plan at 2025 |
| Treviso | AerTre | Master Plan at 2030 |

Master Plan with ENAC technical nulla osta

| Airport | Airport Managing Body | Plan/Project | Amount of Work (mln Euro) |
|----------------------------|-------------------------------------------|---------------------|--------------------------------------------|
| Roma Ciampino | Aeroporti di Roma | Master Plan at 2044 | 80,6 (started EIA procedure on 2016/02/04) |
| Crotone | Aeroporto S. Anna | Master Plan at 2025 | 96,5 |
| Roma Fiumicino (long term) | Aeroporti di Roma | Master Plan at 2044 | 6.400 |
| Milano Malpensa | SEA | Master Plan at 2030 | 2.036 |
| Salerno | Aeroporto di Salerno | Master Plan at 2025 | 39,8 |
| Trieste | Consorzio Aeroporto Friuli Venezia Giulia | Master Plan at 2024 | 34,2 |
| Verona Villafranca | Aeroporto Valerio Catullo | Master Plan at 2030 | 134 (started EIA procedure on 15/01/2016) |

Master Plan with ongoing EIA procedure

| Airport | Airport Managing Body | Plan/Project | Amount of Work (mln Euro) |
|---------|-----------------------|---------------------|---------------------------------------|
| Venice | SAVE | Master Plan at 2021 | 630 (EIA decree issued on 2016/01/19) |
| Firenze | Toscana Aeroporti | Master Plan at 2029 | 337 |

Master Plan under ongoing assessment for EIA eligibility

| Airport | Airport Managing Body | Plan/Project | Amount of Work (mln Euro) |
|---------|-----------------------|---------------------|--------------------------------------------------|
| Pisa | Toscana Aeroporti | Master Plan at 2028 | 260 (EIA exclusion measure issued on 2016/04/19) |
| Naples | GESAC | Master Plan at 2023 | 128 |

Master Plan with approved EIA measures

| Airport | Airport Managing Body | Plan/Project | Amount of Work (mln Euro) |
|---------------|-----------------------|-------------------------------------------------------------------------------------|---------------------------|
| Bari | Aeroporti di Puglia | Master Plan al 2022 | 255,6 |
| Brindisi | Aeroporti di Puglia | Project of Infrastructural and Operational Adaptation and Improvement | 256,6 |
| Foggia | Aeroporti di Puglia | Infrastructural and Operational Implementation Extension of flight runway RWY 15/33 | 14 |
| Lamezia Terme | SACAL | Master Plan at 2027 | 195,5 |
| Palermo | GES.A.P. | Master Plan at 2025 | 322,9 |

Master Plan with ongoing urban conformity procedure

| Airport | Airport Managing Body | Plan/Project | Amount of Work (mln Euro) |
|----------|-----------------------|---------------------|---------------------------|
| Genova | Aeroporto di Genova | Master Plan at 2027 | 108,4 |
| Cagliari | So.G.Aer. | Master Plan at 2024 | 93,9 |
| Olbia | Geasar | Master Plan at 2020 | 114 |

Master Plan with ongoing urban conformity procedure

| Airport | Airport Managing Body | Plan/Project | Amount of Work (mln Euro) |
|--------------------|----------------------------------------|---------------------|---------------------------|
| Albenga | A.V.A. | Master Plan at 2020 | 7,6 |
| Bologna | Aeroporto Guglielmo Marconi di Bologna | Master Plan at 2023 | 371 |
| Bergamo | SACBO | Master Plan at 2015 | 187,5 |
| Bolzano | ADB | Master Plan at 2020 | 25,8 |
| Catania | SAC | Master Plan at 2015 | 219 |
| Roma Fiumicino Sud | ADR | Master Plan at 2020 | 1.658,5 |
| Pescara | SAGA | Master Plan at 2020 | 33,5 |
| Torino | SAGAT | Master Plan at 2015 | 47,4 |

Planning of Interventions

The key requirement for planning infrastructural interventions is the Four-year Plan of Interventions that, together with Environmental Protection Plan and Quality Plan, represents the starting point to the definition of Planning Agreements, as regulated under the Airport charges Models issued in September 2014 from the Transport Regulation Authority.

Such Models characterise “ordinary” Planning Agreements and complete the National System frame alongside with the “derogation” Agreements subscribed by ENAC with Airport Managing Bodies ADR, SEA and SAVE for the airports of Roma Fiumicino and Roma Ciampino, Milano Malpensa

and Milano Linate, and Venezia respectively.

In order to develop the content of Planning Agreements, in 2015 the Institution supported the activities of airport management companies, by publishing specific guidelines for the proposal and the evaluation of environment indicators. This activity led to having almost all commercial airports in a position to start and complete the consultancy phase with the airport users foreseen by the mentioned Airport charges Models, and to subscribing Planning Agreements between the Institution and a first group of Airport Managing Bodies. To date, the airports holding a Plan of Interventions upon completed ENAC investigation and approval account for 95% of the whole National passenger traffic.

Airports under ENAC positively completed investigation (31/12/2015)

| AIRPORT | Airport Managing Body's Investments (mln of Euro) | Investments with public funds (mln of Euro) |
|--------------------------------------------------------------------------------------------|---------------------------------------------------|---------------------------------------------|
| Ancona | 6,5 | 5,6 |
| Bergamo | 77,8 | - |
| Bologna | 112,4 | - |
| Cagliari | 28,4 | 22,1 |
| Catania | 215,4 | - |
| Firenze | 33,1 | 71,3 |
| Genova | 12,7 | - |
| Lamezia Terme | 31,5 | 32,5 |
| Napoli | 44,3 | - |
| Olbia | 30,0 | 65,5 |
| Palermo | 61,2 | 13,0 |
| Pisa | 52,3 | 10,0 |
| Torino | 25,3 | - |
| Verona | 65,0 | - |
| TOTAL investments included in ordinary Planning Agreements to 2015 (mln of Euro) | 795,9 | 220,0 |

Project Investigational Activity

In 2015 over 120 investigative procedures have been

concluded by ENAC, for an overall amount of works for about 600 million Euro.

| ENAC Approved Projects | No. of Projects | Total Amount (in Euro) |
|------------------------|-----------------|------------------------|
| 2010 | 128 | 566.672.287,29 |
| 2011 | 175 | 1.101.161.032,85 |
| 2012 | 135 | 746.776.697,00 |
| 2013 | 135 | 1.052.148.573,69 |
| 2014 | 123 | 678.438.313,15 |
| 2015 | 123 | 577.748.891,49 |

Some the most significant projects:

| AIRPORT | Type of Work | Amount (in Euro) |
|----------------|---------------------------------------------------------------------|------------------|
| Roma Fiumicino | Molo C Terminal System with forepart | 300.000.000,00 |
| Venezia | Improvement of flight infrastructures | 76.000.000,00 |
| | Terminal Extension | 300.000.000,00 |
| Bologna | Airport station, people mover connecting to Bologna railway station | 1.868.992,16 |
| Pisa | People mover, new car parks, linking Southern Pisa with city centre | 45.870.000,00 |

Airport Intervention Monitoring System

In 2015 ENAC monitored the progress of airport works conducted during the year through the System, entirely designed with internal resources the only external outsource being for the software.

Through this System data updating and monitoring for the airports with "derogation" Planning Agreements have been completed: Milano Malpensa and Milano Linate, Roma Fiumicino and Roma Ciampino and Venezia.

For the following airports, already holding Planning Agreements, the System updating of interventions planned for the Four-years planning has been made and interventions will be monitored throughout 2016: Catania (ordinary Planning Agreement with deadline in 2015), Cagliari (ordinary Planning Agreement deadline in 2015), Pisa (d.l. no. 133/2014), Firenze (d.l. no. 133/2014), Olbia (d.l. no. 133/2014).

Similarly, data have been updated on the System for the airports that received ENAC approval on the Four-years Plan of Interventions, on Quality and Environment Protection Plans, close to signing or renewing: Alghero, Ancona, Bari, Brindisi, Foggia and Taranto, Bergamo, Bologna, Cagliari (Plan of Intervention 2016-2019), Catania (Plan of Intervention 2016-2019), Genova, Lamezia Terme, Napoli, Palermo, Torino, Verona.

With Airport Intervention Monitoring System, ENAC contacts and Airport Managing Bodies have ascertained and validated the progress of new building interventions or extraordinary maintenance.

In both cases the activity was quick and effective, using a system-produced report. The System is further developing to handle access from external Administration, particularly from the Ministry of Infrastructures and Transports. Besides, a new web-based software is being developed, fully integrated in the System, for monitoring, presentation and communication - as a workflow - of all the activities related to project phase within the Airport Plan of Intervention.

Technical Administrative Testing and Suitable Certifications

Technical-administrative testing from ENAC has been conducted throughout 2015, leading to inspection work in the airports, technical audits and all the necessary testing to ascertain the technical competence of all the works approved by the Institution. During the year, 38 technical administrative tests and airport works have been trusted for functioning approval, including adaptation of flight runways, airport terminals, night flight facilities and airport signage, for an overall amount of 254.831.011 Euro.

Airport-Territory interaction

ENAC guarantees the sustainability of airport-territory relationship, in terms of safety, through different institutional activities, in accordance with the Air Navigation Code, that by specific restrictions guarantee both the safety of air navigation and the protection of territory from the risks resulting from flight activity.

In 2015 the number of restriction maps published

for the procedure of Air Navigation Code art. 707 paragraphs 1, 2, 3, 4 increased to 25 in the surroundings around the airport. The 25 airports whose restriction maps were published for covering 90% of the whole passenger traffic for 2015.

Furthermore, during the year, ENAC has been consolidating an innovative procedure to attenuation restrictions maps on the airports of Roma Ciampino, Genova and Ancona, that allows to consider the actual territory orography more in detail, pre-existent buildings and forecast of territory development, yet keeping flight safety conditions unchanged. Such procedure shall be extended to other Italian airports and will allow an increasing information exchange between ENAC, airport municipality, Airport Managing Bodies and ENAV, alongside with a prompt monitoring of barriers obstacles required for both passengers and overflow citizens.

Airport capacity

In 2015 a new national pattern of airport capacity has been worked out, as a result of a comparison between ENAC and other European Institutions such as Eurocontrol and the University "Sapienza" of Roma and "Politecnica" of Madrid. Airport capacity is essential to coordinating the activity of giving the time slots requested by air carriers and is the result of an analysis of the whole airport system both air side and land side.

Consistency among traffic and airport capacity contributes to operational safety as well as to timely and effective services, and reduction of delays; to this end, a strict collaboration with Airport Collaborative Decision Making (A-CDM) is aimed to improving air traffic management through a greater information exchange among all stakeholders (airport operators, handler, airline companies, air traffic controllers, Central Flow Management Unit - CFMU), making traffic flows more efficient and improving event predictability, yet maximising resources.

At the airport of Roma Fiumicino, a restricted work team was set up with ENAC, ENAV and ADR that, for the time being, has been assessing tools and testing - with different patterns and simulation - peak capacity levels of air space terminal areas, runways and aprons, to get to validated data, once other land side sub systems have been ascertained.

Airport Pavement Management Systems (APMS)

In 2015 guidelines were published for APMS, management systems of airport pavements, drawn with the contribution from the Observatory of Airport Maintenance, by an agreement protocol signed with ENAC in 2011. Airports will have 3 years to develop airport PMS, during which ENAC will carry out the monitoring aimed to data gain and guideline implementation, resulting in a new circular.

Rationalization of services in law traffic airports

Over the two-year period 2014-2015 the timetable has been revised with regards to air navigation service provision, aimed to economic savings leading to a reduction of fares of ENAV services accordingly. ENAC and ENAV investigation - supported by Airport Managing Bodies - lead to identify 21 airports for which the timetable of air navigation provision was aligned to the actual traffic. This rationalization is one of the first and straight forward actions looking at a more economic management of airport system, with regards to low traffic airports (less than 300.000 passengers in a year). The benefits in terms of working hour saved is estimated around 9.100 hours/year (ENAV data).

Domain activities and status changes

Goods belonging to civil aviation domain, administered by the Ministry of Transport and Navigation, were assigned to ENAC - for free use - by art. 8 paragraph 2 of law decree no. 250/1997, for the subsequent custody under concession to the Airport Managing Body, as by art. 693 of Air Navigation Code. ENAC subscribed Technical Agreements with Defence Administration and the Airport Managing Body to enable the purchase of aerodrome military boundary. ENAC most significant activity includes the implementation of multi-year technical agreements of purchase of civil domain real estate located in the airports of Milan Malpensa, Linate and Cagliari, with the most recent airport of Catania, May 2015. Status changes on airports of Ancona, Brescia, Brindisi, Roma Ciampino, Napoli, Verona, Treviso and Udine are still ongoing.

DEVELOPMENT OF TRANS-EUROPEAN TRANSPORT NETWORK (TEN-T)

Reg. (EU) no. 1315/2013 on Union direction for the development of trans-European transport network, has established 9 corridors, 4 of which apply to Italy. EU member Countries are requested to adopt all necessary measures to guarantee the implementation of the central network by 2030.

For each corridor, the Regulation appoints a European Coordinator who would assist on a harmonious implementation of the central network, providing Member Countries with a “Working Plan” including a country analysis, a market analysis and a list of projects aimed to the implementation.

The European Coordinator is supported by the corridor’s Forum for consultancy and collection of data/information from the relevant Stakeholders (Member Countries, regions, institutions/competent national Authorities, infrastructure operators) for all modes of transport. ENAC provides to European coordinators all the information required for the “Working Plan” for the following corridors:

- Scandinavian-Mediterranean
- Mediterranean
- Rhine-Alpine
- Baltic-Adriatic

Corridor progress

The “Working Plan” developed for each corridor was approved by Member Countries in May 2015 and included the geographic alignment, the market study, the identification of critical issues and objectives and the list of projects aimed to be implemented by the year 2030.

Funding sources for interventions

Juncker Plan

The European Commission according to Juncker Plan strategies, adopted Reg. (EU) no. 1017/2015 regarding the European Funding for Strategic Investments (EFSI), European Investment Advisory Hub and the European Investment Project Portal.

In line with such strategies, the Ministry of Infrastructures and Transports involved ENAC in a survey on airport projects for European Investments Bank (EIB) to investigate and assess the potential of funding by the innovative financial tools of Juncker Plan through EFSI. To this end, ENAC with the support of the Airport Managing Bodies has drawn a list of likely

strategic projects that were submitted to the Ministry of Infrastructures and Transports.

Connecting Europe Facility

The European Commission adopted Reg. (EU) no. 1316/2013, establishing the mechanism to connect Europe (Connecting Europe Facility - CEF), that co-funds studies and works for the development of trans-European network in transport, telecommunications, energy sectors and promotes Private Public Partnership (PPP) and the use of innovative funding tools, complementary with Structural Funding.

For air transport, investment priorities focus on:

- Improving multi-mode interconnections amongst airports and the infrastructures of other transport modes;
- Improving sustainability and reducing air traffic impact on the environment.

Supporting the implementation of Single European Sky and air traffic management systems, through the deployment of SESAR system.

On this issues, ENAC is working with Airport Managing Bodies in order to choose projects that can apply for funding.

The main investments for national airports, in accordance to criteria and objectives established by Reg. (EU) no. 1315/2013, are included in the following list. The list attached to the “Working Plan” of the corridors, is currently under revision.



Investments on national airports for the corridors relevant to Italy according to the Working Plan

| CORRIDOR | AIRPORT | PROJECT | TYPE OF FUNDING |
|-------------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| SCANDINAVIAN- MEDITERRANEAN | Roma Fiumicino | Adjustment of crossings on Tiber river and related viability to remove bottlenecks at beginning of motorway to Roma Fiumicino coming from Roma, and on the link of the coastline between Ostia and the airport | Private funding, public funding and possible EU co-funding |
| | Roma Fiumicino | Link between airport and motorway A24 | Private funding, public funding and possible EU co-funding |
| | Roma Fiumicino | New metropolitan link with the airport | Private funding, public funding and possible EU co-funding |
| | Roma Fiumicino | Adjustment of railway link to the airport to increase accessibility | Not yet identified |
| | Roma Fiumicino | Completing the Northern railway link and improvement of access to the airport by railway | Possible public funding and EU funding |
| | Palermo | Urban and sub-urban railway junction of Palermo with link to the airport | Possible public funding and EU funding |
| MEDITERRANEAN/BALTIC-ADRIATIC | Venezia | Multi-mode terminal construction | Private funding, possible public and EU funding |
| | Venezia | People mover | SAVE resources |
| | Venezia | Increase of parking areas | SAVE resources |
| | Venezia | New layout of infrastructures for Cargo traffic | SAVE resources |
| | Venezia | Adaptation of internal viability | SAVE resources |
| | Venezia | Railway link: complementary works and addition of passenger terminal to a railway station | Public funding and possible EU funding |
| | Venezia | Railway link with the airport | Public funding and possible EU funding |
| | Venezia | SS 14 bypass at Camplato and Tessera: access to airport | Public funding and possible EU funding |
| | Bologna | People mover to link railway station and airport | Public funding G. Marconi Airport of Bologna and possible public and EU funding |
| | Bologna | People mover station in the terminal | Public funding G. Marconi Airport of Bologna |
| RHINE-ALPINE | Milano Malpensa | Link tunnel Terminal 1-satellite, people mover | Private funding, public funding and possible EU co-funding |
| | Milano Malpensa | Railway link between Terminal 1 and 2 | EU and National funding, SEA resources |
| | Milano Malpensa | Link Ultimo Miglio | Public funding and possible UE co-funding |
| | Milano Malpensa | Accessibility from Northbound: railway link of airport terminal to Sempione-Gottardo line | funding not yet identified |
| | Bergamo | Railway link Bergamo-Milan | National funding, SACBO resources |
| | Genova | New railway station to Genova airport and implementation of a cableway from the new station to the airport | Public funding and EU co-funding |

REGULATION OF AIRPORTS

ENAC has identified and put in place a set of coordinated and interdisciplinary actions to ensure by 31st December 2017 the compliance of the Italian airport system with Reg. (EU) no. 139/2014 that identifies in the aerodrome operator the key for a safe airport and its operations. To this end, in 2015 ENAC has promoted several actions aimed at implementing the European Regulation, promoting activities and meetings with the stakeholders. In any case, the aerodrome operators, the competent authorities for the certification and surveillance of certified airports, as well as the provider of the Apron Management Service - AMS, must ensure compliance with Basic Regulation (Reg. (CE) no. 216/2008) and Reg. (EU) no. 139/2014 by the end of the year 2017.

Transition to the European regulation

The Italian Civil Aviation Authority has drawn up a road map in which ENAC has identified four main areas: Regulations and Management, Conversion of certificates, Communication, Training. As required by art. 4 of Reg. (EU) no. 139/2014 "Information to the European Aviation safety Agency", on May 2014 ENAC informed EASA of the names, locations, ICAO airport codes of the aerodromes and the name of aerodrome operators of 43 Italian airports to which the provisions of Reg. (EC) no. 216/2008 and Reg. (UE) no. 139/2014 apply

Airports where EC regulation is applicable

| | | | |
|----|-----------------|----|-----------------|
| 1 | Alghero | 23 | Pantelleria |
| 2 | Ancona | 24 | Parma |
| 3 | Bari | 25 | Perugia |
| 4 | Bergamo | 26 | Pescara |
| 5 | Bologna | 27 | Pisa |
| 6 | Bolzano | 28 | Reggio Calabria |
| 7 | Brescia | 29 | Rimini |
| 8 | Brindisi | 30 | Roma Ciampino |
| 9 | Cagliari | 31 | Roma Fiumicino |
| 10 | Catania | 32 | Taranto |
| 11 | Comiso | 33 | Torino |
| 12 | Crotone | 34 | Trapani |
| 13 | Cuneo | 35 | Treviso |
| 14 | Firenze | 36 | Trieste |
| 15 | Genova | 37 | Venezia |
| 16 | Lamezia Terme | 38 | Verona |
| 17 | Lampedusa | 39 | Albenga |
| 18 | Milano Linate | 40 | Aosta |
| 19 | Milano Malpensa | 41 | Foggia |
| 20 | Napoli | 42 | Grosseto |
| 21 | Olbia | 43 | Salerno |
| 22 | Palermo | | |

(airports under EASA scope).

Conversion of certificates

The above mentioned 43 Italian airports have been already certified according to national rules published in "Regulation for the construction and operation of airports" (RCEA). For the following airports Albenga, Aosta, Foggia, Grosseto and Salerno, characterized by low levels of traffic, ENAC has decided to exempt them from provisions of the EU regulation in accordance with art. 4, paragraph 3b of Reg. (EC) no. 216/2008. Therefore, it will be necessary to proceed to the "Conversion" by national certificate in European certificate for only 38 airports.

Renewal of expiring certificates

National certificates, issued in accordance with RCEA, have Three-years validity from the date of issue or renewal. Notwithstanding the conversion by 31 December 2017, the certificates expiring during the transition period (from 2014/06/03 to 2017/12/31) will be renovated under RCEA, in case of positive outcome of oversight, unless the aerodrome operator doesn't provide its conversion application before.

Single airport certificate

The Basic Regulation establishes that the demonstration of compliance of the aerodromes, its aerodrome equipment and operations with essential requirements (ER), a certificate shall be required in respect of each airport (art. 8 bis, paragraph 2 (a)). The same Regulation also provides for the possibility for the Member State to issue a single aerodrome certificate or two separate certificates, one for the aerodrome and one for aerodrome operator. In reference to that point, ENAC has established that the certificate has to be unique, as already provided in national regulation, to underline - once again - that airport and aerodrome operator, as unique entities.

Framework agreements

ENAC has promoted several actions, involving stakeholders concerned (ENAV, Italian Air Force and Fire Fighters Body), to develop of agreement framework aimed at facilitating the demonstration of compliance with regulatory requirements set out in Regulation basic and in Reg. (EU) no. 139/2014. In 2015, the Italian Civil Aviation Authority has published a framework of agreement, available on the website since January 2016, between aerodrome operator and ENAV (Air Navigation Service Provider). It will be regarded as "Acceptable Means of Compliance" for the certificate switch. In 2015 ENAC established the Agreement Framework Pattern "ENAV Airport Operator" available on ENAV website from January 2016.

EU FUNDING PROGRAMS FOR AIRPORT INFRASTRUCTURES

ENAC is responsible for implementing and managing National and EU funding programs with the aim of enhancing and strengthening both air-side and land-side airport infrastructures; improving airport safety; developing interconnections between transports modes and improve accessibility to airport; increasing freight traffic capacity of airports.

With regard to European Regional Development Fund (ERDF), EU Commission through the “Networks and Mobility 2007-2013” National Operational Program aims to strengthen investments for freight traffic services

In the Convergence Regions (Apulia, Calabria, Campania, Sicily), that are less developed in terms of per capita gross domestic product and infrastructure development. In particular ENAC is designated as Intermediate Body, under Reg. (EC) no. 1083/2006, of the “Networks and Mobility 2007-2013” National Operational Program. ENAC as Intermediate Body, manages the Line of Action I.2.1 “Strengthening of the airport system” which finances projects for air-side infrastructures in order to improve national and international freight traffic capacity of airports. ENAC is responsible for the selection of the projects and the management, control, reporting and monitoring of the operations funded. In 2015 No. 2 projects in the Palermo airport have been completed thanks to a grant of about 22 million Euro.

ENAC is also managing the Cohesion Action Plan which is a Nation funding program that support the improvement of airport safety in Southern Italy - (less developed regions). The Cohesion Action Plan supports priority projects previously financed by 2007-2013 European Regional Development Fund. These projects presented delay to completion according to structural funds rules. For this reason the Italian Department of Cohesion and Development of the Ministry of Economic Development in synergy with the European Commission, has reprogrammed some projects from ERDF to the Plan of Action and Cohesion (PAC).

PAC, which is financed through national resources, supports 8 projects in Bari and Lamezia Airports for a total amount of about 30 million Euro. In 2015 Ministry of Infrastructures and Transports, ENAC, Lamezia Terme and Bari Airport Managing Bodies have subscribed the Agreement for the implementation of

the projects funded by PAC.

Having regard to national and European policies in the field of transport, ENAC comply with European Commission guidelines for the development of Trans-European Transport Networks (TEN-T) in order to allow an integrated, connected and accessible transport network in the long run for all regions of the EU infrastructures. EU Commission, also in line with Juncker investment plan, grants financial aids for projects that improve integrated, intermodal, efficient and sustainable transport network in all transport modes along the TEN-T Core Network. ENAC therefore promotes projects aimed at increasing intermodal connections and improving passengers accessibility to airport. EU financial aid in the field of TEN-T Connecting Europe Facility has been granted to studies regarding airport intermodality in order to increase accessibility to airport terminal as well as intermodal exchange (i.e.: terminal connection to railway link).

ENAC activity regarding the management of EU funding programs is subjected to audit and best practice assessment carried out by National and EU Audit Authorities.



| FUNDING RESOURCES BY TYPE OF AIRPORT | 2011 | 2012 | 2013 | 2014 | 2015 |
|-----------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Southern Italy airports (EU funding only) | € 24.965.463,02 | € 35.584.264,87 | € 17.954.467,98 | € 13.871.527,56 | € 5.143.322,94 |
| Airports all over National territory including Southern Italy (national funding only) | € 49.545.799,56 | € 27.518.600,98 | € 30.424.034,23 | € 22.031.258,98 | € 12.529.652,45 |
| Airports all over National territory including Southern Italy - TEN - T network European Commission (EU funding only) | - | € 400.000,00 | € 500.000,00 | € 45.516,03 | - |



A hand holding a model airplane against a yellow background. The hand is positioned at the bottom left, holding the fuselage of a white model airplane with two engines. The background is a solid, warm yellow color.

5 ECONOMIC REGULATION

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NATIONAL AIR CARRIERS

In order to issue and maintain air transport licence, Reg. (EC) no. 1008/2008 indicates organisational and economic-financial requirements, with common rules on air service performance within European Community. Ascertainment and vigilance of such requirements are carried out by ENAC, with the aim to ensure the regular performance of air transport services. The Regulation acknowledges a correlation between financial health and airline company operation safety, and therefore organisation and economic-financial eligibility of air carrier is a requirement to operation safety and to the ability to meet the commitments with users.

ENAC has the power to ascertain anytime financial results of an air carrier and to discontinue or revoke the exercise licence if the air carrier is no longer in a position to meet the commitments over a 12 months period. European Commission confirmed the need to increase economic-financial monitoring done by the Authorities of Member Countries. ENAC, once ascertained the efficiency of monitoring activity on “class A” carriers, decided to include a rigorous vigilance also for “class B” carriers doing scheduled flights - in the new edition of Circular EAL 16 A “Licence of air transport exercise”, December 2015 - and for carriers performing HEMS activity, whose turnover exceeds 3 million Euros per year, that is comparable to “class A” carriers.

For the other “class B” carriers, Regulation (EC) 1008/2008 requires that ownership of net capital gain equivalent to 100.000,00 Euro is demonstrated.

Class A carriers

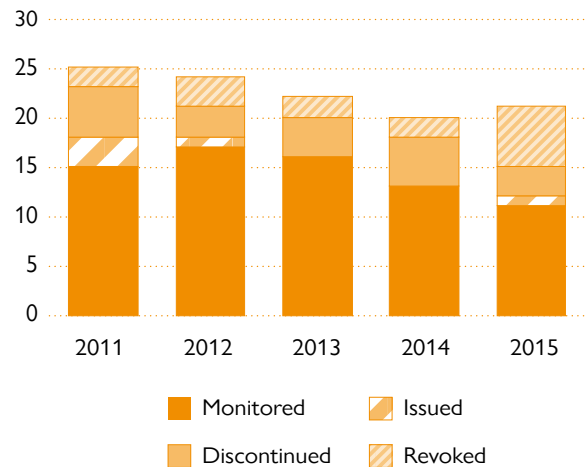
Monitoring activity of carriers can lead, in case of carrier default, to forbid departure, by art. 802 of Air Navigation Code.

“Class A” carriers: operate with aircraft with maximum take-off mass (MTOM) over 10 tons and/or have more than 19 seats.

“Class B” carriers: operate with aircraft with MTOM under 10 tons and/or have less than 20 seats.

The graph of 2011-2015 ENAC activity highlights a negative trend due to a general critic situation.

Licences for class A carriers



Licences of Miniliner SrL, CAI First SpA and CAI Second SpA were discontinued and subsequently revoked in 2015, due to the preventive arrangement procedure (the first one) and to the re-launch and re-funding procedure of Alitalia Group (the last ones). Also, three other licences were revoked and only one issued to the company cargo SW Italia SpA, following economic-financial and administrative ascertainments demonstrating the possession of requirements.

Fleet of class A carriers

The overall number of aircrafts of the fleet (property/dry lease) used by national carriers is reported in the table and counts 186 airplanes at the end of 2015. The table also shows that national airline companies remain on medium range.

The following table highlights flight activity performed by fleet aircraft, in “wet lease in” and “wet lease out”, divided by carrier on the basis of data achieved by Eurocontrol flight plan, referred to the number of landings on Italian airports. For Alitalia group carriers (Alitalia SAI and Alitalia Cityliner) and Alisarda (Meridiana Fly and Air Italy) the use of aircraft in “wet lease in” or “wet lease out” is significant within intra-group operations.

Finally, note that Miniliner activity refers only to the first month of 2015, since the licence was

| Class A carrier fleets | 2014 | | | 2015 | | |
|------------------------|-------------|--------------|------------|-------------|--------------|------------|
| | Short range | Medium range | Long range | Short range | Medium range | Long range |
| Air Dolomiti | 10 | - | - | 10 | - | - |
| Air Italy | - | 9 | 3 | - | 9 | 4 |
| Air Vallée | 1 | - | - | 1 | - | - |
| Alitalia Group | 15 | 93 | 22 | 15 | 83 | 24 |
| Blue Panorama Airlines | - | 5 | 3 | - | 5 | 3 |
| Cargolux Italia | - | - | 2 | - | - | 4 |
| Meridiana Fly | - | 15 | - | - | 10 | - |
| Miniliner* | - | 4 | - | - | - | - |
| Mistral Air | 5 | 4 | - | 5 | 4 | - |
| Neos | - | 6 | 2 | - | 6 | 3 |
| New Livingston ** | - | 3 | - | - | - | - |
| Skybridge Airops*** | 1 | - | - | - | - | - |
| Small Planet**** | - | 2 | - | - | - | - |
| Subtotal | 32 | 141 | 32 | 31 | 117 | 38 |
| TOTAL | 205 | | | 186 | | |

* Licence discontinued from 31st January 2015 and revoked on 30th November 2015; ** Licence discontinued on 7th October 2014 and revoked on 20th November 2015; *** Licence discontinued on 18th February 2014; **** Licence revoked on 31st October 2014.

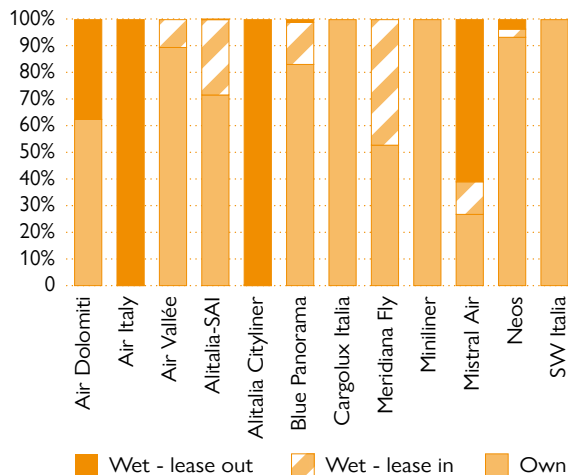
discontinued in January.

Class B carriers

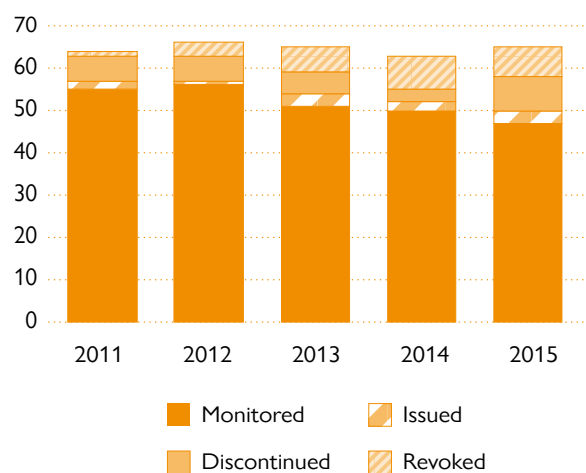
For class B carriers the 2011-2015 table shows a slight increase of issued licences, although these

are still less than those discontinued and revoked. Particularly, during 2015, due to controls and, in some cases, upon request of specific carriers, 8 licences were discontinued and 7 revoked, whereas only 3 new licences were issued.

Activity performed by class A carriers



Licences for class B carriers



TRAFFIC RIGHTS WITH EXTRA-EU COUNTRIES

Air service links within the EU market have been liberalized long time ago under Reg. (EC) no. 1008/2008, while links with extra-EU destinations are regulated by bilateral air agreements. Over the last 10 years, Italy has increasingly and progressively opened and developed external connectivity, implemented by the adoption of several measures. Since 2009, over 50 agreements were concluded with extra-EU Countries; in 2015 agreements were reached with China, United Arab Emirates, Tanzania, Seychelles and Iran and ENAC was delegated from the Ministry of Infrastructure and Transport to lead most of the negotiations with various counterparts. Furthermore, dozens of foreign airlines services were allowed in derogation of existing agreements, in particular with Russia, Turkey, Tunisia, Qatar, United Arab Emirates, Honk Kong, Indonesia, Chile, Peru, Lebanon and Belarus with a positive impact on several Italian airports (Bergamo, Roma, Milano, Venezia, Verona, Bologna). Considering that agreements often include restricted traffic rights, it was necessary - for right allocation - to adopt transparent and non

discriminatory procedures to ensure that in case of limited traffic rights all requests were handles in accordance with the principles of impartiality and good administration. In this prospective, over 13 provisions were issued in 2015 and the use of allocated rights was monitored. In 2015, ENAC issued 1.525 authorisations for links with extra-EU countries, to national airline companies, to airlines licensed by EU Member State (non-IT) and by extra-EU Countries. This activity aims to guarantee users' safety, the development of the aeronautical industry as well as services full compliance with bilateral agreements and laws and regulations in force, with specific regard to flight safety and insurance issues. Authorization activity relates to about 200 foreign air carriers, designated by foreign Authorities of non-EU countries, as well as to scheduled services operated by 10 Italian or EU air carriers established in Italy, that submit a hundred of seasonal operational program to ENAC. Several charter flights add up to scheduled flights, as well as taxi, governmental, humanitarian, emergency flights and for transportation of dangerous substance.

Slot allocation

In 2015 ENAC has continued to perform a monitoring activity with regard to the application of the European regulations related to slot allocation in EU airports according to rules sets out in Reg. (EEC) no. 95/1993 (and subsequent modifications and integrations) according to which flights without slot or operated not in line with the allocated slot give rise to punishable violations. Under legislative decree no. 172/2007, ENAC, as Authority responsible for cases of slots violations, in 2015 has evaluated over 58 flights to perform this sanctioning activity regarding defaulting airlines. ENAC has also reserved slots in favor of carriers operating on the routes subjected to public services obligations towards Sardegna, Sicilia, Bolzano and Elba island. ENAC has continued to support national carriers with foreign Authorities for slot granting, in critical cases: similar behavior is recorded with Chinese and Japanese Authorities. Also, ENAC keeps offering technical contribution to the Ministry of Infrastructure and Transport for rules modification on traffic distribution in Milano airports (Decree Bersani) and for liaison with European Commission with regards to EU-Pilot on applicable rules to air traffic in Milano airports.

PROTECTION OF RIGHT TO MOBILITY

Within its competence, ENAC activity is also aimed at ensuring the essential air service in case of strike and the respect of the territorial continuity principle, in order to strengthen and protect the right to mobility of all citizens.

Definition of minimal service to be guaranteed in case of strike

In case of civil aviation strike, ENAC defines the minimal services that have to be guaranteed in order to lighten any passengers' distress and ensure transport of perishable goods, live animals, medicines, basic necessities and all the fundamental goods for population supplies and the maintenance of the essential production activities.

Upon a series of strikes, in 2015, 22 steps were taken for assessment of flight programs presented by airline companies to ensure the essential service to users.

Protection of territorial continuity principle

Following air transport liberalization, carriers chose to operate commercially productive links only, giving up less appealing routes (to islands, remote areas and developing regions) with a negative impact on citizens' right to mobility. In application of the territorial continuity principle, ENAC, in synergy with the Ministry of Infrastructures and Transports, as well as the Regions concerned, allows to link deprived areas with the key area of the Country. To this end, by European calls for tender held from the Ministry of Infrastructures and Transports - ENAC selects the carriers that will exclusively operate air links as public service obligation.

Public service obligations

In 2015 the following destinations were linked by public service obligation flights:

Autonomous Province of Bolzano

Route:

- Bolzano - Roma Fiumicino and vice versa

Darwin Airline company that, due to the awarded call for tender published in GUUE C 31 of 2nd

February 2013 had started operating public service obligation flights from 30th June 2013, discontinued the service from 18th June 2015, using the right of withdrawal from the route on 17th December 2014 in accordance to the agreement signed with ENAC.

Reggio Calabria

Routes:

- Reggio Calabria - Bologna and vice versa
- Reggio Calabria - Pisa and vice versa

Following service conference in November 2014, m.d. (ministerial decree) no. 43 of 6th February 2015 issued public service obligation on Reggio Calabria - Bologna - Reggio Calabria routes for a two-year period, starting from 1st August 2015. However, due to a series of delays, it was necessary to postpone the date to 10th December 2015, by m.d. n. 260 of 31.07.2015. The next two tender procedure notices - published in GUUE C N.301 of 12th September 2015, ended with no successful contractor. In agreement with the Ministry of Infrastructures and Transports and Region Calabria, two respective tender procedure notices were re-launched and published in February 2016.

Region Toscana

Routes:

- Elba island - Firenze and vice versa
- Elba island - Pisa and vice versa
- Elba island - Milano Linate and vice versa

Three public service obligations were posed on these 3 routes by m.d. no. 328 of 6th September 2013 (GUUE C 329 of 13th November 2013) as modified by m.d. no. 26 of 29th January 2014 (GURI no. 41 of 19th February 2014).

Airline company Silver Air from Czech Republic, that was awarded the contract for these routes from 26th October 2014, has regularly operated in 2015.

Autonomous Region of Sardegna

Since 2010, functions for territorial continuity and recruitment of financial resources are on Autonomous Region of Sardegna.

Historic routes (CT1):

- Alghero - Milano Linate and vice versa
- Alghero - Roma Fiumicino and vice versa

- Cagliari - Milano Linate and vice versa
- Cagliari - Roma Fiumicino and vice versa
- Olbia - Milano Linate and vice versa
- Olbia - Roma Fiumicino and vice versa

Historic routes allocated by European tender procedure from 27th October 2013 for a four- year period, have been regularly performed by Alitalia SAI in 2015 on the routes Alghero - Milano Linate, Alghero - Roma Fiumicino, Cagliari - Milano Linate and Cagliari - Roma Fiumicino; and by Meridiana for Olbia - Milano Linate and Olbia - Roma Fiumicino routes.

Lesser continuity routes (CT2):

- Cagliari - Bologna and vice versa
- Cagliari - Napoli and vice versa
- Cagliari - Torino and vice versa
- Cagliari - Verona and vice versa
- Olbia - Bologna and vice versa
- Olbia - Verona and vice versa

Routes have been performed without financial reward from Meridiana upon acceptance of m.d. no. 36/2005 until 24th October 2015.

With m.d. no. 355 of 23rd October 2015, public service obligations on minor routes of Sardegna were abolished.

Sicilia Region

Routes:

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

Public service obligations were posed on routes by m.d. no. 5 of 15th January 2014 (GUUE C 42 of 13th February 2014). Italian Alitalia SAI, awarded the contract from 1st July 2014, regularly performed the service in 2015.

In 2015 – for territory continuity:

- 9.460.693,64 Euro of public funding were spent;
- No convention was signed since two tenders were deserted;
- No service conference took place;
- 9 interventions were performed to guarantee correct implementation of conventions;
- 195.730 passengers were transferred with public funding.



OBSERVATORY ON AIRPORT MANAGEMENT

According to art. 704 of Air Navigation Code, and by national laws, regulation or contract, the airport operator is in charge of administration and management of airport infrastructures or network, and coordination and control of the activity performed by the operators present in airports or in the network.

The complete airport management is given by a concession adopted by the Minister of Infrastructures and Transports in agreement with the Minister of Economics and Finances and - as far as military airports open to civil traffic are concerned - with the Minister of Defense for up to 40 years, upon ENAC proposal and after selection by public tender and subjected to subscription of a convention between operator and ENAC.

Besides, over the last decades there were special laws by which concession of the complete management of some airports was given to operators defined within the same law (Roma Fiumicino and Ciampino, Milano Malpensa and Linate, Bergamo, Venezia, Genova and Torino).

Also, concession of the complete management of almost the totality of remainder airports open to commercial traffic was given, by an administrative procedure regulated by m.d. no. 521/1997, which acknowledge the right to persistence to those companies already holding a concession of partial / precarious management.

Only over the last years, also due to the adverse economic situation, by which some partial managers were badly impacted and failed (Aeradria, St. Anna Airport, etc.) and the disability of others to guarantee a sustainable planning of a complete management in the long term, ENAC decided to revoke concessions and proceed to public tenders to grant new concessions of complete management.

ENAC is in a position to issue only concessions of airports of general aviation through public tender procedures.

Conditions and requirements for participation to tenders are defined based on infrastructural and operational features of each airport.

For general aviation airports, where an operator is already entitled to partial precarious management, there will be no tender but ENAC goes for a direct concession award, after ascertaining requirements established by the legislation.

By programmed inspections, ENAC monitors operators' adherence to conventional rules.

In case of non-adherence, ENAC will take necessary action to undertake within an agreed timeframe. After which, penalties are adopted as established by the convention. In case of failure of essential requirements, e.g. economic-financial requirements, the concession is revoked or discontinued.



Monitoring the handling market

Handling is the whole of airport services aimed to offer ground assistance to others or self-handling and include: ground administration and supervision, passengers, baggages, freight and mail, Ramp handling, aircraft services, fuel and oil, aircraft maintenance, flight operations and crew administration, surface transport and catering services.

Once ascertained adherence to requirements by art. 13 of l.d. 18/99, ENAC issues the related certificate that also identifies airports and activity categories whose the operator demonstrated to have suitable financial resources, manpower, instrumental and organisational ability. Therefore many certified operators are entitled to perform on more airports.

In 2015, 16 certificates were issued for service provision of ground handling and 27 were revoked. It turns out that 184 certificates were still valid on 31 December 2015.

Airports that achieved the traffic level for free access to the ground handling services' market include: Bari, Bergamo, Bologna, Brindisi, Cagliari, Catania, Firenze, Lamezia Terme, Milano Linate, Milano Malpensa, Napoli, Olbia, Palermo, Pisa, Roma Ciampino, Roma Fiumicino, Torino, Treviso, Venezia and Verona.

In 2014, due to the lack of space availability in Roma Fiumicino airport, restrictions were issued to 4 providers and 2 users in self-handling for categories of ground handling, baggages, Ramp handling. Therefore, following a European tender issued for call in 2015, contracts were awarded by the following:

- Aviation Services
- Aviapartner Handling
- Alitalia Società Aerea Italiana

Also airport operators of Verona, Firenze and Olbia experienced some difficulties while performing handling activity, due to lack of capacity and space; with regards to that, ENAC set up a functional operational ascertainment on these airports. Restrictions on the number of handling operators remain also on the airports of Venezia and Roma Ciampino, for the latter exclusively related to the activity performed within general aviation area.

Incentives for route start-up and development

Due to the poor state of economic sections related to air transport system, national legislature adopted law no. 9/2014 to transpose community principles for a responsible delivery of public resources in this sector, assigning the organisation of operation methods to 2nd level regulation.

At this level, the Ministry of Infrastructures and Transports issued specific Guidelines on incentives to air carriers starting and developing air routes.

ENAC provided operators with specific "Operative Directions" to identify and deliver resources for air carriers.

in 2015, following European Community directions, ENAC started a first monitoring on some airports, identified by the respective volume of traffic (from less than a million to over 5 million passengers). The analysis showed that the almost totality of Airport Managing Bodies, what ever the yearly traffic of passengers, used the incentives to increase their business, in order to obtain implementation and improvement of operative capacity, aimed to enhance the peculiarity of each airport in accordance with the potential of its own catchment area.

PLANNING AGREEMENTS

In 2015 ENAC Board of Directors approved the Planning Agreement scheme to be signed by ENAC and Airport Managing Bodies, as by art.1 comma 11 d.l. no. 133/2014 (Decreto Sblocca Italia) modified by law no. 164/2014 and s.m.i (subsequent modifications and integrations). Planning Agreements regulate infrastructural development and maintenance of airports in order to guarantee an adequate and satisfactory services level; they also set services quality and environment protection objectives during the Four-year regulatory period. Planning Agreements define operators duties in terms of functionality and operative efficiency and safety, in accordance with their commitment.

The agreements are part of a new procedure where the charges updating process is responsibility of Transport Regulation Authority (ART), whereas the planning of infrastructure development - including traffic and improvement of qualitative and environment performances of service provision in airport - is ENAC responsibility which technically approves Intervention Plans of Traffic, Quality and environment Protection.

ENAC and ART are therefore in charge of supervising interdependent and complementary procedures, with the same goal of ensuring users of development, functionality and safety of national airports and guarantee recovery of operation and capital costs, including a fair return on invested capital.

In this new process ENAC will remain in charge of technical approvals on infrastructural, traffic, quality and environmental plannings, based on which Technical Planning Agreements are stipulated between ENAC itself and operators, while charges system will be defined in the application of "Airport Charges Models", that will be finally approved by ART.

Once Airport charges are approved, operators sign planning Agreement with ENAC providing, within 60 days, Economic Financial Plan, demonstrating sustainability of the technical Plans. Planning Agreements must be approved by the Ministry of Infrastructures and Transports, and Ministry of Economics.

As a consequence, technical and economic

regulation of airport managements is therefore divided into: technical stage - Plans approval by ENAC, and economic stage - charges approved by ART. Such a redistribution of regulatory activities applies both to first application of Airport Charges Models, and to the annual monitoring activity, where ENAC is in charge of verifying achievements on investments, quality and environmental.

In this redistribution of competencies, the annual definition of **k**, **v** and **ε** parameters, measuring the economic impact on monitoring activity, is assigned to ART.

In 2015, the airports of Pisa, Firenze and Olbia applied new charges, subordinated to some corrections fixed by ART.

Actually ENAC is fully involved in approving technical planning and several agreements are expected to be signed between ENAC and airport operators as a consequence of new charges deliberated by ART after the implementation of Airport Charges Models.

Increase of Council tax

In 2015 ENAC was involved by Ministry of Infrastructures and Transports (MIT) and Ministry of Economy and Finance (MEF) to work on definition of ministerial decree for the increase of Council tax. ENAC collaborated with airport managing bodies in order to estimate the number of passengers paying the council tax for the Three-year period 2016-2018. From 1st January 2016 the increase of the Council tax was applied on passenger charges of all national airports, to be devolved to INPS, as introduced by the inter-ministerial Transports - Economy decree no. 357 of 2015/10/29. In consideration of an overall cost of 184 million Euros, for each year 2016-2017-2018, the unit measure of the council tax was estimated on passenger traffic forecast, and quantified in 2,50 Euro for 2016, 2,42 Euro for 2017 Euro and 2,34 Euro for 2018. art. 2 of inter-ministerial decree established that council tax should be annually updated in consideration differences between forecast and actual traffic data. On 1st January 2016 the overall amount of council tax on passenger charges was 9 Euro, except for Roma Fiumicino and Ciampino where the amount was 10 Euro, due to a supplement of 1 Euro defined for the Roma airport

system.

Firefight Found

In order to reduce the Government costs for firefight service in the airports, law no. 296/2006, art 1 paragraph 1.328, introduced an additional fee of 0,50 Euro per passenger upon passenger charges and instituted a fund, fed by airport operators proportionally to the traffic generated, for an overall amount of 30 million Euro. In order assigne the additional fee amongst airport operators, ENAC was asked by the Ministry of Interior, Dept of Fire Brigade, to provide on an annual basis the traffic generated by the airports, in terms of Work Load Unit (passengers plus cargo). After that, in 2008 the decree law no. 185/2008 - modified and turned into d.l. no. 2/2009, supplemented art. 4 with paragraphs 3bis, 3ter and 3quarter, assigned the 100% of the firefight fund to cover the overall costs of Fire brigade and no longer the firefight service in the airports. This law was disputed by airport operators, resulting in a number of complaints about the measures by which the ENAC had previously defined the contribution shares to the fund amongst national airports.

The dispute has not been yet sorted out, since the issue related to either tributary or civil jurisdiction was not clarified. With regards to that, art.1 paragraph 478 of stability law 2016, complemented art. 39bis paragraph 1 of d.l. no. 159/2007, modified into d.l. no. 222/2007, included payments in charge of airport management companies relatively to firefight service amongst the airport charges with non tributary nature: "Terms related to boarding and landing taxes on freight transported by air mail - d.l. no. 47/1974, modified from law no. 117/1974, and subsequent changes of taxes and rights, as per law no. 324/1976, of payment of safety control services, art. 8 of Regulation from Ministry of transports and navigation 29th January 1999 no. 85, of communal additional fee on boarding rights, art.2 paragraph 11 of l. no. 350/2003, "and of payments in charge of airport management companies relatively to firefight services, art.1 paragraph 1.328 of l. no. 296/2006" are understood as not producing tributary or tax liability".

This recent regulatory action cleared the nature - non tributary but payment - of airport rights that are collected by airport operators, including payments related to firefight services in the airports. Following the dispute and in agreement with the Administrations interested to manage the

firefight fund, ENAC is studying new criteria for the single operators to calculate by themselves their share of the annual contribution to pay to the State to cover the costs of firefight service in the airport.

Preliminarily ENAC is ascertaining for each airport the presence of National Fire Fighters Body, considering that the splitting criteria of the annual budget of 30 million Euro will therefore be defined taking into account that all the airports where firefight service is performed by private companies with charges on to airport operator, won't be counted for calculation of contribution shares.

Aiport Managing Bodies with derogation agreement signed with ENAC (Roma, Milano and Venezia) and other operators with airport charges model applied are allowed to recover the amount paid as contribution to the fund, and to adjust the balance - during annual monitoring activity – if any inconsistency will be arised between traffic data forecast and the actual data.

Monitoring activity on Planning Agreements

In 2015 ENAC performed the annual monitoring on the actual realization of investments and adherence to timings of implementation established by Derogation Planning Agreements, as defined in art. 17 paragraph 34bis of d.l. no. 78/2009 modified into l. no.12/2009. With regards to ordinary Planning Agreements still in effect at the time subscribed with Catania and Cagliari operators, 2015 was the last year of contract and after this the monitoring activity on ordinary planning agreements came to an end. With particular reference to ordinary Planning Agreements, already expired in 2015, operators of Bologna, Napoli, Firenze and Pisa airports adopted the new Airports Charges Models approved by ART and concluded consultancy procedure with users, in accordance to the new legislation. Regarding the airports of Catania, Cagliari, Bari and Brindisi, whose ordinary Planning Agreements with ENAC have also expired, the operators have not yet implemented the Airports Charges Model, neither an inflation-rate-based updating of in-place charges was considered for these airports. Therefore these airports will be due to apply the same amount in place in 2015, until they will adopt, in 2016, the Airports Charges Model of their competence.

During the annual monitoring activity ENAC verified the parameters **k** and **v**, defined ex-ante for each year of regulated period. Specifically, parameter **k** measures the pricing impact of the



new investments implemented by the operator, in terms of costs and capital, whereas v values the additional costs related to new law.

Annual monitoring also includes the verifying activity of achievements of objectives fixed with regards to qualitative service provision in the airport - considered strategic for passengers - as well as objectives related to environment protection, eco-compatible and sustainable development of the airport (parameter ϵ). In terms of procedures and methodologies, 2015 has been an historic milestone for monitoring activity, because an informatics program has been implemented, Airport Intervention Monitoring System, through which the whole process of vigilance on the progress of investment plans of airport operators has been computerized. By the new system, airport operators have to report all the information necessary to ENAC for competence assessment, on Airport Intervention Monitoring System database, rather than producing technical forms A, B, C, D on paper. The System performs a double function: it enables to monitor the progress of infrastructural

activity for the whole national airport system, as included in the multiannual investment plan - thus representing a useful tool if not meeting timing deadlines, and supporting the annual monitoring activity with regards to the economic impact of implementation of new investments in terms of capital depreciation and capital gain on charges.

Likewise, also with reference to all the airports that fall under ART economic regulation, ENAC manages to verify and validate - by the Airport Intervention Monitoring System - the progress of investments foreseen in the Four-year investment plan, providing with the technical support required for the annual update of payments, as by the application of Airport charges model.

Therefore, ENAC guarantees - nationwide - infrastructural development and modernization of the airports, according to pre-established quality and safety standards and in adherence with Administration rules, at the same time making sure that cost-connection is observed, in order to guarantee that charges remain strictly related to costs.

Oversight on charges collected for the remuneration of groundhandling Services and for the use of centralised infrastructures

ENAC, according to d.l. no. 18/1999 verifies on free access to groundhandling services market, performs pricing vigilance activity on centralised infrastructures, on common infrastructures and the ones exclusively offered to airport users, so that charges are appropriate to costs of management and development of each single airport where the activity is performed. To this end, ENAC concluded in 2015 the vigilance activity on charges for the activity of fuel provision and distribution performed at Roma Fiumicino and Milano Malpensa, from Seram and Disma respectively.

Economic regulation of such payments does not fall under Derogation planning agreements subscribed by ENAC with Roma and Milano operators because, in these airports, centralised infrastructures in charge of fuel provision belong to and are entirely managed by third party companies highly specialised in these activities.

EU Pilot

In order to finally make current regulation conform to requirement of Directive 2009/12/EC in airport activity, and avoid a penalty procedure, ENAC published on its institutional website two procedures: one related to consultation among airport operators and users, and the other related to definition of controversy for lack of agreement on airport charges. The UE Commission - with a formal notice - communicated that Italian Government is not compliant with some obligations of Directive

ENAC – SEA Planning Agreement in derogation

The first pricing Five-year sub-period 2011-2015 ended in 2015 and, at the same time, 2015 represented the “bridge” year when ENAC conducted investigations to update the payment process for the second pricing Five-year sub-period 2016-2020, starting on 1st January 2016.

2009/12/EC, particularly with the statute and powers of independent vigilance Authorities and the procedure to follow in case of disagreement between users and operators.

The Commission has therefore requested the Italian Government to provide with further assessment features, provided in December 2015 and whose feedback is soon due. In February 2015 the European Commission opened another Pilot related to airport concession of Aeroporti di Roma (AdR), forwarding a request of information to the Italian Government regarding the concession agreement and the subcontract activity. Particularly, the European Commission objected that airport concession prorogation to 2044 of AdR represented a direct custody in violation of the European right on work contracts and public tender. It has been also also objected that the direct assignment of airport activity to the related company Pavimental was a violation of Directive 2004/17/EC - for public tender rules.

Following the information provided, the Commission closed the Pilot.





6 REGULATION OF AIRSPACE

Sheet 6.1

**Regulation and planning
activity**

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Sheet 6.2

**Certification and surveillance
activity**

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REGULATION AND PLANNING ACTIVITY

During the year 2015, the legal standards arising from 2014 European guidelines have been implemented. Community participation has been maintained in two key areas:

- air rules, part C of SERA Regulation, related to the procedures for air Navigation Services for management of air traffic (PANS-ATM Doc. ICAO 4444);
- certification of service providers according to Reg. (EU) no. 1035/2011.

Single European Sky

Also for 2015, ENAC acted as Italian civil aviation authority at the Single Sky Committee in Brussels, participating at the project for the realization of a Single European Sky looking 15/30 years ahead.

Allocation of air space areas

The activity related to air space segregation, aimed to flight safety and prevention of illegal action, falls under airspace regulation directorate's responsibility, and is addressed with a multi-disciplinary approach (ENAC circular ATM/03 and ATM/05). For instance, over 210 requests have been processed during year 2015 including: institution / validity extension / change / cancellation of areas subjected to restrictions for parachuting, acrobatic flights, aircraft and club work, model airplane flights and RPAS, recreation and sports flights, laser ray emission, weather balloons for radio-survey. Also, ENAC had to deal with requests of area segregation for protection of natural parks and/or other interest site areas, such as monuments, special interest places (e.g. industry or technologic plants) including activity to define both architecture of National air space and, from December 2015 to November 2016, procedures for protection a preservation of National Airspace during the "Jubilee of Mercy" event. High level coordination by Prefecture of Roma, Police headquarters, ENAC, Air Force and ENAV, lead to design ad hoc procedures for national air space management, to ensure increasing level of security according to estimate flow of pilgrims to Jubilee events. This allowed to manage average flow events, like Pope audiences, as well as extraordinary events such as the funeral of S. John Paul II, the opening of the Holy Door at the start of Jubilee year.



Performance System

The year 2015 was the first of the Five-year period (2015-2019) which European service providers' performance is measured over.

In this setting and upon EC direction, in 2015 ENAV developed a significant plan of operative cost reduction to fight against the negative trend of air traffic in Italy that was far under the forecast, mainly due to the persisting closing of Libyan skies.

As a result in order to avoid Libya, air traffic from Northern Europe to South Africa passes through East or West of Italy. Besides, there are no yet flights from/to Egypt. However, provision of air traffic services confirms leading position of Italy for punctuality with potentially no delays due to flow management.

FAB Blue Med

In 2015 FAB Blue Med has continued his path to fully operational status, according to FAB performance plan and the program drawn by the four member Countries: Italy, Malta, Greece and Cyprus. FAB results are influenced by politics instability of Mediterranean area, particularly due to the consistent military operations east of Cyprus, that further penalize the area, despite of the increasing traffic flow due to closing of Syrian airspace.

Last, economic recession makes management of Greek and Cypriot service provision particularly difficult since, as part of public administration, undergoes all related restrictions.

Remotely Piloted Aircraft System (RPAS)

In 2015 it has been carried out an intense activity in RPAS area considered by ENAC to play a key role in the overall aeronautic community, due to huge technical and occupational benefits. In this view, ENAC drew the 2nd edition of Regulation “Remotely Piloted Aircrafts” gathering all issues related to circulation and use of airspace in one section. Besides, the part related to aircraft models was revised. A subsequent amendment incorporated specific issues related to the use of controlled air space and night activity. The activity performed at Taranto Grottaglie airport was considered crucial for. It was regarded, at national and European level, as an ideal integrated logistic platform, due to geographical location and operational flexibility, for research and development in civil aviation area, as a particularly suitable place for Range aviation tests and, not last, as flight corridor for aeronautic tests with remotely piloted aircraft.

For this purpose, for RPAS activities, ENAC defined - together with Air Force, Navy, ENAV and industry representatives - the procedures of a shared use of such airport from all the interested Stakeholders.



CERTIFICATION AND SURVEILLANCE ACTIVITY

Certification

When conducting institutional activity, ENAC certifies:

- Air Navigation Services Providers (ANSP) for Air Traffic Services (ATS), Air Traffic Control (ATC), Flight Information Services (FIS), Communications, Navigation and Surveillance (CNS), Aeronautical Information Services (AIS), Meteorologic Services (MET);
- Training organisations in ATC area;
- Organisations for design of instrumental flight procedures.

Those activities included biannual control of the issued certification. 5 ANSPs have been inspected in 2015.

Surveillance

ENAC vigilance and control activity on organisations, ANSP and ANSTO (ANS [Air Navigation Service] Training Organisation is basically performed by a yearly programmed audit plan based on complexity of organisations.

ENAC controls the activity of certified organisations in order to promote and guarantee a high and consistent standard of safety, ensuring integration of national management systems and supporting a fast and coordinated introduction of new technologies, to guarantee the interoperability of the whole European network of air traffic management.

Activities in 2015

- 1 renewed ANSTO certificate
- 3 renewed certificates (surveillance of ANS providers)
- 4 ANSP certificates changed
- 28 system audits conducted (surveillance of ANS providers)
- 6 audits conducted (surveillance of ANS personnel training organisation)
- 5 approved modifications to functional systems ATM – Air Traffic Management
- 13 Declarations of Verification (DoV) evaluated related to commissioning system of air navigation systems and/or procedures.

Coordination Activity of Air Navigation Services Transit from Italian Air Force and ENAV

Over 2015 ENAV has coordinated the activity aimed to pass Weather services from Italian Air Force to ENAV at civil airports of Roma Ciampino and Verona Villafranca (formerly military airports open to civil traffic). Furthermore, coordination of transit activity of Air Navigation Services in the airports of Brindisi and Treviso was implemented with the joint production (ENAC, Italian Air Force and ENAV) of an analysis and planning document for each airport, aimed to regulate transit through the identification of technical and operational processes, including agreements between ENAV and Italian Air Force, in terms of rotation of air navigation service provision.

Overall, the transit of Air Navigation Services performed on formerly military airports of Rome Ciampino, Verona, Treviso and Brindisi leads to benefits in civil aviation flight activity handled by ENAV service provider, as certified by ENAC in agreement with the requirements in Reg. (UE) no. 1035/2011.

Rotations between Air Force and ENAV are a direct consequence of Transit Plan of military airports to civil aviation, aimed to rationalize resources on Italian airports - depending on their military or civil interest - and maximize performance of air navigation services.

The overall Transit Plan from military to civil management lasted two years and will be completed in 2016 with the switch of air navigation services of the Airport of Rimini.





7 ENVIRONMENT

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Sheet 7.2

Wildlife strike 106

Sheet 7.3

**Interregional Operative Program
Renewable Energies and Energy
Saving 2007-2013: ENAC Project 107**

ACOUSTIC AND GAS POLLUTION

Aviation is the only fast transport network that links countries, supporting the development of both economics and tourism. The key role of aviation in social and economic development requires a sustainable development restricting gas emissions that impact climate changes. ENAC does regulation activity aimed to contain acoustic pollution and gas emissions from air traffic.

In 2015 great attention was given to producing international environmental guidelines, as a basis to decisions due at the 39th ICAO General Assembly in 2016.

ENAC represents Italy at the Committee on Aviation Environmental Protection (CAEP) - part of ICAO - and it is present both at ICAO workgroups and European Community ones as well as ECAC with technical experts in the area. In 2015 group activity developed a Pattern of global measures based on gas emissions (GMBM) and new Standard to reduce CO₂ emissions and aircraft noise.

Airport Acoustic Pollution

ENAC activity, aimed to contain acoustic pollution in airport surrounding areas, is performed locally by the airport Commissions from DM Environment-Transports of 31st October 1997, chaired by ENAC Airport Director and composed by territory Institutions, Regional Agency for the environment and airport operators. Commissions establish anti-noise and acoustics procedures in airport surrounding area and, work out solutions in case of exceeding limit. During 2015, ENAC participated at technical panels set up by the Superior Institute for Environmental Protection and Research, upon Ministry of Environment request, for revision of national guidelines on acoustic pollution by law delegation no. 161/2014. With regards to acoustic pollution in airport surrounding areas and airfields, the new regulation sets new limit levels and noise containing tools, with the introduction of specific criteria of economic sustainability of interventions. Together with ENAC, also Assaeroporti, ENAV and ANCAI take part at the panel.

Gas Emissions

In 2015, based on guidelines indicated in Doc 9988 of ICAO, and in coordination with ECAC, 2012 edition of Action Plan - on CO₂ emission reduction - was updated. A specific task force was activated to

collect all data requested by ICAO, involving carriers, Airport Managing Bodies, industry, associations, universities and research institutions. The document shows representative data of international traffic in Italy, fuel consumption and gas emissions, presents European and International regulation and describes environmental protection measures developed by the operators with an estimation of positive effects by 2020. The institution, following law decree no. 30/2013, is involved in EC exchange system of greenhouse effect gas emission shares Emission Trading System (ETS).

The system, originally applicable to industrial plant emissions, has been extended to air transport operators with licence issued by ENAC and to non-EC operators whose emissions are attributed to Italy. The setting of ETS applicable air operators was recently re-defined by d.l. no. 111/2015. Since 2015, ENAC has been attending the ETS intra-ministry Committee (Committee for Directive management 2003/87/EC and support of Kyoto Protocol project activity) for air transport activity. The Committee, housed at the Ministry of Environment, is the competent national Authority and consists of representatives of Ministry of Environment, Ministry of Economic Development, Ministry of Infrastructures and Transports and other Public Administrations with technical expertise in the area. ETS Committee activity aims to identifying Italy administered air operators, issuing authorization to greenhouse effect gas emission, shares allocation and release, and monitoring Plan approval. Also, issuing penalties and promoting initiatives supporting industry and economics interested to Kyoto Protocol mechanism.



WILDLIFE STRIKE

Wildlife strike: the violent impact of an aircraft on one or more birds, or other wildlife creatures with more or less severe consequences in terms of air navigation safety and related economic costs.

The various subjects dealing with wildlife strike (airport authorities, biologists, safety personnel, pilots, engineers and lawyers) are organised in international associations such as the World Bird-strike Association or national bird-strike/wildlife commissions.

In Italy, Bird-strike Committee Italy (BSCI) operates since 1987 to guarantee safety in airports dealing with the wildlife strike issue and it is officially recognised in 1993 as Technical Commission of Ministry of Transports and reconstituted in ENAC in 2001.

Italian experience has been world-wide appreciated since BSCI President was nominated member of the Steering Committee of World Bird-strike Association Europe.

Statistic data were systematically collected and assessed since 2002. Data analysis allowed to establish that about 90% of civil aviation impacts occurs internally or near the airports, particularly during the take-off and landing procedures. That is also due to the fact that air terminals represent an ideal habitat for ornithological species, including seagulls, prey birds and birds generally which are all particularly tricky for air navigation safety.

With reference to 2015 ENAC data are still temporary though and therefore still variable

because they must still be compared to data collected by Airport Managing Bodies who are responsible for monitoring the risk of wildlife strike in airport, and whose risk management setting relates to impact occurred under 300 feet.

A general analysis of partial data demonstrated that the number of impact alerts in airport under 300 feet remained stable, which means that the issue is under control, considering that some natural and environmental causes cannot always be foreseen and prevented. Whereas, the number of impact alerts over 300 feet increased significantly and, although this does not fall under the airport responsibility of risk management, it still represents a threat to aircraft safety. The reasons for such a high incidence lay in an improvement of reporting activity of all the operators. With regards to that, ENAC implemented eE-MOR system (electronic ENAC Mandatory Occurrence Reporting) for the collection of alerts related to aeronautic events, including which bird-strike occurrence.

Following an appropriate awareness activity, operators positively responded by sending the alerts to ENAC electronically. The use of eE-MOR system significantly improved quality of data: maximization of reporting system lead to alerts better reflects the reality as well as the severity of occurrence.

| YEAR | <300 ft | Damage | Multiple | Ingestions | With effects |
|-------|---------|--------|----------|------------|--------------|
| 2009 | 620 | 20 | 91 | 13 | 15 |
| 2010 | 719 | 18 | 87 | 14 | 11 |
| 2011 | 802 | 29 | 87 | 19 | 20 |
| 2012 | 961 | 34 | 80 | 25 | 27 |
| 2013 | 982 | 21 | 54 | 21 | 18 |
| 2014 | 961 | 20 | 64 | 20 | 8 |
| 2015* | 953 | 39 | 69 | 43 | 45 |

* partial data to be verified with the Airport Managing Bodies' data

INTERREGIONAL OPERATIVE PROGRAM RENEWABLE ENERGIES AND ENERGY SAVING 2007-2013: ENAC PROJECT

ENAC Project related to the Interregional Operative Program of Renewable Energies and Energy Saving 2007-2013 represented a big challenge, ever since the delivery to the Ministry of Environment and Protection of Territory and Sea and since the subscription of the implementation protocol.

The Project allowed airport world integration with the most advanced analysis technologies and energy efficiency improvement that, over the last years, have been characterized by consistent innovation in civil engineering and plant building. Experience, energy audit handbook, software and projects of implementation allow a clear, fast and transparent view exchange on key issues for airport projects in terms of energy saving.

Besides, such integration is part of ENAC's mission that places environment protection as a key driver for development of intervention plans aimed to improving and potentiating airport infrastructures. Several objectives were achieved by the Project,

including:

- Audit, energy analysis and certification of 15 airports located in Regions of Objective Convergence (Campania, Puglia, Calabria and Sicily);
- Identification of energy consumption improvement actions;
- Good practices for energy efficiency of airport facilities and sustainable design criteria for terminal design and management;
- Broadcast of results by technical workshops, a website and national conference held in July 2015.

The Project allowed a consistent comparison with the Ministry of Environment and Protection of Territory and Sea and with the technical staff of the involved Airport Managing Bodies, leading to an improved knowledge of energy management of Regions of Objective Convergence, with ENAC consolidating knowledge and methods that shall be applied in other airports of the Italian network.



5102

330

1066

4282

104

580

460

236

050

61

INTERNATIONAL ACTIVITY

Sheet 8.1

The different Forum

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THE DIFFERENT FORUM

ENAC represents Italy in the major international civil aviation organisations, like ICAO, UE, ECAC, EASA and Eurocontrol. With these organisations ENAC has a constant dialogue and cooperation in carrying out its institutional activities of managing air transport and promoting civil aviation development.

In these organisations ENAC endorses national positions on various issues of strategic interest, such as safety and security, environment, EU external relations policy, economic regulation, airport capacity, airspace, crisis management, protection of passengers and quality of service.

In Europe, special attention is paid to the new Aviation Strategy adopted by the European Commission on December 7, 2015, presented to the European Council on December 10, and discussed at the Aviation Summit organised in Amsterdam by the Dutch EU Presidency, on January 20-21, 2016.

This Strategy is focused on EU external relations, in

a context of wide market opening and safeguard of fair competition, and on other key factors for global European civil aviation competition. These include removing obstacles to growth through intelligent regulation and development of airport capacity and connectivity; maintaining high levels of safety and security in the EU; protection of workers and passengers; innovation and digital technologies.

At international level ENAC is preparing for the 39th ICAO General Assembly, that will take place in Montréal from September 27 to October 7, 2016. On this occasion elections will be held for the renewal of the Executive Council, where Italy has had a seat since the Organisation was born.

Among the most relevant topics on the agenda is the draft Resolution on the Global Market-Based Measures (GMBM) and the agreement on CO₂ emissions reduction global standard, to reduce air pollution from international air transport.

| ORGANISATION | COMMITTEES, WORKING GROUPS, PANELS AND OTHER FORUM ATTENDED BY THE GENERAL DIRECTORATE |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ICAO | Sessions of ICAO Council: 204 th Montréal, February 23-March 13; 205 th - Montréal, June 8-26; 206 th Montréal, November 2-20 |
| | Legal Committee: LC/36, Montréal November 30-December 3 |
| EU | UE Directors General Meetings: EU-DGCAs Brussels June 1; EU-DGCAs on GMBM - 1 st meeting - London, November 18 |
| | Latvian Presidency of the UE Council - RPAS Conference: Riga, March 5-6 |
| ECAC | Twinning ENAC-Egyptian Civil Aviation Authority: Twinning IT-EG PSC 1 - Cairo, April 9; Twinning IT-EG -Cairo, May 12; Twinning IT-EG - Rome, May 25; Twinning IT-EG PSC 2 - Cairo, July 28; Twinning IT-EG - Cairo, October 21; Rome, November 22-28 |
| | Directors General Ordinary Meetings: DGCA/144 - Paris May 6; DGCA/145 - Paris, December 3 |
| | Directors General Extraordinary Meetings: ECAC/34 - Strasbourg, June 30- July 1; DCGA/64 (SP) - Bodrum, August 28-31 |
| | Coordinating Committee: CC/US/19, Montréal, February 2; CC Ad hoc - Montréal , February 4; CC/CAAC/2 - Montréal, February 4; CC/AAA - Airlines for America - Paris, March 23; CC/174 - Paris, March 24; CC/175 - Bodrum, August 28; CC/176 - Paris, November 10 |
| | ICAO Council Elections: Task Force on ICAO Council Elections - Paris, June 12; Ad Hoc meeting on ICAO Council Elections - Paris, October 16 |
| EASA | Group on ECAC medium-term objectives: EMTO/47 - Paris, February 20; EMTO/48 - Paris, October 15 |
| | LEG-TF - Legal Task Force: LEGTF 25 - Paris, March 19; LEGTF 26 - Paris, June 23; LEGTF 27 - Paris, October 27 |
| EUROCONTROL | ECAC FORUM: Forum/8 - Paris, December 2 |
| | TRA-NET - ECAC NETWORK OF TRAINING ORGANISATIONS: TRA-NET/7 - Rome, April 30 |
| | Management Board: EASA MB 01/2015 - Köln, February 25; EASA MB 02/2015 - Brussels, June 2; EASA MB 03/2015 - Köln, December 14-15 |
| EASTI | PCC - Provisional Council Coordinating Committee: PCC/38 - Brussels, March 17; PCC/39 - Brussels, October 20 |
| | ePCPB - enlarged Provisional Council President's Bureau: ePCPB-01 - Brussels, May 20; ePCPB-02 - Brussels, December 7 |
| JAA-TO | PC - Provisional Council: PC/43 - Brussels, May 21; PC/44 - Brussels, December 8-9 |
| | EASTI - European Aviation Security Training Institute (ECAC associated body): EASTI Board Meeting - Strasbourg, June 30; EASTI Board Meeting - Amsterdam, October 30 |
| CONFERENCES | JAA-TO Joint Aviation Authorities - Training Organisation (ECAC associated Body): JAA-TO Foundation Board Meeting 15/1 - Paris, December 2 |
| | The Future of The Air Transport Industry: Rome, Luiss Guido Carli, June 4 |
| | EBAA Forum on Business Aviation: Rome, Luiss Guido Carli, September 29 |

Safety

ENAC attended the second ICAO High-Level Safety Conference (HLSC/2) held in Montréal on February 2-5, 2015, and the meetings of the ESCG - European Safety Coordination Group, that within EU and ECAC prepared the working papers presented by Europe. After the tragic event involving the Malaysian Airlines flight MH370, the Conference was specifically dedicated to the identification, search and rescue of aircrafts after air crashes, and to the collection, analysis and data sharing of aeronautical events, to implement a global flight tracking system. Italy, together with Ireland and Denmark, submitted to the Conference a project for using satellite technologies for detecting aircrafts position along the route travelled, particularly in ocean routes and inhospitable regions. The project name is ALERT, it has been developed by Aireon, in partnership with various civil air navigation service providers, among which is ENAC. It involves the launch into orbit of 66 satellites that will receive signals transmitted by aircrafts in flight, relay them to a ground station in Ireland, and broadcast them to airlines control centres. This system is being developed and will use ADS-B (Automatic Dependence Surveillance - Broadcasting) technology. It will allow to receive close range scan data (every few seconds), to track flights from the ground continuously, ensuring aircraft locations.

Various EU regulations on aviation safety were discussed by EASA Committee, with the attendance of representatives from ENAC. The Committee, established by the European Commission - DG

MOVE, in 4 meetings during 2015, positively evaluated 8 regulations in the following fields: Flight Operations (Reg. (EU) No. 2015/140 and Reg. (EU) No. 2015/1329 amending Reg. (EU) No. 965/2012); Air Traffic Controllers (Reg. (EU) No 2015/340 amending Reg. (EU) No. 923/2012); Aircraft Airworthiness (Reg. (EU) No. 2015/640 amending Reg. (EU) No. 965/2012; Operating Bans for non-EU Carriers (Reg. (EU) No. 2015/1014 amending Reg. (EC) No. 474/2006; Civil Aviation occurrences mandatory reporting (Reg. (EU) No. 2015/1018 amending Reg. (EU) No. 376/2014; Aircraft Maintenance (Reg. (EU) No. 2015/1088 and Reg. (EU) No. 2015/1536 amending Reg. (EU) No. 1321/2014).

Various activities were carried out to implement Reg. (EU) No. 376/2014 entered into force on November 15, 2015, on the reporting, analysis and follow-up of occurrences in civil aviation, amending Reg. (EU) No. 996/2010 and repealing Directive 2003/42/EC and Reg. (EC) No. 1321/2007 and (EC) No. 1330/2007. In Europe, ENAC attended the Executive Committee and the Board of Eccairs - European Coordination Centre for Accident and Incident Reporting - EU software for collecting aviation safety information, developed by the Joint Research Centre (JRC) in Ispra - pursuant to Article 7 of Reg. (EU) No. 376/2014. ENAC experts moreover took part in the activities of the Network of Analysts (NoA) - established by EASA to support European Commission in the implementation of the new legislation - as well as in the workshops organised by EC and EASA to illustrate some specific issues and EU Guidance Material for a proper application of the Regulation.

| ORGANISATION | COMMITTEES, WORKING GROUPS, PANELS AND OTHER FORUM IN 2015 ON SAFETY |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| ICAO | ICAO High-Level Safety Conference (HSLC/2): Montréal, February 2-5 |
| | AIRP - AIRWORTHINESS PANEL: Singapore, April 20-24 |
| | ICAO Regional Aviation Safety Group/Europa: RASG-EUR 2015 - Paris, February 25-26 |
| | ICAO/UNOOSA AeroSPACE Symposium: Montréal, March 18-20 |
| | ICAO RPAS Symposium: Montréal, March 23-25 |
| | IWAF - ICAO World Aviation Forum: Montréal, November 23-25 |
| | RASG-EUR: Paris, February 25-26 |
| | SM ICG - Safety Management International Collaboration Group: 01/2015 – Köln May 18-22; 02/2015 - Vancouver, December 7-11 |
| | FLTOPSP, Flight Operations Panel: WG/2 meeting - Rome, May 4-8; Panel - Montréal, October 12-16 |
| EU | EU AIR Safety Committee: 01/2015 - Brussels, June 9-11 |
| | EASA Committee: 01/2015 - Brussels, January 20-21; 02/2015 - Brussels, April 22-23; 03/2015 - Brussels, July 8-9; 04/2015 - Brussels, November 4-5 |

| ORGANISATION | COMMITTEES, WORKING GROUPS, PANELS AND OTHER FORUM IN 2015 ON SAFETY |
|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| EU | Eccairs - European Co-Ordination Centre for Aviation Incident Reporting Systems: ESB - Eccairs Steering Board -1/2015 - Köln, February 24; 2/2015 – Brussels, June 3 ESC - Eccairs Steering Committee: Brussels, October 26/27 |
| | Workshop Reg. (EU) No 376/2014: Brussels, March 30 Just Culture High-Level Conference (Reg. (EU) No 376/2014): Saving lives with safety information - Brussels, October 1 st |
| EASA | NoA - EASA Network of Analysts (and related Working Group): 1/2015 - Köln, February 25-26; 2/2015 - Brussels, October 28 DATA FLOW Working Group: 1/2015 - Köln, February 27; 2/2015 - Köln, April 30; 3/2015 - Köln, September 9 TAXONOMY Working Group: Köln, April 29 |
| | International Workshop on Voluntary Reporting System (Reg. 376/2014): Köln - October 20 |
| | EASA - European Aviation Safety Plan: EASA EASp - Köln, June 17 |
| | European Organisation for Civil Aviation Equipment: EASA EUROCAE Assembly - Rome, April 29 |
| | High-Level Meeting “Safety Risks Arising from conflict Zones”: Bucharest, September 29-30 |
| | EHFAG - European Human Factor Advisory Group: 1/2015 - Köln March 4-5; 2/2015 - Köln, October 20-21 |
| | EAFDM - European Authority for Coordination on Flight Data Monitoring: 1/2015 - Köln, February 3-5 |
| | ECAST - European Commercial Aviation Safety Team: 01/2015 - Köln, May 17; 02/2015 - Köln, June 23-24; 03/2015 - Köln, November 25 |
| EHEST - European Helicopter Safety Team: Köln, December 1 | |

Security

In 2015 ENAC attended the meetings of the European Union Aviation Security Committee in order to elaborate common rules and basic standards on civil aviation security, after acts of unlawful interference. As scheduled, 4 meetings of the AVSEC Committee were held. They discussed and approved, among other things, the new version of Reg. (EU) No. 2015/1998 and of Directive No. 8005/2005, the integration of the

list of Third Countries whose security standards are recognized as equivalent to the European regulations, and the development of guidelines for cargo activities from Third Countries. This allowed CISA (Inter-Ministerial Aviation Security Committee) to approve the new documents NASP (National Aviation Security Program) and National Quality Control Program; both documents in agreement with the most recent EU security legislation. On June 29, 2015, MOU “One Stop Security” Italy-Turkey was signed.

| ORGANISATION | COMMITTEES, WORKING GROUPS, PANELS AND OTHER FORUM IN 2015 ON SECURITY |
|--------------|--------------------------------------------------------------------------------------------------------------------|
| EU | AVSEC – Aviation Security Committee: Brussels, March 25, June 24-25, September 22-23, November 18-19 |
| | Meeting on Risks to Civil aviation from Conflict Zones: EC - DG HOME - Brussels, June 12 |
| | Meeting with Member States experts in the field of aviation security - counter terrorism: Brussels, June 11 |
| ECAC | ECAC Technical Task Force for explosive detection: TTF/60 - Paris February 2-4; TTF/61- Paris, June 3-6 |

Environment

The 39th Session of ICAO General Assembly is going to take place in autumn 2016 in Montréal. Therefore in 2015 activities in the EU sphere, besides determining which position to adopt within the Council meetings held during the year, regarded the preparation of European Papers to be presented to the third meeting of CAEP/ICAO (Committee on Aviation Environmental Protection) Steering Group, concluding the 10th cycle with the plenary meeting

in February 2016. CAEP's work aimed mainly at adopting a CO₂ emissions standard and a standard for particulate, sharing a global scheme for handling CO₂ emissions based on market measures, and reviewing noise legislation. The accurate preparatory work was done, as usual, by the joint European groups EC/ECAC; ENAC's experts took part in key thematic areas of discussion and decision at ICAO. Preparatory activities were conducted through many meetings and teleconferences.

In 2015 activity dealt with, in particular, technical analysis on some possible implementation scenarios for a market-based measures global system for the management of CO₂ quota from air traffic. To this end international working groups have been set up to fulfill this system. The EAG - Environmental Advisory Group - worked particularly hard in the analysis of technical results by CAEP, in the ICAO Council, and met 14 times since it was established in February 2014. The development of this matter is closely followed at all levels and ENAC is involved both in groups of experts at ICAO and in those working in the joint sphere CE/ECAC. The group MBM-CG - Market-Based Measures Coordinating Group - established by ECAC, worked at developing a flexible market economic model, to be implemented in 2020, to achieve Carbon Neutral growth. MBM Scheme, that will be put to the vote at the next ICAO Assembly in 2016, is characterized by the following key elements: a system for monitoring, reporting and verifying data; a transparency register indicating in a comprehensive way the participants' data and related emissions data; an unambiguous and clear methodology for identifying the environmental integrity of emission units, in order to ensure a real and permanent reduction of CO₂ pollution.

In the EU sphere, the revision of European Directive on ETS - Emissions Trading Scheme has continued, letting open to debate the part regarding air transport, waiting for a clear signal of commitment of all ICAO countries to evolve towards a global MBM scheme.

In accordance with ICAO requirements in Resolution A37/19, starting from 2010, and

reaffirmed in last Resolution of 2013 A38/18, Italy is committed to developing the Action Plan on CO₂ emissions reduction. Regarding 2015, ICAO has given guidelines to draw up the Action Plan in a document (Doc. 9988) containing a mathematics-based method aimed at calculating RTK - revenue tonne-kilometer specific for carriers in each State. This document, moreover, details a method to calculate emissions baseline in each state, both final results and provisions. Europe has also contributed with its activity to outline common strategies for CO₂ reduction, in the medium and long term. To this end, based on ICAO guidelines, from the first draft of the Action Plan, European States have been involved in preparing a common part containing the goals' definition and description, and the reduction measures shared and reinforced at EU level.

In Italy, ENAC in order to meet the commitment to revise the National Action Plan published in 2012, established in April 2015 and organised a task force of carriers, Airport Managing Bodies, industry, associations, universities and research organisations. The new Action Plan aimed essentially at collecting historical data on international traffic, fuel consumption and CO₂ emissions registered since 2010; traffic, fuel consumption and emissions forecasts until 2020, assuming lack of measures to reduce CO₂; identification of measures taken and being implemented to reduce CO₂ by various entities in the air transport sector; quantification of benefits gained from implementation of CO₂ reduction measures and estimate of positive effects forecasted for 2020, referring to international traffic carried by national carriers.

| ORGANISATION | COMMITTEES, WORKING GROUPS, PANELS AND OTHER FORUM IN 2015 ON ENVIRONMENT |
|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ICAO | CAEP - Committee on Aviation Environmental Protection: CAEP/10 Steering Group - 3 rd and last meeting - Montréal, July 20-24 |
| | EAG - Environmental Advisory Group: EAG/14 - Montréal, November 12-13 |
| | GLADs - Global Aviation Dialogues: 5 th Seminar - Madrid, April 27-28 |
| ECAC/EC/EASA/Eurocontrol | Euro CAEP: Paris, June 8-9, 24-25 |
| | MBM-CG - Market Based Measures Coordinating Group: MGM-CG/11 - Paris, February 6; MGM-CG/12 - Paris, June 10; MGM-CG/13 - Paris, September 2-3; MGM-CG/14 - Paris, October 15-16 |
| | ANCAT - Abatement of Nuisances Caused by Air Transport: ANCAT/88 - Paris, March 12-13; ANCAT/89 - Paris, November 9-10 |
| | ACCAPEG - Aviation and Climate Change Action Plan Experts' Group: ACCAPEG/6 - Paris, March 3 |

RELEX - EU External Relation

EU external relations policy developed during Latvian and Luxembourgish Presidencies through conducting many meetings, where ENAC, as Italian delegate took as usual, an active part. The activities culminated last December 7, when the European Commission presented the Aviation Strategy, that aims at making the market more liberal, opening to countries of considerable economic interest, always pursuing a high degree of regulatory convergence with them.

In 2015 two Joint Committees EU/USA took place, one in Washington on January 28-29 and the other in Helsinki on June 4-5. All European agreements include joint committees; they are the right place to review and/or revise agreements when there have been difficulties in implementing their contents, or new rules are approved, or one of the parties thinks the agreement has not been respected in one or more aspects, even from a single State.

Staying to the topic of Joint Committees, EU-Moldova took place in Chisinau on May 27, and EU-Israel was held in Tel Aviv on December 14. Regarding this last one, we can highlight that both parties considered the agreement's trade results more than satisfactory.

Very productive, as always, has been the activity of ASEAN Working Group (Brunei, Cambodia, Philippines, Indonesia, Laos, Malaysia, Myanmar,

Singapore, Thailand and Vietnam), that took place at Yangon, Myanmar, on May 8, 2015. ASEAN countries are working to build an open single market following EU example, also with the prospect of reaching a global agreement with EU. The following common goals were determined: improving Air Traffic Management infrastructures; ensuring high safety standards; ensuring fair competition for all carriers operating on EU/ASEAN market.

From a regulatory point of view they agreed that key factors are: fair competition, regulatory convergence, and also substantial ownership and effective control of businesses.

The third round of Aviation Dialogue, between EU and the 6 countries of Gulf Cooperation Council (Oman, Qatar, Bahrein, Saudi Arabia, United Arab Emirates, Kuwait) took place in Doha on May 18-19, 2015. Despite good attendance on both parts, intense work and efforts, Gulf countries have been unwilling to agree to the fair competition clause, without a global agreement with Europe.

In the meetings of the EU Special Committee and of the EU Consultative Forum, held in Brussels, EU member States and Industry presented and developed interests, common goals and problems encountered in relationship with Third Countries, in an open and constructive dialogue which forms the basis of decisions presented to the EU Council, and the strategic policy followed by RELEX.

| UE | RELEX MEETINGS IN 2015 |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| COUNCIL AVIATION GROUP | Regular meetings |
| SPECIAL COMMITTEE AND COMMISSION CONSULTATIVE FORUM | Brussels: January 14, March 5, May 12, July 8, September 10, November 18 |
| EU AGREEMENTS WITH THIRD COUNTRIES Global Agreements (or Vertical) and Joint Committees (JC) Horizontal Agreements | 16 th JC EU/USA: Washington, January 28-29 17 th JC EU/USA: Helsinki, June 4-5 3 rd JC EU/Moldova Chisinau, May 27 3 rd JC EU/ISRAEL: Tel Aviv, December 14 |
| WORKING GROUPS AND OTHER EU COMMITTEES | |
| ASEAN - Association of South-East Asian Nations | Yangon - Myanmar, May 8 |
| Gulf cooperation Council - GCC Countries | Doha (3 rd meeting), May 18-19 |
| Market Access Committee | Brussels, September 8 |

Economic regulation

In 2015 ENAC took part, through its representatives, in three meetings of the ad hoc EU-ECAC coordination group on economic regulation, to find a common position to adopt at ICAO, for the 13th Air Transport Regulation Panel (ATPR/13). In particular they debated the liberalization of air transport services - passengers and cargo - and the related need to ensure, in this context of market opening, compliance with fair competition rules, social security provisions and labour protection. A specific contribution is being drafted to define a multilateral framework agreement to regulate this matter.

ENAC has also taken part in the EU Forum on airport charges. At the Forum in December, the European Commission presented the main contents of the new Aviation Strategy, including a section dedicated to economic regulation and airport charges. Amendments of Directive 12/2009/EC are not expected in the near future, since the Commission intends to rely on the Forum to help dealing each time with specific themes needing to be analysed, in order to standardise contents at European level. To do this, they agreed to establish a specific working group that will take care of consultations with airport users and, in particular, with return of investment rate, the so called Weight Average Cost of Capital (WACC). The other issues addressed, discussed and analysed within the

Forum concerned transparency, market power of airports (for example “market power test” applied from CAA to UK airports), trade agreements and consultation procedures with airport users. DG MOVE intends to post on its internet site a list of airports concerned by Directive 12/2009/EC, within the competence of the respective supervisory Authorities. Within Eurocontrol, ENAC takes part to the international task force established to provide technical and financial support in allocating overhead costs of activities provided by the Agency to MUAC - Maastricht Upper Area Control Centre, and vice versa. The task force has advised on criteria and methodology to be adopted, to account for a portion of indirect Agency costs in MUAC annual accounts, in order to include them in the charges for air navigation services, provided by the centre and paid by airspace users for services received. These charges are now recorded in Part I of the Agency Budget, and therefore distributed to all 40 member States of Eurocontrol. The task force has also dealt with the issue of compensation tax funding, granting pensioners of the Agency and MUAC a net compensation equal to EU employees. Also for this question the task force has provided technical support to find, together with the Agency, an objective methodology for allocating MUAC the compensation tax charges related to pensioners of the centre, that now, in accordance with Maastricht Agreement, are charged to Eurocontrol budget.

| ORGANISATION | COMMITTEES, WORKING GROUPS, PANELS AND OTHER FORUM IN 2015 ON ECONOMIC REGULATION |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| EU | Forum of Airport Charges Regulators: 2 nd Forum - Brussels, 3 rd Forum - Brussels, December 9-10 |
| ECAC | Ad Hoc Working Group on Economic Regulation: Paris, February 25; Vienna, May 26; Brussels, July 15, November 5 |
| Eurocontrol | MCA-TF - Maastricht Budget Cost Allocation High-Level Task Force: 1 st meeting - May 8; 2 nd meeting - June 8; 3 rd meeting - September 24; 4 th meeting - November 12 |
| | Standing Committee on Finance on the Provisional Council: SCF Workshop - Brussels, September 10; SCF/25 - Brussels, October 15-16; SCF Workshop on the Administrative Reform - Brussels, October 29 |

Airport capacity

In 2015 the activity of the European Observatory on airport capacity, working within DG MOVE of the European Commission, focused on three themes, subjects of three task force, aiming at optimizing the use of available capacity, also considering the timing of planning and implementation of new flight

infrastructures: Learning from national, regional and local strategies on airport capacity; Economic impact of unaccommodated demand and environmental variables influencing airport capacity; Delays to air transport in Europe; Methods of measuring, recording and analysing. ENAC, representing Italy, took part in the first two task force.

The first one analysed the methodologies followed and the activities performed to optimize airport capacity and to plan national airport system development. Particular attention was given to the possibility of eliminating “bottlenecks” that may affect airport systems, and to measures taken to define a sustainable airport development. The experiences outlined in the task force merged into a report that will be presented by DG MOVE.

The second task force analysed the economic impact on Union airports of allocation failure of traffic demand and environment variables affecting

capacity. The analysis, conducted on traffic forecasts to 2035 contained in Eurocontrol report “Challenges of growth in 2013”, and on specialized economic studies currently available, has been carried on with gathering environmental data on selected airports belonging to ACI Europe (airport physical characteristics, airport noise detection mode, noise abatement procedures, presence of important environmental elements in the area).

Task force reports were briefly reported in a single document which concluded the Observatory activity for 2015.

| ORGANISATION | COMMITTEES, WORKING GROUPS, PANELS AND OTHER FORUM IN 2015 ON AIRPORT CAPACITY |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------|
| ICAO | ADOP - Aerodromes Design and Operations Panel (formerly AERODROMES PANEL); ADOP/1 - Montréal, February 9-13; September 14-18 |
| EU | Observatory on airport capacity and quality; 8 th Plenary Meeting - Brussels, May 27 |

Trans-european transport networks TEN-T

Reg. (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network introduces a double-layer structure consisting of a Comprehensive Network and a Core Network, in order to ensure Europe a transport system that is efficient, integrated, multimodal and sustainable. The Comprehensive Network consists of all existing and planned transport infrastructures of the trans-European transport network to all EU regions. The target date to complete and tailor this net is 2050.

Member States shall take all necessary measures to ensure the implementation of the core network by 2030.

The above Regulations establishes also 9 “corridors”, 4 of which relating to Italy (Scandinavian-Mediterranean, Mediterranean, North Rhine-Alpine and Baltic-Adriatic) to facilitate coordinated implementation of the core network, focusing on

modal integration, interoperability, eco-sustainable transport and coordinated development of cross-border infrastructures.

ENAC takes part in the different Forum related to Italian territory.

In the “corridor” meetings held in Brussels in September, they summarised the activity carried out in 2015, and developed a plan of work for each of the corridors including geographic alignment, market study, identification of critical issues, objectives, and list of projects to be achieved for its implementation by 2030. The development of corridors will result in a joint audit of the project list, updated with the missing information (financing sources, maturity, problems, time schedule, progress, environmental constraints, etc.), useful to compile a project fiche for each standardised work for all corridors within the end of March 2016, without excluding the eventual addition of new projects submitted by stakeholders.

| ORGANISATION | COMMITTEES, WORKING GROUPS, PANELS AND OTHER FORUM IN 2015 ON NETWORKS TEN-T |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| European Commission - DG MOVE | 5 th meeting of the Baltic-Adriatic Corridor Forum”, “5 th meeting of the Rhine-Alpine Corridor”, “5 th meeting of the Scandinavian-Mediterranean Core Network - Brussels, September 28-29 |

Airspace

As part of the Single European Sky (SES), ENAC takes part, since 2004, to the Single Sky Committee, side by side with - or replacing - Italian Permanent Representation to EU.

2015 was a particularly difficult year for Single Sky Committee activities, due to the delay in the evaluation of the FAB Performance Plans (Functional Air Space Blocks), occurred in 2014 for procedural reasons of the European Commission. The main objective of Committee's activity was the approval of the Italian part of the Blue Med FAB Performance Plan, whose draft of the favorable decision by the Commission arrived in the last days of the year. The Committee has also developed two major legislative measures based on SES activity, namely the implementing regulations on service provision and the introduction of working practices in accordance with Reg. (EU) No. 923/2012 (SERA - Single European Rules of the Air).

Final approval of the two regulatory measures by the Single Sky Committee took place in the first quarter of 2016.

In addition to regular sessions, the Single Sky Committee established the Working Group SES Vision and Strategy, which, in the December meeting, presented to the Committee the vision on strategy and implementation of the Single European Sky by Member States, in close connection with what SES II+ developed in EU Council in 2014.

In 2015, the Single Sky Committee has also promoted several workshops concerning the draft of implementing rules governing service provision and monitoring, and Reg. (EU) No. 932/2012 (Part C). This has resulted in a significant improvement of the regulations proposed in the following committees. A third workshop focused on the new edition of ATM Master Plan, whose text was presented to the Single Sky Committee No. 59.

| ORGANISATION | COMMITTEES, WORKING GROUPS, PANELS AND OTHER FORUM IN 2015 ON AIRSPACE |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| EU | <p>Single Sky Committee Ordinary Sessions: SSC/55 - Brussels, January 14-15; SSC/56 - Brussels, March 18-19; SSC/57 - Brussels, June 17-18; SSC/58 - Brussels, October 21-22; SSC/59 - Brussels, December 15-16 Board of Appeal: Brussels, February 26 SES Vision Working Group: Brussels, May 6, June 18, October 29 Workshop: Service delivery - Brussels, March 2; Reg. (EU) No 932/2012, Part C - SERA - Brussels 3; ATM Master Plan - Brussels, September 29 NSA Coordination Platform (NCP) Certification & Interoperability: 16th NSA Coordination Platform - WG Interoperability - Brussels, October 14</p> |
| EASA | <p>EASA ATM/ANS: 7th EASA ATM/ANS Standardisation meeting, Brussels, November 12</p> |
| Eurocontrol | <p>Study Group of Alternates to the Permanent Commission: SG-4 - Bruxelles, 9 marzo; SG-5 - Bruxelles, 1^a Giugno; SG-6 - Brussels, October 19</p> <p>Blue Med Governing Body: Blue Med GB 8 - Malta, April 15; Blue Med GB 9 - Larnaca, June 24</p> |

Crisis management

ENAC represents Italy in the EACCC group - the European Aviation Crisis Coordination Cell, a body set up by the European Commission and Eurocontrol to coordinate the management of crisis response in the European ATM network. The Head of ENAC Crisis Room was appointed State Focal Point of EACCC.

In this context, the Organisation took part in meetings and international exercises, devoted in particular to: management of the recent crisis related to the terrorist attacks in Paris, crisis connected to the Germanwings plane crash and managing influenza pandemic and Ebola through OMS updates sent by the Ministry of Health.

In accordance with national and international legislation, ENAC, in 2014, issued the Circular GEN-05 "Policy Assistance to Aircraft Accident Victims and their Families", according to which, starting from 2015, ENAC shall grant approval to Crisis Manual of national carriers after having verified its content on assistance.

Circular GEN-05 was presented in February 2015 in Montréal, at ICAO High-Level Flight Safety Conference, and in November at the International High Safety Summit organized by the Flight Safety Foundation.

Thanks also to Italy's efforts on this issue, the provisions on the policy on assistance to victims and their families are now included in ICAO Annex 9.

| ORGANISATION | COMMITTEES, WORKING GROUPS, PANELS AND OTHER FORUM IN 2015 ON CRISIS MANAGEMENT |
|--------------|----------------------------------------------------------------------------------------------------------------------|
| ICAO | ICAO High Level Flight Safety Conference: Montréal, February 1-5 |
| Eurocontrol | Wash-up meeting on Nuclear Emergency exercise: Brussels, March 2 |
| | Annual workshop on Aviation Crisis Management: Brussels, June 16 |
| | Preparatory meeting on Security exercise: Brussels, September 30 - October 1 st |
| Other | 68th IAASS - FSF (Flight Safety Foundation) - Introduction of Circular GEN 05: Miami, November 2-4 |

Passenger rights and quality of services

ENAC took part in meetings of the EU Council Aviation Group, held during the six months of Latvian Presidency, aimed at adopting a proposal for revision of Regulation (EC) No. 261/2004, establishing common rules on compensation and assistance to passengers in case of denied boarding, flight cancellation or long delay, and repealing Regulation (EEC) No. 295/91. A general consensus was not found on two main topics: how long a delay entitles passengers to financial compensation, and regulation for the new case of missed connections in transit. The question concerning the status of Gibraltar airport remains still open.

Given the current stalemate of many judgments of the European Court of Justice and the need to achieve greater levels of standardization in the enforcement activities carried out by ONA (National Bodies responsible for the correct application of the Regulation), the final decision was to develop guidelines of the Commission, as decided in 2012, for the application of Regulation

(EC) No. 1107/2006 on Passengers with Reduced Mobility (PRM). DG MOVE intends to prepare the draft guidelines, to be submitted for examination and approval to ONA next year.

Regarding revision of Regulation (EC) No. 1107/2006, in November ENAC participated in the annual meeting of relevant National Organisations organised by the Commission - DG MOVE, where they tried to share best practices and standardised approach of individual states to different problems coming up in the application of the Regulation.

In this context, ENAC reported on the initiative launched in 2015 to help people with autism to get familiar with airport environment, ensuring available information on websites of Airport Managing Bodies, and implementation of dedicated procedures that are accessible, comprehensive and correct as required by Reg. (EC) No. 1107/2006, while bearing in mind the overall objective of ongoing improvement of quality of service provided to passengers with disabilities or reduced mobility.

| ORGANISATION | COMMITTEES, WORKING GROUPS, PANELS AND OTHER FORUM IN 2015 ON PASSENGER RIGHTS |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| EU | Aviation Group - EU Transport Council: Brussels, June 11 |
| | NEB - National Enforcement Bodies for Reg. No. 261/2004 - Air Passenger Rights: Brussels, September 14 |
| | NEB - National Enforcement Bodies for Reg. No. 1107/2006 - PRM - Passengers with Reduced Mobility: Brussels, November 11 |
| ECAC | FAL Sub Group on the transport of Persons with Reduced Mobility: FAL-PRM-SG-55 - Paris, February 10; FAL-PRM-SG-56 - Paris, September 4 |
| | FAL - Facilitation Working Group: FAL/50 - Paris, May 5 - FAL/51 - Paris, October 12-13 |

European Aviation Strategy

On December 7, 2015, the European Commission adopted a new Aviation Strategy aiming at generating growth for European business, foster innovation, let passengers profit from cheaper flights, while offering more connections.

This document, presented to the Council by European Commission on December 10, 2015, was discussed in a Summit organised by the Dutch Presidency on January 20-21, 2016, in Amsterdam.

The Commission has identified three key priorities in the Strategy Aviation:

- EU ambitious external relations policy to take advantage of growing markets, improving services, market access and investment opportunities with Third Countries, ensuring, at the same time, a level playing field;
- tackling limits to growth in the air and on the ground, reducing capacity crunch and improving efficiency and connectivity;
- maintaining high level of safety and security in EU, adopting a mindset based on risk assessment and performance.

In this context, EU has to take action in the following areas:

- reinforcing the social agenda and creating high quality jobs in the aviation sector;
- protecting passenger rights;
- entering a new era of innovation and digital technologies;
- contributing to energy union and to a far-sighted policy on climate change.

External Relations

EU external relations policy will be the focus of the Aviation Strategy.

The Commission:

- recommends the Board to grant 11 negotiating mandates for global (or vertical) air transport agreements at EU level with the following Countries and Regions: China; Turkey; ASEAN Countries (Association of South-East Asian Nations: Brunei, Cambodia, Philippines, Indonesia, Laos/Lao PDR, Malaysia, Myanmar, Singapore, Thailand, Vietnam); individually with the following countries of the Persian Gulf Cooperation Council: United Arab Emirates, Qatar, Bahrain, Oman, Saudi Arabia and Kuwait; Mexico; Armenia;
- recommends EU to further negotiate safety bilateral agreements with China and Japan;
- proposes new relationships with strategic partners such as India;
- will negotiate effective measures for fair competition in global agreements and assess measures to react to unfair practices of Third Countries and Third Country operators;
- suggests the publication of guidelines on the application of Reg. (EC) No. 1008/2008 as regards provisions on ownership and control of EU airlines, to ensure greater legal certainty for investors and airlines.

Limits to growth in the air and on the ground

To increase capacity, improve safety and cut costs, while minimising environmental footprint of the aviation sector, the Commission:

- urges the European Parliament and the Council to rapidly adopt the proposals of the Single European Sky (SES II+) and will continue to cooperate with Member States and other interested parties to the full implementation of the Single European Sky;
- will assess the need to revise the Directive on airport charges;
- will work to monitor the performance of internal and external European connectivity, identifying both gaps and appropriate measures to be taken;
- will publish interpretative guidelines explaining the current rules governing Public Service Obligations.

Maintaining high standards of safety and security in the EU

With reference to EASA activities, the Commission:

- proposes a basic revised regulation on common rules in civil aviation, which replaces Regulation (EC) No. 216/2008 currently in force, introducing also provisions on Remotely Piloted Aircraft System (RPAS);
- presents a revised document on the European Aviation Safety program, which illustrates how safety is managed in Europe today.

EU Aviation Strategy draft three-year Action Plan

| CONCLUSION OF INTER-INSTITUTIONAL PROCESS | |
|-------------------------------------------|---------------------------------------------------------------------------------------------------|
| 2016 | Revision of Reg. (EC) No. 545/2009 on slots |
| 2016 | Revision of Reg. (EC) No. 261/2004 on passenger rights |
| 2016 | SES II+: Revision of Framework Regulation on European Single Sky |
| 2016-2017 | Conclusion of ratification process of Protocol on the accession of EU to Eurocontrol |
| LEGISLATIVE PROPOSALS OF THE COMMISSION | |
| 2015 | Revision of Reg. (EU) No. 216/2008 (basic regulation) and introducing provisions on drones |
| 2016 | Measures relating to unfair practices (Revision of Reg. (EC) No. 868/2004) |
| IMPLEMENTING ACTS OF THE COMMISSION | |
| 2017 | Review of functions of air traffic management network, including selection of network operator |
| 2019 | Revision of the service system (gate to gate) |
| INTERNATIONAL DIMENSION | |
| 2015 | Authorisations to negotiate air transport global agreements at EU level |
| 2016 | Authorisations to negotiate bilateral agreements on aviation security with China and Japan |
| 2016-2017 | Launch of new dialogues on aviation with key partners |
| GUIDANCE DOCUMENTS | |
| 2016 | Guidelines on air passenger rights |
| 2016 | Guidelines on ownership and control |
| 2016 | Guidelines on public service obligations |
| 2016-2017 | Best practices on minimum standards of service for airspace management |
| QUALITY CONTROL | |
| 2018 | Code of conduct for computerised reservation systems (CRS) for distribution of airlines products |
| STUDIES AND EVALUATIONS | |
| 2017-2018 | Reg. (EC) No 1008/2008 on common rules for the operation of air services |
| 2016-2017 | Reg. (EC) No 996/2010 on investigating accidents in aviation |
| 2016-2017 | Reg. (EC) No 2111/2005 regarding the establishment of a EU airlines list based on safety criteria |
| 2016-2017 | Directive 2009/12/EC on airport charges |
| 2017 | Directive 96/67/EC on groundhandling services |