



ENAC
Italian Civil Aviation Authority

Annual Report and Social Balance

 ENAC
ENTE NAZIONALE PER L'AVIAZIONE CIVILE
ITALIAN CIVIL AVIATION AUTHORITY

2020



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The ENAC 2020 Annual Report and Social Balance clearly shows how the aviation sector suffers from the effects of the COVID-19 pandemic crisis. However, not only provides an overall view of the trend in the sector and the measures taken to deal with the period of serious difficulties, but also, and I would say above all, it identifies the prospects for its recovery.

This crisis has taught us how it is necessary to predict the factors of vulnerability of a sector that is fundamental for the development of the Country, for the mobility of people and the transport of goods, but also how important it is to prepare to react to shocks in a timely and coordinated manner, also at international level, by adapting the sector to the different risk factors. The pandemic crisis has made it clear how crucial the versatility of public transport infrastructure is and, in the event of emergencies such as the one we have experienced and are still experiencing, they must be able to adapt quickly and react positively. This research for greater resilience applies, in particular, to air transport infrastructures for which a major change is expected. But it also applies to airport facilities and the aviation industry, which must push technological innovation into a sustainable development dimension.

The recovery of the sector after the pandemic crisis and its future development must therefore take advantage of the experience by adopting a more systemic vision, the only one that will allow us to pursue the objectives of a fair transition and to progress towards decarbonisation, ensuring better safety and security systems, rapid digitisation of traffic procedures and controls and increased attention to environmental impacts. It is more than ever necessary to continue to reflect, as part of the new national strategy for air transport and in the review of the National Plan of Airports, on the significance of the sector development in an ecological way. The transition to less impactful systems must be perceived as an opportunity for aviation, called to invest more and more in the research for clean fuels, while Italian airports are already committed to the objective of "zero emissions" also through the digitisation of services.

A revitalisation of the sector which takes account of economic, social and environmental aspects at the same time, must be carried out quickly, since the "time factor" is crucial for competitiveness. Sustainable transformations will have to result in a more rational use of energy and primary resources as well as alternative resources; in a better waste management; in an investment in sustainable aviation Fuels (SAF), on green airport mobility, as well as on consumption detection and monitoring.

A future of great innovations awaits the aviation sector. At the industrial manufacturing level, it is already assumed the inclusion of a business line for the conversion of aeronautical propulsion into electric traction, with a gradual path that may stimulate the energy transition in some areas of the local private and public sector, such as air taxis at the urban and suburban level or between cities, and then still evolve into more complex transport systems. Technological innovation and the dissemination of related digital tools, robotics and artificial intelligence will also have an increasing impact on the mobility sector, and that is why it is essential that the

aviation sector is integrated into a coherent and harmonised transport network, in an intermodal perspective. The National Recovery and Resilience Plan, the Complementary Fund and the National Funds are also involved in this. Of course, this approach to intermodality must be based on the acquisition and management of data in a fully digitised system. In this context, the relevant infrastructures will also have to be adapted and integrated. From the point of view of the users, the pandemic has redefined the profile of the airport passenger as "healthy-concerned passenger", with the consequent adaptation of the operations and of the customer service. The new definition therefore requires the offer of an end-to-end travel not only easy, but also in full safety from the health point of view. And, in this context, fits the "seamless passengers experience" ENAC programme aimed at facilitating the interconnection between various digital systems and technologies to offer passengers a smooth, fast and autonomous path, able to raise the quality of service and minimise waiting times (through, for example, biometric recognition, smart security, contactless systems). Coordinated planning at European level is therefore also needed to manage the documentation required of passengers, also to speed up control operations, prevent counterfeiting and avoid duplication of checks carried out by single Member States, waiting for an increasing use of the Digital Green Pass.

In the current context of crisis, the testing of intelligent mobility models, both via air and land, allows to develop innovative and sustainable solutions from which new skills and business opportunities can arise. An opportunity to give impetus to the Country and allow it to play a leading role at the international level. It is a question of revising the system in its complexity, involving public and private actors, giving them an active role in economic development and in the challenges posed by ecological, digital, demographic and social transitions.



Pierluigi Di Palma

PRESIDENT

ITALIAN CIVIL AVIATION AUTHORITY

From air transport to the aerospace sector

The crisis caused by the health emergency, which exceeded the threshold of normal business risk, has hit all air transport operators with violence. The risk is that the entire sector will lose competitiveness compared to other Countries, with very serious effects, in particular on the recovery of tourism, essential for our economy.

In this context, the national airport system must be adequately supervised, protected and developed, also in order to safeguard the workers in the sector who, also because of the professionalism gained, are the main assets of companies as well as the essential guarantee of safety and security of the air transport.

That being said, for a number of years there has been an increasing need for an institutional reorganisation of air transport, in a dual strategic vision. There are too many interlocutors and too many fragmented their competences, so that operators in the sector are faced with an undoubted difficulty of relations, with a brake on the decision-making processes detrimental to the economic development of the sector which, because of the continuous technological innovation, it needs a unique system.

In fact, sixty years after the flight of Yuri Gagarin into space, with which, in the middle of the "Cold War", the Soviet Union wanted to assert its military supremacy over the United States, today we are witnessing a new "space race", free from the domination of the two superpowers and connected, in the global market, to the industrial potential of the aerospace sector where dual technologies, characterised by a common military and civil interest, play a primary role.

The strong competitiveness in the sector pushes our Country to be recognised, also thanks to the synergic action developed with the Italian Space Agency, in a systemic vision, a leading role in the European aerospace policy, expanding international collaborations aimed at ensuring the participation of our companies in satellite programmes in the fields of defence, transport, security and protection of the territory.

In this context, where military, civil and commercial interests are in a phase of convergence, the financing of dual programmes, also through a reorganisation of the procurement regarding the supplying companies, represents the ideal situation to address public expenditure constraints and meet, adequately, the needs of our Country in the sector.

Furthermore, the impact of the use of the satellite component in the air traffic control activity by ENAV is clear and, in connection with an infrastructure adjustment to be promoted, under the supervision of ENAC, with the liberalisation of airport charges, it can overcome the problems of saturation of major airports and cope with the expected doubling of air traffic over the next twenty years, despite the sharp decline in traffic caused by the COVID-19 pandemic.

Thus, in order to ensure the safe, regular and environmentally sustainable operation of air transport, in particular by optimising its operational capacity, the identification of the Italian aerospace sector is essential, encouraging cooperation and synergy between public and private players, who are, in different capacities, involved in the competition at European level, with the promotion of greater and better institutional collaboration and with the direct involvement of the national industry of reference.

Therefore, a great challenge awaits our Country that, unlike the recent past, must find the systemic capacity to achieve a cohesive government of the entire aerospace sector, ranging from "ultralight to space". Only in this way we will be able to obtain «the right return» as result of the implementation of Community programmes, within the framework of European decision-making processes affecting the development of air transport.

Also the European Commission, in its Communication of 9 December 2020, highlighted that the changes in the "Advanced Air Mobility" sector and in particular those related to digitisation, Artificial intelligence and autonomy in general, are creating new challenges. To design the system in its entirety, addressing in a unified way the various aspects involved (vehicles, infrastructure, airspace and communities) and define a national framework that can attract and encourage the establishment of innovative start-up companies located in Italy in order to develop services with a high rate of innovation, the transition from "air transport to aerospace" can be done by means of a complex regulatory measure that allows integration between the various actors involved in the supervision of the complex system in order to ensure effective synergy and the guarantee of maximum safety.

In conclusion, the process of liberalisation and privatisation of air transport, which started in Europe at the beginning of the 1980s and now consolidated downstream of a Community-wide legislative process, leaves the door open to a new European sectoral policy, inspired by the principles of technological innovation and environmental protection, in which they find their place, in an exponentially growing market, the satellite scenarios aimed at outlining a more rational use of airspace and solving the problem of saturation of airport capacity at major European airports.

Only in this way it will be possible, in fact, to overcome an outdated dirigiste policy linked to the need of protecting old monopolies and to strengthen the Italian position in the Community and European context, intercepting the needs linked to the mobility of citizens in a territorial context - Europe - which not only geographically but also culturally represents the national identity, at least for the new generations.



Alessio Quaranta

DIRECTOR GENERAL
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The COVID-19 pandemic, which in 2020 surprised, globally, all sectors of human activities, has also strongly affected the entire air transport chain, highlighting the need to react in a timely and coordinated manner to crisis factors, introducing flexibility measures to adapt the system to new emergency needs, always safeguarding and guaranteeing safety.

During the emergency, frequent coordination meetings at European level were an efficient and rapid means of gaining access to relevant and shared information, ensuring the harmonised implementation of health security measures and coordination on the elimination of border restrictions, working together to support the recovery of the traffic and of the industry.

Italy's participation in pilot projects on the use of rapid tests at airports and the creation of Public Health Corridors (PHC) were an immediate response to the pandemic crisis. In addition, the preparation of a joint document by the European Union Aviation Safety Agency (EASA) and the European Centre for Disease Prevention and Control (ECDC) has allowed the definition of measures to guarantee the health safety of air travellers and aviation personnel, at every stage of the journey. The vaccination campaign promoted by the European Union and, subsequently, the introduction of Digital Green Certificates (DGCs), which guarantee the free and safe movement of citizens, are immediate initiatives to recover the air transport and will enable positive results to be achieved in terms of increased flights number.

These actions are an example of the necessary flexibility which, also for the future, will have to characterise a fair and pragmatic approach by the European Union in relation to an exceptional situation, which has changed and is changing the habits and the way of living of citizens.

It is therefore essential that European rules are consistent with possible unilateral initiatives by individual Member States. Examples are crisis response instruments other than State aid, such as EU Digital Covid Certificate, Passenger Locator Form and the review of travel rules within the European Union.

With this in mind, the experiments launched by Italy are significant, for example, in relation to the so-called "Covid-tested flights" that have allowed the opening of «clean corridors» capable of transporting passengers tested with a rapid antigenic test or molecular swab within 48 hours prior to embarkation and who are certified as such, without having to be quarantined on arrival, obtaining encouraging results.

In this regard, it appears to be a priority to develop common digital platforms at European level for the efficient and streamlined management of the forms required to passengers, also with a view to speeding up the verification procedures and preventing counterfeiting, as well as avoiding a competitive disadvantage of Italy compared to initiatives undertaken by other Countries with potential negative impacts on air carriers flight

planning. All in a context of rapid implementation of the so-called Digital Green Pass.

Looking to the future and to the resumption of activities, one cannot fail to consider how much the pandemic phenomenon, entering by force in the various areas of social life, has changed in a short time the normal behaviour of individuals.

The post-COVID era will necessarily lead to a radical change in the way of travelling and in the air transport industry. Fundamental is the acceleration of technological innovation in order to be more and more resilient compared to sudden stresses, such as the pandemic.

Among the objectives to be pursued, for example, there is the need to facilitate the digital transition of airports, implementing/introducing the use of cutting-edge technologies in the management of operational processes. It is therefore necessary to stimulate research and the use of technologies in the field of digitisation of key civil aviation processes, including those related to the safety, security, booking, passenger experience, handling, air cargo supply chain, etc.

Among these, the "seamless passengers experience" can be fully acceptable: hardware and software systems capable of making the passenger carry out, autonomously and remotely, through personal devices or dedicated ones within the terminal, all requirements and/or access to the necessary services prior to embarkation or after disembarkation.

The effects of the pandemic are, in fact, also found in having to redefine in the abstract a new profile of the airport passenger, concept that will have to be verified and adapted continuously. In the face of an improvement in air traffic, demonstrating that passengers are once again starting to travel and use air transport, the expectations and the awareness of the exposure to the risk is so changed in this last year that the modifications in existence on the use of the terminals will last for a long time, some definitively.

The publications distributed by the main players in the field of civil aviation, with particular reference to the "Guidelines for a healthy passenger experience at airports" published by ACI in concert with EASA, define as "healthy-concerned passenger" the new post-pandemic passenger profile, characterised by the following attitudes:

- careful and concerned about his health during the trip;
- paying more attention to costs, including transport;
- more environmentally friendly, "seamless" and "no touch - low touch".

It is now global awareness that the post-pandemic recovery phase will be characterised by a strong focus on environmental issues and digitisation and it is in such a perspective that even passengers, having to change their habits within the terminal (with reference to times, procedures and routes), expect to receive the best possible service with minimal physical interaction.

In favour of this new expectation, therefore, the "seamless" implementation programme will allow passengers to have full control of check-in through their smartphone, thus allowing no contact with any airport peripherals. In this way, the stages preparatory to the journey that in the past were physically carried out at the gate, can be carried out simply using their own mobile phone.

The challenge of the coming years will therefore be focused on the development of airports, with an as-much-as-possible "green" view, making the most of the technological innovations that, with the same capacity, will allow a more efficient use, offloading less costs on users and, therefore, positively affecting the propensity to travel.

The experience associated with the management of the pandemic has made it possible to become even more aware of how essential it is that public infrastructures for the transport of citizens have a versatility to exploit in the event of large-scale emergencies, in reasonable confidence that the limitations resulting from the ongoing pandemic will affect airport infrastructure management on a sustainable basis.

This functional versatility, understood as a concept of resilience applied to infrastructures, must apply both in case of maintenance of the ordinary use of the work during the emergency and, above all, in case that, to face

an unexpected need, where large parts of the system are required to carry out an alternative task linked to the extraordinary management, more or less durable.

In particular, technological innovation and the spread of related digital tools, robotics and Artificial Intelligence (AI), also have had a significant impact on the urban mobility of goods and people and its related industries, through the gradual implementation of new models and concepts of intelligent mobility, both air and terrestrial, such as to develop innovative and sustainable solutions from which new business models can arise for the implementation of mobility as a service.

The crisis revealed the crucial role of transport and the importance of social, health and economic costs as well as the need for a coordination and a meaningful agreement between government actions and industrial development, taking into account the European guidelines for the establishment of a resilient system to future crises.

The "smart city" and "smart economy" models are ready to revolutionise the transport sector and the unmanned aircraft systems (UAS), commonly called drones, and are one of the cornerstones of this revolution.

In 2020, it was given impetus to projects for "urban air delivery", in other words the use of drones for the transport of goods, bio-medical material, materials for sanitising environments to cope with contagion, personal confinement and isolation of certain territorial areas.

The recent "Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions Sustainable and Smart Mobility Strategy - putting European transport on track for the future", COM (2020) 789 final of 9 December 2020, highlights the opportunities for changes in the Advanced Air Mobility (AAM) sector and in particular those related to digitisation, artificial intelligence and autonomy.

In this context, infrastructure will also need to be modified to adapt to change; in fact, the Urban and more generally the AAM, introduce state-of-the-art dual-use technologies to provide sustainable and accessible mobility through innovative, piloted and unmanned means and various commercial, civil and defence uses, through the delivery of goods in urban environments and the connection of urban and sub-urban areas to urban centres.

The recent study launched by EASA with McKinsey company to measure the social acceptance by EU citizens of future air mobility operations in urban environments has been addressed to six European cities, including the city of Milan, and to three Civil Aviation Authorities including ENAC, identified among the "Key Stakeholders". In the current context of a serious crisis affecting air transport, investing in new models there is also an opportunity to prepare for recovery and enable mobility and connectivity in the future. This shift in urban mobility must be accompanied and supported by a relevant regulatory framework that reflects the needs and aspirations of European society.

The first step is to measure the preparedness of EU citizens to accept this new mode of transport and to address their possible concerns and expectations, such as safety, protection, privacy and environmental impact. Investment in technology will make the airport development sustainable and will also encourage carriers using less polluting aircraft.

At European level, within the framework of the ECAC, with the aim of providing a common view to all States on the possible lines of action needed to restart the system in the short term, but at the same time to increase its resilience to similar shocks in the future, a strategic guidance document named "Key elements on economic matters for supporting the aviation sector following the Covid- 19 crisis" has been formulated.

With regards to liquidity measures, the flexible use of State aid rules, new aid schemes (such as EC approval in the Commission's temporary framework) and other forms of grants and/or incentives are the new frontier to be tested, while respecting the principles of fairness and transparency. This may include "aid" to support airports in the reopening phase or to alleviate the burden they have incurred, which will still have to be incurred in order to fulfil all the additional measures required to ensure public health.

The lesson learnt from COVID-19 can and should give some thought to the sustainable development of the air transport sector and, in this view, it requires stakeholders to consider developing the capacity of the entire system, not only driven by the construction of new infrastructures, but also a better use of the existing ones. It is therefore through cooperation and joint commitment of all the involved parties that a gradual return to normality and the relaunch of the entire sector will be possible, with a view to the future development of air transport at national and global level.



Gabriella Palmieri Sandulli

ADVOCATE GENERAL OF THE ITALIAN STATE

1. As it is obvious from the institutional role that I cover, I tackle the subject of aerospace purely in legal terms, with a direct focus also on European-Union profiles, starting from the examination of the situation in the sector and its prospects for economic development.

As noted, we are looking at a continually expanding sector, which in the Italian industrial scene it is confirmed to be among the most driving ones. Our aerospace industry is considered to be¹ one of the most advanced in the world: it ranks fourth in Europe and seventh in the world.

The National Recovery and Resilience Plan is considered as an unmissable opportunity for the Italian space sector to give an important boost to the transition of economic systems in a digital and sustainable perspective. According to the data presented by Undersecretary Hon. Bruno Tabacci with responsibility for space and aerospace policy, on 21 April 2021 during the hearing at the Chamber's 10th Production Commission, the new space economy could reach a total turnover of USD 1 trillion in 2040, after having touched, in 2019, USD 360 billion, pairs to EUR 325 billion.

The segment more properly linked to space and aerospace currently produces revenues of about 100 billion euros, 70% of which derive from the institutional market, 30% from the private component. It is, therefore, inevitably a strategic sector for Italy, currently the eighth world power in this field preceded by Germany and India, both in the context of international relations, and for its growing relevance to the scientific and productive system of the Country. Also in this perspective, a share of the resources of the National Recovery and Resilience Plan and a specific chapter are dedicated to space.

Space is a strategic element of economic development, thanks to the boost it provides to technological and industrial progress and for the services it allows to achieve, with positive impacts and repercussions on the entire system of the Country. The Government intends to focus on the space sector as an effective instrument for economic recovery and sustainable development. The projects to be carried out under National Recovery and Resilience Plan will therefore be an important engine of recovery, which will be added to those provided by the other key chapters of the Plan. Therefore, the space sector is candidate to be one of the flywheels of greatest potential and impact for the recovery and growth of our Country in the short and medium term.

¹ Of the approximately EUR 13 billion of revenues per year, more than half come from exports. The annual turnover reaches EUR 10 billion and the turnover of the entire sector equals to 1% of gross domestic product. The aerospace industries employ between 50 and 60 thousand workers and involve many companies, both small and medium-sized, as shown by the data provided by ITA -Italian Trade Agency, the Governmental agency that supports the business development of Italian companies abroad and promotes the attraction of foreign investment in Italy.

2. The European Union is very attentive to aerospace.

On 19th April 2021, the Council expressed its position on the proposal for a regulation establishing the EU Space Programme for the years 2021- 2027. This follows an agreement reached last December with the European Parliament paving the way for the adoption of a subsequent draft regulation.

‘The EU - reads the statement signed by Manuel Heitor, Portuguese Minister of Science, Technology and Education - relies on space activities as engines of sustainable economic growth and security. Our new EU space programme will enable us to remain competitive in the New Space Economy and to preserve the EU’s space sovereignty. It will increase our economic recovery from the pandemic and our transition to a green and digital economic model’.

In April 2021, the Council and the European Parliament adopted a regulation establishing the new EU Space Programme for the years 2021 - 2027. The programme entered into force retroactively on 1st January 2021. It will ensure:

- high-quality, up-to-date and secure spatial data and services
- greater socio-economic benefits from the use of such data and services, such as increased growth and job creation in the EU
- enhanced security and autonomy of the EU
- a stronger role for the EU as a leading actor in the space sector

The Regulation simplifies the existing EU legal framework and governance system and standardises the security framework. It shall improve and group under a single ‘umbrella’ existing EU programmes such as Copernicus, Galileo and EGNOS.

The programme also introduces new security components, such as the Space Situational Awareness (SSA) Programme or the new Government Satellite Communication initiative (GOVSATCOM) to monitor spatial risks and ensure that national authorities have access to secure satellite communications.

Equipped with world-class space systems that are already operational and delivering results, the EU is focusing on how best to use the collected space data, the potential of which extends from the public to the private sector.

Among the many benefits, spatial data can:

- lead rescue teams in locations affected by natural disasters
- improve land use in agriculture
- make transport and energy infrastructures safer.

The combination of space data and digital technologies also creates significant opportunities that can open many business opportunities for all EU Countries.

With the entry into force of the Treaty of Lisbon in December 2009, space has taken on particular relevance among European Union policies. On the basis of Article 189 of the Treaty on the Functioning of the European Union (TFEU), ‘in order to promote technical and scientific progress, industrial competitiveness and the implementation of its policies, the Union shall draw up a European space policy. To this end, it may promote joint initiatives, support research and technological development and coordinate the efforts needed for the exploration and exploitation of space’. The Union shall also, as specified in the third paragraph of Article 189 TFEU, establish all relevant links with the European Space Agency.

The space policy of the EU aims to address some of today’s most urgent challenges, such as combating climate change, helping to stimulate technological innovation and providing socio-economic benefits to citizens.

Space technology, data and services have become indispensable in the lives of Europeans. You rely on data when you use mobile phones and car navigation systems, you watch satellite TV and you withdraw money. Satellites also provide immediate information when disasters such as earthquakes, forest fires or floods occur, enabling better coordination between emergency and rescue teams.

The EU has three key space programmes:

- Copernicus, the world’s most advanced Earth observation system; it is a leading provider of Earth observation data. It helps to save lives at sea, improves the response to natural disasters and allows farmers to better manage their crops;

- Galileo is Europe's global satellite navigation system. It provides more accurate and reliable positioning and timing information for autonomous and connected cars, railways, aviation and other sectors. Galileo has been operational since December 2016, when it started offering initial services to public authorities, businesses and citizens;
- EGNOS (European Geostationary Navigation Overlay Service) provides "safety of life" navigation services to air, sea and land transport users throughout most of Europe. This location information is so accurate that planes can use it to land safely. All services provided by EGNOS are fully operational and the number of users is growing.

3. Therefore, a legal discipline becomes necessary that not only serves as a background to the process of implementing the aerospace system but takes into account the most relevant and contemporary factors, such as digitisation, with a view to overall assessing European sectoral policy as well, which is inspired by the principles of technological innovation and environmental protection.

In order to achieve the objective, it is appropriate to ensure the commitment of all the actors involved, such as institutional and economic synergies, as an advanced model also of public-private partnership, overcoming fragmentation of skills, including them among the Country's structural investments, with positive repercussions also on the important industrial realities of the sector, fostering cooperation and synergy between public and private actors, in a different way involved in the competition of European character, with the promotion of greater and better institutional collaboration and with the direct involvement of the national industry of reference.

All this is feasible through the ability to work in conjunction to achieve a unitary government of the entire aerospace sector; with a simplification of the rules, using legal instruments already in force and tested such as the collaboration agreements, pursuant to Article 15 of the Law of 7 August 1990, no. 241, and subsequent modifications, among the subjects identified as necessary protagonists of the aerospace sector: Italian Civil Aviation Authority (ENAC), Italian Space Agency (ASI), Aero club d'Italia (AeCI), Italian Aerospace Research Centre (CIRA) and Italian Civil Aviation Safety Investigation Authority (ANSV).

Such forecast represents, in fact, an instrument in order to value in concrete, the synergies between the institutional levels involved, in a perspective of organisational rationalization aimed at the maximum efficiency of the system, in the respect of the constraints of public finance.

In particular, institutional arrangements may take on particular importance with regard to the optimisation of available resources, allowing, for example, the pooling of qualified personnel, facilitating the fulfilment of their respective competences by the different legal entities.

An orderly management, therefore, that is implemented in accordance with to the rules of production optimization, clearly and immediately identifying the institutional legal entities that have competence, in various capacities, in the aerospace sector, through an exhaustive list of all public bodies called to join the sector (ENAC, ASI, AeCI, ANSV) in respect of the autonomy of each; opening a reflection on those subjects, such as ENAV and CIRA, *prima facie*, that do not appear to be «public administrations».

Agile models of implementation and management of administrative organisational models, which enhance the technical skills of each of the participants.

Without forgetting the objectives of cultural and tourist enhancement that can be easily pursued as a fundamental component of the overall development considered of the airport.

In conclusion, it is clear that it is necessary and no longer possible to avoidable the establishment of a public protection as efficient as possible, creating an ad hoc sector to express, in the best possible way, the common interest of the entire sector that represents an excellence of the Italian public system.

FOCUS

COVID-19 Pandemic management in 2020



In this publication, the Ministries and their acronyms are mentioned in accordance with the denominations in force as of 31 December 2020. On 30 April 2021, Law no. 55 of 22 April 2021 "Conversion into law, with amendments, of Decree-Law no. 22 of March 2021, on urgent provisions concerning the reorganization of the powers of the Ministries" came into force.

The measure establishes the Ministry of Ecological Transition (which replaces the Ministry of the Environment and the Protection of the Territory and the Sea), the Ministry of Tourism, the Ministry of Culture (formerly the Ministry for Cultural Heritage and Activities and for Tourism) and the Ministry of Sustainable Infrastructures and Mobility (new name of the Ministry of Infrastructures and Transport).

COVID-19 PANDEMIC MANAGEMENT IN 2020

The year 2020 was marked by the spread of the pandemic by COVID-19. Since March, the effects of the health crisis have had a profound negative impact on air transport worldwide.

ENAC, as the Italian Civil Aviation Regulatory and Control Authority, acted promptly to limit the effects of pandemic spread on the air transport sector.

In Italy, after a first closure of flights from China and the surrounding areas, air traffic has suffered a drastic reduction highlighted, in a first phase, in demand by passengers and, subsequently, in the offer of flights.

The various lockdowns, in the early part of the year, have led in particular on some national airports, to an almost total stop of passenger flights.

Eurocontrol reports that Italian air traffic has started to suffer a sharp reduction from the first week of March 2020, reaching its negative peak, -97% compared to 2019, on 12 April 2020 and subsequently stabilised below 90% in April and May 2020.

During the year, traffic picked up at three distinct times, corresponding to the first weeks of June, July and August and, as for most European Countries, from September to October slowly started to decline, suffering a new major contraction in November.

At the end of the year, in terms of loss of traffic compared to 2019, Italy has recorded a -72.5% in the passengers' number and it ranked seventh in Europe with a strong impact concentrated in the great national hubs (Rome Fiumicino -77.5%, Milan Malpensa -74.9%, Venice -75.8%, Bergamo -72.2%).

To contain the spread of the pandemic, major organisations such as the World Health Organization (WHO), the International Civil Aviation Organization (ICAO), the European Centre for Disease Prevention and Control (ECDC) have suggested travel restrictions that have led many Countries to also introduce flight bans.

In May, in anticipation of a possible resumption of air traffic from the end of the spring, ENAC has issued the first edition of the Guidelines for air transport management in compliance with the new health needs, both in the emergency phase and in the following ones. In addition, it has communicated to all air carriers the effects of the provisions issued by the various national Authorities, such as the Decrees of the Presidency of the Council of Ministers (DPCM), the Ordinances of the Minister of Health and the Minister of Infrastructures and Transport.

Internationally, ENAC has participated at ICAO level in the work of the Council Aviation Recovery Task (CART). With the CART, ICAO published 11 recommendations in Phase I, 3 in Phase II, 6 new recommendations and 2 recommendations have been revised in Phase III. All recommendations have been evaluated and reported within the ICAO dashboard. Within EASA, ENAC participated in the COVID-19 AHSP Authorities' Monitoring Group which began its activity with the first meeting on 16/07/2020. The reference document is the one issued by EASA and ECDC: EASA/ECDC COVID-19 Aviation Health Safety Protocol.

The close interdependence of the various operators within the production chain has in fact made it necessary that the priorities of intervention were correctly identified in the belief that the multiplicative effect of the individual support measure reverberates - producing positive cascade

results - on other operators who do not directly benefit from the measure.

In accordance with the indications contained in the first Decrees of the Presidency of the Council of Ministers (DPCM) issued to counter the spread of the pandemic and taking into account, where possible and compatible, the EASA guidelines and ICAO indications, ENAC issued the "LG 2020/01-APT COVID-19 Emergency - Guidelines for the recovery of traffic at airports, starting from Phase 2" to provide operational guidance to actors in the air transport chain. With these Guidelines ENAC has indicated to airport managing bodies, crews and employees of the entire chain, including air carriers, the immediate actions for the safe operation of traffic in the airports of the Country. These indications relate to the way in which social distance is ensured on board aircraft while, at the same time, providing for the use of masks.

The Guidelines, shared with all the main stakeholders, provide a dedicated section for general aviation airports and airfields, heliports and hydro-surfaces.

The Italian CAA has also worked to adapt the existing European legislation to the critical issues related to the pandemic, facilitating the sector as a whole and also allowing the carrying out of activities in emergency situations. This has resulted in the implementation, if necessary, of specific interventions, verifying for the aspects of flight operations the maintenance of an acceptable level of safety, including:

- exemptions from EU rules to allow air transport of patients COVID-19;
- exemptions from EU rules for the deadlines for operational training and checking of non-executable flight crews due to COVID-19;
- exemptions on flight time limitations to allow the transport of passengers, materials and cargo in situations of urgency due to the pandemic (for example for the return of nationals from non-European Countries);
- cargo operations in the passenger cabin of long-haul aeroplanes for the carriage of medical or other equipment which is required;
- provisions for operators with Air Operator Certificate (AOC) performing emergency medical transport with aircraft.

In addition, an alternative method of compliance (ALTMOC) with European standards was published to simplify the management of shifts of air carriers pilots and to issue an exemption from ICAO rules, after international coordination, to extend the validity of staff training on dangerous goods.

ENAC has contributed to amend, within the Dangerous Goods Panel ICAO, the technical instructions ICAO to introduce "alleviation" for the transport of vaccines (data logger with lithium batteries) and to issue guidelines on the presence on board of significant quantities of dry ice for the storage of the same vaccines.

With regard to the oversight of certified entities, the implementation of this activity has been conducted consistently with the guidance provided by EASA, verifying that the companies had put into effect the actions necessary for the maintenance of the requirements of certification also during the pandemic.

The flexibility measures introduced by ENAC pursuant to Article 71(1) of Reg. (EU) no. 2018/1139, regarding the domain of Aeronautical Medicine, have allowed, in the immediate, to ensure compliance with the safety requirements relating to the psychophysical fitness of aircraft personnel (flight and air traffic control personnel) and, at the same time, to alleviate the inconvenience associated with the impossibility of visiting the Health Authorities responsible for issuing medical certificates of suitability (Aero-AME Examiners and Aero-Medical Centres), due to restrictions on

national and international travel and the unavailability of AME examiners, often co-opted in emergency health services.

ENAC has also been engaged in regulatory work related to the definition, within EASA's specialist medical teams, of the COVID-19 case assessment guidelines by AME and AeMC, identified as the appropriate tool to guide aero-medical examiners in the clinical activity of assessment of the psycho-physical fitness of air licence holders.

Decrees of the Presidency of the Council of Ministers (DPCM) and checks at airports

During 2020 and again at the beginning of 2021, several DPCMs were issued by the Presidency of the Council of Ministers. In general, Annex 15 of the DPCM contains the "Guidelines for Information to Users and Organisational Arrangements for Containing the Dissemination of COVID-19 in Public Transport". In particular, the Technical Annex - Individual Modes of Transport establishes the provisions concerning the aviation sector.

Successive DPCMs have introduced some changes to implement specific sectors, depending on the evolution of the pandemic, while following the first provisions that were established in summer 2020. Those first provisions established the need to observe specific measures to contain the spread of COVID-19 in the sector and concern the use of terminals and aircraft.

In this context, provision has been made for:

- management of access to terminals, providing, where possible, a clear separation of entry and exit doors, to avoid the encounter of flows of users;
- organisational, management and access control measures to facilitate the distribution of the public in all common areas of the airport in order to avoid crowding in areas in front of security controls;
- creation of one-way routes within the aerodrome and routes to the gates, to keep the flows of incoming and outgoing users separate;
- obligation of social distancing within terminals and all other airport facilities;
- use of the finger as a priority for disembarkation and embarkation operations, where possible, avoiding crowding in the case of shuttle bus transport, providing for a 50% reduction in the maximum capacity of vehicles as well as a travel time of less than 15 minutes, ensuring as much as possible the natural aeration of the vehicle;
- reduction of the risks of crowding and lack of distance during baggage pick-up at return tapes, ensuring adequate signage;
- sanitisation activities of terminals and aircraft, even several times a day with specific attention to all surfaces that can be touched by passengers in ordinary circumstances. Provision is also made for the management of air conditioning systems with procedures and techniques aimed at preventing bacterial and viral contamination;
- Introduction of thermo-scanners for passengers both on arrival and departure, in accordance with arrangements to be determined by mutual agreement between airport managing bodies and air carriers in large airport hubs with possible temperature controls at the entrance of security areas or at the boarding terminal, for departures, and to the descent from the plane for arrivals at all airports.

2020 Measures relating to passenger social distancing in aircraft and personal protective equipment

Obligation to provide one metre of interpersonal distance on board aircraft. An exception to the distance between persons of one metre on board aircraft may be made where:

- air flows on board are vertical and HEPA filters are adopted, as these precautions allow a very high air purification, as well as when specific health safety protocols are adopted, providing in particular for the measurement of temperature prior to access to the aircraft and prohibiting boarding in the case of temperatures exceeding 37.5°C;
- the maximum duration of use of the surgical mask is guaranteed, not exceeding four hours, providing for its replacement for longer periods;
- individual arrangements are made for boarding and descents from the aircraft and placing at the assigned seat in order to avoid close contact between passengers during the handling phase;
- movements on board the aircraft are kept to a minimum. Air carriers may establish with airport managing bodies specific procedures for the loading of hand baggage of permitted dimensions for placing in overhead lockers, by putting in place appropriate embarkation and selective descent measures, in relation to the seats allocated on board the aircraft, ensuring the necessary technical operational time in order to avoid gatherings during the climb and descent and minimising handling (e.g. individual call of passengers, to avoid contact in the vicinity of overhead lockers).

The activity of the Agency has focused on providing a constant and timely information to passengers as well as on the monitoring of air carriers, organising frequent online meetings and sending notes of attention to companies on the protection of passengers in the emergency context.

The significant reduction in passenger traffic has had an immediate and serious impact on both air carriers and airport managing operators, severely restricting their operativity.

Due to the numerous flights cancellations in the period between March and December 2020, air carriers have received a considerable number of refund requests. On this issue, ENAC has intervened on several occasions to call companies to compliance with the regulations also regarding the matter of vouchers and refunds pursuant to art. 88 bis of the Law no. 27/2020. The Italian CAA also took a strong position on cancellations after 3 June (termination of lockdown), informing carriers that such cancellations would be considered 'voluntary' and therefore sanctioned under Reg. (EC) no. 261/2004 if the rights of passengers had not been respected. In this regard, ENAC has sent reports to the Italian Competition and Market Authority (AGCM) to assess certain activities of air carriers that may give rise to incorrect commercial policies.

In this context, ENAC has regularly published passenger information on its website, on the page dedicated to COVID-19. The delicacy of the moment has demanded in fact to give the maximum attention to the monitoring of the services supplied from the airport managing bodies and the air carriers that have had also to adapt to the new circumstances. The attention of ENAC remains firm, in respect of the powers deriving from the Italian Navigation Code, to monitor all operational activities in progress (for the purpose of the quality of services rendered to passengers and the correct application of EU Regulations 261/2004 and 1107/2006).

Documentation

- self-certification of the passenger, at the time of online check-in or at the airport, that he has not had close contact with people with COVID-19 disease in the last two days before the onset of symptoms and up to 14 days after the onset of the same;
- commitment by travellers, in order to define the traceability of contacts, to also communicate to the air carrier and the competent territorial health authority the occurrence of symptoms COVID-19 appeared within eight days of disembarkation from the aircraft.

Since the resumption of traffic after the first lockdown (Summer 2020), also in compliance with the aforementioned measures and those more closely related to health, ENAC has undertaken extensive monitoring of all national airports to verify compliance with the provisions to combat the spread of COVID-19 virus.

ENAC has carried out checks both on the measures taken by the airport managing bodies and by the air carriers and, more generally, by all airport operators.

In the second pandemic phase, following the inspections, it was found that air carriers and airport managing bodies understood the importance of complying with these provisions by establishing organisational arrangements to contain the spread of COVID-19 on public transport.

In November, the containment measures were further intensified, in particular with regard to flights from certain Countries (e.g. the United Kingdom, Brazil), following the provisions issued by the Ministry of Health to supplement the DPCM.

The verifications carried out by ENAC have concentrated on the following devices/areas:

- 1 Area Covid Test;
- 2 Thermo scanner;
- 3 Sanitisation/gel dispenser;
- 4 Sanitisation of toilets;
- 5 Sanitisation of stairs and treadmills;
- 6 Sanitisation of security control;
- 7 Sanitisation of baggage trolley;
- 8 Sanitisation of aircraft/frequency of sanitisation of internal areas
- 9 Signage for social distancing;
- 10 Shields/plexiglass protection;
- 11 Signage waiting areas/seating/luggage waiting area/external sidewalks.

Effects of the pandemic on planned airport investments

The year 2020 was decisively affected by the pandemic, also for the airport infrastructure sector. In this context, the entire national economy has been heavily impacted, with losses estimated at 9.8% of Gross Domestic Product (GDP) and, of course, also the air transport sector at national and international level.

This negative situation has had serious repercussions on the development of airport infrastructure: on the one hand, the design and implementation of airport works have slowed down, also due to the months of national lockdown, on the other hand, however, the strategic and multiannual planning of the works were affected by a complex process of updating and revision from the second quarter of 2020.

However, ENAC continued its institutional activities in this field during the year: from the national planning of airports to the designing and planning of airport infrastructure upgrading and development works up as well as the examination of the relevant projects, from the certification of the heliports to the management of the transition from ENAV to the airport managing bodies of ownership of visual aid. The technical activities also covered innovative sectors such as suborbital flights, with the issue of the ENAC Regulation for the construction and operations of spaceports, or specific technological content, such as the technical checks of RX machines for the control of hand baggage, preparatory to the subsequent authorisation of airport use.

The sector of airport management

The collapse of air traffic in 2020 has strongly affected the economic and financial situation of airport managing bodies and the entire sector.

The cargo business and general aviation showed, however, greater resilience to the COVID-19 crisis. ENAC has constantly monitored the impact that the current situation has generated in the sector and has prepared, implemented and represented proposals for interventions in support of the airport sector.

During 2020, the data acquired by the airport managing bodies showed a progressive and drastic reduction in flying activity and a related reduction in turnover, with significant burdens for the companies in terms of absorption of corporate liquidity.

The data provided by the management companies allowed the system to estimate an overall economic loss of more than EUR 1 billion in the period March-September 2020 alone.

This estimate was sent to Ministry of Infrastructures and Transport as part of specific support measures for the sector. In this context, ENAC has provided significant support to air transport operators by taking urgent measures.

Suspension of payment of the concession fee

On 11 May 2020, the time limits for payment of the concession fees and the corresponding adjustment to 31 January 2021 were extended, as well as the possibility of instalments. The deadline set by the legislation was set for July 2020.

The continuation of the emergency led ENAC, by a subsequent measure of January 2021, to further extend the deadline for payment to 30 April 2021 or, in the case of instalments, until 31 July 2021.

In the interests of fairness and non-discrimination between the various operators in the sector, this provision made the deferral conditional on the operator's prior suspension of the billing of aviation sub-commissions, particularly affected by the current crisis, to the extent of the fee actually deferred, bringing a potential benefit to the entire supply chain.

Reduction of the bank guarantee policy to warranty the contractual obligations

ENAC has provided for the reduction of the amount of the bank guarantee policy provided for by the agreements to guarantee the obligation to pay the concession fee, allocating the amount to the lower amount 2020, in order to further reduce costs in support of the sector.

The sector of handling companies

ENAC, in response to numerous requests from the world of air transport, has promoted, encouraged and implemented exceptional support measures for handlers, whose current state of crisis, if not adequately managed, is likely to reverberate negatively on the prospect of desired recovery.

Suspension/renewal of ground handling operator certificates

In April 2020, ENAC suspended, temporarily, the activities of certificates renewal of ground handling services operator, the validity of which was simultaneously extended, without prejudice to the guarantee of compliance with the regulations in terms of operational requirements, safety and security.

With the resumption of the activity of renewal of the certification of handlers, ENAC, considered as the continuation of the collapse of air traffic volumes has altered in a completely exceptional and abnormal economic and financial situation of handlers, has ordered that the activities of verification finalised to the renewal of the certification will be centralised on the technical-operating requirements while the profiles afferent to the economic-financial situation of single operators will be subject to subsequent monitoring during the planned ordinary annual monitoring.

Prolongation of aviation sub concessions

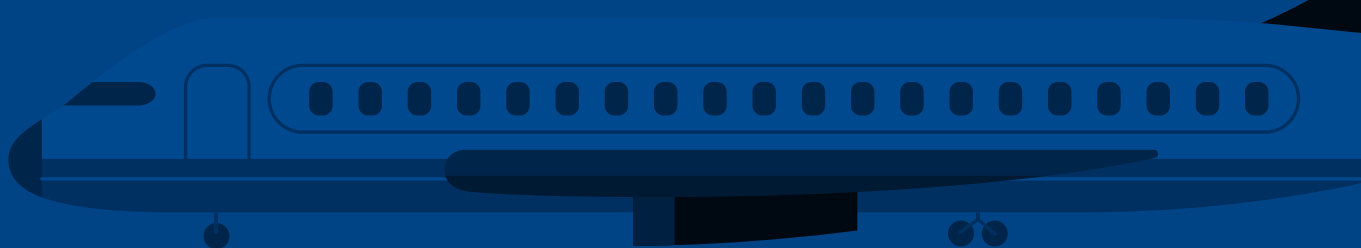
In line with the legislative initiatives taken at European level, ENAC, by measure of 15 June 2020, invited the airport managing bodies to extend the duration of the not-expired aviation

sub-commissions by three years and to consider the possibility of extending the ones already expired by one year at the date of the aforementioned measure.

In this way, the Italian CAA has sought to promote the economic recovery of the sector's operators who have a schedule of their activities which is usually parametrised over a short/medium-term period, thereby making them more exposed to the effects of the current crisis as they are unable to recover their losses.

ENAC has also ordered - in January 2021 - the extension of the concessions on airports under direct management ENAC as a result of the COVID-19 emergency by a further 24 months compared to the extension of 12 months already granted in April 2020.

ITALIAN AIR TRANSPORT IN 2020



Overall domestic and international commercial traffic 2020

Scheduled and non-scheduled flights (arrivals + departures)

AIRPORT	Movements		Passengers		Transits		Cargo (T)	
	Number	Δ% 2020-19	Number	Δ% 2020-19	Number	Δ% 2020-19	Tons.	Δ% 2020-19
1 ALBENGA	0	0.0%	0	0.0%	0	0.0%	0.0	0.0%
2 ALGHERO	5,320	-46.8%	535,396	-61.4%	1,204	-72.3%	7.0	138.7%
3 ANCONA	2,379	-59.1%	148,117	-69.4%	269	-93.2%	5,570.5	-19.6%
4 AOSTA	0	0.0%	0	0.0%	0	0.0%	0.0	0.0%
5 BARI	16,354	-57.0%	1,703,656	-68.2%	3,811	-72.8%	2,511.6	13.1%
6 BERGAMO	35,795	-60.8%	3,830,163	-72.2%	593	-91.4%	51,507.8	-56.7%
7 BOLOGNA	27,332	-62.5%	2,518,282	-73.4%	4,197	-64.1%	34,673.8	-8.9%
8 BOLZANO	3	-88.0%	124	-83.8%	0	0.0%	0.0	0.0%
9 BRESCIA	5,255	42.0%	569	-94.1%	0	-100.0%	21,503.7	61.4%
10 BRINDISI	8,451	-53.4%	1,016,495	-62.4%	2,385	-39.7%	41.8	320.2%
11 CAGLIARI	18,253	-47.0%	1,771,733	-62.8%	4,987	10.8%	4,915.8	15.5%
12 CATANIA	32,037	-55.6%	3,647,860	-64.1%	3,793	-78.7%	4,919.4	-14.9%
13 COMISO	772	-66.8%	92,459	-73.8%	38	-98.4%	0.0	0.0%
14 CROTONE	498	-53.2%	54,130	-68.5%	0	0.0%	0.0	0.0%
15 CUNEO	472	-24.4%	51,941	-42.2%	47	100.0%	0.0	0.0%
16 FIRENZE	9,885	-66.1%	662,527	-76.8%	1	-98.3%	7.9	-85.7%
17 FOGGIA	0	0.0%	0	0.0%	0	0.0%	0.0	0.0%
18 FORLÌ	4	100.0%	204	100.0%	0	0.0%	0.0	0.0%
19 GENOVA	4,382	-70.7%	394,490	-74.3%	445	-86.3%	77.2	-48.4%
20 GROSSETO	8	33.3%	307	24.3%	0	0.0%	0.0	0.0%
21 LAMEZIA TERME	8,247	-61.6%	969,535	-68.9%	2,183	-65.5%	30.1	-32.0%
22 LAMPEDUSA	3,122	-24.9%	174,682	-36.3%	0	0.0%	13.8	-9.9%
23 MARINA DI CAMPO	501	321.0%	1,749	-6.4%	0	0.0%	0.0	0.0%
24 MILANO LINATE	28,305	-59.3%	2,250,374	-65.6%	592	-73.1%	1,240.1	-83.7%
25 MILANO MALPENSA	86,275	-61.3%	7,201,030	-74.9%	34,202	-71.2%	516,388.6	-7.5%
26 NAPOLI	25,534	-67.2%	2,761,062	-74.4%	1,215	-92.3%	8,691.4	-12.7%
27 OLBIA	9,274	-58.4%	1,002,433	-65.8%	2,755	39.8%	5.8	-93.8%
28 PALERMO	25,833	-49.6%	2,699,531	-61.6%	10,378	-29.1%	2,492.6	113.9%
29 PANTELLERIA	2,861	-22.4%	107,800	-34.7%	3,282	100.0%	21.8	-10.5%
30 PARMA	328	-38.2%	26,873	-62.5%	18	100.0%	0.0	0.0%
31 PERUGIA	838	-44.6%	76,009	-65.2%	129	100.0%	0.0	0.0%
32 PESCARA	1,658	-66.9%	168,362	-75.8%	236	-66.4%	0.0	-100.0%
33 PISA	12,995	-65.4%	1,303,200	-75.6%	453	-92.1%	12,461.4	0.8%
34 REGGIO CALABRIA	1,209	-64.4%	110,216	-70.0%	0	0.0%	9.7	-75.0%
35 RIMINI	613	-76.5%	37,516	-90.5%	7,340	586.0%	154.7	3,383.0%
36 ROMA CIAMPINO	14,522	-58.5%	1,605,781	-72.6%	0	0.0%	19,354.3	5.1%
37 ROMA FIUMICINO	100,046	-67.3%	9,754,768	-77.5%	53,737	-57.2%	74,504.1	-61.7%
38 SALERNO	0	-100.0%	0	-100.0%	0	0.0%	0.0	0.0%
39 TARANTO	164	-35.9%	0	-100.0%	0	0.0%	5,006.6	-42.4%
40 TORINO	13,816	-57.3%	1,413,772	-61.7%	1,820	-80.5%	216.4	39.5%
41 TRAPANI	2,665	-39.7%	183,264	-55.0%	1,367	-61.9%	30.1	149.2%
42 TREVISO	3,259	-82.9%	461,006	-85.7%	157	-88.4%	0.0	0.0%
43 TRIESTE	2,656	-68.7%	206,653	-73.5%	1,326	34.3%	39.0	-42.7%
44 VENEZIA	29,663	-66.7%	2,785,673	-75.8%	1,606	-80.8%	37,225.2	-36.8%
45 VERONA	9,487	-66.9%	1,029,982	-71.4%	5,115	-64.4%	259.5	-57.5%
TOTAL	551,071	-61.8%	52,759,724	-72.5%	149,681	-63.1%	803,881.7	-24.2%

The 2020 passengers data includes infant passengers.

Overall domestic commercial traffic 2020

Scheduled and non-scheduled flights (arrivals + departures)

AIRPORT	Movements		Passengers		Cargo (T)	
	Number	Δ% 2020-19	Number	Δ% 2020-19	Tons.	Δ% 2020-19
1 ALBENGA	0	0.0%	0	0.0%	0.0	0.0%
2 ALGHERO	4,311	-41.4%	427,968	-56.4%	7.0	159.0%
3 ANCONA	1,036	-25.7%	63,446	-41.7%	4,145.5	-18.6%
4 AOSTA	0	0.0%	0	0.0%	0,0	0.0%
5 BARI	10,416	-50.9%	1,074,727	-63.2%	1,863.6	-13.4%
6 BERGAMO	10,317	-55.2%	1,160,754	-66.5%	6,142.0	-68.4%
7 BOLOGNA	7,298	-46.7%	807,286	-58.9%	2,144.9	-31.2%
8 BOLZANO	0	-100.0%	0	0.0%	0.0	0.0%
9 BRESCIA	4,379	34.8%	382	-62.7%	13,274.1	18.7%
10 BRINDISI	6,194	-53.4%	747,236	-62.2%	41.7	324.4%
11 CAGLIARI	15,179	-38.5%	1,448,764	-57.1%	4,904.1	16.9%
12 CATANIA	23,960	-48.5%	2,683,828	-58.1%	4,881.1	-12.7%
13 COMISO	492	-68.8%	56,227	-76.7%	0.0	0.0%
14 CROTONE	492	-47.1%	54,041	-64.9%	0.0	0.0%
15 CUNEO	340	-15.2%	37,710	-42.1%	0.0	0.0%
16 FIRENZE	2,042	-45.6%	114,564	-69.7%	3.1	-81.2%
17 FOGGIA	0	0.0%	0	0.0%	0.0	0.0%
18 FORLÌ	4	100.0%	204	100.0%	0.0	0.0%
19 GENOVA	3,207	-53.9%	302,056	-59.8%	23.7	-77.7%
20 GROSSETO	0	-100.0%	0	-100.0%	0.0	0.0%
21 LAMEZIA TERME	7,197	-55.5%	842,638	-63.7%	30.1	-32.0%
22 LAMPEDUSA	3,122	-24.9%	174,682	-36.3%	13.8	-9.9%
23 MARINA DI CAMPO	438	14,500.0%	1,439	1,297.1%	0.0	0.0%
24 MILANO LINATE	17,157	-51.1%	1,398,469	-58.0%	537.7	-43.5%
25 MILANO MALPENSA	20,610	-55.0%	2,188,630	-62.2%	9,659.4	796.6%
26 NAPOLI	11,959	-57.1%	1,220,291	-64.3%	8,480.1	-5.4%
27 OLBIA	6,555	-41.2%	719,113	-48.2%	5.8	-93.2%
28 PALERMO	20,833	-44.9%	2,129,193	-57.9%	2,335.5	101.2%
29 PANTELLERIA	2,861	-22.3%	107,800	-34.7%	21.8	-10.5%
30 PARMA	229	-18.8%	19,149	-55.5%	0.0	0.0%
31 PERUGIA	305	-31.3%	21,880	-59.6%	0.0	0.0%
32 PESCARA	931	-64.9%	86,962	-71.6%	0.0	-100.0%
33 PISA	4,918	-53.1%	546,855	-61.2%	1,478.5	-62.1%
34 REGGIO CALABRIA	1,206	-64.3%	110,210	-70.0%	9.7	-75.0%
35 RIMINI	35	16.7%	0	-100.0%	0.0	0.0%
36 ROMA CIAMPINO	580	-46.7%	71,744	-61.0%	19.7	-73.4%
37 ROMA FIUMICINO	40,732	-58.1%	3,574,693	-67.7%	5,707.7	-4.9%
38 SALERNO	0	-100.0%	0	-100.0%	0.0	0.0%
39 TARANTO	0	0.0%	0	0.0%	0.0	0.0%
40 TORINO	7,848	-42.8%	893,547	-50.6%	28.4	-66.6%
41 TRAPANI	2,566	-34.2%	170,885	-47.5%	6.8	-42.3%
42 TREVISO	1,290	-79.7%	183,655	-83.1%	0.0	0.0%
43 TRIESTE	1,957	-58.3%	152,304	-65.5%	5.7	-82.0%
44 VENEZIA	8,586	-33.7%	866,048	-43.5%	2,562.5	-8.0%
45 VERONA	5,288	-51.5%	613,101	-53.9%	2.0	-81.5%
TOTAL	256,870	-50.4%	25,072,481	-61.1%	68,335.9	-10.3%

The 2020 passengers data includes infant passengers.

Overall international commercial traffic 2020
Scheduled and non-scheduled flights (arrivals + departures)

AIRPORT	Movements		Passengers		Cargo (T)	
	Number	Δ% 2020-19	Number	Δ% 2020-19	Tons.	Δ% 2020-19
1 ALBENGA	0	0.0%	0	0.0%	0.0	0.0%
2 ALGHERO	1,009	-61.7%	107,428	-73.3%	0.0	-100.0%
3 ANCONA	1,343	-69.6%	84,671	-77.4%	1,425.0	-22.4%
4 AOSTA	0	0.0%	0	0.0%	0.0	0.0%
5 BARI	5,938	-64.7%	628,929	-74.3%	648.0	847.4%
6 BERGAMO	25,478	-62.7%	2,669,409	-74.2%	45,365.8	-54.4%
7 BOLOGNA	20,034	-66.1%	1,710,996	-77.2%	32,529.0	-6.9%
8 BOLZANO	3	-87.5%	124	-83.8%	0.0	0.0%
9 BRESCIA	876	93.0%	187	-97.8%	8,229.6	284.1%
10 BRINDISI	2,257	-53.5%	269,259	-62.8%	0.1	5.4%
11 CAGLIARI	3,074	-68.5%	322,969	-76.7%	11.7	-81.3%
12 CATANIA	8,077	-68.5%	964,032	-74.3%	38.3	-79.5%
13 COMISO	280	-62.4%	36,232	-67.4%	0.0	0.0%
14 CROTONE	6	-95.5%	89	-99.5%	0.0	0.0%
15 CUNEO	132	-40.8%	14,231	-42.4%	0.0	0.0%
16 FIRENZE	7,843	-69.1%	547,963	-77.9%	4.7	-87.7%
17 FOGGIA	0	0.0%	0	0.0%	0.0	0.0%
18 FORLÌ	0	0.0%	0	0.0%	0.0	0.0%
19 GENOVA	1,175	-85.3%	92,434	-88.2%	53.5	23.4%
20 GROSSETO	8	100.0%	307	75.4%	0.0	0.0%
21 LAMEZIA TERME	1,050	-80.2%	126,897	-84.1%	0.0	-100.0%
22 LAMPEDUSA	0	0.0%	0	0.0%	0.0	0.0%
23 MARINA DI CAMPO	63	-45.7%	310	-82.4%	0.0	0.0%
24 MILANO LINATE	11,148	-67.7%	851,905	-73.4%	702.4	-89.4%
25 MILANO MALPENSA	65,665	-62.9%	5,012,400	-78.1%	506,729.2	-9.1%
26 NAPOLI	13,575	-72.8%	1,540,771	-79.1%	211.3	-78.6%
27 OLBIA	2,719	-75.6%	283,320	-81.7%	0.0	-100.0%
28 PALERMO	5,000	-62.8%	570,338	-71.1%	157.1	3,278.2%
29 PANTELLERIA	0	-100.0%	0	-100.0%	0.0	0.0%
30 PARMA	99	-60.2%	7,724	-73.0%	0.0	0.0%
31 PERUGIA	533	-50.1%	54,129	-67.0%	0.0	0.0%
32 PESCARA	727	-69.2%	81,400	-79.1%	0.0	-100.0%
33 PISA	8,077	-70.2%	756,345	-80.8%	10,982.9	29.9%
34 REGGIO CALABRIA	3	-83.3%	6	-95.2%	0.0	0.0%
35 RIMINI	578	-77.6%	37,516	-90.5%	154.7	3,383.0%
36 ROMA CIAMPINO	13,942	-58.9%	1,534,037	-72.9%	19,334.6	5.4%
37 ROMA FIUMICINO	59,314	-71.6%	6,180,075	-80.9%	68,796.3	-63.5%
38 SALERNO	0	-100.0%	0	-100.0%	0.0	0.0%
39 TARANTO	164	-35.9%	0	-100.0%	5,006.6	-42.4%
40 TORINO	5,968	-67.9%	520,225	-72.4%	188.0	168.3%
41 TRAPANI	99	-81.0%	12,379	-84.9%	23.3	9,976.6%
42 TREVISO	1,969	-84.4%	277,351	-87.1%	0.0	0.0%
43 TRIESTE	699	-81.5%	54,349	-83.9%	33.4	-9.0%
44 VENEZIA	21,077	-72.3%	1,919,625	-80.8%	34,662.7	-38.3%
45 VERONA	4,199	-76.4%	416,881	-81.6%	257.6	-57.0%
TOTAL	294,201	-68.2%	27,687,243	-78.3%	735,545.8	-25.3%

The 2020 passengers data includes infant passengers.

Air Taxi and General Aviation traffic 2020						
Airports open to commercial air traffic						
AIRPORT	Passengers (no.)		Passengers (no.)		Cargo (T)	
	Air taxi	General Aviation	Air taxi	General Aviation	Air taxi	General Aviation
1 ALBENGA	0	2,551	0	2,454	0.0	0.0
2 ALGHERO	198	451	267	402	0.0	0.0
3 ANCONA	46	4,555	9	2,253	0.0	0.2
4 AOSTA	69	6,479	157	3,182	0.0	0.0
5 BARI	1,259	3,520	1,930	504	0.4	0.0
6 BERGAMO	554	2,316	1,232	379	0.0	23.8
7 BOLOGNA	1,838	1,128	3,647	1,023	0.0	0.0
8 BOLZANO	804	10,581	1,167	5,082	0.0	0.0
9 BRESCIA	636	4,079	1,263	1,903	0.0	4.4
10 BRINDISI	787	1,973	1,772	832	0.0	0.0
11 CAGLIARI	1,362	2,394	2,795	230	0.0	0.1
12 CATANIA	272	1,676	560	2,267	0.5	3.8
13 COMISO	70	592	87	138	0.0	0.0
14 CROTONE	15	18	17	31	0.0	0.0
15 CUNEO	240	2,431	589	835	0.0	0.0
16 FIRENZE	1,990	1,884	3,052	1,723	0.0	0.0
17 FOGGIA	2	28	0	0	0.0	0.0
18 FORLÌ	0	31	0	29	0.0	0.0
19 GENOVA	1,742	3,119	3,098	1,495	0.0	0.0
20 GROSSETO	961	383	1,799	502	0.0	0.0
21 LAMEZIA TERME	0	894	0	105	0.0	1,836.6
22 LAMPEDUSA	369	1,518	973	382	0.0	0.0
23 MARINA DI CAMPO	188	2,860	456	2,768	0.0	0.0
24 MILANO LINATE	5,614	7,026	16,677	4,636	0.0	0.0
25 MILANO MALPENSA	1,214	4,776	3,500	2,122	0.0	267.7
26 NAPOLI	3,868	803	6,226	0	0.0	0.0
27 OLBIA	7,895	1,688	16,824	2,842	0.0	0.0
28 PALERMO	698	1,094	1,196	399	0.3	39.0
29 PANTELLERIA	151	377	344	437	0.0	0.0
30 PARMA	471	1,953	754	830	0.7	0.0
31 PERUGIA	895	638	1,553	446	0.0	0.0
32 PESCARA	2,088	1,715	2,420	83	48.5	0.0
33 PISA	2,941	1,351	4,789	1,083	0.0	43.4
34 REGGIO CALABRIA	216	980	264	539	0.0	0.0
35 RIMINI	558	805	1,242	504	0.0	0.0
36 ROMA CIAMPINO	5,626	7,312	11,011	2,449	0.0	34.1
37 ROMA FIUMICINO	357	2,637	659	16,598	3.0	352.7
38 SALERNO	4,782	7	17,097	3	0.0	0.0
39 TARANTO	86	532	198	80	0.0	8.9
40 TORINO	1,481	5,971	3,442	670	0.0	54.1
41 TRAPANI	159	398	464	454	0.0	0.0
42 TREVISO	283	717	528	185	0.0	0.0
43 TRIESTE	285	1,553	589	485	0.0	0.0
44 VENEZIA	3,098	1,380	6,207	2,039	0.0	2.5
45 VERONA	1,246	943	2,265	1,453	0.0	0.0
TOTAL	57,414	100,117	123,119	66,856	53.4	2,671.5

Air Taxi and General Aviation traffic 2020

Airports open to General Aviation civil traffic

AIRPORT	Movements (no.)		Passengers (no.)	
	Air taxi	General Aviation	Air taxi	General Aviation
1 ALESSANDRIA	0	n.a.	0	n.a.
2 AQUINO *	0	0	0	0
3 AREZZO MOLIN BIANCO	n.a.	n.a.	n.a.	n.a.
4 ASIAGO	48	3,884	17	1,759
5 BELLUNO	0	3,614	0	7
6 BIELLA CERRIONE	0	10,187	0	18,021
7 CAPUA	0	5,638	0	81
8 CARPI BUDRIONE	0	834	0	1,197
9 CASALE MONFERRATO	0	1,756	0	3,868
10 COMO IDROSCALO	0	2,752	0	1,668
11 CREMONA MIGLIARO	0	209	0	230
12 FANO	0	1,262	0	184
13 FERRARA PRATI VECCHI D'AGUSCELLO	0	19	0	0
14 FERRARA SAN LUCA	0	2,513	0	0
15 FOLIGNO	0	908	0	0
16 GORIZIA	0	3,014	0	302
17 L'AQUILA PRETURO	0	457	0	787
18 LEGNAGO	n.a.	n.a.	n.a.	n.a.
19 LUCCA TASSIGNANO	106	7,088	34	59
20 LUGO DI ROMAGNA	0	1,092	0	8
21 MASSA CINQUALE	310	1,100	550	1,700
22 MILANO BRESCO	28	8,071	36	302
23 MODENA MARZAGLIA	0	1,189	0	0
24 NOVI LIGURE	0	2,722	0	0
25 PADOVA	0	7,704	0	11
26 PALERMO BOCCADIFALCO	1,012	3,867	436	71
27 PAVULLO	0	708	0	0
28 RAVENNA	0	529	0	0
29 REGGIO EMILIA	121	6,629	21	5,040
30 RIETI	n.a.	n.a.	n.a.	n.a.
31 ROMA URBE	275	2,392	270	1,342
32 SARZANA LUNI	0	745	0	0
33 SIENA AMPUGNANO	260	464	188	155
34 THIENE	n.a.	n.a.	n.a.	n.a.
35 TORINO AERITALIA	0	16,534	0	14,726
36 TRENTO MATTARELLO	558	18,348	466	14,573
37 UDINE CAMPOFORMIDO	0	471	0	0
38 VALBREMBO	0	19,614	0	410
39 VALDERA CAPANNOLI	0	32	0	0
40 VARESE VENEGONO	0	3,800	0	7
41 VENEZIA LIDO	n.a.	4,450	n.a.	5,535
42 VERCELLI	0	3,030	0	316
43 VERONA BOSCOMANTICO	0	11,934	0	45
44 VOGHERA-RIVANAZZANO	0	22	0	16
TOTAL	2,718	159,582	2,018	72,420

* The Aquino airport is shut down to the air traffic since 2014.

2020 Ranking of the Italian airports based on total number of movements

Scheduled and non-scheduled flights

AIRPORT	Movements	Δ% 2020-19	Overall incidence (%)	Distribution (%)	
				Domestic	International
1 ROMA FIUMICINO	100,046	-67.3%	18.2%	40.7%	59.3%
2 MILANO MALPENSA	86,275	-61.3%	15.7%	23.9%	76.1%
3 BERGAMO	35,795	-60.8%	6.5%	28.8%	71.2%
4 CATANIA	32,037	-55.6%	5.8%	74.8%	25.2%
5 VENEZIA	29,663	-66.7%	5.4%	28.9%	71.1%
6 MILANO LINATE	28,305	-59.3%	5.1%	60.6%	39.4%
7 BOLOGNA	27,332	-62.5%	5.0%	26.7%	73.3%
8 PALERMO	25,833	-49.6%	4.7%	80.6%	19.4%
9 NAPOLI	25,534	-67.2%	4.6%	46.8%	53.2%
10 CAGLIARI	18,253	-47.0%	3.3%	83.2%	16.8%
11 BARI	16,354	-57.0%	3.0%	63.7%	36.3%
12 ROMA CIAMPINO	14,522	-58.5%	2.6%	4.0%	96.0%
13 TORINO	13,816	-57.3%	2.5%	56.8%	43.2%
14 PISA	12,995	-65.4%	2.4%	37.8%	62.2%
15 FIRENZE	9,885	-66.1%	1.8%	20.7%	79.3%
16 VERONA	9,487	-66.9%	1.7%	55.7%	44.3%
17 OLBIA	9,274	-58.4%	1.7%	70.7%	29.3%
18 BRINDISI	8,451	-53.4%	1.5%	73.3%	26.7%
19 LAMEZIA TERME	8,247	-61.6%	1.5%	87.3%	12.7%
20 ALGHERO	5,320	-46.8%	1.0%	81.0%	19.0%
21 BRESCIA	5,255	42.0%	1.0%	83.3%	16.7%
22 GENOVA	4,382	-70.7%	0.8%	73.2%	26.8%
23 TREVISO	3,259	-82.9%	0.6%	39.6%	60.4%
24 LAMPEDUSA	3,122	-24.9%	0.6%	100.0%	0.0%
25 PANTELLERIA	2,861	-22.4%	0.5%	100.0%	0.0%
26 TRAPANI	2,665	-39.7%	0.5%	96.3%	3.7%
27 TRIESTE	2,656	-68.7%	0.5%	73.7%	26.3%
28 ANCONA	2,379	-59.1%	0.4%	43.5%	56.5%
29 PESCARA	1,658	-66.9%	0.3%	56.2%	43.8%
30 REGGIO CALABRIA	1,209	-64.4%	0.2%	99.8%	0.2%
31 PERUGIA	838	-44.6%	0.2%	36.4%	63.6%
32 COMISO	772	-66.8%	0.1%	63.7%	36.3%
33 RIMINI	613	-76.5%	0.1%	5.7%	94.3%
34 MARINA DI CAMPO	501	321.0%	0.1%	87.4%	12.6%
35 CROTONE	498	-53.2%	0.1%	98.8%	1.2%
36 CUNEO	472	-24.4%	0.1%	72.0%	28.0%
37 PARMA	328	-38.2%	0.1%	69.8%	30.2%
38 TARANTO	164	-35.9%	0.0%	0.0%	100.0%
39 GROSSETO	8	33.3%	0.0%	0.0%	100.0%
40 FORLÌ	4	100.0%	0.0%	100.0%	0.0%
41 BOLZANO	3	-88.0%	0.0%	0.0%	100.0%
42 ALBENGA	0	0.0%	0.0%	0.0%	0.0%
43 AOSTA	0	0.0%	0.0%	0.0%	0.0%
44 FOGGIA	0	0.0%	0.0%	0.0%	0.0%
45 SALERNO	0	-100.0%	0.0%	0.0%	0.0%
TOTAL	551,071	-61.8%	100.0%	46.6%	53.4%

2020 Ranking of the Italian airports based on total number of passengers carried Scheduled and non-scheduled flights

AIRPORT	Passengers	Δ% 2020-19	Overall incidence (%)	Distribution (%)	
				Domestic	International
1 ROMA FIUMICINO	9,754,768	-77.5%	18.5%	36.6%	63.4%
2 MILANO MALPENSA	7,201,030	-74.9%	13.6%	30.4%	69.6%
3 BERGAMO	3,830,163	-72.2%	7.3%	30.3%	69.7%
4 CATANIA	3,647,860	-64.1%	6.9%	73.6%	26.4%
5 VENEZIA	2,785,673	-75.8%	5.3%	31.1%	68.9%
6 NAPOLI	2,761,062	-74.4%	5.2%	44.2%	55.8%
7 PALERMO	2,699,531	-61.6%	5.1%	78.9%	21.1%
8 BOLOGNA	2,518,282	-73.4%	4.8%	32.1%	67.9%
9 MILANO LINATE	2,250,374	-65.6%	4.3%	62.1%	37.9%
10 CAGLIARI	1,771,733	-62.8%	3.4%	81.8%	18.2%
11 BARI	1,703,656	-68.2%	3.2%	63.1%	36.9%
12 ROMA CIAMPINO	1,605,781	-72.6%	3.0%	4.5%	95.5%
13 TORINO	1,413,772	-61.7%	2.7%	63.2%	36.8%
14 PISA	1,303,200	-75.6%	2.5%	42.0%	58.0%
15 VERONA	1,029,982	-71.4%	2.0%	59.5%	40.5%
16 BRINDISI	1,016,495	-62.4%	1.9%	73.5%	26.5%
17 OLBIA	1,002,433	-65.8%	1.9%	71.7%	28.3%
18 LAMEZIA TERME	969,535	-68.9%	1.8%	86.9%	13.1%
19 FIRENZE	662,527	-76.8%	1.3%	17.3%	82.7%
20 ALGHERO	535,396	-61.4%	1.0%	79.9%	20.1%
21 TREVISO	461,006	-85.7%	0.9%	39.8%	60.2%
22 GENOVA	394,490	-74.3%	0.7%	76.6%	23.4%
23 TRIESTE	206,653	-73.5%	0.4%	73.7%	26.3%
24 TRAPANI	183,264	-55.0%	0.3%	93.2%	6.8%
25 LAMPEDUSA	174,682	-36.3%	0.3%	100.0%	0.0%
26 PESCARA	168,362	-75.8%	0.3%	51.7%	48.3%
27 ANCONA	148,117	-69.4%	0.3%	42.8%	57.2%
28 REGGIO CALABRIA	110,216	-70.0%	0.2%	100.0%	0.0%
29 PANTELLERIA	107,800	-34.7%	0.2%	100.0%	0.0%
30 COMISO	92,459	-73.8%	0.2%	60.8%	39.2%
31 PERUGIA	76,009	-65.2%	0.1%	28.8%	71.2%
32 CROTONE	54,130	-68.5%	0.1%	99.8%	0.2%
33 CUNEO	51,941	-42.2%	0.1%	72.6%	27.4%
34 RIMINI	37,516	-90.5%	0.1%	0.0%	100.0%
35 PARMA	26,873	-62.5%	0.1%	71.3%	28.7%
36 MARINA DI CAMPO	1,749	-6.4%	0.0%	82.3%	17.7%
37 BRESCIA	569	-94.1%	0.0%	67.1%	32.9%
38 GROSSETO	307	24.3%	0.0%	0.0%	100.0%
39 FORLÌ	204	100.0%	0.0%	100.0%	0.0%
40 BOLZANO	124	-83.8%	0.0%	0.0%	100.0%
41 ALBENGA	0	0.0%	0.0%	0.0%	0.0%
42 AOSTA	0	0.0%	0.0%	0.0%	0.0%
43 FOGGIA	0	0.0%	0.0%	0.0%	0.0%
44 SALERNO	0	-100.0%	0.0%	0.0%	0.0%
45 TARANTO	0	-100.0%	0.0%	0.0%	0.0%
TOTAL	52,759,724	-72.5%	100.0%	47.5%	52.5%

Overall passenger traffic of the top 50 air carriers operating in Italy
Scheduled and non-scheduled flights – Comparison between 2020 and 2019

AIR CARRIER BUSINESS NAME	AIR CARRIER COUNTRY OF ORIGIN	Passengers carried		Δ% 2020-19
		2020	2019	
1 Ryanair	Ireland	11,836,904	40,527,373	-70.8%
2 Alitalia Società Aerea Italiana SpA	Italy	6,514,570	21,770,174	-70.1%
3 EasyJet Europe Airline GmbH	Austria	3,545,247	11,818,020	-70.0%
4 Wizz Air Hungary Ltd	Hungary	1,768,945	5,145,132	-65.6%
5 Volotea, S.L.	Spain	1,609,725	3,562,495	-54.8%
6 Deutsche Lufthansa AG	Germany	1,016,587	4,287,437	-76.3%
7 Vueling Airlines	Spain	968,002	6,387,056	-84.8%
8 Air France	France	918,439	3,077,872	-70.2%
9 British Airways	United Kingdom	893,336	3,516,364	-74.6%
10 Easyjet UK Ltd	United Kingdom	735,464	6,416,675	-88.5%
11 KLM Royal Dutch Airlines	Netherlands	641,926	1,994,151	-67.8%
12 Eurowings GmbH	Germany	477,130	2,664,186	-82.1%
13 Neos SpA	Italy	402,817	1,583,398	-74.6%
14 Emirates	United Arab Emirates	390,553	1,912,055	-79.6%
15 Turk Hava Yollari (Turkish Airlines Co.)	Turkey	357,413	1,689,288	-78.8%
16 Air Dolomiti SpA	Italy	356,588	1,630,234	-78.1%
17 Iberia - Lineas Aereas De Espana, S.A. Operadora	Spain	347,901	1,609,532	-78.4%
18 Blue Air Aviation S.A.	Romania	301,812	1,194,969	-74.7%
19 Swiss International Air Lines Ltd	Switzerland	297,445	1,147,705	-74.1%
20 Malta Air	Malta	296,805	not present	100.0%
21 Qatar Airways Company	Qatar	292,539	1,050,880	-72.2%
22 Blue Panorama Airlines SpA	Italy	273,300	1,393,020	-80.4%
23 EasyJet Switzerland SA	Switzerland	268,496	933,574	-71.2%
24 Transportes Aereos Portugueses, E.P.	Portugal	262,137	1,284,525	-79.6%
25 Air Italy SpA	Italy	245,499	2,130,856	-88.5%
26 Brussels Airlines	Belgium	244,844	1,111,812	-78.0%
27 Aeroflot - Russian Airlines	Russia	224,511	1,279,864	-82.5%
28 Air Europa	Spain	207,439	885,236	-76.6%
29 Transavia Holland B.V.	Netherlands	205,579	730,669	-71.9%
30 Austrian Airlines (AUA) AG	Austria	165,623	813,868	-79.6%
31 Aegean Airlines	Greece	151,133	707,544	-78.6%
32 Danish Air Transport A/S	Denmark	151,012	211,217	-28.5%
33 Scandinavian Airlines System	Sweden	138,640	793,813	-82.5%
34 Air Arabia Maroc	Morocco	136,968	256,020	-46.5%
35 Lauda Motion GmbH	Austria	117,809	872,235	-86.5%
36 Air Albania	Albania	117,638	not present	100.0%
37 Albawings	Albania	115,425	281,021	-58.9%
38 Egypt Air	Egypt	107,768	261,039	-58.7%
39 Etihad Airways	United Arab Emirates	106,772	523,666	-79.6%
40 Transavia France	France	102,511	446,980	-77.1%
41 Air Malta PLC.	Malta	101,751	518,494	-80.4%
42 Royal Air Maroc - Compagnie Nationale De Transports Aeriens	Morocco	101,043	394,001	-74.4%
43 Pobeda Airlines, LLC	Russian Federation	100,030	591,982	-83.1%
44 Pegasus Hava Tasimaciligi A.S. (Pegasus)	Turkey	99,078	493,461	-79.9%
45 Jet2.com Ltd	United Kingdom	89,750	688,412	-87.0%
46 Siberia Airlines	Russian Federation	83,291	416,646	-80.0%
47 Luxair - Societe Luxembourgeoise De Navigation Aerienne S.A.	Luxembourg	78,767	240,631	-67.3%
48 Delta Air Lines, Inc.	USA	78,378	891,318	-91.2%
49 Ethiopian Airlines Corporation	Ethiopia	73,249	189,144	-61.3%
50 Tunis Air - Societe Tunisienne De L'Air	Tunisia	72,650	251,280	-71.1%

In order to ensure a correct ranking, the number of domestic passengers includes only DEPARTURES.

2020 Ranking of the top 20 air carriers operating in Italy based on the number of passengers carried - Scheduled and non-scheduled flights

Domestic traffic

	AIR CARRIER BUSINESS NAME	AIR CARRIER COUNTRY OF ORIGIN	Passengers carried (departures)
1	Alitalia Società Aerea Italiana SpA	Italy	4,388,984
2	Ryanair	Ireland	4,081,277
3	Volotea, S.L.	Spain	1,519,781
4	EasyJet Europe Airline Gmbh	Austria	1,441,676
5	Malta Air	Malta	233,700
6	Blue Air Aviation S.A.	Romania	194,777
7	Air Italy SpA	Italy	151,826
8	Danish Air Transport A/S	Denmark	150,896
9	Wizz Air Hungary Ltd	Hungary	81,789
10	Neos SpA	Italy	79,840
11	Vueling Airlines	Spain	49,934
12	Blue Panorama Airlines SpA	Italy	46,308
13	Alba Star, S.A.	Spain	42,950
14	Air Dolomiti SpA	Italy	27,966
15	Alitalia Cityliner SpA	Italy	15,799
16	Bulgaria Air	Bulgaria	10,111
17	Tayaran Jet	Bulgaria	10,003
18	Air Horizont	Malta	3,246
19	Trade Air	Croatia	2,639
20	Carpatair S.A.	Romania	2,218

In order to ensure a correct ranking, the number of domestic passengers includes only DEPARTURES.

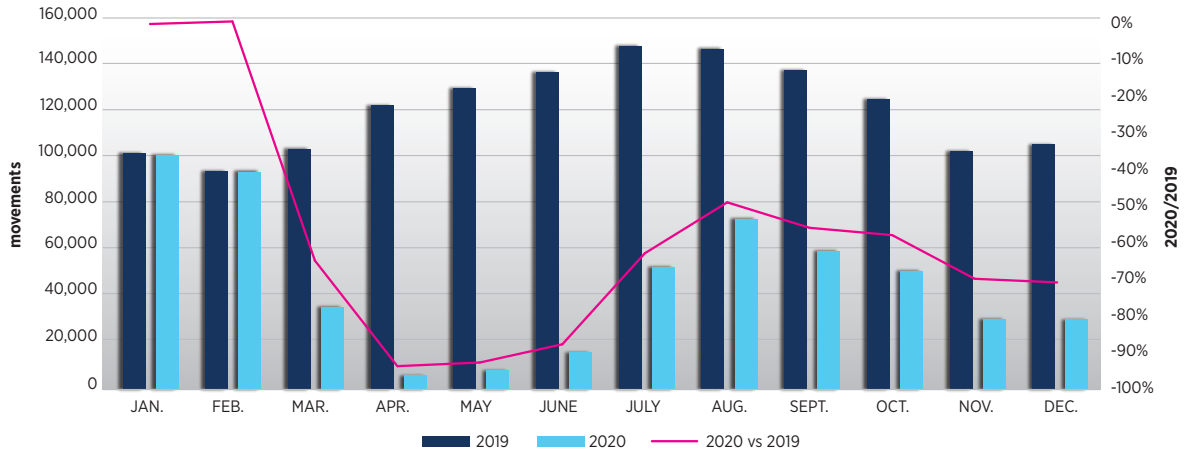
International traffic

	AIR CARRIER BUSINESS NAME	AIR CARRIER COUNTRY OF ORIGIN	Passengers carried (arrivals + departures)
1	Ryanair	Ireland	7,755,627
2	Alitalia Società Aerea Italiana SpA	Italy	2,125,586
3	EasyJet Europe Airline Gmbh	Austria	2,103,571
4	Wizz Air Hungary Ltd	Hungary	1,687,156
5	Deutsche Lufthansa AG	Germany	1,016,587
6	Air France	France	918,439
7	Vueling Airlines	Spain	918,068
8	British Airways	United Kingdom	893,336
9	Easyjet UK Ltd	United Kingdom	735,274
10	KLM Royal Dutch Airlines	Netherlands	641,926
11	Eurowings Gmbh	Germany	476,965
12	Emirates	United Arab Emirates	390,553
13	Turk Hava Yollari (Turkish Airlines Co.)	Turkey	357,413
14	Iberia - Lineas Aereas De Espana, S.A. Operadora	Spain	347,901
15	Air Dolomiti SpA	Italy	328,622
16	Neos SpA	Italy	322,977
17	Swiss International Air Lines Ltd	Switzerland	297,411
18	Qatar Airways Company	Qatar	292,539
19	EasyJet Switzerland SA	Switzerland	268,496
20	Transportes Aereos Portugueses, E.P.	Portugal	262,137

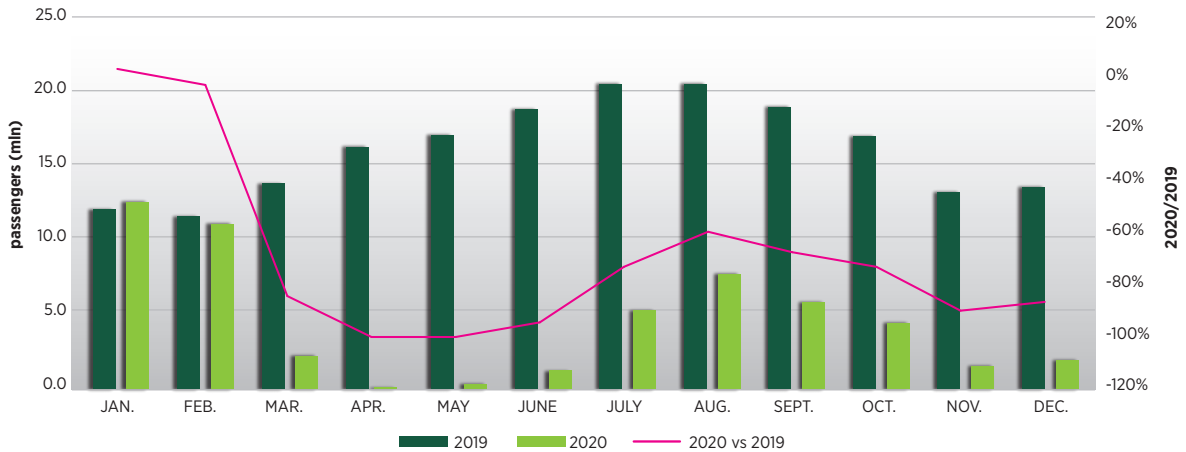
Primary air carrier in each Italian major airport based on the number of passengers carried in 2020 - Scheduled and non-scheduled flights

AIRPORT	AIR CARRIER BUSINESS NAME	AIR CARRIER COUNTRY OF ORIGIN
1 ALBENGA	<i>no scheduled and charter traffic</i>	-
2 ALGHERO	Ryanair	Ireland
3 ANCONA	Ryanair	Ireland
4 AOSTA	<i>no scheduled and charter traffic</i>	-
5 BARI	Ryanair	Ireland
6 BERGAMO	Ryanair	Ireland
7 BOLOGNA	Ryanair	Ireland
8 BOLZANO	Luxair - Societe Luxembourgeoise De Navigation Aerienne S.A.	Luxembourg
9 BRESCIA	Alitalia Società Aerea Italiana SpA	Italy
10 BRINDISI	Ryanair	Ireland
11 CAGLIARI	Ryanair	Ireland
12 CATANIA	Ryanair	Ireland
13 COMISO	Ryanair	Ireland
14 CROTONE	<i>no scheduled and charter traffic</i>	-
15 CUNEO	Ryanair	Ireland
16 FIRENZE	Vueling Airlines	Spain
17 FOGGIA	<i>no scheduled and charter traffic</i>	-
18 FORLÌ	Alba Star, S.A.	Spain
19 GENOVA	Volotea, S.L.	Spain
20 GROSSETO	Eurowings Gmbh	Germany
21 LAMEZIA TERME	Ryanair	Ireland
22 LAMPEDUSA	Danish Air Transport A/S	Denmark
23 MARINA DI CAMPO	Silver Air Ltd	Czech Republic
24 MILANO LINATE	Alitalia Società Aerea Italiana SpA	Italy
25 MILANO MALPENSA	EasyJet Europe Airline Gmbh	Austria
26 NAPOLI	Ryanair	Ireland
27 OLBIA	Volotea, S.L.	Spain
28 PALERMO	Ryanair	Ireland
29 PANTELLERIA	Danish Air Transport A/S	Denmark
30 PARMA	Ryanair	Ireland
31 PERUGIA	Ryanair	Ireland
32 PESCARA	Ryanair	Ireland
33 PISA	Ryanair	Ireland
34 REGGIO CALABRIA	Alitalia Società Aerea Italiana SpA	Italy
35 RIMINI	Albawings	Albania
36 ROMA CIAMPINO	Ryanair	Albania
37 ROMA FIUMICINO	Alitalia Società Aerea Italiana SpA	Italy
38 SALERNO	<i>no scheduled and charter traffic</i>	-
39 TARANTO	Atlas Airm Inc.	USA
40 TORINO	Ryanair	Albania
41 TRAPANI	Ryanair	Albania
42 TREVISO	Ryanair	Albania
43 TRIESTE	Ryanair	Albania
44 VENEZIA	EasyJet Europe Airline Gmbh	Austria
45 VERONA	Volotea, S.L.	Spain

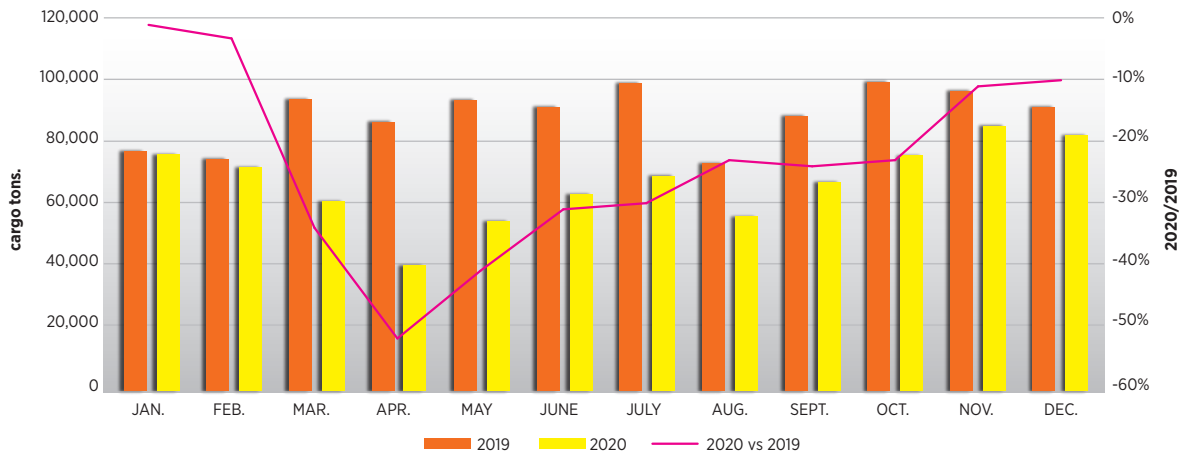
Scheduled and non-scheduled commercial traffic Movements – Montly comparison 2020/2019



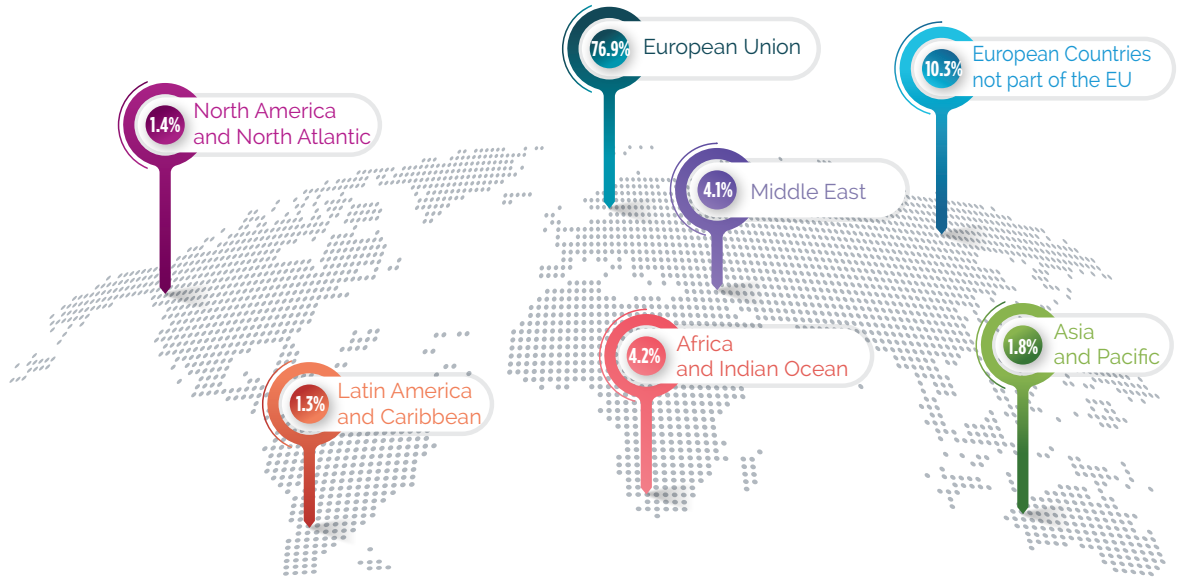
Scheduled and non-scheduled commercial traffic Passengers – Montly comparison 2020/2019



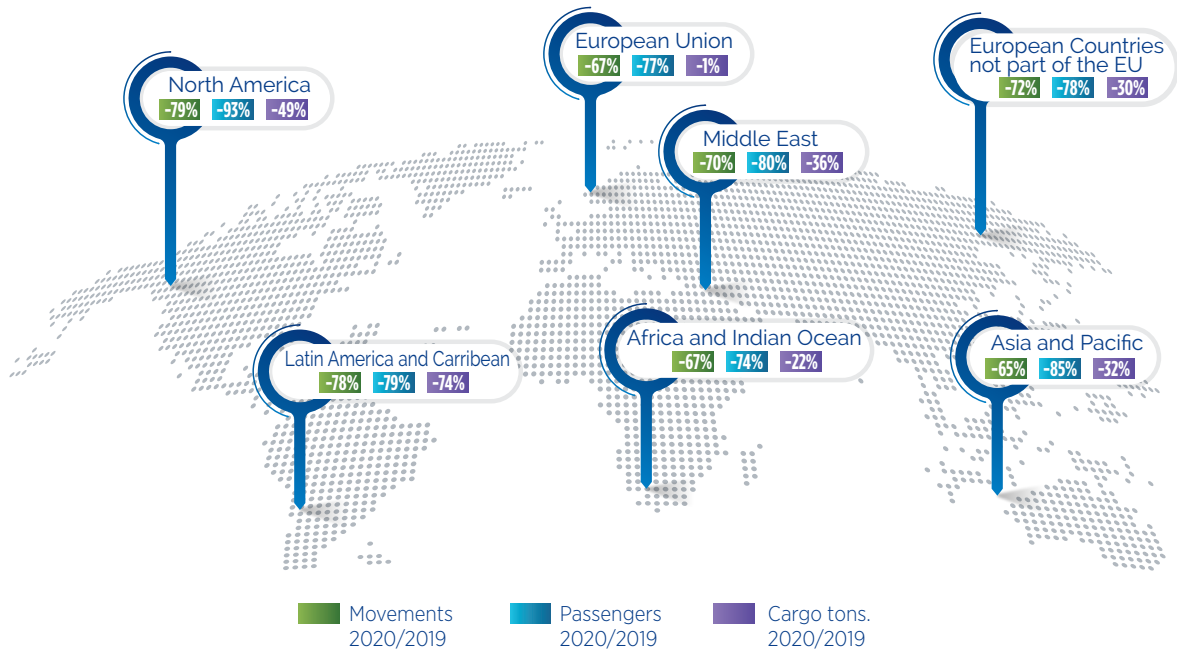
Scheduled and non-scheduled commercial traffic Cargo – Montly comparison 2020/2019



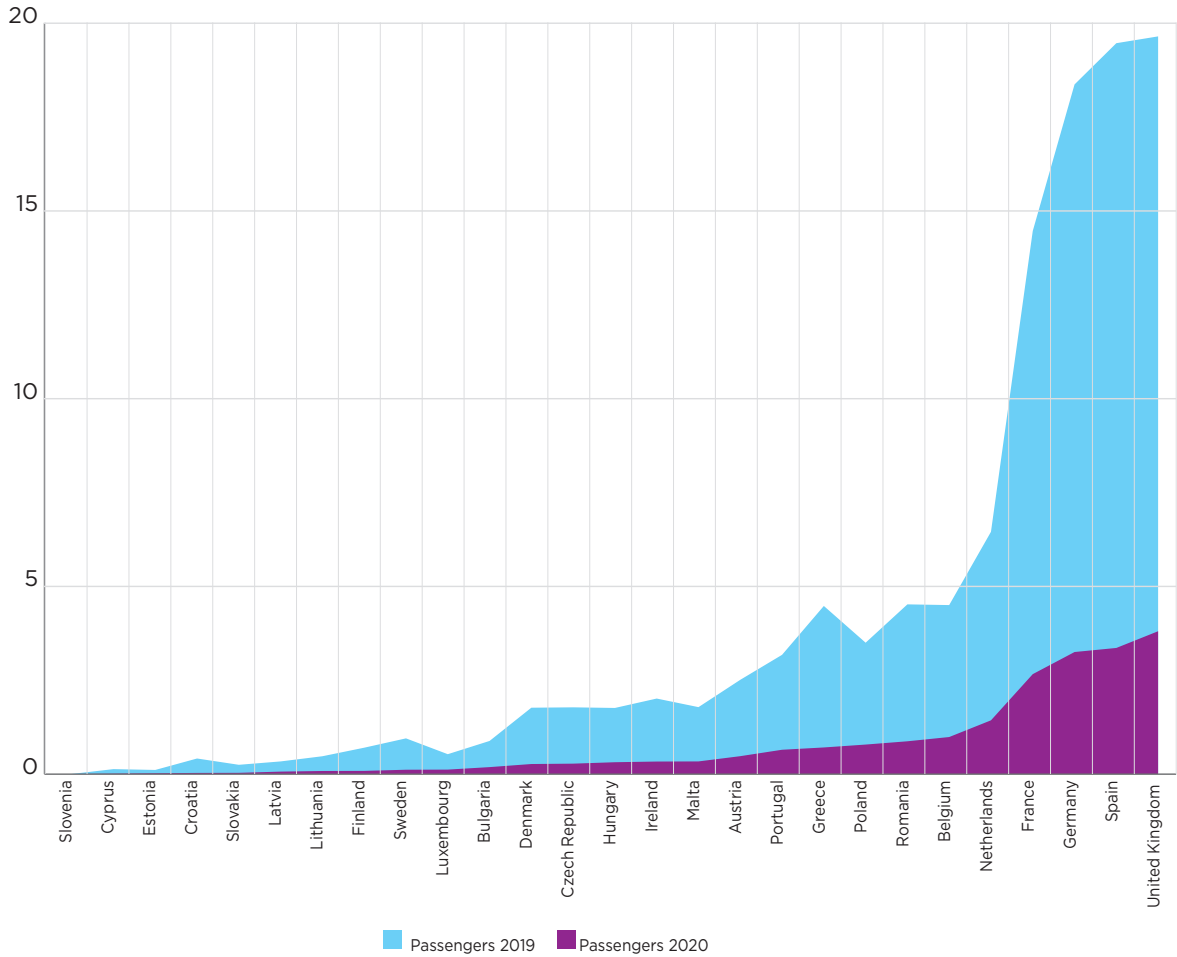
International passengers subdivision by continental areas of origin/destination



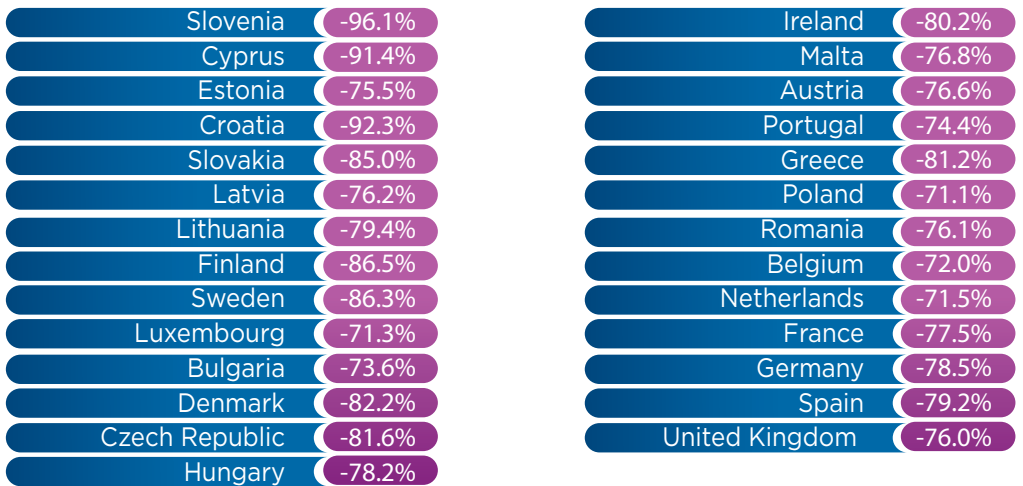
Scheduled and non-scheduled commercial traffic Distribution by geographical area 2020/2019



2020/2019 Passenger traffic distribution by origin/destination – EU Countries



2020/2019 Passenger percentage – EU Countries



TRAFFIC DATA LEGEND

Aircraft: An aircraft is any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Airport: an area of land or water that is used or intended to be used for the landing and take-off of aircraft, and includes its buildings and facilities, if any.

Airport open to commercial traffic: airport certified in accordance with Reg. (EU) no. 139/2014 and the ENAC Regulation for the construction and operation of airports (ed. 2 - 2014) allowed to traffic related to scheduled and non-scheduled commercial air services.

Airport open to general aviation traffic: Uncertified airport authorised for general aviation air services, as well as air taxi services in accordance with the ENAC NI-2014-003 Information Note of 25 June 2014.

Cargo: all the goods and mail loaded and unloaded from an aircraft. The express parcels and the diplomatic pouches are included. The passengers' baggage, the goods and the mail in direct transit are excluded. In the traffic data, cargo is stated in tonnes.

Infant: passenger up to 24 months old who does not occupy a seat.

Movement: take-off or landing operation of an aircraft that takes place in an airport. According to the airport traffic survey, the arrival and departure of the same aircraft are counted as two movements. The movements related to air transports of heads of State and government and to cancelled flights are not included.

Passengers: any individual who makes an air travel, excluding air crew and airborne staff on duty. Infant passengers are included.

Arriving Passenger: passenger - paying or not paying - who disembarks at the reporting airport, that is, both the passenger whose journey ends at the reporting airport and the connecting passenger who disembarks at the reporting airport to continue the journey on another flight (indirect transit).

Departing Passenger: passenger - paying or not paying - who embarks at the reporting airport, that is, both the passenger whose journey starts at the reporting airport and the connecting passenger who embarks at the reporting airport to continue the journey started on another flight (indirect transit).

Direct transit passenger: passenger who, after a short stop, continues their journey on the same aircraft on a flight having the same flight number as the flight on which they arrive. In the airport traffic detection, the direct transit passengers are counted once (at arrival or departure). Passengers who continue their journey on an aircraft bearing different flight number are indirect transit passengers. They are counted twice: once upon arrival and once on departure.

Commercial air services: a flight or a series of flights dedicated to passengers' public transport and/or goods and mail for consideration or rental service. The services can be scheduled or not scheduled.

General aviation air services: services different from the commercial air services. Among the others they include private flights, training, positioning and test flights, flights for parachuting operations and aerial work services. These include the services in which the aircraft is used to carry out specialised performances such as aerial photography flights, advertising flights, air ambulance, agriculture/substances dropping, etc.

Scheduled commercial air service: commercial air service operated in accordance with a published timetable or on a regular basis such as to constitute a recognisable systematic series.

Non-scheduled commercial air service: commercial air service different from a scheduled air service. It included charter and air taxi services.

Air cargo and mail: scheduled or non-scheduled air service operated by aircraft carrying, for consideration, cargo and mail, but not passengers.

Passenger air service: a scheduled or non-scheduled air service operated by an aircraft carrying one or more paying passengers and all flights listed in the schedules published as flights providing passenger services. It includes flights carrying both paying passengers and cargo and mail for consideration.

Air taxi service: non-scheduled commercial air service, at the request of the user, operated with an aircraft with a passenger seating configuration not exceeding 19.

Flight stage: the activity of an aircraft from take-off to the next landing.

Non-EU international air transport: air transport of passengers, goods and mail carried out by an air carrier from/to an airport located on the national territory to/from an airport located in the territory of a non-EU Country.

EU international air transport: air transport of passengers, goods and mail carried out by an air carrier from/to an airport located on the national territory to/from an airport located in the territory of an EU Country. For the year 2020, the traffic to/from an airport located in the United Kingdom of Great Britain is still considered as international EU or EU traffic.

National or domestic air transport: air transport of passengers, goods and mail carried out by an air carrier between Italian airports.

Origin-destination traffic of the flight: traffic on a commercial scheduled and charter air service identified by a unique flight number per pair of airports coinciding with the embarkation point and the disembarkation point of the flight in question.

Air carrier (commercial air transport operator): an air transport undertaking which holds a valid licence to operate commercial air services. Where certain air carriers participate in a joint venture or other contractual arrangements requiring two or more of them to assume separate responsibility for the offer and sale of air transport products on a flight or a combination of flights, air carrier shall mean the air transport undertaking operating the flight.

Low-Cost Carrier (LCC): LCC shall be considered to be the air carrier operating only low-cost air services and for which a specific ICAO triletter code is available, such a traffic component may be isolated. On the other hand, a carrier which, under a single ICAO triletter code, operates both traditional and low-cost air services is not considered to be an LCC.

Flights performed for State reasons: any flight performed within the framework of military services, customs, police or other services for the maintenance of the law of a State that is, any flight declared as "flight performed for State reasons" by the Government Authorities.

Flight: the operation of an aircraft for one or more flight stages, with a single flight number assigned by the air carrier.



1 THE INSTITUTION

2 SAFETY

3 SECURITY

4 AIRPORTS

5 ECONOMIC REGULATION

6 AIRSPACE REGULATION

7 ENVIRONMENT

8 INTERNATIONAL ACTIVITY

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In this publication, the Ministries and their acronyms are mentioned in accordance with the denominations in force as of 31 December 2020. On 30 April 2021, Law no. 55 of 22 April 2021 "Conversion into law, with amendments, of Decree-Law no. 22 of March 2021, on urgent provisions concerning the reorganization of the powers of the Ministries" came into force.

The measure establishes the Ministry of Ecological Transition (which replaces the Ministry of the Environment and the Protection of the Territory and the Sea), the Ministry of Tourism, the Ministry of Culture (formerly the Ministry for Cultural Heritage and Activities and for Tourism) and the Ministry of Sustainable Infrastructures and Mobility (new name of the Ministry of Infrastructures and Transport).

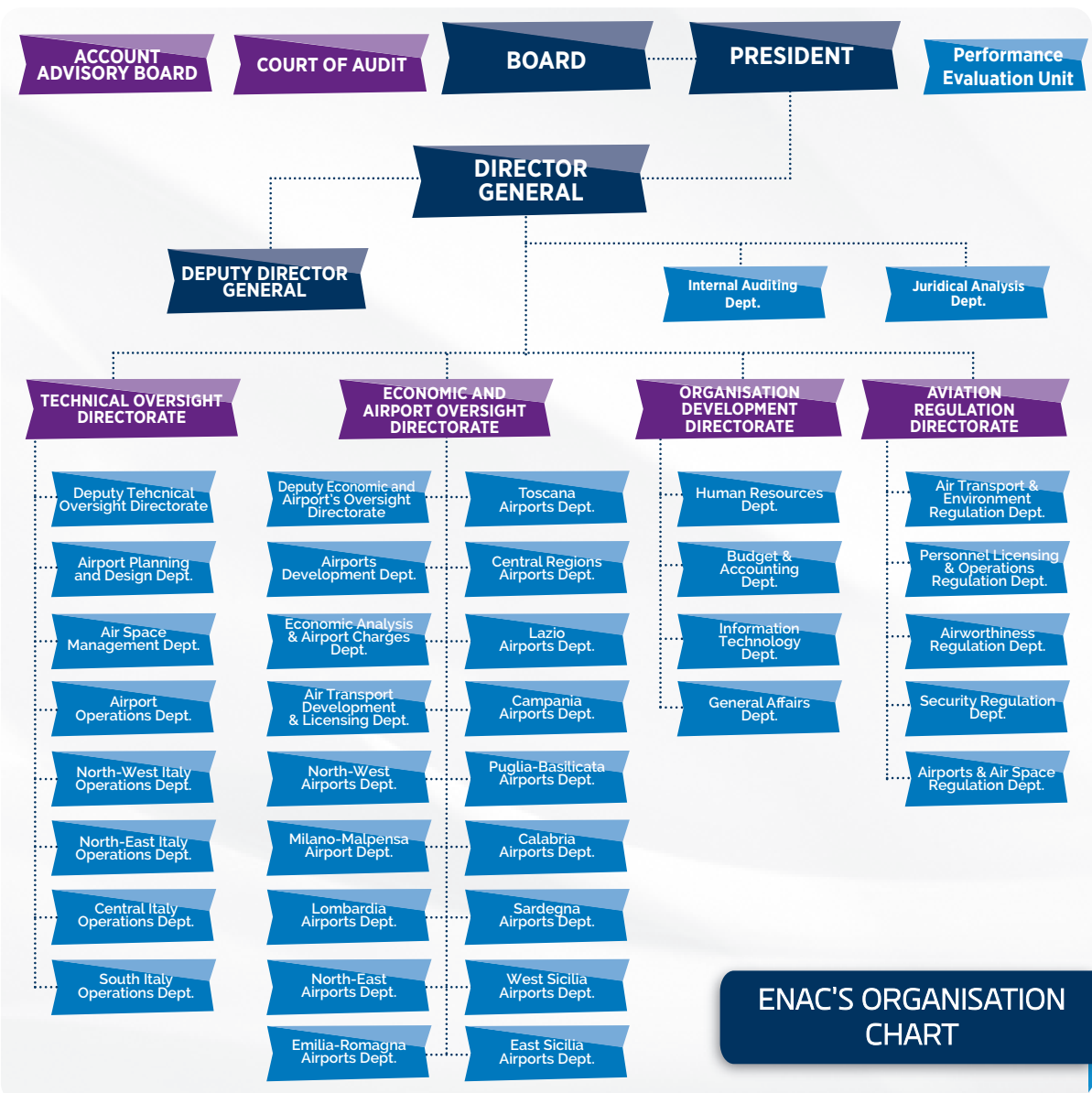
ROLE AND ORGANISATION

ENAC is the Italian single authority in technical regulation, certification, oversight and control of civil aviation with powers conferred by the Italian Navigation Code. Its primary objectives are set forth in the statutory mandate and highlighted in its Mission: "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, in particular consumers and industry, the safety of the aviation activities, the

protection of the rights, the quality of services and fair competition within an environmentally friendly approach".

At international level, ENAC has established a strong connection and collaboration with a number of international bodies in which it holds a leadership position:

- ICAO (International Civil Aviation Organization),
- European Union,
- ECAC (European Civil Aviation Conference),
- EASA (European Union Aviation Safety Agency),
- EUROCONTROL.



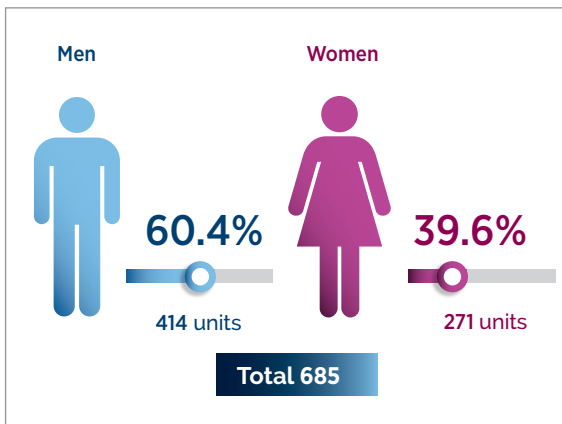
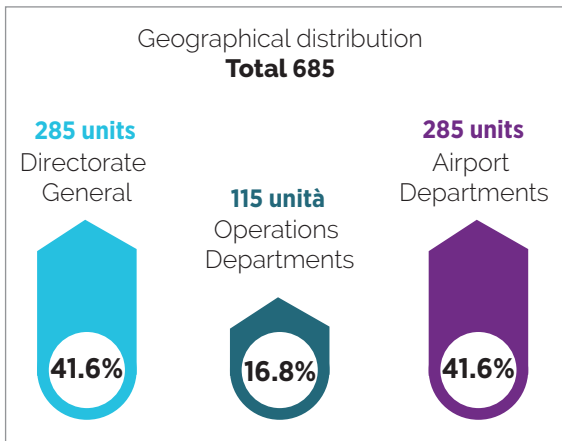
ENAC'S ORGANISATION CHART

HUMAN RESOURCES

In carrying out its institutional mandate, ENAC can count on a highly specialised staff. As at 31 December 2020, ENAC counted 685 members employed in four separate areas.

ENAC staff serving as at 31 December 2020		
AREAS OF ACTIVITY	UNITS	%
Executives	31	4.5
Professionals (139 graduates and 18 high school graduates)	157	22.9
Operational (21 flight inspectors and 220 airport inspectors)	241	35.2
Technical and Economic-Administrative	256	37.4
TOTAL	685	100

The following diagrams shows the geographical distribution and the gender sharing of the staff.



ENAC internal staff training

The training activities that took place in 2020 have been realised on the basis of a planning that took into consideration the needs identified during the previous year as well as the ones showed in the same year.

The planning was based on a first processing of the data entered into the training management system, through the software Active Trees which allows both the programming of the training activities in a personalized way for each employee, and the related activities, such as call notes and certificates of participation, and it was heavily influenced by the need to provide for the development of the skills of newly recruited staff in the roles of ENAC as early as the end of 2019 and – more predominantly - in 2020.

As a consequence of that, in 2020 ENAC has integrated its staff with the recruitment of 85 new people, at the conclusion of three notices of competition in 2019.

The notices of competition carried out concerned the recruitment of the following units of personnel intended mainly for offices located in the national territory.

Recruitment by type of qualification		
QUALIFICATION	2019	2020
Professionals	4	20
Technicians Administrative Operational Staff (Airport inspectors)	-	61
Flight inspectors	2	4
TOTAL	6	85

Considerable efforts have therefore been made in the design of initial and specialist internal courses preparatory to the qualification of inspection personnel; at the same time, activities have also been planned to maintain the qualifications already obtained by senior staff, to update national regulations, and to develop operational skills. However, 2020 was strongly influenced by the health emergency COVID-19 and, also in the field of training, it was necessary to quickly reorganize the activities initially planned in the presence.

ENAC has been able to respond effectively to new needs thanks to its own internal resources (teachers and experts). In this sense, it proved successful the choice made - most recently in 2018 - to qualify as 'teachers' the employees with high technical knowledge.

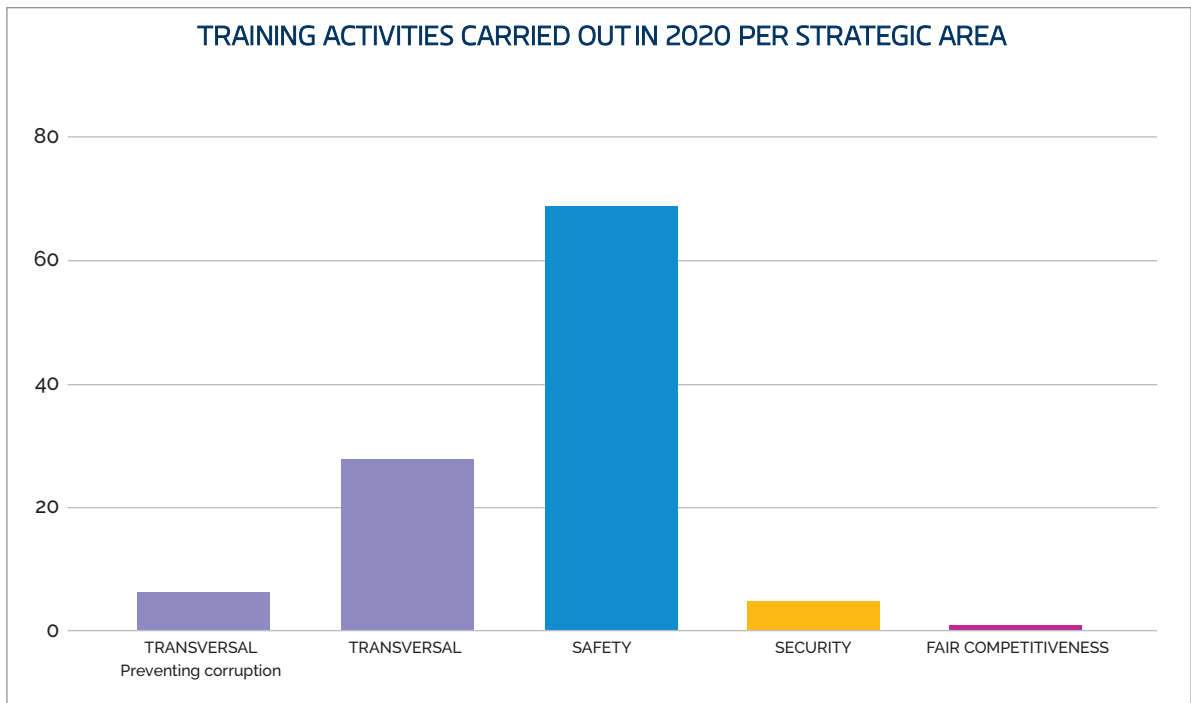
The Google Meet software has been the operating tool used by ENAC to conduct online all activities related to the implementation of training courses (meetings of educational design and verification tools, creation of virtual classrooms, level of satisfaction) maintaining high standards of effectiveness and also allowing a consistent cost efficiency.

Most of the activities planned for 2020 were dedicated to developing the skills of newly recruited personnel to be qualified as airport inspectors for Safety, Security, Quality

of services and Charter of Passenger Rights/Handling, flight inspectors, air traffic inspectors and air navigation services inspectors, aeronautical and infrastructural professionals.

In 2020 the programming of internal courses for senior staff was aimed at updating professional staff for the purpose of maintaining valid qualifications held, as well as the completion of initiatives for various categories of staff already launched during 2019 in the presence, for example the courses 'Practical-operational training for the use of the MePa' and 'The Advisory Circular GEN-05 and assistance to victims of aircraft and their relatives'.

The following diagram shows the percentages of the activities carried out with reference to the Strategic Areas of Italian CAA.



63% regards the Safety Area (+24% compared to 2019) and it is related to both the initial training (newly hired professional aeronautical and infrastructural personnel, flight inspector and ATM/ANS and officials to be qualified as airport inspector Safety) and the training for the development of skills and the maintenance of the qualification of aeronautical and infrastructure professional personnel.

The training in the Transversal Area has involved 31% of the courses with an increment compared to last year of +14%.

With reference to the English language competence development, the courses started the previous year were completed in 2020. At the same time, based on the needs identified, a language coaching intervention (which will end in 2021) has been initiated addressed to the ENAC Management characterised by an active methodology, more focused on the direct experience of the participants and specifically linked to the technical-specialist functions related to the role.

In the diagrams below, it is highlighted the number of participants and training days for internal and external courses.



The deepening/development of knowledge and skills related to specific and specialized issues that affect a limited number of staff members (73 units) has been achieved through the participation in external courses, with an average per capita of 1.5 days.

From the data it emerges that the realization of online courses has favoured a substantial increase of the formative activities. The following table shows the volumes reported in 2019 and 2020 for both internal/in-house and external/catalogue courses.

Training activity - Volumes 2019/2020			
Year	Internal courses (in house-external)	Participants	Training days per capita
2019	270	1,061	2,444
2020	390	2,057	4,560
%	+31%	+48%	+87%

It is important to highlight the aspects of affordability related to the conduct of training activities in online mode. For 2020, in fact, there is a considerable reduction in expenses traditionally related to travel necessary for participation in courses in presence that have been interrupted since the first days of March 2020.

In 2020, activities in support of the development of skills aimed at the maintenance of flight titles of inspection personnel in charge of carrying out institutional oversight, monitoring and surveillance tasks of aircraft operators and organisations conducting theoretical and practical training for the purpose of obtaining professional and non-professional licences for aeroplanes and helicopters, for the issue and restoration of class and type ratings and for the achievement of flight instructor certification have continued.

With a view to increasing efficiency and effectiveness, ENAC, in compliance with current legislation on public contracts, has concluded during the year, on an experimental basis, n. 4 framework contracts lasting two years to allow for the renewal of ratings and certifications of all flight inspectors (18) and professionals entitled (10) as well as 10 additional ad-hoc contracts for specific flight training activities.

Despite the emergency, ENAC has carried out the procedural steps related to the activation and/or renewal of Conventions for projects related to the meeting between the world of education (school, university, post-university) and practical experience at the ENAC's Departments.

3 Conventions/Framework Agreements have been activated and 9 students have been hosted also thanks to the Master in Civil Aviation Management (Sapienza) supported by ENAC.

Also for the year 2020, the collaboration with Sapienza, Tor Vergata and Padua Universities continued for the activation for the academic year 2020/2021 of Master of I and II level of technical nature: Master in Civil Aviation Management and Master in Construction and Management of Airport Infrastructure (Sapienza University), Master in Design,

Application and Regulation of Remote Piloting Aircraft Systems (Tor Vergata University) and Master in 'Planning, Project, Construction and Management of Airport Infrastructure (University of Padua).

To the numerous requests that are received for carrying out curricular internships at ENAC, an analysis and involvement of the structures potentially interested with the aim of combining areas of interest with the profiles of the candidates to verify the feasibility and sustainability of the projects.

These activities start thanks to the sensitivity of ENAC and of all the actors involved in various ways (designers, teachers, speakers, tutors) in investing in paths - defined in time - that are not limited to the simple transmission of knowledge notions, but seeking to develop the best conditions for the creation of a system of skills and behaviour capable of changing, updating, adapting flexibly and dynamically to the changes taking place in an extremely dynamic, complex and multidisciplinary sector

like civil aviation.

In this sense, the concept of alternance training - which at ENAC Structures currently consists of curricular internships PCTO - Paths for transversal skills and guidance (ex ASL-Alternance School-Work) and compulsory vocational training for participation in state examinations - is a central and crucial tool in the processes of increasing the effectiveness of training systems, creating pathways in which moments and interventions of different kinds are integrated, such as the acquisition of theoretical, transversal and practical-training skills.

They are therefore the preferred methods of learning to the professional role so that they can be defined as processes of socialization anticipating the exercise of this role, where students have the opportunity to carry out coherent and completed training courses in which they complement each other training activities carried out at a training facility (school, university) and work experience - in protected situations in the concrete reality of ENAC.

CONTEST #E-TEC (ENAC TECHNOLOGY CONTEST) "IDEAS BETWEEN THE GROUND AND THE SKY"

In 2020 ended the contest #E-tec (ENAC Technology Contest), an initiative launched by ENAC in October 2019 in memory of Eng. Giuseppe Daniele Carrabba, Central Director of ENAC, to enhance the activities of university research with the aim of supporting young students/graduates/PhD students/PhDs with STEM address, offering them the opportunity to design and implement business-oriented design solutions for the development of new service concepts based on the use of UAS (Unmanned Aircraft System) systems with the opportunities related to emerging innovations in the following areas of intervention: Smart city, Urban mobility and/or delivery, Monitoring and maintenance, Logistics, Search and Rescue, Healthcare, Public utility, Telecommunications, Aerospace.

During the year, despite the health emergency, ENAC continued the activities related to the contest #E-Tec with the aim of completing the path that then led to the proclamation of the Best Business Idea with the award of a maximum contribution of 50,000 euros for the realization of the project proposal.

The competition, from the first phase, was very successful with the initial participation of 20 groups belonging to the best Italian universities, which ended with the award of the #E-tec award to the first 5 design ideas.

Four groups were admitted to the final pitch competition and they were asked to transform the initial idea into a business project.

- University of Bologna (Campus of Forlì) - Group 'Flight Mechanics Laboratory', project: SkyAnt - UASs for cooperative transport of suspended payloads.
- Polytechnic University of Turin - Group 'UAS Group Polito', project: UAS Collaborative Hazard Enforcement and Crisis Knockdown (U-CHECK).
- University of Naples 'Federico II' - Group: 'Dronetics', project: SYNERGIC - Structural survey and Mapping in Environments with non-Reliable Gns Information by multi-uav Cooperation.
- Polytechnic University of Milan - Group 'NEURAV', project: NEURAV Software.

At the end of the work of the examining committee which evaluated the individual projects, consisting of experts from ENAC, the Italian Aerospace Research Centre (CIRA) and the Department for Digital Transformation of the Presidency of the Council of Ministers, it was awarded the Group 'Flight Mechanics Laboratory' of the University of Bologna (Forlì) with the project Skyant - UASs for cooperative transport of suspended payloads on the use of rotary wing drones (helicopters and multirotors) as aerial platforms for lifting and carrying suspended loads, with the aim of minimizing the oscillatory state for the benefit of the safety of operations.

All the projects presented have had as a common factor the concept of the use of UAS (Unmanned Aircraft System) and emerging technologies capable of offering public services to safeguard safety and the environment, for improving people's quality of life and for the sustainable development of intelligent ecosystems.

FINANCIAL RESOURCES

ENAC sources of funding are mainly of two types: public funding and ENAC revenues.

They are used in part for the operation of the administration

and, in part, for the implementation of activities related to the institutional tasks of the Italian CAA.

PUBLIC FUNDING		ENAC REVENUES	
National financing of airport investment: PAC financing	€ 10,500,000.00	TRANSFERS	
Ordinary capital transfer	€ 15,000,000.00	Transfers by the State related to the performance of ENAC institutional tasks	€ 12,278,298.00
		OWN REVENUES	
		Fees for airport management concessions (L. 2 august 1985, no. 449, art. 7 amended)	€ 90,678,600.00
		Fees from services	€ 19,600,284.00
		Share of route and terminal charges transferred by ENAV	€ 4,984,100.00
		Contributions and certification/documentation fees of members belonging to registers and "Albi" (professional bodies)	€ 900,000.00
		Interest accruing on loans, mortgages and current accounts	€ 30,500.00
		Income from immovable property owned by ENAC	€ 95,000.00
		Other revenues	€ 410,000.00
TOTAL	€ 25,500,000.00	TOTAL	€ 128,976,782.00
		€ 154.476.782,00	

STAKEHOLDERS

The stakeholders are all the subjects involved with the activities, services and results achieved by ENAC. The stakeholder portfolio is divided into 6 categories, grouped in 3 homogeneous classes according to the type of interaction with ENAC.

Thanks to an evaluation carried out for each stakeholder, ENAC has been able to establish, for each, both the level of influence on its action in terms of its ability to affect the action itself, and the level of interest that it has in the action of ENAC itself, allowing the identification of the subjects to be involved in order to understand if one's activity is

adequate to the expectations and needs.

ENAC identifies its strategic stakeholders (the most important ones, with greater influence and interest on specific activities) through the matrix of interest/influence positioning introduced by the Copenhagen Charter. This process led to the identification, compared to the 79 mapped, of 51 strategic stakeholders, shown in the following table.

All the valued stakeholders play an important role for ENAC and for the activity that it plays.

CLASS	CATEGORY	STRATEGIC STAKEHOLDERS
REGULATORS	INSTITUTIONS	Italian Aero Club, Italian Air Force, State Property Agency, Customs Agency, ANSV (Italian Civil Aviation Safety Investigation Authority), Judicial Authorities, Regions and Local Authorities, Financial Police, Ministry of Foreign Affairs, Ministry of Environment, Ministry of Defence, ANAC, Ministry of Infrastructures and Transport, Ministry of Economy and Finance, Ministry of Internal Affairs, Ministry of Health, State Police, Civil Protection, Fire Department
	REGULATORS	ICAO, European Commission, EASA, ECAC, Eurocontrol, Foreign Civil Aviation Authorities
OPERATORS	INDUSTRY ASSOCIATIONS	Assaeroporti, Assaereo, Assoclearance, Assohandling, IBAR, Environmental associations, Consumer associations, Professional associations
	EMPLOYEES	ENAC Employees, Employees of State bodies, Air navigation service workers, air carrier workers, Airport workers
	SUPPLIERS OF GOODS/SERVICES	ENAV, Airport managing body, Security company, Air Operator, Handling Service Provider, Training School, Drone Operators
BENEFICIARIES	USERS/BENEFICIARIES	Regulated agent, Private citizens, Passenger, Population adjacent airports, Trade unions, Mass media

PERFORMANCE PLAN

ENAC Performance Plan is the strategic planning and social reporting tool published in compliance with the provisions set forth by Legislative Decree no. 150/2009 and, through a greater transparency and visibility of policies and strategic actions, it helps stakeholders to better understand ENAC's role in governing the Italian civil aviation sector.

The Performance Plan is part of the so-called "Integrated Performance Cycle", which combines performance, standards of service, quality standards, transparency and integrity and a plan to prevent and contrast corruption.

The activity of strategic planning, closely correlated with all the members of the cycle of the integrated performance, takes as reference the Action of address of the Minister of Infrastructures and Transport, the priorities

indicated by the ENAC Board and the results of the analysis of the internal and external context (SWOT analysis): this allows to better define the current operating framework and future scenarios for the civil aviation sector. The ultimate objective of planning is to satisfy the needs of the Italian CAA stakeholders.

The specific objectives of ENAC are related to its strategic areas (Safety, Security, Fair competitiveness and Quality of services, Environmental protection, Transversal); for each objective are defined one or more Key Performance Indicator (KPI) in order to be able to measure and monitor the progress of the objective and therefore of the strategy. Each indicator, in turn, is assigned an annual qualitative, quantitative or impact target, defined - where possible - based on historical trends of reference (baseline).

Mission and Strategic Areas	
"ENAC promotes the development of the Civil Aviation by guaranteeing the Country, in particular consumers and industry, the safety of the flights, the protection of the rights, the quality of services and fair competition with respect for the environment."	
SAFETY	Activities and actions aimed at developing the safety related to the people involved in aeronautic operations.
SECURITY	Activities and actions aimed at developing the security in terms of prevention and neutralisation of unlawful acts.
FAIR COMPETITIVENESS & SERVICES QUALITY	Activities and actions aimed at realising condition that allow a great competitiveness of the operators in order to improve the economic efficiency of the national civil aviation / Activities and actions aimed at increasing the quality level of the air transport and airport services as well as at protecting the passenger rights.
ENVIRONMENTAL PROTECTION	Activities and actions aimed at making the air transport development compatible with the environmental protection.
TRANSVERSAL	Activities and actions aimed at the organisation, management and valorisation of the human, financial and instrumental resources, as well as the staff skills and the cross-cutting activities and actions with the four strategic areas.

In 2020, the pandemic crisis devastated the entire civil aviation sector, leading to the consequent need to reassess the strategic priorities defined in 2019 for the three-year

period 2020-2022, in order to meet the urgent operational requirements to safeguard the system.

The **organisational performance** (the set of expected

results of the administration as a whole and its organisational units) defines the way in which the organization, aware of its state of resources (health of the administration), uses them in a rational way (efficiency) to provide services tailored to the expectations of users (effectiveness), with the ultimate aim of creating public

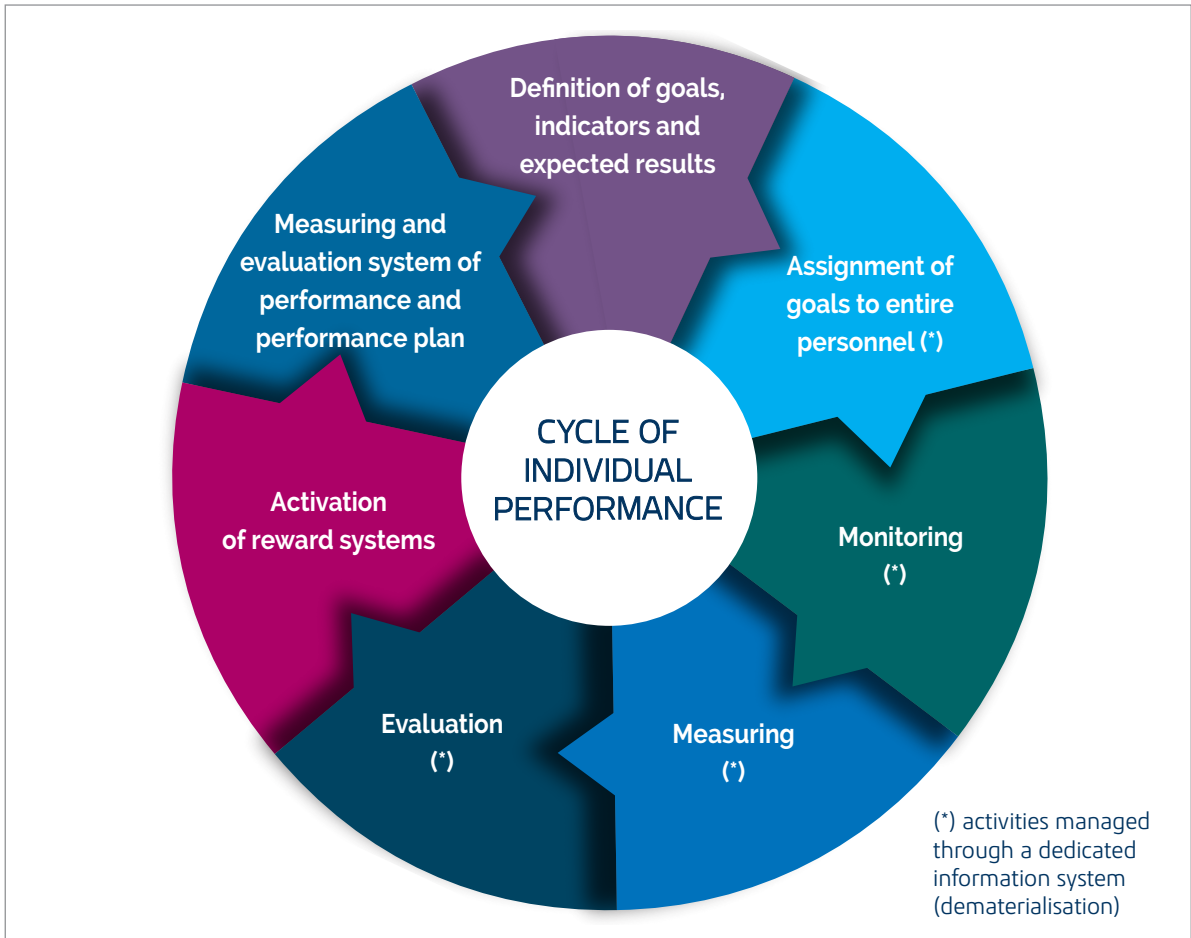
value or improving the level of social and economic well-being of users and stakeholders (impact). The organisational performance of ENAC is evaluated through the measurement of objectives also carried out through external sources to ENAC.

SPECIFIC OBJECTIVES 2020-2022	STRATEGIC AREA	KPI	STAKEHOLDERS
Implementation of the safety improvement actions contained in the State Safety Programme and the ENAC Safety Plan, in line with the European Safety Plan (EPAS)	SAFETY	(%) Number of optimised processes/ Number of processes involved in surveillance and certification to optimise resource use by ensuring the current level of oversight	Business operators
		% Actions implemented/planned in the ENAC Safety Plan for the reference year	European Commission EASA ICAO
		Average scores in the Ranking EASA Continuous Monitoring Approach (CMA)	European Commission EASA ICAO
Definition of a regulatory framework for sub-orbital commercial operations	SAFETY	Actions carried out compared to those indicated in the MIT Guideline Act	Services industry Business operators Spaceport managing body ASI Local communities
Consolidation of actions to ensure security of airport infrastructure and services, in line with European programmes and standards	SECURITY	Guidelines on RBO and review of inspection checklists	Airport managing bodies Air carriers Passengers
Implementing cybersecurity requirements to the aviation sector		Number of domains to adapt to cybersecurity requirements	Airport managing bodies Service providers Air carriers Passengers
Define a system of rules to protect fair competitiveness for air transport operators and the quality of services provided to passengers	FAIR COMPETITIVENESS AND QUALITY OF SERVICES	State of progress of the phases for the review of the Airports National Plan	Airport managing bodies MIT Aircraft operators Cargo operators
		% of airports with Planning Agreement monitored each year (investment)	Airport managing bodies MIT ART
		% national air carriers established in Italy monitored on performance and operational capability (commercial passenger flights)	Air carriers Airport managing bodies Passengers
		Framework that governs the participation in the services of handling in the plurality of the present operators - progress (3 phases)	Handlers Airport managing bodies

SPECIFIC OBJECTIVES 2020-2022	STRATEGIC AREA	KPI	STAKEHOLDERS
Strengthening measures to protect passenger rights	FAIR COMPETITIVENESS AND QUALITY OF SERVICES	Progress of the phases for the verification and improvement of the modalities of management of the claims of the passengers from the air carriers	Passengers Air carriers
		Progress of the phases for the identification of minimum services to be included in the ticket	Passengers Air carriers European Commission
Encourage and promote research to support the sustainable development of aviation and air transport	SAFETY	% actions implemented/planned for the reference year under the Research Plan 2018-2022	Research institutes University Private companies
	SECURITY		
	FAIR COMPETITIVENESS AND QUALITY OF SERVICES		
	ENVIRONMENTAL PROTECTION		
	TRANSVERSAL		
Improve the efficiency and effectiveness of the ENAC's processes and services and the quality of corruption prevention measures	TRANSVERSAL	Number of computerised services	ENAC Users
Professional valorisation of internal resources and improvement of work operations		% of courses provided on courses planned in the Training Plan 2020-2022 for the reference year	ENAC Employees

The **individual performance** measures the individual's contribution to the achievement of the administration's objectives and is defined by taking into account the results

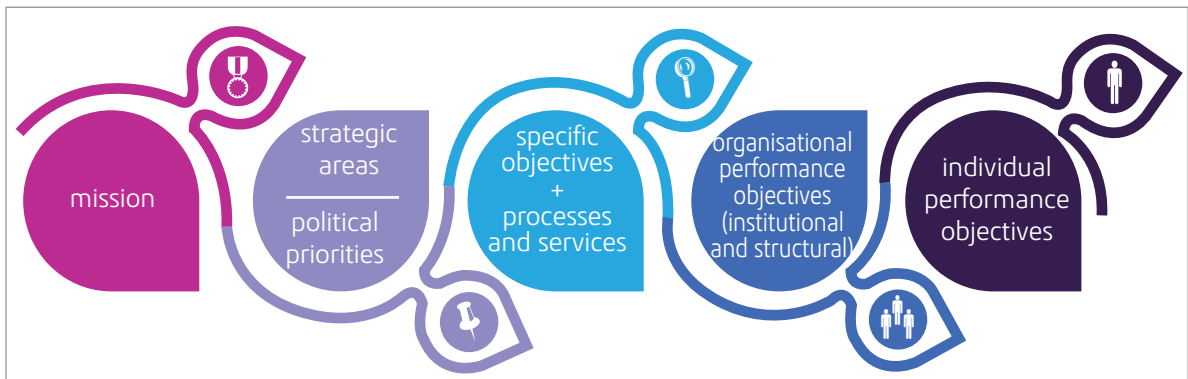
achieved in terms of assigned objectives and acted-upon behaviour, in different measures according to their role and responsibilities.



In 2020 was published the **Report on the final performance of ENAC 2019**, a social reporting tool through which the administration illustrates to citizens and stakeholders, internal and external, the organizational and individual results with respect to the individual objectives programmed and the resources obtained during the previous year. It has shown a substantial achievement of objectives, both in terms of organizational performance, and individual performance.

The performance tree

The performance tree is a logical map that represents the links between mission, strategic areas, specific objectives, annual programming, up to the definition of individual objectives. It provides an articulated, complete, concise and integrated representation of the performance of the administration.



PREVENTING CORRUPTION AND THE TRANSPARENCY

The current provisions for the prevention and punishment of corruption and illegality in the public administration articulate the process of formulation and implementation of prevention strategies on a double level: the national one, through the adoption of the National Anti-corruption Plan (PNA), by the National Anti-corruption Authority (ANAC), and the decentralised one, according to which each public administration defines and adopts its own Three-Year Plan for the Prevention of Corruption (PTPC). With the 2016 PNA, the PTPC and the three-year Transparency and Integrity Programme were unified.

The three-year plan for the prevention of corruption and transparency ENAC is a three-year programme document, drawn up in coordination with the Performance Plan, which defines the strategy for the prevention of corruption adopted by ENAC.

Starting from the definition of corruption and risk, through the analysis of the context and the results of the monitoring on the previous year, the ENAC processes (institutional, support, management and control) are classified according to the different degree of risk found.

High-risk qualified processes are then classified by area and sub-area of risk and further analysed on the basis of the concrete probability of the occurrence of the corruptive event and taking into account the economic, organisational and reputational impact (so-called risk "in concrete").

The objectives set out in the Plan are closely linked to organisational and individual performance: they are assigned to the Directors or to professional personnel or those in charge of non-executive positions and are subject to measurement and evaluation in terms of organizational and individual performance.

The Plan is updated annually, also based on the results of

the monitoring activity carried out by the Head of Corruption Prevention and Transparency.

The Charter of Services

The Charter of Services (CoS) ENAC is an information tool, now consolidated, aimed at orienting users in the network of services rendered and to make known the quality standards that ENAC is committed to respecting and the levels of quality achieved.

As part of the activities of technical regulation, certification, authorisation, oversight and control that ENAC carries out in the field of civil aviation in Italy, the services considered in the Charter have been identified among those with the greatest impact on users.

In total the processes for which the planned values have been defined and quality monitoring established are currently 43 and comprise the main areas of action of the Italian CAA, from the certifications of aircraft and aircraft companies, pilot licences, licensing of UAS operators (drones), to the handling of passenger complaints following airport and air carrier failures as well as certain indicators relating to the quality size and sub-size have been defined for each of them.

Monitoring allows the processes to be kept under control, to compare the detected outputs with the defined standard and to implement any corrective and preventive actions.

Executive Report

The ENAC Executive Report, online on the Transparent Administration Portal, reports annually the data relating to its activities and to the economic and human resources, reporting for all institutional and support processes mapped by the Institution, aggregated data.

TRANSPARENCY - SPECIFIC ACTIONS IN 2020

- Implementation of the section "Transparent Administration" on the ENAC website through the dedicated platform (PAT) that allows you to manage in a homogeneous, simple and guided information and data necessary to comply with advertising obligations, transparency and dissemination in accordance with the provisions of the existing regulatory framework.
- Implementation of forms of communication and information through the development of interaction between citizen and website.
- Presentation of the Report and Social Balance 2019, in streaming, as a day of transparency.

THE PROTECTION OF PASSENGER RIGHTS AND THE QUALITY OF AIRPORT SERVICES

Passengers' rights - Reg. (EC) 261/2004

ENAC, as the National Enforcement Body responsible for protecting the rights of passengers in the event of denied boarding, cancellation or long delay of the flight, places the passenger at the centre of its institutional mission, ensuring the protection of the rights and quality of the services to be provided to all citizens who use air transport for their journeys. In this context, the passenger's complaint activates the verification of the Italian CAA for the detection of possible violations, for the sole purpose of sanctioning the non-compliant subjects, with the aim of contributing to the monitoring of the quality of services offered to users also with a view to preventing future disruptions. The phase of ascertainment of the violation, undertaken ex officio or as a result of report/complaint, consists in taking information, carrying out inspections and surveys in order to verify and document the possible violation of the norm.

Complaints and reports to ENAC are taken care of both at local and central level in order to ensure a structured and effective management. At the end of the necessary investigations, ENAC shall inform the passenger, for the sake of transparency, the initiation of the sanction procedure or, where appropriate, the filing of the complaint. Through the information collected, ENAC shall identify the volume of complaints/reports, subdividing them by categories, and shall carry out an objective analysis of the performance of air carriers and airport managing bodies in respect of which the Italian CAA shall propose

improvements or provide any financial penalties, in the cases provided for.

ENAC in 2020 handled over 5,000 reports/complaints.

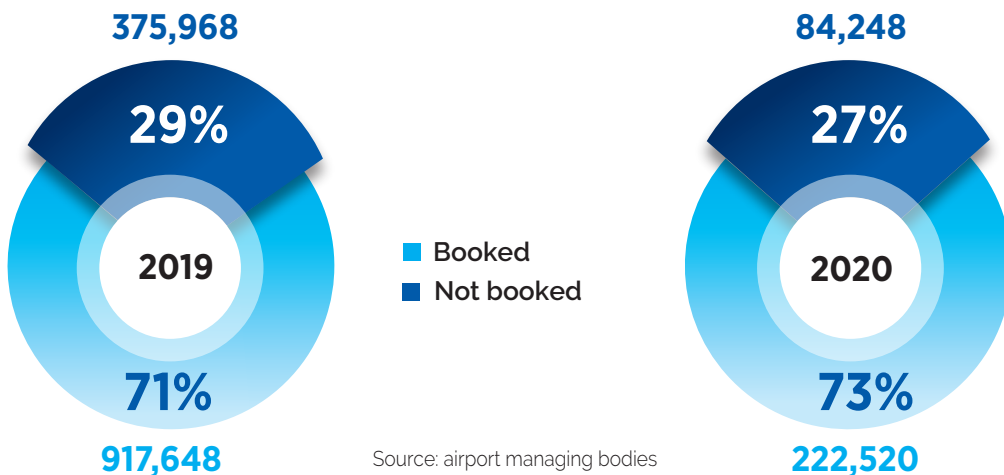
Rights of passengers with disabilities or reduced mobility (PRM) - Reg. (EC) no. 1107/2006

In order to ensure the use of air transport without discrimination and without additional costs, the EU has adopted common rules providing for the right to dedicated assistance at all airports in the Member States to meet the needs of PRM passengers. The request for special assistance must be made in advance, at least 48 hours before departure.

Analysis of the data on the PRM assistance provided to individual airports in 2020 showed that, despite the contraction in passenger traffic, the percentage of PRM passengers using the air transport has tended to remain stable compared to the total (about 0.60% of the total number of passengers who flew).

With regard to assistance, despite the constant attention of ENAC, both nationally and internationally, to ensure that pre-notification times are respected in order to obtain a dedicated and quality service, the data shows a still high number of un-booked assists. This has a reflection on the airport activity and on the quality of the service that the airport managing body and the air carrier can offer to the passenger.

PRM ASSISTANCES – Pre-notifications – 2019 vs 2020



Source: airport managing bodies

PRM ASSISTANCES PER TIPOLOGY – 2019 vs 2020

2019					
Type of assistance	Booked	Not booked	% Not booked	% Booked	Total
BLND	21,731	7,367	25%	75%	29,098
WCHR	331,029	167,351	34%	66%	498,380
WCHS	429,584	163,810	28%	72%	593,394
WCHC	117,009	27,142	19%	81%	144,151
DEAF	8,961	6,543	42%	58%	15,504
DPNA	9,334	3,755	29%	71%	13,089
	917,648	375,968	29%	71%	1,293,616

2020					
Type of assistance	Booked	Not booked	% Not booked	% Booked	Total
BLND	6,511	2,016	24%	76%	8,527
WCHR	58,859	28,995	33%	67%	87,854
WCHS	116,758	42,805	27%	73%	159,563
WCHC	34,972	8,038	19%	81%	43,010
DEAF	2,502	1,535	38%	62%	4,037
DPNA	2,918	859	23%	77%	3,777
	222,520	84,248	27%	73%	306,768

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 behavioural disabilities.

Sanctions

ENAC is the Italian National Enforcement body responsible for the correct application of Regulations (EC) no. 261/2004 and 1107/2006 and has the power to impose administrative sanctions against persons in breach. The annual amounts do not correspond directly to the number of sanctions initiated in the reference year: the sanctioning process is in fact divided into several stages that begin with the assessment, then follows an interlocutory phase during which the air carrier has the opportunity to submit defensive scripts/request hearing/pay to a limited extent (oblation). Following, there is the phase of the order for payment or dismissal. In the case of an injunction for payment, the airport managing body/air carrier may not pay and may not react and it will then move to registration for enforcement or the carrier may challenge the order of ENAC in court in the three different stages of judgment. In the event of an established breach of European law, the passenger shall be informed, in the interests of transparency, of the initiation of the penalty procedure. In 2020 for the sanctions imposed for violations of Reg. (EC) no. 261/2004 has been ascertained revenue for EUR 313,333.26.

ENAC Database for the management of complaints and reports

Since 2006, passenger complaints and alerts have been handled through a database. The reports and complaints transmitted by users through the online forms have the dual function of allowing close control and monitoring of compliance with Community rules on the protection of passengers and a general assessment of the activities of airport managing bodies and air carriers.

The information transmitted by passengers can help to activate the inspection activities of ENAC aimed at improving passenger satisfaction.

In 2020, the implementation of the new Database continued, allowing the creation of a special file for each passenger that can be consulted at any time for the transparency of administrative action.

The new system will also allow the acquisition of the complaint/alert to be directly linked to quality inspections and the initiation of any sanctioning procedures.

AUTISM, TRAVELLING THROUGH THE AIRPORT

The ENAC project 'Autism - Traveling through the airport', designed to facilitate air travel to autistic people, is part of the multiple activities of the Italian CAA linked, by institutional mandate, the protection of the rights of passengers and persons with disabilities.

The plan, started in 2015, yields of the activity shared between ENAC, Assaeroporti and the main sector associations. The initiative aims to provide some simple recommendations for accompanying persons to help children and adults with autism to accept their trip serenely, allowing them, through a process identified by ENAC in coordination with airport management bodies, to be able to visit the airport in advance. The airports participating in the initiative are:

- BARI - AEROPORTI DI PUGLIA
- BOLOGNA - AEROPORTO DI BOLOGNA
- MILAN BERGAMO - SACBO
- OLBIA - GEASAR
- ROME FIUMICINO - ADR
- ROME CIAMPINO - ADR
- MILAN MALPENSA - SEA
- MILAN LINATE - SEA
- NAPLES - GESAC
- VENICE - SAVE
- FLORENCE - TOSCANA AEROPORTI
- PISA - TOSCANA AEROPORTI
- TRAPANI - AIRGEST
- TURIN - SAGAT
- CATANIA - SAC
- VERONA - AEROPORTO VALERIO CATULLO DI VERONA VILLAFRANCA
- CAGLIARI - SOGAER
- GENOA - AEROPORTO DI GENOVA



Auditing

Through the combined audits - "Airport Quality and Reduced Mobility Passenger Assistance (PRM) activities", ENAC examines the elements that contribute to the continuous improvement of the services that airport management bodies provide to passengers: the organisation's compliance with national and international legislation, the effectiveness of procedures, the adequate training of personnel dedicated to the assistance of PRMs, the state of infrastructure.

The audits shall be aimed at contributing to the improvement of the organisational and operational efficiency of supervised entities. Any observations found allow to identify in good time the possibility to intervene to correct the criticalities that may inhibit the achievement of the objectives set. During the audits, the Quality Management Systems adopted by the airport managing bodies are analysed together with their ability to prevent and eliminate any non-conformities found. The evaluation of the data submitted to ENAC is preparatory to the approval of the Quality Plan included in the Planning Agreement.

The annual audit planning plan and its frequency, with the exception of exceptional events leading to extraordinary planning, shall be established following the assessment of the findings and the failure to achieve the objectives set by the managing bodies, as well as on the basis of complaints and reports received as National Enforcement Body for the application of the EU Regulations 261/2004 and 1107/2006 and the results of inspections conducted at airport level by ENAC Quality Inspectors.

In 2020, due to the restrictions imposed on the containment of the pandemic by COVID-19 and the resulting contraction of traffic and airport operations, the combined audit activity on airport management bodies slowed down, allowing a single audit to be carried out on Turin airport, which was completed in October 2020.

The Quality Plan in Planning Agreements

The Planning Agreements, concluded between ENAC and the airport management bodies, allow for an adjustment of airport charges to the costs actually incurred by the

management bodies and include: the implementation of the Investment Plan and compliance with the objectives of quality and environmental protection.

The Quality Plan is an important part of the Planning Agreements signed between ENAC and the airport management bodies, together with the Investment Plan, the traffic forecasts and the Environmental Protection Plan. Achieving or failing to achieve the quality and environmental objectives results in an annual premium or penalty that has a direct tariff impact. In the period after approval, it is the task of ENAC to verify whether the airport managing body stated, in terms of objectives in each of the annual periods of the regulatory period, is in fact in line with the result, which, moreover, corresponds to what is stated in the Charter of Services.

In 2020, some airport management bodies asked for a review of the indicators of the Quality Plan and, in some cases, the freezing of the performance targets, which ENAC accepted as valid the reasons.

Service Charters of the airport managing body and air carrier

The Charters of Services of the airport managing bodies and air carriers, whose obligation to draft is provided, respectively, by art. 705 and art. 783 of the Italian Navigation Code, are approved annually by ENAC and ensure proper control of the trend of improvement of the quality objectives presented by airport managing bodies and air carriers.

The purpose of the Charters of Services is to provide information, on an annual basis, both on the level of quality of the services provided in the current year and on the objectives of improvement for the following year with a view to full transparency.

In 2020, the quality surveys carried out by airport managing bodies and air carriers were interrupted as a result of which ENAC granted the request of the airport managing bodies and air carriers, considered it appropriate to derogate temporarily from some of the provisions of the ENAC Advisory Circulars GEN-06 and GEN-02A. This interruption will also have an impact on the Charters of Services published during 2021.

TECHNOLOGICAL INNOVATION

Services, innovation and security

In 2020, ENAC continued its efforts to rationalise technological infrastructure and services to citizens and businesses in the sector with the aim of responding more effectively to the needs of stakeholders.

In view of the technological innovation of the Public Administration, ENAC activated in March 2020, through the web platform serviziweb.enac.gov.it, a service for the conduct of the online examination aimed at obtaining the pilot certificate RPA (drones).

The design took into account the needs related to the

identification of users who, for adults, was provided through authentication via SPID (Public Digital Identity System), while for minors (over 16 years), recognition is subject to documentary validation.

Despite the start of the new system in conjunction with the emergency period related to the pandemic by COVID-19, ENAC has put in place all actions aimed at ensuring a high level of availability of services in order to meet the demands of users.

For the year 2021, it is planned to activate additional services to users through web platforms.

RPA pilot certificate (non-critical operations) Reference period: 5 March - 31 December 2020

Registration to the Web Services portal

Adults (SPID)	70,200
Minors (over 16 years)	1,731
Total	71,931
Minor users who started the application	1,100

RPA Exams Platform

Examinations concluded with positive results	46,900
Unfinished examinations	10,970
Failed exams	125,800
Total exam sessions activated	183,670

Institutional website (www.enac.gov.it)

Visits to the web page RPA Pilot (non-critical operations)	408,552
Downloads "Online course for the achievement of the RPA Pilot Certificate (Non-critical operations)"	74,800

Web Services portal (examination access portal: serviziweb.enac.gov.it)

Unique visitors	219,000
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Service Desk

Managed Service Desk Ticket	10,700
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In 2020, tenders were launched for the multi-annual supply of strategic ICT goods and services for innovation of the technology park of ENAC and for which implementation is planned from 2021, in particular:

- European Tender supply of new fixed and mobile workstations for all ENAC staff;
- European Tender renewal of the Data Centre also in a renewed perspective of migration to cloud;
- European tender for the renewal of services of systems and devices for the detection of attendance and access control for the headquarters and territorial headquarters of ENAC;
- Competition for the acquisition of Licenses and Services for Google Workspace and Google Cloud Platform for a greater diffusion of collaboration methodologies in cloud.

A new procedure was also launched in May 2020 concerning the integrated operation and maintenance services of the ENAC operating system and the control and overhaul services of information systems or technologies. The purpose of the provision is to cover all the services and activities aimed at ensuring the full operation of the technological infrastructure, maintaining its perfect efficiency, to ensure the availability and performance of the applications installed on them and the integrity of the related data, to provide the necessary support for the constant alignment with the technological evolution of the ICT market and to define its growth, consistent with ENAC strategic objectives, including:

- the need for innovation in ICT process management;
- greater attention to the demand for IT services for users through an innovation in the processes and systems of the Service Desk to improve the quality of the service provided;
- the need for institutional database archiving and registration services for applicant locations;
- orient the development of applications and systems

towards modern security and confidentiality criteria of information;

- have specialist services for the design and innovation of infrastructure, systems, networks and applications;
- improve the digital image of ENAC through the use of specialized services for web-social content management;
- encourage the development of mobile apps for mobile phones and mobile devices of ENAC staff;
- have support services for operational monitoring, measurement and observation of Service Levels and services to improve the counting process of Function Points related to the development and maintenance of software.

ENAC's IT activities in 2020:

- Acquisition of goods and services under Community threshold and contract management - (Consp/MEPA): 28
- ICT infrastructure management and application development - IT project developments and maintenance: 18
- Support services management Service Desk internal/external users: 20,568
- Projects and services realized: 5
- Digitisation and document recording systems: the register for the director's signature has been activated for the organizational units with greater flow of documents from the start, facilitating the process of dematerialization.

Efficiency of personnel processes

To digitise the internal processes of ENAC staff, a BPM (**Business Process Management**) platform has been identified that allows dematerialization and, at the same time, the simplification of processes.

The internal processes dematerialised up to now are:

- | | |
|---|------------------------------------|
| A. Application for reimbursement and subsidy | F. Request for parental leave |
| B. Application for grants | G. Child birth self-certification |
| C. Application for reimbursement of schoolbooks | H. Communication of qualifications |
| D. Request for family subsidy | I. Statement of deductions |
| E. Request for change of residence | J. ISEE presentation |
| | K. Insertion of new employee |

Institutional website - www.enac.gov.it

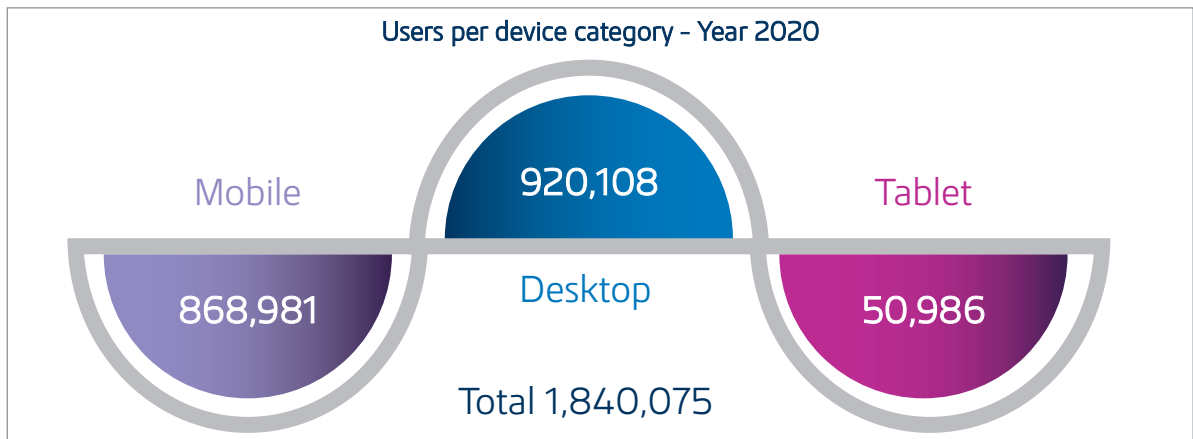
The institutional website continues to collect consensus proven by the data acquired through an anonymous collection carried out through analysis tools of the navigation of the website pages (web analytics).

According to statistics, in 2020 the institutional site reached an audience of about 1,841,000 unique visitors (+104.4%

compared to 2019), for a total of 3,076,690 sessions (+105.29% compared to 2019), which on average explore the contents of the website browsing 3.2 pages per session.

The institutional website, although with lower volumes than the traffic detected on Italian territory, also collects interest from both EU and non-EU Countries such as the USA, China, Russia, Canada, United Arab Emirates.

Country of origin of institutional website visitors in 2020		
Country	Users	Sessions
Italy	1,606,253	2,770,584
United States of America	74,573	84,154
United Kingdom	21,153	29,290
Germany	14,716	20,216
France	11,801	14,909
Spain	11,146	15,148
Swiss	10,709	14,555
Netherlands	10,359	12,249
Sweden	6,742	7,862
Finland	5,829	6,025
Other Countries	67,719	101,698

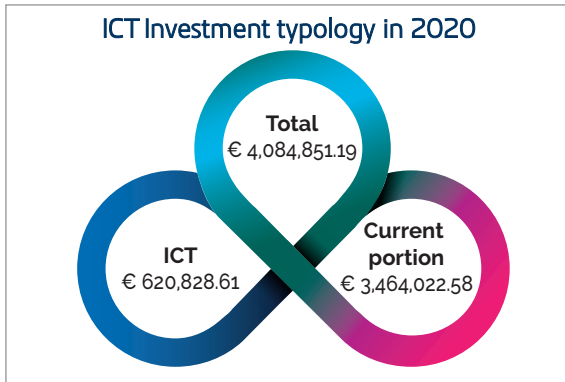


Investments

In 2020 the ENAC investments in the ICT sector have been relevant and equal to € 4,084,851.19.

The ENAC activities of the in the field of IT have been significantly oriented both to the development of online services for users and to the implementation of a smart working system (agile work) for ENAC staff, with the aim of:

- facilitate, with the help of computerisation, the management of administrative and institutional procedures;
- improving the quality and effectiveness of services offered to citizens and businesses;
- expand the number of ENAC employees using the smart working system, providing workstations substantially similar to those in place that allow you to carry out the work regardless of the location and the mobile device that is used.



Efficiency

The progressive computerization of the processes, through web platforms, has allowed to obtain significant results compared to the objectives set.

The online payment and billing service recorded 60,535 transactions produced in 2020; in view of the fact that this process allows the payment and the issuance of the invoice in a fully automatic way, we can estimate an average saving of 4,324 FTE (Full Time Equivalent) processing by administrative operators. Through online services, ENAC offers its users the opportunity to enjoy automated services with innovative, fast, digital and out of the usual office hours. The following chart shows, for each hour of the day, the average percentage of transactions recorded in relation to the total.

From the analysis of data recorded in 2020, it appears that online systems allow to manage about 46% of operations outside the usual office hours.

There is evidence of the strong increase in online

transactions compared to 2019 largely due to the start in operation of the new online service for the issue of the pilot certificate RPA (not critical op.) with an increase of 265,81% of transactions compared to 2019.

Also, the analysis of the distribution of the transactions regarding the days of the week shows that approximately 23% of the same ones is carried out in the weekend.

On the basis of the positive results achieved, for the years 2021 and 2022, new investments are planned for the development and evolution of the online services of the Italian CCA, in particular through the launch of additional digital services with the use of technologies, such as SPID (Public Digital Identity System), pagoPA and other enabling platforms.

Pandemic from COVID-19 and impact on computer systems

The management of the effects of the pandemic on ENAC activity has considerably involved the activities in IT in terms of support to the institutional activities. In this context, it became necessary, in the first months of 2020, to modify and redefine the priorities.

A first and necessary intervention was carried out on the IT infrastructure of the Italian CAA with the aim of enhancing and optimizing the ability to connect remotely to ENAC systems. This operation was carried out by adapting the configurations of all the devices involved, but also by implementing software with higher performance and with more solid security features.

In particular:

- a reconfiguration ENAC's server systems has been carried out in order to enhance the resources specifically dedicated to agile work systems;
- the number of portable personal computers available to staff who have worked remotely has been increased as a matter of urgency, in order to allow the rapid placement of about 95% of the Italian CAA staff in agile working mode;
- an agile workstation management system has been acquired;
- the authentication system for remote connections has been enhanced, using multi-factor technology (token).

The interventions carried out have, on one hand, strengthened the capacity of the Authori's staff to work in agile working modes and, on the other hand, produced advantages on ENAC platforms dedicated to the provision of services to the public.

MODERNISATION OF IT INFRASTRUCTURE

As part of the three-year plan for IT 2019-2021, the preparation of a public tender for the provision of new workstations was underway.

The connection network and the domain servers were also strengthened, allowing ENAC to have a simplified administration of the workstations on the territorial headquarters.

Cybersecurity

In July 2020, ENAC's IT systems were the subject of an attack of computer piracy. The attack involved servers and workstations, but the timely actions to contain the contagion have allowed to circumscribe the phenomenon and to strongly limit the damages.

ENAC promptly activated a crisis unit, intervening with its own resources and with the support of a team of cybersecurity specialists.

In the weeks following the attack immediately, anticipating some interventions already planned and studying others, a complex systemic activity was planned and put into operation, which has led to a general strengthening of the ENAC's IT security in a particularly short space of time.

From the second half of 2020, with the contribution of specialists in the field of cybersecurity, actions have been put in place to strengthen the security of infrastructure, systems and applications; In particular, repeated actions of Vulnerability Test have been conducted on the main online services. In general, to ensure more effective data protection, it is necessary to rethink ICT security by placing it in an area of responsibility and awareness on the part of each user.

ENAC, in this regard, since 2019 has put in place a series of procedures and automatic systems of cyber risk mitigation finalized in 2020 and designed to improve the security of ICT systems and devices assigned to them.

More specifically, projects related to infrastructure, workstations, guidelines and regulations to improve employee awareness of cyber threats were prepared and implemented in 2020. In total, a path was therefore initiated, to be completed in 2021, aimed at improving the learning of business users in the field of cybersecurity.

Specifically, the following projects have been carried out:

- Vulnerability Assessment of workstations;
- Data Leak Prevention;
- Simulation attack/defence (red team/blue team) of the ICT infrastructure as well as on the services offered to the citizens, apt to find the vulnerabilities and eventual remediations;
- Update of the network connection infrastructure of the Directorate General of ENAC;
- Unauthorized Intrusion Detection System (IDS);
- Network Access Control system;
- Extension of the Wi-Fi network of the Directorate General and in the territorial offices of Lazio;
- Partitioning of ENAC's mobile devices in order to ensure total separation and therefore management of work data and installed applications.

With regard to cyber-risk awareness (cyber-awareness), a cybersecurity path has been set up, based on the IT Security Regulation of the Italian CAA, activities have also been initiated regarding the classification of working documents, to be implemented in 2021, also in the light of the recent legislation introduced in our legal system.

Aeronautical event reporting system

Pending the entry into operation of the new ECCAIRS 2.0 system, has continued the development of a system, called eE-Mor, for the collection of mandatory alerts of aeronautical events, designed to record also the reports relating to occurrences in the field of drones and dangerous goods, as well as personal reports. The system is designed with the aim of being as digitized and paperless as possible.

LEGAL ACTIVITY

The legal activity, also in 2020, has included the consultancy, the judicial and extrajudicial litigation in the fields of competence of the Italian CCA and in those common to the Public Administration.

The year, however, was distinguished by the acceptance of the legal defence of ENAC by its internal legal professionals, with a view to progressive independence from the fiscal legal profession.

With regard to airport litigation, 2020 was marked by some environmental judgments, relating to airport noise and the Environmental Impact Assessment (EIA) procedure to which airport development plans are subject. As for the first issue, the administrative judge of first instance has pronounced on the ministerial decree relative to the interventions plan for the containment and abatement of the noise on Rome Ciampino, included the reduction of the commercial flights on the airport, confirming of the forecasts. With regard to the second, two disputes have been settled by the Council of State concerning the EIA decrees related to the development plans of two airports, one unfavourable to ENAC and the other favourable; the judge reiterated the consolidated guideline of the administrative jurisprudence on the legitimacy of the EIA measures containing requirements with respect to the proposed project and stated that the acquisition of the EIA for the projects related to the airport system is generally consistent with the need to verify the design aspects and the detailed information functional to define a comprehensive assessment framework of environmental impacts potentially related to all planned interventions.

With regard to the relationship of the Italian CAA with operators and suppliers of ground handling services, the litigation promoted by some handlers on the suspension of the certification procedure or extension of the

certification pursuant to Legislative Decree no. 13 January 1999 no. 18 and ENAC Regulation «Certification of airport ground handling service providers», pending the procedure for restricting access to the market initiated at the request of the airport managing body for safety reasons under the said legislation and on the impossibility, for non-operating certified providers, to commence operations at the airport on the basis of that limitation, the court has stated, the principle that the limitation measure takes precedence over the certification on account of the safety requirements it expresses, without prejudice to the need to balance the sacrifice of the private economic interest with the adoption by ENAC of the measures envisaged by sectoral legislation.

In the field of air transport and the right to mobility, some disputes have been initiated by an airline, still pending, on the public service obligations for the territorial continuity of the Sicilian Region; the administrative judge rejected the request for precautionary measure with reference to the connections to and from Trapani.

In the matter of passenger rights, ENAC, in addition to the usual litigation on sanctions, was engaged in preparing ad hoc opinions in favour of the Attorney General of the State, representing the Italian State before the European Court of Justice for questions referred for a preliminary ruling by the Courts of the other Member States on the interpretation of the provisions of Reg. (EC) no. 261/2004 on the protection of passengers involved in the disruption of air transport.

Finally, with reference to the sanctioning activity, guidelines have been elaborated for the determination of the amounts of the payment orders and on the modality of management of the sanctions on the data so-called API (Advance Passenger Information).

COMMUNICATION AND INFORMATION

ENAC, in line with the modernisation of the PA and with a view to transparency, recognizes the fundamental role of communication and information in order to manage, develop and improve relations between institutions and their stakeholders.

In 2020, through its official channels, ENAC continued to ensure, in a timely manner, citizens and operators in the sector information about its activities and actions put in place in the management of the pandemic by COVID-19.

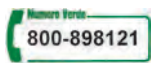
Relations with users

The service to users continued in 2020 with a considerable commitment by the dedicated resources that, even remotely, have constantly ensured to citizens, through the available technologies, the exercise of rights of information, access and participation. In this context, relations with users are aimed at facilitating the use of the services offered by ENAC, in compliance with the principles of listening, attention, access, transparency and communication with the aim of optimising relations with the various target audiences also through the management of information requests on the activities of the Italian CAA, as well as on the status of acts and proceedings under Law no. 241/1990 as amended and the right to simple and generalized Civic Access (Legislative Decree no. 33/2013).

Events

ENAC, in promoting and developing a growing culture of civil aviation, takes care of and organizes institutional events on industry issues for both national and international stakeholders. In 2020, in view of the measures to contain the pandemic from COVID-19, the Italian CAA has privileged online meetings and events.

Toll-Free Number



The Toll-free number ENAC 800 898 121, reachable from Italy only, is now one of the established channels of direct and non-mediated communication with users, through which the Italian CAA responds to users on questions related to air transport regarding the rights of passengers in the event of disruptions, national and foreign airlines operating in Italy, the EU Safety List, the system and rules of security controls. The service, through exclusively internal resources coordinated at central level, allows you to meet the need for professionalism and knowledge of a highly

complex sector such as civil aviation. In 2020, the ENAC number handled about 6,000 calls.

Institutional website - www.enac.gov.it

The institutional website of ENAC is one of the main service tools for direct and timely information to users, ensuring the formality and the relevance of the information published. Made in compliance with the guidelines for the websites of the PA, meets the requirements of accessibility and usability with the aim of facilitating the navigation of content divided into thematic areas that identify the fields of activity of ENAC, from air safety to passenger rights, from airports to air transport, from the environment to airspace.

In 2020 there was a significant increase in access and views compared to the previous year (+104.4% unique visitors compared to 2019) due both to information requirements related to the health emergency and to restrictions on travel arranged by the Government and to the activation of new sections and services to users. With specific reference to communication activities in the context of the pandemic, ENAC promptly ensured the publication on its website of information dedicated to both passengers and operators in the sector and concerning the actions and measures implemented by the Institution in support of the sector.

Press releases

In 2020, ENAC issued 66 press releases.

Also from the point of view of ENAC's information activities, the past year has been strongly characterised and conditioned by the pandemic from COVID-19. During the months, in fact, numerous press releases were issued aimed at providing information and guidance to the public on various issues related to the health situation and the impact on air traffic. The themes of the press releases included, for example, those relating to the suspension of flights from China, airport restrictions and closures, ENAC initiatives in support of the sector, the Guidelines for Traffic Recovery, the protection of passengers for cancellations related to COVID, ENAC recalls and sanctions to carriers for failure to respect passengers' rights, health claims on distance at airports and on board aircraft, the restrictions on hand luggage and the use of overhead lockers, the stop on flights from the United Kingdom according to the instructions of the Ministry of Health.

Through the press releases, the ENAC provides, in a timely manner, information to the media, and reflected to all citizens, operators and stakeholders, on the main activities related to its institutional mandate, in compliance with the relevant legislation on the information activities of public administrations.

Press releases, in addition to being distributed to the media, are published in real time on the ENAC website, where you can also consult the archive of previous years, starting from 2001.

The preparation and dissemination of press releases is an important institutional part of the various information activities curated by ENAC. For example, other activities include the management of relations with the press; the management of information of interest to ENAC; the organization of interviews, conferences, meetings and press events; the preparation of material for journalists; the publication and management of the press, web and audio-video review on events related to civil aviation for all ENAC employees o who can consult it on the intranet site; participation in all communication campaigns and events for the care of journalistic information and dissemination aspects.

Patronages

ENAC gives its support, without any financial contribution, to cultural, scientific, social, educational and sports initiatives aimed at the promotion and dissemination of aeronautical culture. In 2020, ENAC support 9 initiatives, a number much lower than the previous year in consideration of the cancellation, due to COVID-19, of almost all initiatives and events.

Acts of parliamentary inspection

During 2020, 68 responses were given to parliamentary inspection review proceedings, besides 2 updates for a total of 70. The main subjects covered were air transport and airports and, more generally, all issues related to COVID 19.

Initiatives and institutional communication campaigns

ENAC promotes institutional communication campaigns with the aim of raising awareness of citizens/users on issues of interest in the air transport sector. In 2020, despite the limitations related to the health emergency, the Italian CAA continued to support through its channels of communication and information institutional initiatives in collaboration with the relevant stakeholders:

- **Autism, travelling through the airport.** The implementation of the campaign of familiarization with airport environments in favour of people with autism has continued, and since its launch in 2015, the main national airports have joined Bari airport.
- **Lauretano Jubilee (8th of December 2019 – 10th of December 2021).** ENAC, Assaeroporti and Alitalia, with the collaboration of the Aero Club of Italy are between the Institutions and the subjects involved in the organization of the activities of the Lauretano Jubilee, granted from the Holy Father Pope Francis, on the occasion of the centenary of the proclamation of Our Lady of Loreto as patron saint of aeronauts, regarding the "traveling trip" of a statue depicting Our Lady of Loreto on 20 national civil airports.
- **Communication campaign #salvALI.** ENAC has continued also in 2020 joining the campaign #salvALI in support of the Emergency Flight Fund, thanks to which the Flying Angels Onlus Foundation ensures timely air transport of seriously ill children who cannot be treated in their own Country or medical teams that depart for surgical missions in developing countries. The campaign, which has also received the patronage of the Ministry of Foreign Affairs and International Cooperation, thanks to the patronage of ENAC and Assaeroporti, in addition to the dissemination on national communication channels, was present within Italian airports.

Social channels


With the aim of establishing new ways of interaction and participation, ENAC has implemented its social networking spaces, not only to inform and communicate in an even more direct and effective way, but also to strengthen a relationship of trust, listening to and monitoring the level of satisfaction of citizens/users. In 2020, the activity related to the management of social channels has been an effective tool to be able to share even more a constant and widespread information of the Italian CAA necessary for the health emergency as well as for the sharing of news on activities and on more interesting topics in the sector.

In 2020, ENAC has in fact ulteriorly increased the activities of communication and information through social channels, in particular:



Twitter: @EnacGov used as tool of distribution of information on ENAC activities and the most interesting themes of the sector;

 **Instagram:** @enacgov to share images and videos on ENAC activities;

 **LinkedIn:** ENAC - Ente Nazionale per l'Aviazione Civile to develop and disseminate specific information and content related to its professional activities.



The program of the institutional channel EnacChannel on YouTube, active since 2012 to convey a service information as direct and effective as possible for the citizen, saw the publication of 24 video services between institutional, current affairs, insights, Interviews with the top management and managers of the Italian CAA, carried out in order to better understand the activities of ENAC and the operation of a sensitive sector such as air transport.

RAI Isoradio



Through a daily afternoon broadcast with RAI Isoradio (FM 103.3), ENAC, assisted by the management bodies of the airports concerned, continued in 2020 to provide information on the most relevant information to users of the aviation sector, even more for the dissemination of information to users. In 2020 there were 250 live reports.

Library

The library of ENAC, with its bibliographic heritage of about 10,000 documents concerning the Italian and foreign literature of the civil aviation sector, represents a constant point of reference for students and scholars by offering an information and research service onsite and at a distance of documents both in the online catalogue and in the catalogues of other Italian and foreign libraries reachable through national and international OPAC.

ENAC CRISIS ROOM

The Crisis Room ENAC or Crisis Management Team (CMT), which operates directly under the Director General of the Italian CAA, has the function of managing crisis situations in coordination with other competent public bodies, also dealing with the organisational management aspects in case of events of particular importance or seriousness inherent in air transport.

During 2020, the Crisis Room was a reference point for the activities of the Civil Protection Operational Committee aimed at defining the measures to be taken to limit the spread of the epidemic by COVID-19.

The staff of the Crisis Room was present both at the meetings of the Operational Committee and at the Scientific Technical Table opened at the Ministry of Health since the onset of the pandemic in January 2020, in presence or remotely, collaborating with institutional entities and airports, in order to connect the requests and the information necessary to support the emergency activity between the structure of ENAC, the Civil Protection, the Ministry of Health and the Ministry of Infrastructures and Transport.

The main activities of ENAC CMT in 2020 regarded:

- 19 training sessions, 17 of which in airports and 2 complex ones;
- 160 emergencies, 120 of which related to COVID-19 pandemic;
- 58 aeronautical events..

2

SAFETY

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Flight safety

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Certification activities

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Personnel certifications

In this publication, the Ministries and their acronyms are mentioned in accordance with the denominations in force as of 31 December 2020.

On 30 April 2021, Law no. 55 of 22 April 2021 "Conversion into law, with amendments, of Decree-Law no. 22 of March 2021, on urgent provisions concerning the reorganization of the powers of the Ministries" came into force.

The measure establishes the Ministry of Ecological Transition (which replaces the Ministry of the Environment and the Protection of the Territory and the Sea), the Ministry of Tourism, the Ministry of Culture (formerly the Ministry for Cultural Heritage and Activities and for Tourism) and the Ministry of Sustainable Infrastructures and Mobility (new name of the Ministry of Infrastructures and Transport).

FLIGHT SAFETY

SAFETY

The set of activities and actions aimed at the development of flight safety in terms of the protection of the safety of persons and property involved in aviation operations in the broad sense. It therefore constitutes one of the essential characteristics of the government activity of the national civil aviation system.

State Safety Programme (SSP)

In order to ensure that States' actions are aimed at the highest possible level of civil aviation safety, ICAO Annex 19 requires Contracting States to draw up a national programme defined as the State Safety Programme (SSP). In Italy, the SSP (National Program for the Safety of Civil Aviation) is governed by a committee of coordination of high level, presided from the ENAC Director General, on delegation of the Minister of Infrastructures and the Transport, in quality of Executive Accountable. The Committee, which meets periodically, plays an important role of guidance on matters relating to the safety of Italian civil aviation; in addition to ENAC are part of the Italian Civil Aviation Safety Investigation Authority, the Ministry of Infrastructures and Transport, the Air Force and the Aero Club of Italy.

The State Safety Programme is the policy document of the Italian State which describes the organic set of safety policies, activities and objectives and is aimed at achieving and maintaining an acceptable level of safety, to be realized through the continuous improvement of the institutional activities of regulation, certification and oversight. The issuance of a State Safety Programme is requested from the Member States by Reg. (EU) no. 2018/1139. The document is issued in accordance with the indications

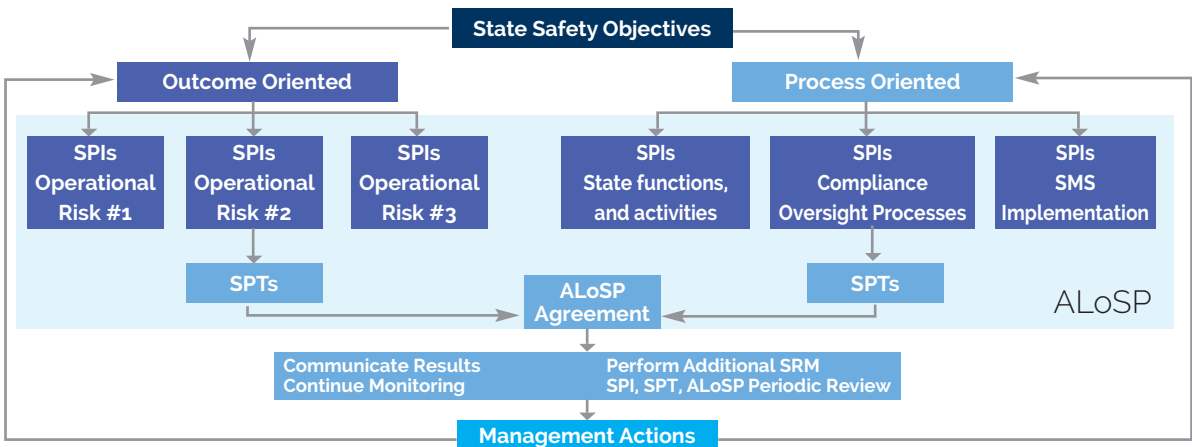
contained in ICAO Annex 19 in which the determination of an 'acceptable' level of performance of civil aviation safety presupposes that this level has been determined, shared and supported by the State, which shall then use it, as explicitly set out in ICAO standards, to verify the performance of the entire civil aviation system. Establishing an acceptable level of safety and, therefore, a program to achieve the same, leads to integrate the current safety management approach, based on compliance with regulations (compliance-based), with a performance-based approach to the whole system (performance-based/risk based).

In January 2020 was published the fourth edition of the SSP which includes, for the first time, the Just Culture Policy, as provided by Reg. (EU) no. 376/2014.

Safety Performance Indicators (SPI)

The State Safety Programme, as required by Annex 19 and Doc. ICAO no. 9859 (Safety Management Manual), provides that the Italian State defines indicators to measure the level of safety achieved in the civil aviation sector. These indicators, known as the Safety Performance Indicators (or SPI), were published in 2019 and allow to verify the achievement and maintenance of an acceptable level of safety performance.

ICAO Scheme (ref. Doc. 9859 Ed. 4)



The key elements defining the acceptable level of safety performance are the following:

- Safety Performance Indicators (SPI): measure of safety performance;
- Safety Performance Targets (SPTs): reference values assumed for SPI;
- Acceptable Level of Safety Performance (ALoSP): acceptable level of safety performance.

Safety performance must be constantly monitored in order to:

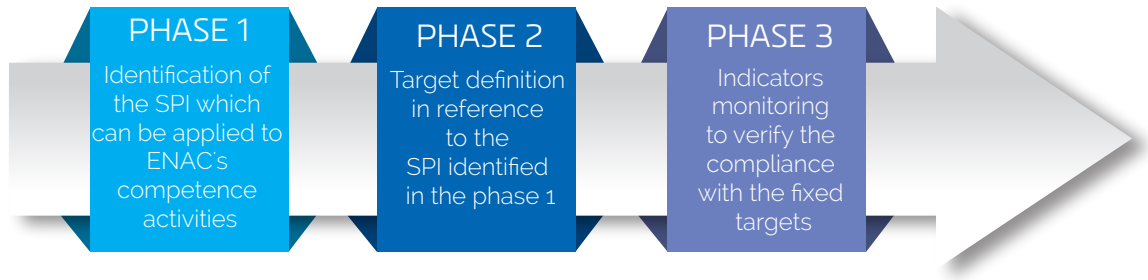
- identify safety-critical areas in the civil aviation system of the State;
- identify alert conditions that may indicate the presence

of critical areas:

- achieve continuous improvement in safety performance;
- determine whether changes or additions to indicators and/or alerts are necessary.

As this is a complex process which requires a gradual development of the various elements which make it up, ENAC has decided to start by identifying its own indicators which will form the basis of the indicators to be developed at State level under the SSP.

The process developed by ENAC is divided into three phases:



In January 2020, a first Safety Report was published, containing the analysis of safety data for the 2015-2018 four-year period, which was subsequently expanded with the 2019 data.

In July 2020, in fact, the indicators were revised on the basis of the experience gained during the first application and

phase 2 began, which will then lead to the identification of targets (SPT) to be applied to the indicators chosen.

The cycle will end with a monitoring phase that will be aimed at verifying whether the targets have been reached or whether it is necessary to implement any corrective actions that will be placed in the Safety Plan of ENAC.

SAFETY REPORT

The ENAC Safety Report is the result of statistical analysis of the safety data available in the eE-MOR (electronic ENAC Mandatory Occurrence Report) system for the period 2015-2019 with reference to the Safety Performance Indicators established with the State Safety Programme.

The objectives of the analysis are:

- verify the trends of SPI in the five-year period 2015-2019 in order to identify, if possible, the Safety Performance Target (SPT);
- verify whether the SPI chosen by ENAC are realistic and meaningful and, if necessary, obtain guidance on how to adapt or modify them;
- provide an evaluation tool to verify the effectiveness of the actions of the Safety Plan 2018-2022 and lay the foundations for the publication of the new State Plan for Aviation Safety (SPAS) 2020-2024.

State Plan for Aviation Safety

The State Plan for Aviation Safety (SPAS) is the plan of safety actions that ENAC implements, within the framework of the SSP and describes the actions of the Italian CAA on safety to guide the regulatory activities, certification, monitoring and promotion in the various areas of institutional interest towards coordinated and shared

objectives. In particular, the SPAS includes both the safety actions that the European Plan for Aviation Safety (EPAS) allocates to EASA Member States, and the safety actions identified at national level by ENAC on the basis of evidence collected during its certification, monitoring and oversight activities. In this regard, it should be noted that, at national level, the so-called emerging issues, which

affect the development of civil aviation in Italy such as, for example, those relating to remotely piloted aircraft, remote control of airport traffic or suborbital flights, are of particular importance.

With the publication of SPAS 2020-2024, ENAC set the following objectives:

- implement the strategic decisions taken in the State Safety Programme;
- implement the safety actions attributed to Member States by EASA;
- implement the safety actions identified at national level;
- implement the risk mitigation actions identified.

The SPAS is not a static document, but it evolves on the basis of the information received from EASA, the periodic update of the EPAS, and the analysis that is carried out on the data and information collected at national level. The governing body of the SPAS is the Safety Board of ENAC which meets periodically to monitor the progress of the Plan and to assess the need to make any changes or updates.

In 2020, ENAC carried out the monitoring of the progress of the actions included in the 2018-2022 edition of the previous Safety Plan and at the same time analysed what EASA requested in the 2020-2024 edition of the European Plan for Aviation Safety (EPAS) in order to issue, in July, the new State Plan for Aviation Safety 2020-2024.

Safety recommendations

ANSV is the Italian agency responsible for investigating accidents and serious incidents in the civil aviation sector. In accordance with Reg. (EU) no. 996/2010, at the conclusion of the investigations carried out, it has the faculty, based on the evidence found, to issue safety recommendations through which prevent other similar accidents or reduce the consequences of such accidents. Such recommendations may be addressed, inter alia, to the competent aviation authorities, such as ENAC, for any measures to safeguard and improve flight safety. ENAC assesses the content of the recommendations which, if adopted, lead to the definition of corrective measures. The determinations made by ENAC with regard to each recommendation are contained in the so-called Follow-up Action on Occurrence Report (FACTOR) template, published on www.enac.gov.it, which contains the identification data of the event, a brief description, any measures taken and the state of implementation.

In 2020, four FACTOR models were issued in response to as many ANSV recommendations and in addition, a process of review of ENAC activities has been carried out to allow an increasingly better and more timely response to the safety recommendations received by the Italian CAA.

Reporting and analysis of aeronautical events

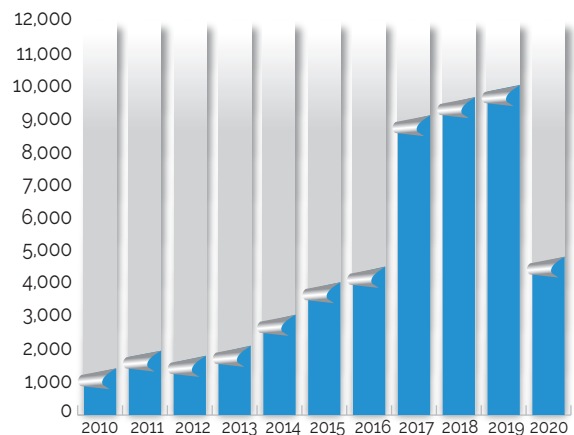
For the collection of mandatory reports related to aeronautical events (accidents and incidents) ENAC uses the system eE-MOR that complies with the requirements of Reg. (EU) no. 376/2014. The eE-MOR system, which uses the Eccairs 5 software provided by the European Commission, allows the insertion of information directly by operators through the use of a web interface (called Webdas) which automatically transfers the data to the national database managed by ENAC.

In 2020 the eE-MOR system provided the necessary data for the analysis of the Safety Performance Indicators allowing the elaboration of the Safety Reports 2015-2018 and 2015-2019.

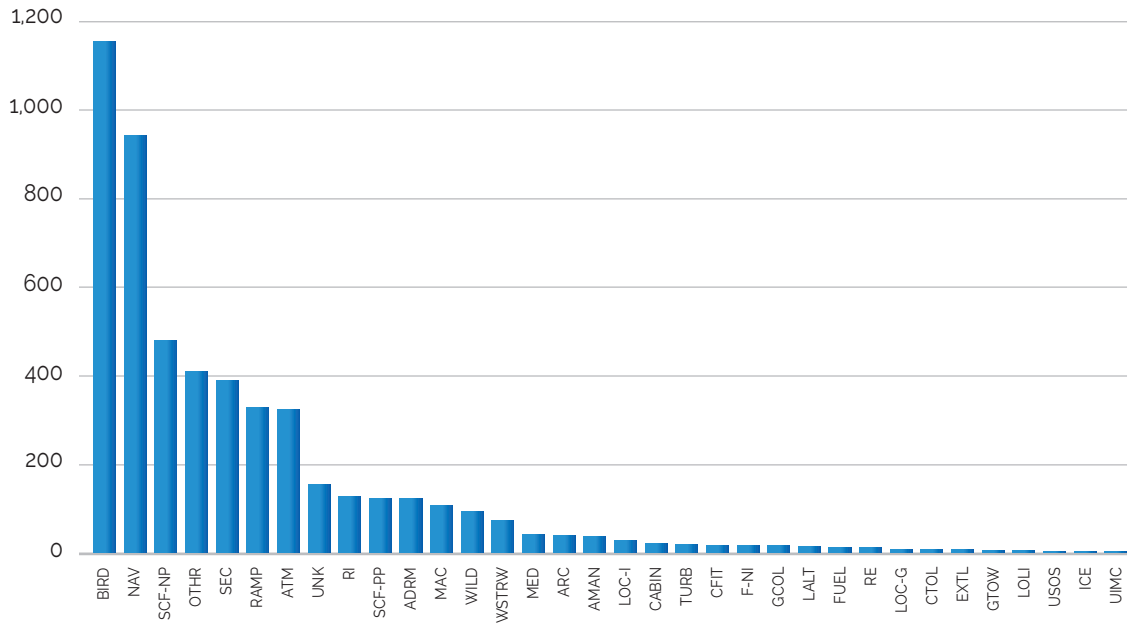
It should be noted that due to the reduction in air traffic resulting from the COVID-19 pandemic, the number of reports received in 2020 was significantly reduced to 4,852, a percentage of 48% compared to the previous year.

It should also be remembered that, during the year, ENAC continued to collaborate in the project and development activities of the EU and EASA of the new software Eccairs (which will be called Eccairs 2.0 or E2) which in 2021 will replace the one currently in use.

Trend of the reports



Number of reports 2020 – ADREP categories



BIRD: Birdstrike	1,159
NAV: Navigation errors	945
SCF-NP: System/component failure or malfunction [non-powerplant]	479
OTHR: Other	410
SEC: Security related	389
RAMP: Ground handling	327
ATM: ATM/CNS	323
UNK: Unknown or undetermined	154
RI: Runway Incursion	126
SCF-PP: Powerplant failure or malfunction	122
ADRM: Aerodrome Runway incursion - vehicle, aircraft or person	121
MAC: Mid Air Collision	106
WILD: Collision Wildlife	92
WSTRW: Windshear or thunderstorm	71
MED: Medical	39
ARC: Abnormal runway contact	38
AMAN: Abrupt manoeuvre	35
LOC-I: Loss of control - in-flight	26
CABIN: Cabin safety events	20
TURB: Turbulence encounter	17
CFIT: Controlled flight into or toward terrain	16
F-NI: Fire/smoke (non-impact)	16
GCOL: Ground Collision	14
LALT: Low altitude operations	12
FUEL: Fuel related	11
RE: Runway Excursion	11
LOC-G: Loss of control - ground	7
CTOL: Collision with obstacle(s) during take-off and landing	5
EXTL: External load related occurrences	6
GTOW: Glider towing related events	3
LOLI: Loss of lifting conditions en route	3
USOS: Undershoot/overshoot	1
ICE: Icing	1
UIMC: Unintended flight in IMC	1

Investigation of parachute accidents and safety promotion

ENAC, based on its institutional mandate, conducts investigations into serious parachute accidents and incidents to prevent the occurrence of similar events. The investigation refers to the principles established in Annex 13 ICAO, adopts the survey methodology indicated in Doc. 9962 and Doc. 9756 ICAO. The purpose of the investigation is to establish the dynamics, causes and concurrent causes that led to the accident, with the aim of providing elements of knowledge that can contribute to improving the safety of the civil aviation system, without seeking blame or attributing responsibility.

The eE-MOR SKYDIVE IT reporting system has become fully operational, designed and built by ENAC specifically for the collection of reports related to incidents and parachute accidents. Skydiving schools, information providers of the eE-MOR SKYDIVE system, in 2020 reported 14 events classified between accidents and serious incidents against the overall activity.

The information reported helps to improve the activities of Risk Analysis in the sector and testifies to the evolution of a cultural change under the banner of Just Culture also in the world of sports skydiving.

The document Safety Promotion Leaflet (SPL 9 - Safety Fly Zone for the Video-Operator) was also published on the ENAC's institutional website about shooting by parachute operators, in order to provide guidance and information for the continuous improvement of the aviation safety system in the activity of skydiving.

European Risk Classification Scheme (ERCS)

In October 2020, the new Reg. (EU) no. 2020/2034 was issued, and it will make the analysis of risk, by the aviation authorities, mandatory for all reported events in occurrence reporting systems. A new ERCS (European Risk Classification Scheme) method based on a risk matrix will be used for this analysis.

The new regulations will become operating only after the publication of the relative Implementing Rule (IR), previewed for the second part of 2021, but already in 2020 ENAC has begun the study activities and the method testing in order to be ready to apply it when it comes into force.

Wildlife strike

Wildlife strike means the impact between an aircraft and one or more birds or other species of wildlife, with consequences both in terms of air navigation safety and economic costs related to the event.

The various professions dealing with wildlife strike (airport authorities, biologists, security personnel, pilots, engineers, and lawyers) are organised in international and national bodies, such as the World Birdstrike Association or the national birdstrike/wildlife strike commissions.

The Birdstrike Committee Italy (BSCI), formally recognized in 1993 as the Technical Commission of the Ministry of Transport and then reconstituted in 2001 under ENAC, has been operating in Italy since 1987 to ensure the safety of airports and to tackle the wildlife strike problem.

The BSCI database currently collects all wildlife strike data from Italian airports since 2002. Analysis of these data showed that 82.39% of the reported impacts on civil aviation were within or near airports, especially during take-off and landing. This is partly due to the fact that airports are an ideal habitat for many bird species, including seagulls, starlings and birds of prey, all of which are particularly dangerous for the safety of air navigation.

Since 2002, in 3.9% of cases were reported damage to the aircraft, in 9.2% was multiple impact (that is, with more animals), 3.4% of the times was recorded ingestion in engines and 2.8% of the cases were recorded significant effects on flight (delays, abortions, precautionary landing and/or cancellation of flight).

The most affected species are the common swift and the swallow (32% of the cases), the kestrel (17%) and the royal gull (15%). Pigeon accounts for 6%, while impacts with hare account for 5% of the total.

As regards 2020, the data held by ENAC are still provisional and therefore susceptible to change, as they still need to be compared and integrated with the data collected by the airport managing bodies, responsible for controlling the risk of wildlife strikes at the airport and whose scope of risk management concerns the impacts occurring below 300 feet.

The effects of the COVID-19 pandemic have greatly affected the volume of air traffic. In fact, in 2020 there was a drop in the number of flights compared to 2019. As a result, wildlife strike events also decreased proportionally. However, comparing the number of events/10,000 movements between 2020 and the average of the previous three years shows a relative increase in wildlife strike events during the lockdown. In the specific the seagulls have recorded in the period March-December 2020 an increase of 105% of impacts regarding the past, the pigeons of 142%, the hares of 82%, the birds of prey (mainly the kestrel) of 76%, the small passerines of 22%, the night raptors of 8%. Only swifts and swallows did not record an increase in wildlife strikes during the lockdown (-56% compared to the past). From a monthly analysis of the situation, the data show that some species, the seagulls and the pigeons, highly synanthropic animals that exert a strong pressure on the airport seats, have in fact taken advantage of the reduced environmental disturbance due

to the lockdown. The same behaviour was found in birds of prey, but from April to May. Hares, on the other hand, have enjoyed the least environmental disturbance inside the airport areas during the reproductive season obtaining more numerous litters, which have translated into a greater number of events starting from the summer 2020. In any case, in the last months of the year, with the progressive increase in traffic and the resumption of all airport activities on a national scale, the number of wildlife strikes seems to have realigned with the data of previous years.

With the ENAC NI/2017/011 Information Note, 12 objective performance indicators have been established (regulatory application, risk assessment, etc.) on the basis of which it will be possible to assess the appropriateness of a monitoring visit to a given airport in order to optimise and rationalise the ENAC's resources. The planned visits during 2020 were not carried out due to the limitations imposed by COVID-19 and will be rescheduled in 2021.

YEAR	Total Impacts	Impacts < 300 ft	Impacts > 300 ft	Impacts with damages	Multiple impacts	Impacts with ingestion	Impacts that affected the flight
2010	942	733	209	25	124	23	24
2011	882	803	79	37	143	17	26
2012	1,048	960	88	46	121	37	30
2013	1,096	982	114	25	179	13	22
2014	1,084	961	123	26	121	8	12
2015	1,299	940	359	51	98	24	39
2016	1,313	998	315	52	91	36	37
2017	2,034	1,730	304	37	132	95	33
2018	1,770	1,484	286	53	102	121	46
2019	2,095	1,761	334	209	117	116	80
2020*	807	644	163	23	30	44	34

* Partial data to be verified with the one from the airport managing body.

ENAC REGULATIONS ISSUED IN 2020 ON SAFETY

- Regulation "Amateur Construction of Historical Amateur aircraft and qualified subjects" - Edition 1 of 14 July 2020.
- Regulation "Remotely Piloted Aircraft systems" - Edition 3, Amendment 1 of 14 July 2020.
- Regulation "Navigation of aircraft whose airworthiness certificate does not comply with the ICAO standard model" - Edition 4 of 27 February 2020.
- Regulation "Technical regulation regarding the issue of the certificate of technician responsible for flight testing and production" - Edition 1 of 27 February 2020.
- Advisory Circular LIC-15A of 14 April 2020 - Remotely Piloted Aircraft - Training Centres and Pilot Certificates.
- Advisory Circular GEN-04C of 15 April 2020 - Operation of the airports of Catania Fontanarossa, Comiso and Reggio Calabria and the associated airspace in the presence of eruptive activity of the volcano Etna.
- Advisory Circular MED-01B of 10 January 2020 - Implementation of the Regulation "Health organization and medical certificates of suitability for obtaining aeronautical licences and certificates".

CERTIFICATION ACTIVITIES

Products certification

The certification activities of ENAC are intended to establish the compliance of aircraft, components, infrastructure, and systems with the safety requirements established by the EU and EASA. To date, certification activities concerning aircraft, engines, propellers, and components have been devolved to EASA, while certain categories of aircraft listed in Annex I of Reg. (EC) no. 2018/1139 (Basic Regulation) are a national prerogative and subsequent audits and airport infrastructure.

ENAC, in 2020, carried out its own activities and activities under the delegation of EASA falling within the scope of a partnership contract, between the Italian CAA and the Agency in order to strengthen the support of the National Authorities with recognised professional and technical skills to the European body in carrying out the assigned safety tasks.

Activities under the remit of EASA

During 2020, ENAC carried out certification and oversight activities on behalf of EASA on a total of 184 projects of various types and, in particular, issued the following technical opinions and approvals to the Agency:

- 41 Technical Visa for the issuance of Modifications Approval Certificates;
- 1 Flight Conditions approval proposals for flight operations;
- 7 Flight Permits for EASA aircraft.

ENAC has ensured the oversight of the continuing airworthiness management of products made in Italy for the following manufacturers:

- Leonardo SpA Elicotteri;
- General Avia;
- Leonardo SpA Velivoli;
- Piaggio Aero Industries;
- Tecnam, Vulcanair;
- Magnaghi;
- GT Propellers, DieselJet;

ENAC, on EASA behalf, has ensured the oversight of the continuing airworthiness management for the following aircraft:

- Piper PA-60/PA-31;
- PA-42, PA-30, PA-39 & PA-40;
- Commander 100, 112, 114 series, 200D, 500, 680, 690 & 700 series;
- Bellanca Champion 7, 8, 17-31 ATC, 14-13-3;
- Bell 204/205/210/214;
- seaplane Lake 250 & LA-42 series;
- glider Calif A-21.

Within the partnership with EASA, ENAC has ensured the oversight of the design organisation of products made in Italy such as:

- Leonardo Divisione Velivoli;
- Alitalia;
- Avionica;
- DieselJet;
- Jet Avionics;
- Mecaer Aviation Group;
- Northern Avionics;
- Piaggio Aero Industries;
- Piaggio Aviation;
- TECNAM;
- Vulcanair.

Additionally, ENAC assigned professional resources for specific projects to EASA for the issuance of Design Organisation Approval (DOA) to some new Italian design companies: Giannuzzi, Superjet e Interiors CS.

The activity carried out by the ENAC technical departments, deriving from the contractual provisions with the Agency, are of primary importance in the ENAC's policy of supporting the safe growth and development of the national industry.

In fact, the maintenance of the technical capacity of ENAC is a fundamental element to continue to make its contribution to the certification and supervision of national companies.

The activity carried out by ENAC within the agreement signed with EASA on the certification and oversight of companies from non-European Countries was significantly increased during 2020, bringing the number of companies supervised by ENAC to more than twice the year 2018.

The types of organisations concerned are:

- Maintenance companies (Part 145);
- Production companies (Part 21 Subpart G);
- Technical training for staff - Certifying Staff (Part 147).

In particular, the oversight activity for the maintenance of the approvals was carried out on the following foreign maintenance organisations:

- Asia Technical Aviation Services Ltd.
- ST Aerospace Technologies Co. Ltd.
- Tulpar Interiors Group LLC.
- Tulpar Technologies LLC.
- Beijing Cronda Aviation Technology Co. Ltd.
- China Airlines.
- Challenge Airport Ltd.
- PJSC UEC-Saturn.
- WUHU SHUANGYI AERO-TECH Co. Ltd.

Among the activities carried out in 2020 there are:

- sending a proposal to EASA for the issue of the initial

- approval and carrying out continuous monitoring in the start-up phase for the company Celestica Malaysia SDN. BHD;
- initiating verification activities of the following new approvals of Part 145 Maintenance Organisations and Part 147 Technical Certifying Staff Training Organisations: RUAG Aviation Malaysia SDN, Esterline Service China Ltd, GKN Engine Systems Component Repair SDN. BHD, Southern Airports Aircraft Maintenance Service Co. Ltd. (SAAM), TATA SIA Airlines Limited – TSAL, College Of Aviation Technology;
 - certification and oversight of the following manufacturing companies;
 - Havelsan Hava Elektronik Sanayi;
 - Aspilsan Askeri Pil Sanayi A.S.;
 - Tusas Aerospace Industries;
 - Leonardo Communication.
- ENAC, in the certification programmes managed directly by EASA during 2020, has:
- provided professionals to the Agency in particular for the helicopters Leonardo AW189, for the aircraft Sukhoi Civil Aircraft Superjet 100, for the helicopter Bell 429 and the aircraft Piaggio P180 Avanti II;
 - ensuring oversight of the continuing airworthiness management of aircraft Sukhoi Civil Aircraft Superjet 100, P180 Avanti II;
 - provided assistance for the validation by Third Countries of domestic products;
 - validated 8 EASA qualifications of Flight Simulation Training Devices (FSTD).

MOST SIGNIFICANT CERTIFICATION ACTIVITIES IN 2020

Aircraft

For domestic aircraft, ENAC was involved in the processes of approval of significant changes and management of continuing airworthiness on Leonardo A109 and AW139 helicopters, Leonardo C27J, Tecnam P2006T aircraft models, P2002 and P92 aircraft Vulcanair P68 and V1 and Piaggio P180.

In particular, among the most important activities related to the AW139 helicopter should be mentioned the extension of the HD altitude to the weight of 6,800 Kg from 8,000 ft to 11,000 ft, but above all the approval of the new Phase 8 suite of the Primus Epic Software of the automatic flight control system.

The new software release presents innovative features such as the Synthetic Vision System (SVS) that allows you to view on the screens of pilots the surrounding external environment regardless of the visibility conditions, integrating it with important flight safety information, such as the path of the aeroplane or the obstacle position along the route. The integration of the new Enhanced Ground Proximity Warning System allows to colour in red on the SVS screen the obstacles and the reliefs present along the route that the system considers to high risk of impact on the base of the data of position and speed of the helicopter.

In addition to the changes mentioned above, mention should be made of the introduction of the new main rotor damper with mechanical characteristics significantly improved compared to the model currently installed.

ENAC has also carried out certification activities with its experts in the EASA Team on AW609, AW139, AW189, AW169, EH 101 helicopters.

For foreign-built aircraft, ENAC has been involved in the approval processes of major changes to type certification and major repairs on Sukhoi Superjet 100, Boeing 737, Airbus A330 and ATR Avions De Transport Regional ATR 42/72 aircraft. As regards Continuing Airworthiness, the Italian CAA has prepared on behalf of EASA several Airworthiness Directives (AD) for AW139 and A109 helicopters to request the necessary corrective actions.

Assistance activity on the validation of the certification by foreign aviation Authorities

ENAC provided assistance for the validation of national products in Third Countries, in particular:

- validation in China of Tecnam P92JS and P2006T aircraft;
- validation in Peru of the Tecnam P2006T aircraft;
- validation in USA, Canada, China and other foreign Countries, of major modifications regarding the Leonardo Spa helicopters model AW139, A109/119;
- validation in Canada of major modifications to the regional turbo-propelled aircraft ATR 42/72.
- convalida per il Canada di modifiche maggiori al tipo per il velivolo regionale turboelica ATR 42/72.

Engines

In 2020, the surveillance activities of the Continuing Airworthiness Management of the following products continued: TDA CR 1.9 8V; TDA CR 2.0 16V by Dieseljet S.r.l.

Propellers

In the 2020 the surveillance activity of the Continuous Airworthiness Management of the products GT Propellers by Tonini has continued.

Activities to support the COVID-19 emergency

In close coordination with EASA, ENAC has put in place actions to:

1. ensure reprogramming, subject to the appropriate safety requirements, of the institutional certification and oversight activities on the national sector and on foreign companies entrusted to the oversight of ENAC by EASA;
2. extend the validity of airworthiness certificates in compliance with essential requirements and Community guidelines;
3. renew the Aircraft Maintenance Licence, issued in accordance with Part 66, of the certifying staff (Certifying Staff - CS) required for the release of aircraft after maintenance;
4. enable technical maintenance staff to continue and complete the training programme using alternative means (including distance learning);
5. adopt flexibility measures to ensure operations to support pandemic containment and to address the health crisis;
6. allow the postponement of the adoption of the relevant Community regulatory reviews on continuing airworthiness.

Flexibility measures in support of civil aviation

To support the sector, in line with the EASA and ICAO recommendations, flexibility measures (derogations/exemptions) have been issued in respect of European regulations for all airworthiness sectors and for the deadlines for operators' certificates of competency. The strong and effective response of ENAC and the awareness of the European regulator have made it possible to maintain the certification of national companies and their personnel concerned in compliance with safety requirements.

Regulatory derogations pursuant to art. 71 (1) of the Reg. (EU) no. 2018/1139

In the emergency context related to the pandemic ENAC has been actively engaged in a constant coordination with the Crisis Unit to facilitate the task of the Emergency Health Service for the transfer of patients COVID-19 to the health facilities of the national territory. The following are, for example, approvals to helicopter operators in derogation from the installation of special bio-containment systems for the transport of patients COVID-19 in the cabins of helicopters of HEMS operators and approvals for the reconfiguration of cabins of certain public passenger transport aircraft to adapt them to the transport of medical equipment. ENAC's contribution to the definition of EASA Guidelines for the installation on board helicopters of bio-containment devices for the emergency transport of COVID-19 patients and of goods to support the emergency is particularly decisive.

- Helicopter operators

The national helicopter operators, thanks to the coordination with the Civil Protection, have played a very important role during the first emergency phase in which arose the need to transfer patients COVID-19 from hospitals in Lombardy, which reached the saturation level, in other areas of Italy and in this sense the Civil Protection has identified helicopters as the most suitable means to carry out such operations.

The need to take on board HEMS helicopters special bio-containment systems, to be fixed to the structure of the helicopter, led to the need to make changes to the cabins to make them suitable for the transport of patients COVID-19. In this context, ENAC has issued, in the very short time dictated by the emergency, on the basis of the provisions of article 71(1) of Reg. (EU) no. 2018/1139, derogations for the flight of the helicopters thus modified, only after having verified the adequacy of the proposed technical solutions and always bearing in mind the need to ensure the safety of flight operations.

With the aim of supporting the operation of operators and facilitate the approval procedures, ENAC has constantly collaborated with the national manufacturer Leonardo Helicopter Section, preparing, first Authority in Europe, guidelines on the criteria necessary for the safe installation of bio-containment systems.

- Air commercial transport operators

The pandemic crisis has severely affected the passenger air transport sector and the main national airlines which, in order to ensure their economic sustainability, have had to implement a series of drastic measures which have seen, inter alia, the decommissioning and/or suspension from service of a substantial number of aircraft.

In addition to these containment measures, additional initiatives of a more assertive nature and of business reorganisation have been taken, among which the most important was to convert part of the aircraft dedicated to the transport of passengers to the exclusive transport of goods. For this purpose, it was necessary to adapt the passenger configurations to make them suitable for the new carriage of goods in the cabin.

The institutional activities of ENAC have constituted, on the one hand, support for the economic survival of national operators and on the other, have helped to meet the immediate needs of public health protection for the transport of protective and sanitary equipment (masks, gowns, gloves and ventilators) that in the first phase of the pandemic could only be found on the markets of the Far East.

ENAC, in coordination with EASA, quickly allowed modified aircraft to be put into service for this new type of configuration. In accordance with the provisions of article 71(1) of Reg. (EU) no. 2018/1139, operators who have applied for temporary authorisations to allow the transport of goods were issued, following the successful outcome of technical checks, in the passenger cabin.

Unmanned Aerial Vehicles

As a result of the publication of Regulations (EU) 945/2019, 947/2019 and 746/2020, as of December 31, 2020, the European legislation on unmanned aircraft systems is applicable, remaining the responsibility of the Member States as provided in art. 18 of Reg. (EU) no. 947/2019.

The most important novelty introduced by the new regulation is the transition from a concept of risk based mainly on the operating mass of Remotely Piloted Aircraft (UAV) to an approach based on the concept of "risk of operations" which is independent of the operating mass of the vehicle.

Given the new regulatory framework created by the applicability of the Community regulations, ENAC in 2020 has drawn up the UAS - IT Regulation, to regulate what is still within the competence of the Member States, that is to say, operations conducted with private or state UAS falling under article 2 paragraph 3(a) of Reg. (EU) no. 1139/2018, and what does not fall under the aforementioned Regulations (EU).

Drone presence monitoring systems near airports

As part of the EASA initiatives aimed at reducing the risks arising from the possible impact of drones on aircraft and on the management of their sightings near airports, ENAC

participated with its own representatives in the two working groups which had as their objectives:

- prepare aerodromes to mitigate the risks that may arise from the presence of unauthorised drones in the vicinity of landing and take-off trajectories;
- assess the extent of the risks resulting from the impact of a drone with an aircraft.

In the course of 2021, EASA will publish a guideline providing guidance to all interested stakeholders on the management of events related to the intrusion of drones into airspace surrounding airport areas, and on installations which may be used for their detection and neutralisation in order to reduce the dangers to air navigation and flight safety.

In this regard, ENAC has for years promoted the safe development of the UAV sector both by monitoring and ensuring the implementation of research programmes of national stakeholders, is actively participating in the international regulatory boards on the development of safety standards and technical requirements at ICAO, EU, EASA and JARUS.

In the field of remote piloting aircraft, in 2020 Italy also actively participated in the development and implementation of European Regulations 945/2019 and 947/2019.

In 2020 the UAS sector was booming and involved:

- 906 assessments of UAS Operators declarations for non-critical specialised operations (from 01.01.2020 to 29.02.2020);
- 530 publications of UAS Operators declarations for specialised operations in Standard Scenarios (from 01.01.2020 to 29.02.2020);
- 11 Flight Permit emissions for UAS operating mass greater than 25 kg;
- 9 letters of Authorization for Research and Development;
- 7 authorisation letters for non-standard scenarios;
- various consultancies in the field of drones;
- participation in the work of the ICAO, EASA and JARUS groups.

Consultancy, research and promotion of the aviation sector

- Participation in research programmes in various fields, such as new composite materials, structured nano, volcanic emissions, alternative fuels.
- Experimentation of new operational concepts of medical and cargo delivery with UAS in the urban environment.
- Support to FOCA (Federal Office of Civil Aviation-CH) for helicopter certification.

Activities under ENAC responsibility

Main activities of certification and authorisation	2020
Approval of projects and variations regarding infrastructures, visual aids systems and airport radio aids (new and existing projects)	179
Supervisory visits on the airport construction of works, machineries, visual aids systems and airport radio aids	75
Issuance of aircraft dry-lease authorisations	37
Issuance of aircraft wet-lease authorisations	21
Issuance of aircraft export certificates	95
Issuance of certificates of airworthiness (EASA and Annex II)	53
Issuance of radio station testing attestations	225
Issuance of Permit to fly for Remotely Piloted Aircraft Systems (RPAS) >25 kg	11
Issuance of aircraft Permit to fly	122
Authorisation/exemption/approval dangerous goods (Doc. ICAO 9284)	29
Flyover and stopover authorisation to aircraft in possession of airworthiness certification not issued by ICAO	59
Authorisation to install permanent obstacles for air navigation	152
Authorisation to install temporary obstacles for air navigation	1,353
Measures to approve and monitor the implementation of airports plan of use	23
Issuance of the qualification certificates of FSTD Flight Simulator Training Devices – Flight crew training devices	14
Validation of the qualification certificates of FSTD Flight Simulator Training Devices – Flight crew training devices	24

National Aeronautical Registry and Construction Registry

ENAC keeps track of all civil aircraft registered in Italy to

which the Civil Code attributes the status of registered mobile property. This is done through the National Aeronautical Registry/Construction Registry

National Aeronautical Registry and Construction Registry Activities	2019	2020
Registration in the Registry of Construction	329	120
Reserves of Registration Marks	104	81
Registrations	72	62
Transcriptions of Ownership Certificates	286	132
Transcriptions of Finance/Operating Leases	176	147
Deregistration	84	45
Registration reports/certifications	1,378	1,400

Emerging technologies

Advanced Air Mobility (AAM)

Evolving technologies, in particular robotics and Artificial Intelligence (AI), are driving the more traditional jobs towards automation. The industrial world of air transport and the more complex aviation system are opening to these scenarios, in this perspective it is essential to become aware of them and to strengthen the formation of institutions, of the Authority and of the interested parties in order to be able to fly in this epoch of change.

If the transport industry and, as a result, its infrastructure and technological innovation projects change within a decade, Countries and companies that will remain focused on more traditional technology models will be unprepared to cope with new types of demand.

The diffusion of smart city, smart economy, and even smart governance models, where the term "smart" includes the concepts of better quality of life and lower environmental impact, thanks to the intelligent use of emerging technological innovations, are already ready to revolutionize the transport sector with the introduction, for example, of autonomous driving vehicles, artificial intelligence, the Internet of Things and unmanned aircraft systems, commonly called drones.

The exploitation of the third dimension will bring considerable benefits to decongest urban areas and, as a result, infrastructure will have to be modified to adapt to change. What now appears only in our imagination will take on real dimensions through new technologies such as: roads organized with lanes dedicated to specific types of traffic, cars for commuters, commercial vehicles, autonomous aircraft and vehicles.

In its Communication of 9 December 2020, the European Commission points out that changes in the area of Advance Air Mobility (AAM) and in particular those related to digitisation, artificial intelligence and autonomy in general are creating new challenges.

As known, urban mobility is an exponentially growing phenomenon. The rapid increase in the world population, the increase in urban centres and the acceleration of the population mobility rate, require a major structural change in the supply of mobility services.

EASA has recently launched a study with McKinsey to measure the social acceptance by EU citizens of future air mobility operations in urban environments in order to address their possible concerns and expectations, such as safety, protection, privacy and environmental impact.

Almost half of the world's industrial developments in urban air mobility are driven by European companies which aim

to turn this promising and emerging transport segment into a European Union policy priority for the environment and digitisation. In the current context of a serious crisis affecting air transport, it is also an opportunity to prepare for recovery and to enable mobility and connectivity in the future. With the new technology and industrial developments maturing as well as with an estimated time-to-market of 3 to 5 years, the adoption of an enabling regulatory framework is crucial.

This turning point in urban mobility must be accompanied and supported by the relevant regulatory framework which would reflect the needs and aspirations of European society.

In December 2019, recognised the social need to develop a more intelligent mobility to improve the quality of life in cities, ENAC has signed, with the Minister for Technological Innovation and Digitization, a Memorandum of Understanding for the launch of the national project Urban Air Mobility (UAM) "Innovation and Mobility". This project is part of the European Union strategy enshrined in the "Amsterdam Declaration" in 2018 and in continuity, at national level, with the one from the Government in the field of technological development, digital and environmental sustainability.

Subsequent acts have led, in implementation of the 2025 strategy for technological innovation and digitization of the Country promoted by the Ministry for Technological Innovation and Digitization, to the sharing with the Ministry of Infrastructures and the Transport of the strategic vision on the topic of the Urban/Advanced Air Mobility.

The arisen emergency crisis did not prevent ENAC to launch as planned a project for the development of CONOPS (Operational Concepts) on Advanced Air Mobility. The CONOPS project has taken to the creation, at ENAC, of a working group coordinated by the Authority itself and composed of public and private bodies including: Ministry of Technological Innovation and Digitization, ENAV, Eurocontrol, Leonardo, Telespazio, D-Flight, ADR - Rome Airports, SAVE Group - Venice Airports, SEA Airports Milan, CIRA, ASI, CTNA, Polimi Observatory, City of Milan, City of Turin, City of Venice, City of Bari. In fact, on the basis of the international experience it is possible to affirm that to foster the development of this new form of mobility it is necessary to conceive the system in its entirety by addressing in a unified way all the aspects involved (i.e. vehicles, infrastructure, airspace and communities) and involve public and private actors in the definition of a national ecosystem that can attract and encourage the establishment of innovative companies and start-ups that

could locate in Italy to develop services with a high rate of innovation.

The creation of an ecosystem dedicated to AAM is in fact aimed at allowing Italy to play a leading role in the adoption and supply of air mobility products, that will help to position the Country on an international level and to give occasion to the supply chain to develop new and innovative skills.

The working group's ultimate aim is to develop the national roadmap with clear objectives and tangible actions for the large-scale deployment and marketing of AAM services.

Since 2020, the working group has been active in:

- identify within the AAM the applications considered most strategic for the Italian system;
- describe, in relation to the identified applications, the expected operating environment to support the growth of flight operations within and around urban areas;
- identify, with respect to the initial Italian situation, the gaps for the achievement of the expected operating environment;
- develop a clear roadmap to bridge identified gaps and reach expected operational scenarios.

The UAM/AAM working group completed its first phase of activity, and it developed the roadmap for a national plan on Advanced Air Mobility in Italy identifying four of the priority Conuses (Concepts of use). In the next phase of the project, given the experience gained in leading the current initiative, ENAC has the role of facilitating the interaction of the parties involved in the ecosystem for the implementation of the actions necessary to achieve the objectives that should lead to the issuance of a National Strategic Plan for Advanced Air Mobility.

ORGANISATIONS OVERSIGHT

ENAC carries out oversight activities through audits and inspections, in accordance with national and international regulatory standards, on the basis of a National Oversight Programme.

Audits shall consist of scheduled and unplanned audits of the organisation, infrastructure, staff, equipment, documentation, procedures, processes and products, to

verify compliance with certification requirements and the actual conditions under which technical and/or operational processes are carried out.

The inspections consist of checks so-called "deep cut" on a given topic or activity, both on the ground and in flight, scheduled and unscheduled, possibly even without notice.

Approved organisations as of 31/12	2018	2019	2020	With PBO applied in 2020
ADR Airports open to commercial traffic	43	41	40	Yes
ANSP Air Navigation Service Provider *	7	8	8	Yes
POA Production Organisation Approval (Part 21 Subpart F) – Production Organisations without certification privilege	4	5	4	No
POA Production Organisation Approval (Part 21 Subpart G) – Production Organisations with certification privilege	54	55	56	Yes
AMO Approved Maintenance Organisation (Part 145) – Maintenance Organisations of aircraft classified as "Large aircraft" or used for Commercial Air Transport and/or their components	133	129	128	Yes
AMTO Approved Maintenance Training Organisation (Part 147) – Training Organisations for technical personnel operating in maintenance organisations	15	15	16	Yes
AMO Approved Maintenance Organisation (PART M Subpart F) – Maintenance Organisations of aircraft except those classified as "Large aircraft" or used for Commercial Air Transport and/or components	37	34	33	Yes
CAMO Continuing Airworthiness Management Organisation (Part M Subpart G) - Organisations for the management of aircraft airworthiness	116	113	113	Yes
COA Wing-Fixed/ Helicopter Air Operator Certificate - Air operators performing public transport for passengers/cargo	59	59	51	Yes
COA Air Operator Balloon	-	-	13	No
COLA Non-EASA Aerial Work Operator Certificate	6	3	2	No
COAN Aerial Fire Operator Certificate	30	26	22	Yes
NCC Non-Commercial Complex Declaration - Private Operators flying complex aircraft which conduct non-commercial activities	18	19	22	Yes
SPO Non-critical operations Aerial Work Operator Certificate – operators performing aerial work, such as crop spraying, aerial displays, aerial surveys, radio measurements, etc.	52	49	46	Yes
SPO Critical operations Aerial Work Operator Certificate - operators performing aerial work critical operations	34	26	25	Yes
AeMC Aero Medical Centers - Aero Medical Centres for the issuance of psychophysical medical certificate for flight crew and air traffic controllers	3	3	3	No

* ATM/ANS Air Traffic Management/Air Navigation Services from 2 January 2020.

Approved organisations as of 31/12	2018	2019	2020	With PBO applied in 2020
OR Registered Organisations - Organisations that provide training for private pilots **	54	9	1	Yes
ATO Approved Training Organisation – Organisations that provide the training of air crews	81	77	78	Yes
Laboratories - Organisations conducting tests/ examinations on aircraft, engines, propellers, parts, systems or aerospace materials	6	4	3	No
DTO Declared Training Organisation - Organisations that provide the training to achieve the pilot licence for light aircraft, after a declaration to ENAC	5	43	49	Yes
CA APR – Training centres for RPA pilots	65	34	81	No

** The OR - Registered Organisations has become DTO - Declared Training Organisation. The conversion process from OR to DTO ended on 8 April 2019 for aeroplanes and helicopters and on 8 April 2020 for sailplanes and balloons.

National Oversight Programme of Certified Organisations

The activity of oversight, which the international legislation assigns to ENAC is one of the tools through which the monitoring of safety in the field of civil aviation is carried out. The underlying logic is to characterise companies by

classifying them according to their complexity and performance. The aim is to focus the oversight activity on the areas where certification requires more attention (for complexity or performance of the certification itself), thus optimising the use of the resources of the surveillance teams.

Main oversight activities carried out in terms of number of Audits performed (On site/desktop - remote)	2020
Airports (Reg. EU no. 139/2014 and Reg. ENAC)	213
AMO F – Approved Maintenance Organisation as Part M Chapter F	36
CAMO – Continuing airworthiness management Organisation as Part M Chapter G (Commercial Transportation Sector)	106
CAMO – Continuing airworthiness management Organisation (Non-Commercial Transportation Sector)	97
AOC – Air Operator Certificate	222
CVRP – Parachute Folding Verification Centre	11
ATO – Aircraft Training Organisations	251
SPO HR – High Risk Specialised Operations Organisations	42
SPO DeC – Specialised Operations Organisations	9
COAN – Organisations for non-commercial specialised operations not included in the Regulation (EU) no. 965/2012 (e.g. Fire prevention)	29
ATM/ANS (ANSP) – Air Navigation Services Providers	22
Laboratories for Technological Tests	4
DTO – Declared Training Organizations (Pilots training)	27
AMO Part 145 – Approved Maintenance Organisation as Part 145	184
AMTO Part 147 – Approved Maintenance Training Organisations Organisation as Part 147	31
POA F – Production Organisation Approval as Part 21 Chapter F	3
POA G – Production Organisation Approval as Part 21 Chapter G	103
APR - Training centres for drone pilots	7
FSTD - Flight Simulation Training Devices Qualified by ENAC	36

Main oversight activities carried out in terms of number of Audits performed (On site/desktop - remote)	2020
FAA - Maintenance Organisation as FAR Part 145 on the Italian territory	20
TCCA - Maintenance Organisation as CAR 573 on the Italian territory	9
ATCO	6
Ramp Inspections	289
SANA Inspections	18
ACAM Inspections	93

Airport inspections in 2020	
Safety	906
Handling	899
Security	967
Security (National Aviation Security Quality Control Team)	13
Handling (National Aviation Handling Quality Control Team) - Audit	26
Charter of Rights and Quality of Services	586
Quality of services (monitoring)	1,969
Started sanctions for violations of the (EC) Reg. no. 261/2004 (reports)	275

QUALITY ASSURANCE AUDIT

The Quality Audit is a tool in support of policies, controls and monitoring carried out by ENAC and provides information based on the identification of risks and opportunities, on which ENAC can act in order to improve its performance and implement the Monitoring and Continuous Improvement System.

This type of audit provides for the evaluation of the flow of activities and the related documentation through interviews conducted by the auditors to the responsible staff to determine, with the help of ad-hoc check lists, the compliance with regulatory and legislative requirements and the compliance of the execution procedures set out in the rules, application standards, manuals and operational and organisational procedures.

It is also a tool to:

- assess the effectiveness and adequacy of the operation of the Management System;
- provide ENAC with the opportunity to improve its Management System;
- evaluate overall the qualitative performance and support the improvement of the processes and activities of ENAC and the services provided to users;
- assess the organisation's ability to determine risks and opportunities and to identify and implement effective actions to address them;
- determine the continuing suitability, adequacy and effectiveness of the organisation's management system;
- assess the compatibility and alignment of the objectives of the management system with the strategic guidelines of the organisation.

The choice of audits shall be made on the basis of objective elements relating to:

- findings from the ICAO/European Commission/EASA standardisation visits;
- Standardisation Visit Programme by ICAO /European Commission/EASA;
- comments received by ENAC by Institutional Bodies;
- new processes or working methods;
- needs represented by users;
- priorities expressed by the Directorate-General;
- processes requiring improvement;
- improvement of the quality management system;
- specific or contingent needs (organisational, procedural changes);
- opportunity to verify the adequacy of standardisation;
- follow-up to previous quality audits;
- critical processes as identified by the Risk Management System;
- results of performance review.

The work of quality audits in 2020 continued in remote mode due to the health emergency.

Air Navigation Services Providers (ANSP) oversight

ENAC carries out oversight activities, in accordance with EU regulations and implementing rules (IR - Implementation Rules), including on companies providing air traffic management and air navigation services (ATM/ANS).

As is the case for organizations certified in other areas of aeronautical domains, these activities are carried out on the basis of a National Surveillance Programme with audits and inspections that ENAC implements on:

- ATM/ANS service providers, which include services: Air Traffic Control (ATS), Flight Information (FIS), Air Traffic Flow Management (AFTN), Airspace Management (ASM), Aeronautical Meteorology (MET), Aeronautical Information (AIS), Communication, Navigation, Surveillance (CNS);
- training organisations for personnel employed in air navigation services, in particular Flight Controllers, Meteorologists (Observers and Forecasters), Flight Information Service Operators, CNS technical staff;
- organisations for the design of instrument flight procedures.

The oversight programme for ATM/ANS providers for 2020

has been developed in accordance with Performance Based Oversight (PBO) principles, planning the oversight activity based on the safety complexity and performance of certified organizations that are equipped with a management system (MS - Management System) that, following European regulations in continuous evolution, put in place operational and control processes particularly attentive to safety and security, structured and formalized in a special safety management document: the Safety Management System (SMS).

The correct development of these processes, as well as their compliance with regulatory requirements, is verified through on-site and documentary inspections, conducted by ENAC.

2020 was the year of the actual transition to the new regulatory framework consisting mainly of Implementing Regulation (EU) no. 2017/373 and the new Basic Regulation (Reg. EU no. 2018/1139), which have effectively placed Airspace management under the regulatory structure of EASA, in the same way as other aviation domains, such as airports, licences and airworthiness.

At the end of 2020, 17 Air Traffic Management (ATM - Air Traffic Management) certificates were issued, as shown in the following table.

Type of Certification	Number of organisations
Air Traffic Management/Air Navigation Service ATM/ANS - Provider	8 (included in the PBO)
Flight Procedure Design Organization (FPDO)	3
ATS Training Organization	2
FISO Training Organization	4

ENAV has been awarded four different certificates, two for the provision of services, one for the design of flight procedures and Airspace designer and one as a training body.

The persistence of the state of emergency has affected the smooth conduct of audits, reducing the number of audits and prioritising remote mode via video conferencing, thus limiting direct inspection.

For the same reason, EASA postponed the planned audit to September 2020 until 2021.

The most important ANSP is definitely ENAV that manages about the totality of general commercial air traffic in air and about 80% of traffic in terminal areas. The remaining 20% is managed by the Italian Air Force (AM) which has entered

into a technical agreement with ENAC to regulate the activity of oversight.

The agreement, renewed in October of 2020, previews an indirect supervision for the supply of the navigation services, through an annual relationship on the evidence of the activity carried out and the quality of the services, in compliance with European regulations and the Navigation Code.

For this reason, the Italian Air Force operates under a certificate derogation in the supply of air navigation services, as required by art. 7 of Reg. (EC) no. 550/2004. The Italian Air Force, on the other hand, is certified by ENAC as a training organisation and it is subject to direct oversight of the training organisation and the training territorial bodies.

In addition to the two main service providers, 6 other AFIS are certified, operating at minor airports and formally designated as well as certified by ENAC, 4 training schools for 'flight information operators' (FISO), 3 companies for the design of flight procedures and an enterprise for the service Communication, branch of the domain CNS: Communication, Navigation and Surveillance. The other classic domains of Air Navigation Services are: Air Traffic, Meteorology, Aeronautical Information.

In 2020, after the completion of the conversion of aeronautical VHF frequencies from 25kHz to 8.33 kHz channel spacing, ENAC continued to maintain monitoring of all ground operators and handled requests for exemptions for State aircraft and fixed stations not involved in transit, acting as the national coordinator for the European Commission. ENAC's activity in the field of air navigation services, as well as ensuring a high and uniform level of safety through audits and inspections, is also aimed

at ensuring the integration and interoperability of national air traffic management systems within the European Air Traffic Management Network (EATMN). In this perspective, ENAC carries out a supervisory activity to ensure a coherent and coordinated introduction of new technologies in air traffic management, in accordance with the European SESAR programme, technological pillar of the regulatory project of the Single European Sky (SES), the full implementation of which is planned after 2040. This activity is implemented through three main processes:

- monitoring the implementation of regulations on the development of the EATMN network;
- the examination of Technical Files and Declaration of Verification (DoV) relating to the commissioning of EATMN network systems;
- monitoring of Safety Assessments (Risk Assessment) related to any changes introduced in the air traffic management system.

Oversight activities carried out by ENAC on ATM organisations in 2020

Audit on the air navigation services providers	19
Audit on the staff training organisations (ATCO - FISO)	8
Audit on the organisations of flight procedure design	4

Oversight activities other than audits carried out in 2020

Notifications of simple changes – direct process to the ENAV functional system	718
Simple changes – mixed iter with ENAV functional system	561
Risk assessment documents for changes to ATM functional systems	22
Activities to "review" complex changes to ATM functional systems	11
Audited Declaration of Verification (DoV) related to the commissioning (introduced or changed) of air navigation systems and/or procedures	57

Oversight activity findings – 2020

Type of Organisation	Number of Audit	Level 1 findings Major non-conformity with the certification requirements, immediate adoption of measures to ensure safety	Level 2 findings Non-conformity with the certification requirements to be recovered through actions and timeframe arranged with ENAC	Level 3 findings ENAC observations to improve the standards and to point out areas to be monitored
ANSP	19	0	82	41
TO	5	0	2	5
FPDO	3	0	1	3

ACAM (Aircraft Continuing Airworthiness Monitoring) Programme

ENAC, in accordance with the Annex II of the Reg. (EU) no. 1321/2014, carries out a programme of random control on the national fleet airworthiness state (ACAM Programme), conducted by three different kinds of inspection (In-depth, Ramp, in Flight), in which an aircraft physical check has

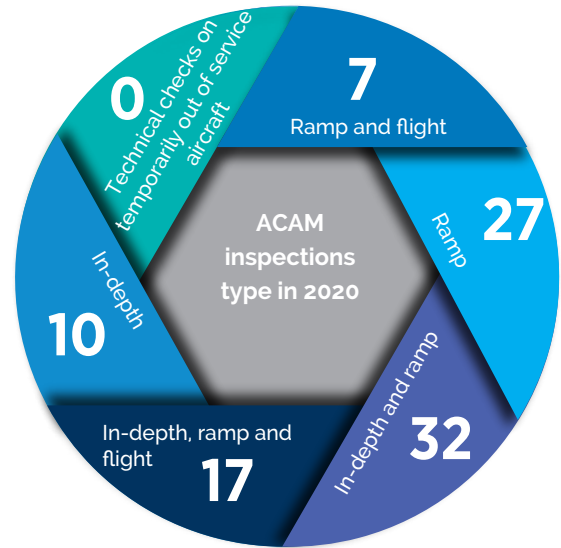
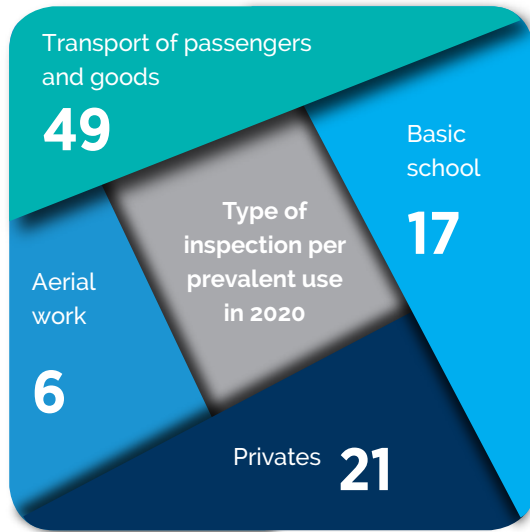
always carried out, even if it is not needed to make all three kinds of verification at the same time. The verifications are grouped in the Key Risk Elements-KRE, defined by the applicable legislation, in order to simplify the non-compliance control strategy elaboration, also categorised under KRE.



KRE	Description	Examined	Findings 2018	Findings 2019	Findings 2020
A.1	Type project and its modifications	63	1	0	20
A.2	Airworthiness limitations	69	8	8	2
A.3	Airworthiness Directives	67	5	1	5
B.1	Aircraft documents	62	6	7	8
B.2	Flight manual	67	0	6	8
B.3	Mass and balancing	39	5	3	6
B.4	Labelling and tags	68	12	7	18
B.5	Operational requirements	55	5	2	5
B.6	Flaws management	61	10	5	5
C.1	Maintenance programme	74	30	24	15
C.2	Components control	72	8	5	4
C.3	Restorations	58	1	1	0
C.4	Registrations	74	11	17	7

In 2020, there were 16 inspections of aircraft operated by Italian operators, but registered abroad, in line with the trend observed in the previous year. The approach in aircraft sampling for the selection of inspections has been slightly updated, giving preference to 'non-complex' aircraft used in non-commercial operations compared to the previous year, both to better monitor the general aviation fleet, that in the 'COVID period' has probably encountered more difficulties in ensuring/respecting maintenance inspections, both because a regulatory update is being implemented that impacts on this aviation

sector. In addition, also because of the pandemic the fleet engaged in commercial activities has suffered a significant reduction in activities in terms of flight hours/use. Cooperation with the other civil aviation authorities of Countries within the scope of EASA has been stopped because the priorities during the year have focused on the reorganization of national surveillance in compliance with related restrictions to the health emergency. In addition, random NCO inspections (4) were carried out during ACAM inspections.



Oversight on foreign operators

The oversight activity on foreign operators was initiated by ENAC through the Ramp Inspections programme in 2004. Initially the SAFA Program ‘Safety Assessment of Foreign Operators’ was aimed mainly at non-EU operators. Rules for Air Operations, Reg. (EU) no. 965/2012 requires each Member State to carry out ramp inspections of operators’ aircraft under the supervision of the safety of another Member State or a Third Country operating on its territory. Ramp inspections are the instrument through which Italy has the right but also the obligation towards the European Commission to control all aircraft operating in Italy, both European and from Third Countries.

The new business models adopted by some aircraft operators have multiplied the cases of cross-border operations, also extending them to aviation activities outside commercial air transport. The oversight model based exclusively on the competent authority on the territory where the company management is located, nowadays, demonstrates aspects of inadequacy in facing the challenges of an increasingly internationalised aviation world and able to exploit the possibilities offered by substantially different tax systems, although all contained within the European Union. The measures to open up the internal aviation market have not been followed by a level playing field between labour costs and taxation; In addition, uncertainty in relation to Brexit since 2019 has led to business migrations within the EU, in many cases driving the theatre of operations away from the site of their control. In this scenario, the Italian market of commercial air transport is increasingly dominated by European

companies and not, that perform the majority of their flights from Italian airports.

In 2020, the COVID-19 emergency had a major impact on air traffic, particularly in the early months of the lockdown in which passenger traffic was reduced to zero.

Nevertheless, during the lockdown, the activity of ENAC on foreign operators did not stop, indeed in some circumstances it was characterised by the management of special situations such as passenger transport for repatriation, transport medical devices for emergency health, transport of goods in the cabin, transport of infected passengers.

In this context, ENAC has monitored not only the flight safety but also the compliance with national rules and international recommendations on pandemic containment.

Ramp inspections

The Basic Regulation (Reg. EU no. 1139/2018) requires compliance with ICAO standards for aircraft in transit on Community airports. With the entry into force of Reg. (EU) no. 965/2012, this article of the Basic Regulation has been definitively implemented and therefore all the activities related to ramp inspections of aircraft used by operators from Third Countries, as well as Community operators, are now an institutional activity of the National Civil Aviation Authorities. As a result, the ‘status’ of separate program has also ended and the acronym SAFA has now disappeared from the reference legislation, replaced by the more generic ‘Ramp Inspection’, while remaining in the common jargon. In this sense, SAFA inspections are currently being discussed for aircraft operated by non-EASA operators and

SACA inspections in other cases. During 2020, the total number of inspectors qualified for ramp inspection activities was 16 airport inspectors + 4 professionals.

Oversight on foreign operators

In 2020, 289 ramp inspections were carried out, 271 of which on foreign operators who made at least one landing in Italy in 2020.

The work related to these inspections in 2020 was particularly complex for the COVID-19 emergency. The pandemic has affected two fundamental aspects:

1. the drastic reduction in connections and the continuous cancellation of flights at very short notice;

2. the difficulty to carry out inspections both for the restrictions imposed by the "lockdown" and to avoid as far as possible risks to health.

Nevertheless, ENAC continued to carry out inspections for the monitoring of foreign operators, also taking into account the priority lists drawn up by the European Commission.

Ramp inspections are intended to verify a number of elements indicative of compliance by operators with international safety standards.

In 2020, compliance with procedures to limit the spread of the pandemic by commercial public transport operators was also verified during these inspections.

Oversight activity in the last three-year period						
	2018		2019		2020	
	EASA	non-EASA	EASA	non-EASA	EASA	non-EASA
Total inspections	526	289	504	289	224	65
	65%	35%	64%	36%	77%	23%
	815		793		289	
Inspected aircraft	496	277	478	271	189	85
	773		749		274	
Inspected operator	265	158	237	138	64	31
	63%	37%	63%	37%	67%	33%
	423		375		95	
Inspected Countries	30	44	30	48	35	20

Following the substantial change in the inspection planning system by EASA, which entered into force in 2018, the activity remained stable in terms of the split between inspected EASA and non-EASA operators. The 2020 planning initially allocated by EASA included a target of 733 inspections. The targets are based on the operator risk analysis and traffic data of the previous year: if the first factor varies little between one year and the other, the second can instead be subject to significant

changes from State to State. For this reason, EASA has planned a "midyear update" in July to better adapt the planning to the reality of the air connections. Following the update, the initial mandatory targets become an acceptable range of inspections between a minimum and a maximum. For 2020 due to the COVID-19 pandemic, EASA in the "midyear update" has reset the target of all States.

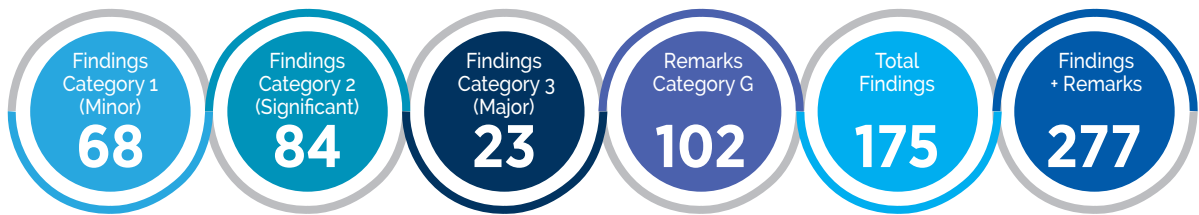
Despite the considerable difficulties caused by the pandemic,

ENAC has carried out 289 Ramp inspections which, given the small number of flights, the continuous cancellations, and the necessary health precautions, represent a significant result, proportional to the results of previous years: (815 inspections in 2018 and 793 inspections in 2019) as evidence of ENAC constant commitment to the oversight of foreign operators. Aircraft operators, depending on their traffic exposure within the European community, are divided into 2 groups: Layer 1 and Layer 2. Layer 1 operators are those with a consolidated traffic exposure. Layer 2 operators, on the other hand, are those that do not operate regularly within the European community and are therefore less known in terms of safety performance.

During 2020, ENAC gave priority to Layer 2 operators; in fact, despite the limited volume of traffic, 86 inspections were carried out on Layer 2 aircraft as part of the objectives of the EASA System Wide Coordination project to which ENAC pays particular attention.

On 148 out of 289 inspections, a total of 277 Findings or Remarks were found, that is 48% of the inspections, partly also due to compliance with the procedures for the social distancing or the use of the Italian language on board domestic flights carried out by foreign operators.

The distribution of Findings and Remarks found during ramp inspections performed in 2020 is reported below:



The territorial coverage of the inspection activity has remained in line with 2019 with a distribution as wide as possible on Italian airports, compatible with the availability of flights. In addition to scheduled operators, the inspections also covered taxi operators and non-commercial operators with complex aircraft.

Since 2017, in addition to ramp inspections, joint audits and the cooperative oversight, ENAC conducts an activity of analysis of inconveniences involving foreign operators, reporting both the same operators and other entities. All findings of companies based in Italy or engaged on routes with public service obligations are analysed. It should be noted that only the inconveniences which potentially implies the operator responsibility are considered. They were then purified from weather events, laser pointing, impact with fauna on the ground and in flight, medical events to

passengers, events during ground handling attributable to the counterpart, subsections resulting from adherence to ATC instructions, including the ACAS activations.

As air traffic in 2020 is not comparable to that of previous years, it is not possible to compare the number of inconveniences with the trend, also in consideration of the significant decrease in data in quantitative terms. However, in 2020 ENAC received 199 reports of inconveniences concerning 7 companies, data in line with that of 2019 equal to 394.

The events reported to ENAC are those that affect the operation of flights and are represented mainly by failures of on-board systems, ATC instructions not properly followed and incidents in the ground handling of aircraft. The percentage breakdown of the events, overall for all operators under monitoring, is a sort of benchmark to then assess the performance of individual companies.

Typology of inconveniences in 2020

Inconveniences attributable to ground operations connected to aircraft	65
Technical inconveniences of the aircraft	59
Inconveniences related to ATC/ATM/CNS activities	42
Inconveniences related to flight operations and usually attributable to the flight crews	23
Inconveniences directly and exclusively related to the airport	6
Medical inconveniences involving cabin/flight crew (passengers not included)	3
Inconveniences related to airport security	1

Joint activities with other Authorities

In the scenario of continuous interaction with foreign operators it is increasingly necessary to deal with other civil aviation authorities of European Countries, not only those belonging to the Union. These activities are carried out in the following ways:

- joint audits with competent authorities for foreign operators based in Italy;
- periodic reporting of incidents in Italy;
- performing ramp inspections in mixed teams with inspectors from other States;
- support activities for foreign authorities.

In addition, a cooperation path has been undertaken with CAA-UK in which ENAC and CAA UK discuss the oversight of UK operators in Italy and vice versa, as part of a UK initiative on cooperative oversight, aimed at exchanging information received through reports made by Italian operators concerning problems during flight operations in British airspace and vice versa.

Authorisation of Specialised Operations

The aerial work activity (Specialised Operations) that was previously carried out on the basis of national permits, from April 2017, in accordance with European regulations, is divided into two types:

- Specialised operations not at high risk;
- SPO HR 'Specialized Operations High Risk'

According to these regulations, Specialised Operations not at high risk can be carried out following the submission of a SPO.DEC a 'Declaration' to the competent authority and this declaration is valid for all member Countries.

The carrying out of high-risk Specialised Operations is subject to the obtaining of the authorization by the competent authority and, in order to carry out operations outside the national territory, it is necessary to obtain the authorization from the national authority.

In this scenario, ENAC has carried out a significant activity related to technical checks for the authorisation of Community operators performing aerial work in Italy, authorising about 25 operators following the verification of Operating Procedures and risk analysis.

INSPECTION VISITS BY INTERNATIONAL BODIES

ENAC shall ensure that ICAO and EASA standardisation visits are carried out and that EASA accreditation is maintained in the areas of competence.

Inspections of Standardization

As part of the activities carried out by EASA to monitor the application of the common requirements by Member States (Continuous Monitoring Approach for Standardisation), two standardisation inspections were carried out in 2020:

- in February, with an in-depth presence in the RAMP domain;
- in October, in remote mode, in the airworthiness domain.

With regard to the inspection in the RAMP domain, in addition to the documentary checks and interviews with the personnel concerned conducted at ENAC headquarters, a direct observation of some ramp inspections at Rome Fiumicino airport was also carried out. As for the second inspection, carried out in remote mode, in addition to the relevant structures of the Aviation Regulation Directorate, were directly affected by the checks all the Operations Departments. During this last activity, the EASA team also verified the correct implementation of some of the corrective actions resulting from the previous inspection in 2017.

In addition to the above-mentioned inspection visits, as part of the follow-up, activities aimed at the preparation and submission to EASA of the corrective action plans related to the 2019 inspections were also carried out as planned, and in addition, those carried out for the implementation of the actions planned for 2020.

As confirmed in the periodic documents issued by EASA on standardisation activities (Continuous Monitoring Report), the outcome confirmed the high level of standards ensured by ENAC.

PERSONNEL CERTIFICATIONS

As part of the activities related to flight crew licensing, in addressing the difficulties related to the COVID-19 pandemic, in 2020 ENAC has put in place a series of measures to ensure the maintenance of aviation licences and examiner certifications. With the issue of 5 Information Notes, ENAC has regulated the extension of the ratings of pilots and examiners, allowing the latter to operate remotely.

The process of replacing sailplane licences (SPL) from national to EASA has also continued and the function that allows the initial issuance of sailplane licences has been initiated in the online service portal, leading to the issuance of 1,129 licences in full electronic format.

The table below shows the number of licences, broken down by type, aircraft category and reference regulation (Part FCL, JAR, National) issued during the year.

License	REG	Issued in 2020	In the database as of 31/12/2020
ATPL (A)	EASA	112	4,484
	JAR	0	508
	NAZ	0	634
ATPL (H)	EASA	20	569
	JAR	0	50
	NAZ	0	41
CPL (A)	EASA	218	2,278
	JAR	0	401
	NAZ	0	794
MPL	EASA	0	60
	EASA	20	962
	JAR	0	67
CPL (H)	NAZ	0	737
	EASA	515	7,760
	JAR	0	1,611
PPL (A)	NAZ	0	3,454
	EASA	32	959
	JAR	0	247
PPL (H)	NAZ	0	488
	EASA	1,129	2,085
	LAPL	8	25
GL	NAZ	0	2,543
CCA	EASA	71	6,819
Total		2,125	37,576

Legend

ATPL: Airline transport pilot licence
GL: Glider pilot licence
A: Aircraft
H: Helicopter
CPL: Commercial pilot licence
PPL: Private pilot licence

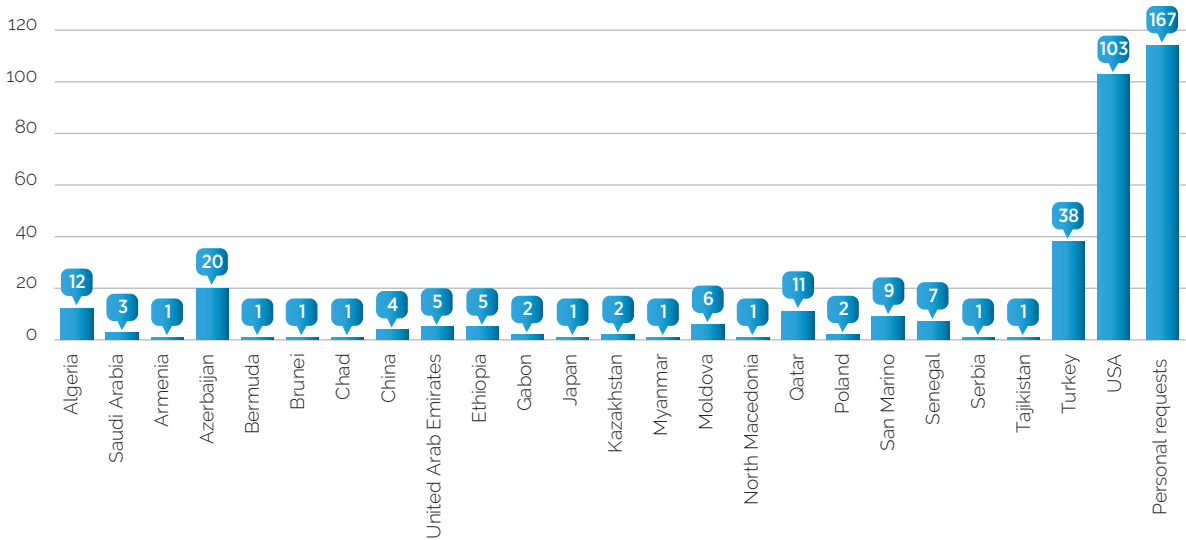
CCA: Cabin crew attestation
LAPL: Light aircraft pilot licence
MPL: Multi-crew pilot licence
SPL: Sailplane pilot licence (on the basis of the Reg. EU no. 1178/2011, it replaces the previous GL national licence)

Licence Verification

As part of this procedure, 405 Certificates of Authentication and Verification of Aeronautical Titles were issued following requests from foreign authorities concerning pilots holding

licences issued by Italy and used by non-EU operators. In the graph below, the data are shown according to the percentage of the States involved.

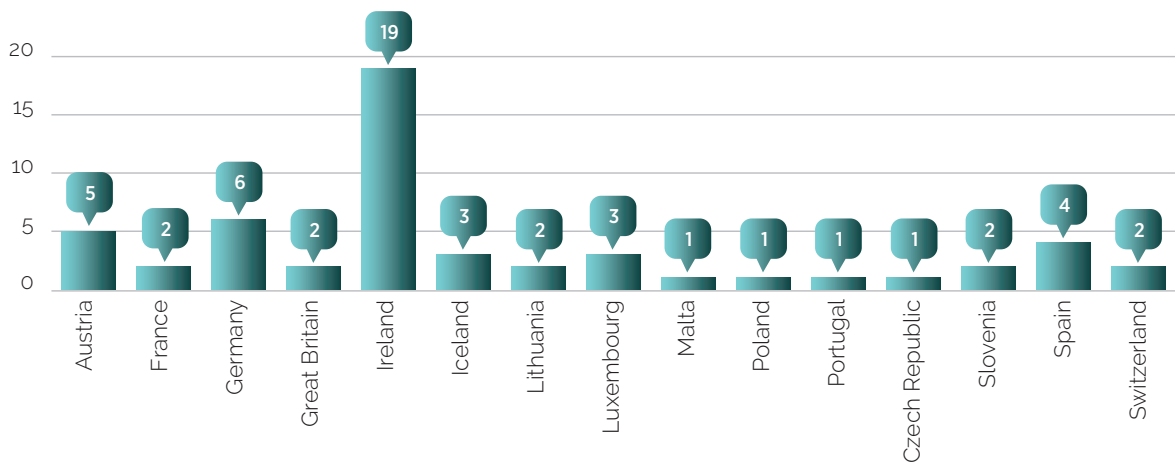
Licences verification activities upon Non-EASA Countries requests



In addition, 54 certificates for the transfer of the release State of licences of aeroplanes and helicopters have been issued in agreements with the other EASA aviation authorities. The following graph shows the figures as a

function of the percentage of the Member States involved. As part of this procedure, 72 licences were issued following a transfer to Italy from another European Union Country.

Attestation for the State transfer of the aeronautic licences in EASA context



STANDARDIZATION FOR THE ISSUANCE OF THE TRE/SFE AND CRE CERTIFICATION; REFRESH SEMINAR FOR THE RENEWAL/RESTORE OF THE CERTIFICATION TRE/SFE AND CRE FE/FIE AND IRE

In 2020, as part of this activity, despite the lockdown, online courses were organized that allowed examiners to maintain certifications.

In addition, the following have been released:

- 136 certificates of proficiency ATPL/CPL/IR;
- 70 examiner certifications;
- 231 instructor certifications (TRI/FI/CRI/SFI/IRI/MCCI/MI/STI) in addition to some Special Condition certifications;
- 8 regulatory exemptions.

During the reference year, 15 theoretical examinations for ATPL/CPL licences and instrument rating for aircraft and helicopter were held at the ENAC offices in Via Gaeta 3 and Milano Malpensa.

Since March, the exams have been suspended due to the lockdown and, at the time of resumption, from July, it was necessary to carry out 5 consecutive sessions, allowing access to the classroom in compliance with anti-COVID provisions.

At the peripheral locations were held 22 theoretical examination sessions for the issuance of non-professional licences of aircraft, helicopter, and sailplane with a suspension from 16 March to 30 June. Each session was held over several days due to the limited number of daily admissions.

With regard to the skydiving sector, in accordance with Ministerial Decree no. 467/92, the ENAC Regulation "Issue and Renewal of Skydiving Licenses" of 24.06.2013, amended by the subsequent Regulation "Skydiving Licenses" ed. III of 26/10/2015, 1 Parachute School Disciplinary was released in 2020 and 9 have been renewed.

In the course of the year 11 disciplinary proceedings against pilots for violation of the norms in matter of safety of navigation have been started and 7 sanctions comminate.

"Albi" and Register of Flight Personnel

The crew of the domestic aircraft must be entirely formed by members registered in the Albi and in the Register. ENAC provides for the maintenance, management and updating of the Albi and the Flight Personnel Register, determining the registration requirements, as established by the Italian Navigation Code and the "ENAC regulations for enrolment in the Registers and in the Flight Personnel Register". The loss of these requirements results in the removal from the Albi and from the Register. The exercise of professional activity for all flight personnel, Italian and foreign, is allowed only after registration subject to the possession of licences, certificates and ratings. The flight

crew comprises three categories with their professional titles (art. 732 Italian Navigation Code): commander, pilot, test pilot, instructor; flight technician, flight technician for testing; flight attendant.

The number of members in the Albi and Register is around 12.000.

Each member shall be issued with a record of his professional qualifications. Those registered in the Albi and Register are required to pay an annual registration fee.

In 2020, in consideration of the severe restrictions on air transport related to the pandemic by COVID-19, there was a substantial decrease in entries by pilots and flight attendants compared to previous years.

Activity	2018	2019	2020
Enrolment in the Pilots Register (Albo)	185	199	69
Enrolment of Flight Technicians	-	1	3
Enrolment of Flight Attendants	301	493	56
Enrolment extracts from the Albi and the Register	535	728	180
Appointments to aircraft and helicopter captains	93	117	41
Suspension of registration in the Albi and Registry for interruption of professional activity	91	75	114
Revocations of suspensions at the Albi and the Register for the resumption of professional activity	27	42	14
Deletion from the Albi and Register	1,432	70	63

Technical maintenance personnel

The personnel authorised to issue the certificate of readmission to service (CRS) after maintenance on aircraft

and helicopters must be qualified and in possession of the Aircraft Maintenance License - AML with a list of the related rating and limitations.

Aircraft Maintenance License - AML Activity in 2020



National Certificate for Certifying Staff maintenance personnel - Activity in 2020



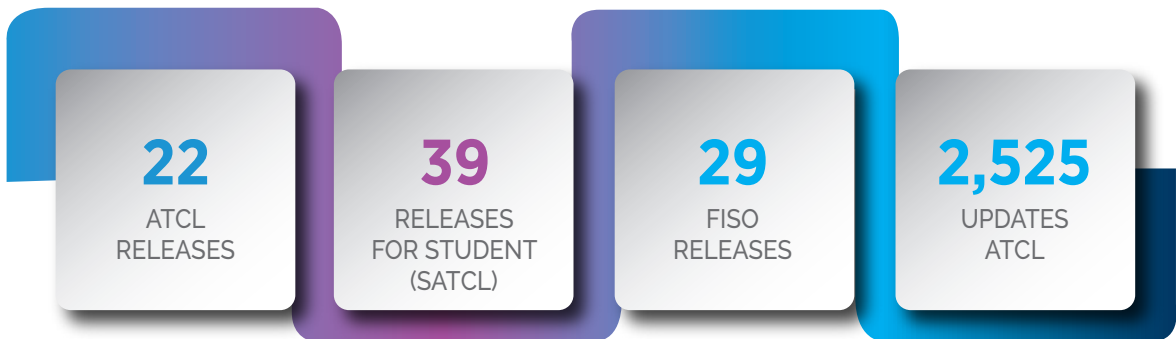
Air Traffic Controller and FIS Operator

In 2020, ENAC issued, modified, and updated licences for ATCL controllers, SATCL student controllers and flight information service operators (FIS). This activity involved the licences themselves and their use by ANSPs (Air Navigation Services Providers).

ATCL and SATCL licences are issued by ENAC in electronic format with digital signature. The procedure for distributing

these licences to interested parties has been agreed by the Italian CAA with certified ATS service providers and allows, in real time through a dedicated platform, direct download via e-mail. This system is a unique feature in Europe and is part of a broader project started in 2012 that has led ENAC to be at the forefront, enabling all flight controller licences to be updated/replaced in the shortest possible time and at no additional charge

In 2020, ENAC issued:



3 SECURITY

95 Sheet 3.1
Security regulation



In this publication, the Ministries and their acronyms are mentioned in accordance with the denominations in force as of 31 December 2020. On 30 April 2021, Law no. 55 of 22 April 2021 "Conversion into law, with amendments, of Decree-Law no. 22 of March 2021, on urgent provisions concerning the reorganization of the powers of the Ministries" came into force.

The measure establishes the Ministry of Ecological Transition (which replaces the Ministry of the Environment and the Protection of the Territory and the Sea), the Ministry of Tourism, the Ministry of Culture (formerly the Ministry for Cultural Heritage and Activities and for Tourism) and the Ministry of Sustainable Infrastructures and Mobility (new name of the Ministry of Infrastructures and Transport).

SECURITY REGULATION

Aviation security means a set of rules and procedures aimed at protecting civil aviation from terrorist acts. Preventive protection is achieved through the combination of security measures, together with the use of adequately trained human resources and technological devices aimed at preventing acts of unlawful interference, whether committed or attempted.

In the international regulatory framework, acts of unlawful interference shall mean all actions affecting civil aviation security, such as:

- illegal seizure of aircraft,
- destruction of an aircraft in service,
- taking hostages on board aircraft or at airports,
- forced intrusion on board an aircraft, at an aerodrome or at the premises of an aeronautical facility,
- introduction on board an aircraft or in an airport of a dangerous weapon or device or material intended for criminal purposes,
- use of an aircraft in service to cause death, serious personal injury or serious damage to property or to the environment.

Aviation security measures therefore cover every aspect of air transport: the airport, aircraft, passengers, luggage, goods, airport and on-board supplies, security staff and equipment. The measures apply to all airports open to civil aviation, to air carriers and to all operators involved in the security chain providing goods and services at airports.

During 2020, the national aviation security regulation continued to be harmonised with the constantly evolving European provisions.

In this context, the Italian National Programme for the Civil Aviation Security (Italian acronym PNS), edition 2, amendment 2 of 13 December 2016 was revised. From the end of 2016 to the present, in fact, the European Commission, with the contribution of the Member States and in particular of Italy, which actively participated in the planned meetings of the AVSEC Committee, voted for seven regulations and four decisions that had a substantial impact on Implementing Regulation (EU) no. 2015/1998 and Decision C (8005) 2015, therefore requiring a new activity of review of the PNS. The updates concerned Part A of the Programme and the revision of Part B will be finalised in 2021.

Among the most important measures introduced by the Community regulations are:

- review of the rules on background checks for airport operators and instructors in order to strengthen the security culture and improve resilience.

The new regime of background check, which aims to cope with the continuous evolution, at a global level, of the "threat scenario" (phenomenon of radicalization, media propaganda, return of foreign fighters, etc.), led to the repeal of the pre-employment check, which is substantially replaced by the standard background check as a minimum level of control, and the

introduction, with effect from 31 December 2021, of reinforced background checks, including intelligence reports;

- the introduction and definition, with regard to security equipment, of performance standards, as well as the use of devices for the detection of explosives in footwear (SED - Shoe Explosive Detection equipment) and for the detection of explosive vapours (EVD devices - Explosive Vapour Detection equipment). Also in this context, new provisions are aimed at the gradual replacement of the EDS (Explosive Detection System) Standard 2 systems with the most efficient EDS Standard 3 systems, as well as the progressive decommissioning of ETD (Explosive Trace Detection) equipment which do not meet the new regulatory requirements;
- strengthening cybersecurity provisions and measures to deal with cyber threats, with particular attention to background checks and training programmes for people with responsibilities and tasks in this area;
- recognition of the equivalence of the AVSEC regime in the United Kingdom following Brexit and contingency measures following the exit of the United Kingdom from the European Union, establishing a procedure for reallocating responsibility for the designation of air carriers (ACC3), regulated agents from Third Countries (RA3) and known consignors from Third Countries (KC3) to Member States, previously designated by the United Kingdom.

The Sheet 7 'Airport Infrastructure Security Checks' of the PNS has also been revised, given that the latest edition of the document dates back to 2002. The review activity covered, to a large extent, the proposal for new criteria to carry out risk assessment in line with international standards without however, impose on the airport managing body carrying out the risk assessment a certain methodology or a predefined form. The objective is to identify common, and therefore comparable, parameters for all Italian commercial airports, as well as risk mitigation measures that are effective and measurable.

The implementation of the Advisory Circular ENAC SEC-09 of 8 November 2016 continued, which, in application of the provisions of the Union regulations, regulates the professional figure of 'EU civil aviation security validators' by appointing a commission to select the professional status of the position limited to macro area B: known suppliers of in-flight supplies, known suppliers of airport supplies, while, with a view to simplification, the Advisory Circulars ENAC SEC-04 'Programmes for the security of the airport, air carrier and other entities' and SEC-07 'Device Recognition (LEDS) for liquid, aerosol and gel (LAGS) and the EDS, ETD and Security Scanner devices' were repealed.

Specialised course for airport security inspectors

In July, as part of staff training activities in the field of security, courses for new airport inspectors have been developed with the aim of promoting the deepening of the distinctive skills of the security inspector and of the reference regulations, with particular regard to the following issues: role and activities of national, European and international bodies involved in security policy and regulation, Italian National Programme for the Civil Aviation Security and ENAC Advisory Circulars, ICAO methodology for risk assessment and mitigation, emerging threats (behaviour detection, insider threat, CBRN - chemical, biological, radiological and nuclear threat).

Security equipment

Following the entry into force of Reg. (EU) no. 2020/111, the 'EU mark' for security equipment was introduced into the law. In this regard, ENAC had anticipated, with the Director General's Disposition of 17/09/2019, that the security equipment tested and positively evaluated by the test centres authorized and published by the ECAC (CEP NEWS <http://www.ecac-ceac.org/cep>) were recognised in Italy without further formalities for airport use only.

For X-ray equipment, however, the conformity checks of the Committee of Experts referred to in Article 6 of Ministerial Decree 29 January 1999, no. 85 and subsequent amendments and additions.

Notifications

The continuous monitoring of security procedures and measures applied at national airports and the immediate implementation of countervailing measures in the event of deficiencies found, continued in 2020 through the system of reporting of abnormal security situations.

Passengers, operators and all those involved in the air transport of persons, mail and cargo, but also ordinary citizens, can send to ENAC, to the dedicated email address, reports on abnormal situations encountered at national airports, on security issues (understood as the prevention of acts of unlawful interference against civil aviation). Some reports are also transmitted through the online form in the Passengers section of the website www.enac.gov.it.

Each report is instructed, where possible, at the central level otherwise the ENAC Airport Department is involved, which, in its turn, get in touch with the operators involved (operator, air carrier, handler, etc).

The feedback is then forwarded to the person who sent the report.

All alerts shall be treated in accordance with the principle of confidentiality.

The purpose of this system is also to raise awareness and disseminate the culture of security among passengers and among all those who in any way attend airports, highlighting the need to cooperate in reporting suspicious episodes.

SECURITY PROCEDURES FOR CARGO AND MAIL TRANSPORTED TO THE EU FROM THIRD COUNTRIES (ACC3)

In the field of security, pursuant to Regulation (EC) no. 300/2008 and following modifications, any air carrier transporting cargo or mail from a Third Country airport not listed in Appendices 6-Fi or 6-Fii for direct and indirect transit or unloading at one of the airports referred to in that Regulation, shall be designated as «air cargo or mail carrier operating in the Union from a Third Country airport» (ACC3).

In Italy this designation, issued by ENAC, concerns, pursuant to Implementing Regulation (EU) no. 1998/2015 and following modifications, all those air carriers administered by Italy, including, in addition to national operators, also some non-EU operators assigned to Italy by Regulation (EC) no. 748/2009 and following modifications.

In 2020, the entire designation activity, including renewals, was clearly affected by the impact of the COVID-19 pandemic on air transport, so the volumes were not as high as in pre-pandemic times.

In 2020, therefore, there were 9 designations of ACC3 carriers, down compared to 2019.

This reduction is also due to the fact that the import activity of the goods was probably carried out through the usual traffic channels, with cargo being loaded at airports already included in the Union Supply Chain Security Database and operated by the designated carriers.

For flights that could be exempted from ACC3 obligations, either on the basis of European Union legislation, or following the risk analysis of the specific flight and carried out from time to time by ENAC, the volume, equal to 10 flights (of which 8 ad hoc flights and 2 for government goods transport), has remained, substantially, in line with the levels of 2019.

9 ACC3 designation

2 ACC3 ad hoc flights derogation for transportation of governmental goods

8 ACC3 ad hoc flights derogation

Security activities in 2020



GUIDELINES FOR TRAINING AIRPORT STAFF ON CONTRASTING HUMAN TRAFFICKING

In 2020 ENAC published the "ENAC Guidelines for the training of personnel in service at airports and flight crew in the fight against human trafficking", with the aim of providing useful guidance to aviation operators to develop awareness of the phenomenon, acquiring the tools to recognise any suspected cases of trafficking and to alert law enforcement agencies.

The Guidelines respond to the ICAO Recommendations contained in Annex 9 to the Montreal Convention and bear witness to the commitment that the world of civil aviation, at international level, has dedicated to contrast this criminal phenomenon that involves a large part of the defenceless and vulnerable.

The Guidelines, which apply to ENAC staff in service at the airport, to the staff of carriers and handling companies (check-in and boarding areas), to staff in charge of security controls and flight crew, are the result of a fruitful work of collaboration with the Ministry of the Interior, Assaereo and Assaeroporti as well as with the various stakeholders who operate in the sector and who have offered a valuable contribution to identify the most effective training courses.

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AIRPORTS, HELIPORTS, SPACEPORT PLANNING, DESIGN, REGULATION

National Planning: update of the National Airports Plan

With the approval of the Decree of the President of the Republic 17 September 2015 no. 201 'Regulation for the identification of airports of national interest pursuant to Article 698 of the Italian Navigation Code' the Ministry of Infrastructures and Transport (MIT) had the strategic planning tool necessary to define the national air transport network, identifying the priorities for the development of airport capacity to be offered to the global market in 2030. This plan was based on the 'Future development of the national airport network as a strategic component of the infrastructure of the territory', a study developed by ENAC in 2010 on behalf of the Ministry of Infrastructures and Transport, available on the Italian CAA website.

Since the publication of the Presidential Decree no. 201/2015, the evolution of traffic volumes and components, the main driver of the forecasting evaluations of the Plan, has undergone significant changes: the increase in the tendency to travel of Community and global passengers, the apparent limitations of network growth due to the imbalance between the growing demand and the availability of infrastructure capable of ensuring the necessary airport capacity, the COVID-19 pandemic currently underway, the numerous appeals lodged with the Judge against the approval acts of a series of Development Plans.

In the light of these factors, MIT has mandated ENAC to update the forecasts and the revision of the contents of the 2015 Plan, bringing the time horizon to 2035 and tracing, based on the limits emerged in the last five years, the sustainable growth scenario of the national air transport network.

The Plan will have to contemplate in parallel the development of the procedure of Strategic Environmental Assessment according to Legislative Decree no. 152/2006 Part Two, Title II and subsequent amendments and additions.

As a first action, ENAC has developed and shared with MIT the Guidelines for the update and revision of the Plan; later, during 2020, ENAC has prepared the tender of Community relevance for the identification of the entity that will carry out the consultancy to make the Plan updated and in line with the criteria of sustainable development.

Planning of interventions

In 2020 the activities connected with the processes of competence of the ENAC aimed at equipping all the national airport with a planning of the works necessary in order to assure the airport capacity in relation to the forecasts of traffic growth have continued. On one hand, 2020 has seen a limited number of preliminary activities conducted on new Master Plans (Airport Development Plans), since the main ones have been aimed at addressing the conclusion of the approval procedures for environmental compatibility and town planning compliance, on the other hand the revision phase of the Planning Agreements has required a significant commitment, whereas the COVID-19 emergency impacts on the air transport sector, as well as the unpredictability of the future outcome of the pandemic, have affected all national airports.

Master Plans (Airport development plans)

The Master Plans, whose presentation and drafting is part of the airport managing body's conventional obligations, constitute the reference principle for the constant maintenance of the levels of capacity, safety and quality of services offered to the passenger and represent, at the same time, the instruments to identify the main characteristics of the interventions to adapt and upgrade the airports, taking into account the aerodrome development perspectives, the infrastructures, the accessibility conditions and the restrictions imposed on the territory. The approval process of the Master Plan, regulated by the Law no. 351/95, provides that, following the technical approval of ENAC, these are subjected to the procedures of Environmental Impact Assessment at the Ministry of Environment and Land and Sea Protection (MATTM) and Urban planning compliance at the Ministry of Infrastructures and Transport (MIT). By 2020, almost all of the Italian airports were equipped with a Master Plan technically approved by ENAC and interested, therefore, by the different environmental and urban procedures. In this regard there has been a further slowdown in the conduct of environmental procedures, also due to the appeals that are often brought against the acts issued by the competent bodies by realities from the territory, in a single or associated form. In this regard, the procedures of

public debate, made mandatory for the Airport Development Plans since the entry into force of the Decree of the Prime Minister no. 76/2018, should allow the evaluation of the development scenario with greater

consensus from the territory and stakeholders in the broad sense, before the approval of the Master Plan.

The following tables show a list of Master Plans by airport, year and cost updated as at 31 December 2020.

Master Plans with urban planning compliance closed - iter completed as at 31.12.2020

Airport	Airport managing body	Plan / Project	Cost construction works (Million EUR)
Bologna	Aeroporto Guglielmo Marconi di Bologna SpA	Master Plan 2030	333.0
Bergamo (*)	SACBO SpA	Master Plan 2015	187.5
Bolzano	ADB SpA	Master Plan 2020	25.8
Cagliari	So.G.Aer. SpA	Master Plan 2024	93.9
Catania (*)	SAC SpA	Master Plan 2015	219.0
Genoa	A.d.G. SpA	Master Plan 2027	108.4
Rome Fiumicino Sud	ADR SpA	Master Plan 2020	1.658.5
Pescara	SAGA SpA	Master Plan 2020	33.5
Lamezia Terme	SACAL SpA	Master Plan 2027	195.5
Pisa	Toscana Aeroporti SpA	Master Plan 2028	260.0
Turin	S.A.G.A.T. SpA	Master Plan 2015	47.4
Venice	SAVE SpA	Master Plan 2021	630.0
Florence	Toscana Aeroporti SpA	Master Plan 2029	337.0
Foggia	Aeroporti di Puglia SpA	Infrastructure and operational upgrading - Runway extension RWY 15/33	14.0
Salerno	GE.S.A.C. SpA	Master Plan 2025	39.8
Verona	Aeroporto Valerio Catullo di Verona Villafranca SpA	Master Plan 2030	134.0
Bari	Aeroporti di Puglia SpA	Master Plan 2022	255.6
Olbia	GE.A.SAR. SpA	Runway extension only	32.4
Palermo	GE.S.A.P. SpA	Passenger terminal only	45.0

(*) new Master Plan under Environmental Impact Assessment procedure.

Master Plans with ongoing urban planning compliance procedure as at 31.12.2020

Airport	Airport managing body	Plan / Project	Cost construction works (Million EUR)
Olbia	GE.A.SAR. SpA	Master Plan 2020	114.0
Palermo	GE.S.A.P. SpA	Master Plan 2025	322.9
Milan Linate	SEA SpA	Master Plan 2030	545.0

Master Plans with Environmental Impact Assessments measures issued as at 31.12.2020			
Airport	Airport managing body	Plan / Project	Cost construction works (Million EUR)
Brindisi	Aeroporti di Puglia SpA	Plan of infrastructural and operating adaptation and improvement	256.6
Taranto	Aeroporti di Puglia SpA	Master Plan 2025	55.1

Master Plans with ongoing Environmental Impact Assessments procedures as at 31.12.2020			
Airport	Airport managing body	Plan / Project	Cost construction works (Million EUR)
Rome Ciampino	ADR SpA	Master Plan 2044	80.6
Milan Malpensa	SEA SpA	Master Plan 2035	2,451.0
Treviso	AERTRE SpA	Master Plan 2030	53.2
Brescia	Aeroporto Valerio Catullo di Verona Villafranca SpA	Master Plan 2030	113.1
Bergamo	SACBO SpA	Master Plan 2030	435.2
Alghero	SOGEAAL SpA	Master Plan 2025	13.0
Parma	SO.GE.A.P. SpA	Master Plan 2023	20.8
Catania	SAC SpA	Master Plan 2030	599.29

Master Plans with ENAC technical approval as at 31.12.2020			
Airport	Airport managing body	Plan / Project	Cost construction works (Million EUR)
Naples	GE.S.A.C. SpA	Master Plan 2023	128.0
Trieste	Aeroporto Friuli Venezia Giulia SpA	Master Plan 2024	34.2

Master Plans under ongoing ENAC investigation as at 31.12.2020			
Airport	Airport managing body	Plan / Project	
Perugia	S.A.S.E. SpA	Infrastructure optimisation and management plan 2033	
Rimini	AIRimum 2014 SpA	Master Plan 2030	

Not submitted Master Plans as at 31.12.2020			
Airport	Airport managing body	Plan / Project	
Ancona	Aerdorica SpA	Master Plan	
Cuneo	GE.A.C. SpA	Master Plan	
Brindisi	Aeroporti di Puglia SpA	Master Plan 2030	
Trapani	Air.Gest. SpA	Master Plan	

The public debate preparatory for the approval of the ENAC airport planning

During 2020, ENAC continued its commitment to implement participatory processes within the approval workflow of the airport Master Plans.

With the entry into force of the Decree of the Prime Minister no. 76/2018 (implementing the provisions of art. 22, paragraph 2 of Legislative Decree no. 50/2016 and art. 12 of Legislative Decree no. 104/2017) which introduced the mandatory procedures for public debate also for airport works, the complex approval process of the Development Plans of the Italian airports has been innovated, providing a confrontation phase with the territory, preparatory to the ENAC technical approval, to the Environmental Impact Assessment at the Ministry of Environment and Land and Sea Protection and to the verification of urban planning compliance at the Ministry of Infrastructures and Transport. Based on the experience gained within an internal rulemaking process aimed at defining good practices for the active inclusion of stakeholders, in 2020, ENAC followed the planning of the first public debate in the airport context after the entry into force of the Decree of the Prime Minister.

The airport involved by this first participatory process was the one of Venice Tessera as the airport management body intended to define the contents to be the base of the new Master Plan 2030. In line with the provisions of the Decree of the Prime Minister, already in this meta-design phase, characterised by the analysis of possible alternatives, ENAC and the management bodies have contacted the Ministry of Infrastructures and Transport to study the first application

of this new process, verifying tasks, times and responsibilities. Due to the current pandemic restrictions, the procedure is still in a start-up phase.

The Four-year Intervention Plans at the core of the Planning Agreements

The persistence of uncertainties related to the Coronavirus pandemic and the impossibility of outlining, with the required level of reliability, the evolutionary scenario of traffic in the short-/medium term (which is underlying all planning choices), have resulted in the need to revise the investment programs drawn up by the management bodies, that, as known, are the basis of the Planning Agreements. According to the most recent studies of field the levels of traffic recorded in 2019 can be newly reached not before 2024-2025.

In view of the above, in 2020 have been launched multiple investigations with management bodies to revise the current Planning Agreements or extend the validity of the same in case the 2020 coincided with the bridge year usually dedicated to preliminary activities preparatory to define the commitments that the operator assumes for the subsequent Planning Agreement. The investigation conducted by ENAC was aimed at verifying that the interventions reviewed guaranteed the maintenance of the operational safety requirements asked by current regulations, as well as the level of service offered to users. It was then asked to maintain in the planning all those interventions aimed at safety and security.

The tables for the four-year programme for 2020 are made available.

Four-year Plans of intervention with approved documentation for the new four-year period as at 31.12.2020

Airport	Airport managing body	Regulatory period	Cost construction works (Million EUR)
Bari, Brindisi, Taranto, Foggia	Aeroporti di Puglia SpA	2019-2022	98.5
Bologna	Aeroporto Guglielmo Marconi di Bologna SpA	2020-2023	157.5
Bergamo	SACBO SpA	2017-2020	133.4
Cagliari	So.G.Aer. SpA	2020-2023	36.7
Catania	SAC SpA	2017-2020	95.5
Genoa	A.d.G. SpA	2020-2023	37.1
Florence Pisa	Toscana Aeroporti SpA	2019-2022	268.9 92.8
Olbia	GE.A.SAR. SpA	2019-2022	128.7
Palermo	GE.S.A.P. SpA	2020-2023	85.5
Turin	S.A.G.A.T. SpA	2020-2023	45.3
Treviso	AERTRE SpA	2019-2022	38.1
Trieste	Aeroporto Friuli Venezia Giulia SpA	2020-2023	29.6
Verona	Aeroporto Valerio Catullo di Verona Villafranca SpA	2020-2023	103.5

Approved Investment Plans for which management bodies have requested remodelling or validity extension due to the COVID-19 epidemiological emergency			
Airport	Airport Managing Body	Regulatory period	Cost construction works (Million EUR)
Bologna	Aeroporto Guglielmo Marconi di Bologna SpA	2020-2023	Revision
Cagliari	So.G.Aer. SpA	2020-2023	29.61
Milan Linate	SEA SpA	revision 2020 and extension 2021	60.4
Milan Malpensa			100.6
Naples	GESAC SpA	extension 2020-2021	Investigation
Trieste	Aeroporto Friuli Venezia Giulia SpA	2020-2023	Revision
Verona Brescia	Aeroporto Valerio Catullo di Verona Villafranca SpA	2020-2023	Revision
Roma Fiumicino	ADR SpA	2017-2021	Revision
Bari, Brindisi, Taranto, Foggia	Aeroporti di Puglia SpA	2019-2022	Revision
Bergamo	SACBO SpA	2017-2020	Revision
Catania	SAC SpA	2017-2020	Revision
Olbia	GE.A.SAR. SpA	2019-2022	Revision
Palermo	GE.S.A.P. SpA	2020-2023	Revision
Treviso	AERTRE SpA	2019-2022	Revision

Four-year Plans of intervention with documentation under investigation or to be submitted for the new four-year period as at 31.12.20			
Airport	Airport Managing Body	Status	Cost construction works (Million EUR)
Alghero	SOGEAAL SpA	To be submitted	-
Ancona	Aerdorica SpA	Investigation	15.5
Brescia	Aeroporto Valerio Catullo di Verona Villafranca SpA	To be submitted	-
Cuneo	GE.A.C. SpA	To be submitted	-
Lamezia Terme	SACAL SpA	Investigation	35.9
Perugia	SASE SpA	To be submitted	-
Rimini	AIRimum 2014 SpA	To be submitted	-
Salerno	GESAC SpA	To be submitted	-
Trapani	Air.Gest. SpA	To be submitted	-

Five-year Intervention Plans of Planning Agreements in derogation as at 31.12.20			
Airport	Airport Managing Body	Sub-regulatory period	Cost construction works (Million EUR)
Rome Fiumicino	ADR SpA	2017-2021	1,866.9
Rome Ciampino			39.7
Milan Linate	SEA SpA	2016-2020	313.0
Milan Malpensa			266.0
Venice	SAVE SpA	2017-2021	540.5

Environmental sustainability of airports

As at 2020, the almost totality of the Italian airports has turned out endowed with a Decree or a directive provision of environmental compatibility emitted from the competent Ministries.

These measures lay down the environmental compatibility of the airport infrastructure development, provided that a number of requirements, issued the Ministry of Environment and Land and Sea Protection and the Ministry of Cultural Heritage and Activities and Tourism, are met. ENAC, in the exercise of its mandate, is constantly committed to ensure compliance with the above-mentioned measures. In this regard, in 2020 have been launched multiple checks that have affected the airports throughout the national territory, in particular on the compliance with the Interministerial Decrees and the Provisions of the Directorate issued in the years before 2020.

The same attention to the environmental sustainability aspects of airports is placed in another policy tool evaluated by ENAC: the Planning Agreement. Under the Planning Agreement, the Environmental Protection Plans are drawn up in accordance with the provisions of Directive 2009/12/EC of the European Parliament and of the Council. The Environmental Protection Plan is a planning tool that aims to determine a constant improvement in the level of eco-sustainability of the airport through the achievement of certain environmental indicators. In 2020, ENAC, given the continuing emergency related to COVID-19, has "frozen" the objectives for the year because they have suffered significantly, for their enhancement, the decrease in traffic movements and passengers.

Special attention has been paid by the Italian CAA to the monitoring of environmental indicators provided for in the Environmental Protection Plans related to 2019. In 2020, 18 airports with a Planning Agreement were monitored.

Upgrading and development design of airport infrastructure

The planning of the interventions envisaged in the airport Master Plans and the subsequent programming within the

Four-Year Plans become concrete in the design of the individual works. ENAC, at the formal request of the airport managing body, is called upon to examine individual projects and particular attention is paid to issues of an aviation nature, such as safety and service levels offered to passengers. The preliminary examination of the projects is preparatory to the subsequent approval which, with reference to the final design level, constitutes authorisation for the construction of the work at the airport.

Also in 2020, the activity of examination and approval of the plans and in-process variations of airport works has continued despite having unavoidably felt of the impact generated from pandemic COVID-19, like for the processes of planning and programming of the interventions. The airport managing bodies have in fact remodulated the interventions to be sent in approval, reduced in number. In the context of the investigation procedures initiated, there were longer response times by the operators to the requests for integration made by ENAC, mainly due to the lack of technical staff constantly in operation, resulting in an impact on the duration of proceedings.

In 2020, a total of 108 projects were submitted for appraisal and approved in the different levels of design or in-process variations, which involved works of various types, relating to facilities, flight infrastructure, buildings, land side and air side. The following are significant examples of passenger terminal projects, type of work of particular impact on the experience that the passenger lives at the airport, related to Rome Fiumicino, Milan Linate, Genoa. A specific intervention connected to the airport activity of the Genoa airport has been added, relatively to which the structures of the Authority have provided their substantial contribution.

As part of the appraisal of projects relating to spaces and facilities for the management and security control of hold baggage, ENAC has also provided special support to airport managing bodies in the process of adapting to the new security directives that provide, for this functional subsystem, the use of more advanced radiogenic equipment. EDS (Explosive Detection Systems) Standard 3.

BAGGAGE HANDLING SYSTEMS: EXPLOSIVE DETECTION SYSTEM STANDARD 3

In 2020, ENAC has carried out a constant technical support to airport managing bodies on the numerous projects, submitted for approval, concerning the modification of Baggage Handling Systems - BHS, in compliance with the regulatory obligation to introduce baggage screening through the X Ray EDS STD-3 methodology, with modern generation Explosive Detection Systems.

All the systems for the control of the hold baggage installed at the Italian airports using the technology EDS STD-2 have, in fact, needed a modification aiming at the introduction of the machines with technology EDS STD-3 resulting in an update and modernisation of the entire BHS plant, most of the time.

The layout of the systems has been modified according to different logic of operation and image analysis, in relation to the implementation of the verification steps allowed by European regulation.

ENAC has supported the airport managing bodies in the implementation of the correct layouts and related baggage analysis sequences, in accordance with the European Commission guidelines, according to the configurations considered acceptable.

The dimensions and weight of the new X Ray machines of type EDS STD-3, being particularly significant, have led to the need to locate the new equipment at zero level of buildings or, if at elevation, on reinforced structures, that caused frequent changes in the paths followed by the plant, to be realized taking into account the spaces available.

FUNCTIONAL VERIFICATION OF RX MACHINES

Following the request and subsequent verifications of the documentation, carried out by the competent structures of ENAC, professionalism of the Italian CAA, as members of the Expert Committee pursuant to ex-art. 6 of Ministerial Decree 85/99, carry out functional tests on the machines jointly with the other members of the Committee, belonging to the State Police and the Ministry of Infrastructures and Transport, which holds the presidency. On the basis of the positive functional verifications carried out by the Committee, ENAC issues the final authorisation for the airport use of RX machines.

The COVID-19 pandemic, with the consequent lockdown and closure of some Italian airports, also had an impact on the instances of functional verification of compliance with the regulatory requirements forwarded to ENAC by manufacturers of RX machines for the control of hand luggage, freight and mail.

Airport of Rome Fiumicino

In 2020 ENAC has instructed several in-process variations to projects previously approved of works in progress, with particular reference to the interventions related to the 'East-Area terminal system works to complete the Land Side and Air Side infrastructure of the Terminal Subsystem East Side Lot 1, Excerpts 2 and 3, Lot 2, Excerpts 3 and 4'.



Terminal system area-east – Overview

The proposed works, of an architectural, infrastructural and plant-building nature, are part of the wider project to complete the Land Side and Air Side infrastructures of the Terminal Subsystem East Side, called 'East Hub'. The interventions, between the others, have interested the new avant-corps of terminal 1, the widening of terminal 1, pier A, D and C (subordinate to requalification) and the element of connection between the avant-corps and the new pier A. The new avant-corps at Terminal 1 is a building on three levels above ground and one underground, where spaces have been organized for the Baggage Handling Systems, the arrivals area for the return of luggage, commercial spaces and connective between the different boarding areas, spaces for food and beverage as well as VIP lounges. The extension of Terminal 1 consists of a building on three levels above ground and an underground level, located in the west of the existing terminal (area ex terminal 2). The volume houses a part of the baggage sorting facility on arrival, the extension of the baggage return room, the security controls area and spaces for parking and circulation of departing passengers, shopping areas, VIP lounges and, in particular, the point of arrival of passengers from the railway station.



T1 extension and new avant-corps

They join interventions on the new area of boarding, called Pier A, articulated volume on two levels above earth and one the level underground, destined to remote embark through shuttle bus at the apron level and to boardings through loading bridge, to the upper level.



New Pier A

Airport of Genoa

Extension and requalification of the passenger terminal

In 2020 the final plan of extension and requalification of the passenger terminal of the airport "Cristoforo Colombo" of Genoa was approved, predisposed for the successive start of the tendering procedures. The intervention is part of the works included in the "extraordinary program of urgent investments for the resumption and the development of the port and the relative infrastructures of accessibility and for the intermodal connection of the airport Cristoforo Colombo with the city of Genoa", with resources pertaining to the so-called "Genoa Decree" referred to in Law no. 130/2018.

The terminal is enlarged and redeveloped from an architectural point of view, both in terms of interior spaces and with reference to the facades, in which the characteristic red colour is taken up and reassessed.



Land side views

4,400 square meters of existing spaces have been redeveloped and the gross area increased by 5,500 square meters. Particular attention has been paid to the verification of the levels of service offered to the passenger which, in a nutshell, translate into clear and limited paths in length, spaces and adequate equipment, process and waiting times within the limits of internationally recommended values.

The volume of widening, previewed in adhesion to the existing terminal on the east side, is dedicated to the realization of a new space for the hold baggage sorting system, to the widening of the boarding halls, with opening of two new gates and realization of a new loading bridge. Security control areas are relocated to the first floor and extended.

At the same time as the existing building, the current departure hall on the first floor and the extra-Schengen and Schengen boarding halls are upgraded to offer wider spaces. There is also a vertical connection between a Schengen boarding area and an external air side space, derived from the division of the current terrace.



Interior views: departure hall

Temporary boarding hall

Moreover, in 2020, a temporary boarding hall was approved, aimed at the management of the transit, during the activities of realization of the previously described extension.

The boarding hall, located at the north side of the existing terminal, consists of a prefabricated structure of about 300 square meters of surface, sized for the management of flights operated with Charlie-class aircraft.

Connection airport - railway station Erzelli hill

Genoa airport belongs to the so-called "Core Network of infrastructure, Rhine/Alps corridor", as defined within the European Commission by the Directorate General for Mobility. In this context, since 2014, several projects have been funded by EU funds to ensure the airport-rail link.

In 2020, the Municipality of Genoa has started a technical-economic feasibility study for the realization of a people mover/monorail, intended to connect the railway stop to the Erzelli hill that will host the future Technological Pole, the university campus and the Polytechnic of the city of Genoa. In this scenario, the need to extend the development of the monorail to the airport terminal has emerged.

ENAC has participated to the technical tables for the appraisal of the proposals of development and connectivity to the railway net in the respect of the hypotheses of development of the airport of Genoa.

Airport of Milan Linate



Air side facade

Extension body F

The works in the part of the terminal called "body F" represent a first, important phase of restyling and renewal of the airport of Milan Linate, begun in 2018 and recently completed. In 2020, some in-process variations to the initial project of spaces extension at the service of the passenger were approved. The facade follows the lines of the front of the adjacent unit E designed by the architect Aldo Rossi.

The filtering area for passenger and hand luggage security checks is completely renewed with the extension of the queues area and the replacement of the original RX machines with more performing EDS-CB equipment.

The new spaces in expansion of the F-body, of about 9,000 square meters, are developed on three levels, one more than the configuration of the pre-existing building, completely demolished.

On the first floor the circulation area was designed according to the concept of "square" from which you can access the lower and upper levels, while the distribution of the retail activities follows the logic of the shopping gallery that winds along the planned path to reach the embarkation areas.

Above the double volume, the suspended ceiling is made of stretched sheet metal modules that give shape to a soft surface, similar to a "suspended sail", of great architectural suggestion.

The cover is a surface of light reflection, creating variations of transparency and reflectance combined with the use of a filtering system of the luminous flux from the overhead LED projectors, generating light diffusion effects of great scenic effect.

The ground floor, dedicated to the gate area, has been completely reorganized in the use of the spaces with a large seating area and new toilets. The interior design has been completely revised, also through the renewal of the fixed furnishings, such as the seats and benches gate, the window with direct access to the square completely revisited, complete the fittings of the area.





Boarding area – Ground floor

“Ambience” project restyling

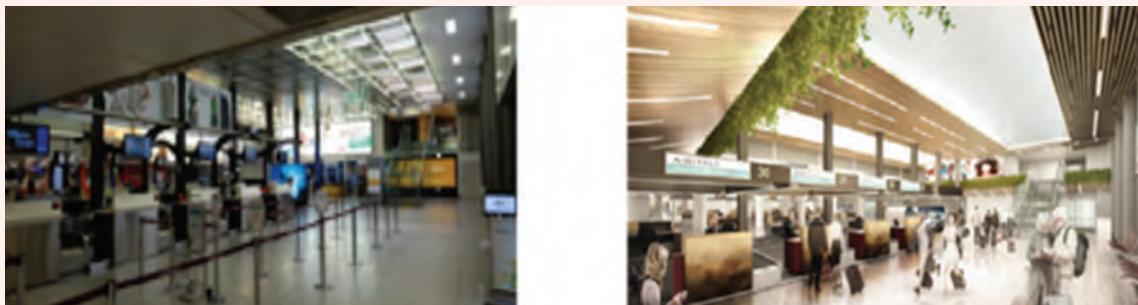
The project “Ambience”, approved by ENAC in 2020, aims to renew the image of the terminal, mixed set of architectural styles, giving it the identity connotation of city airport, closely connected to the city, also thanks to the connection of the metro line M4 with the station right next to the terminal departures.

The new image of the terminal has been studied on the basis of principles of architectural quality and environmental sustainability. Particular attention has been paid to the issues of visual and acoustic comfort calibrating the best lights, the colours, the directional signs and the advertising signs, to guarantee the orientation of the flows and the simplification of the routes in the terminal.

Departure hall and check-in area

The redevelopment project of the departure hall and the check-in area proposes a radical change in the image of the spaces, as can be seen from the comparison between the status before and after the interventions. The diffusion of natural light during the day is enhanced and the interior design is particularly cared for, with the use of natural wood suspended ceilings, LED light points, use of green (with 120 square meters dedicated), according to eco-environmental sustainability criteria.

The realization of the complex transition system between the different heights was possible with the necessary structural reinforcements that evaluated a less rigid scheme, with surfaces in some curved points of the ceiling.



Status before and after the interventions

The mix of plasterboard ceiling and wooden slats in the check-in area is an effective solution from the formal and functional point of view with reference to the systems. A real hanging garden is inserted on the two main fronts of the double height that gives a new green aura to the environment.

The green basins protruding on the second floor of aluminium plate contain a layer of water and an expanded clay on which green (hydroculture) is grafted, perceivable by the passenger as if he were in an open space.



Finally, the integrated lighting system emphasizes the curved lines of the sails by means of LED profiles alternating with slats. This system is designed in line with the direction of the passenger flows so as to guide them with the design of the suspended ceiling, passing from the entrance sliding doors to the process areas for check-in operations.

Airport Interventions Monitoring System

In 2020, monitoring of airport interventions continued through the MIA computer system (Italian acronym for Airport Interventions Monitoring System).

The system allows the monitoring of the progress, temporal and economic, of the interventions carried out on airports infrastructures, in implementation of the commitments made by the airport management bodies in the Planning Agreements. The MIA system has as its basic registry those relating to airport agreements, Planning Agreements, Intervention Plans and interventions included in the latter. The Intervention Plans contain a number of fact sheets which form an integral part of them, including the interventions, their categories, the forecasts of expenditure

per year and the type of financing. With the decision of the Ministry of Infrastructures and Transport to feed the portal "Opencantieri" with the data of the MIA, it has become more and more important the continuous updating of the interventions in MIA, the States Advance Intense activities and the available sums, with reference to the monitored Planning Agreements.

In 2020, the monitoring activities were implemented with the identification of cases of expenditure, incurred and recorded in the budget by the managing body, which present procedural anomalies compared to the expected regulatory process and reporting of works. During the year ENAC has carried out monitoring with final balance to 2019 for the following airports.

Airports with con Planning Agreement in derogation (final balance 2019)

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

Airports with ordinary Planning Agreement signed pursuant to the Legislative Decree no. 133/2014

- | | |
|-----------------------------------|--------------------------------------|
| • Bergamo - SACBO SpA | • Naples - GESAC SpA |
| • Bologna - Aeroporto Guglielmo | • Olbia - GEASAR SpA |
| • Marconi di Bologna SpA | • Palermo - GESAP SpA |
| • Cagliari - SOGAER SpA | • Parma - SOGEAP SpA |
| • Catania - SAC SpA | • Turin - SAGAT SpA |
| • Florence and Pisa - Toscana | • Treviso - AERTRE SpA |
| • Aeroporti SpA | • Trieste - Aeroporto FVG SpA |
| • Genoa - Aeroporto di Genova SpA | • Verona - Aeroporto Valerio Catullo |
| • Lamezia Terme - SACAL SpA | • di Verona Villafranca SpA |

Heliport certification

The certification activities of heliports have started as a result of the emission of the ENAC Regulation for the Construction and the Operation of Heliports (RCEE), in October 2011. With the transposition of the indications of Annex 14 - Vol. II, the RCEE requirements applicability has been referred only to some types of flight infrastructure for helicopters, called heliports, leaving the others to the definition of helipads, still under the scope of the Ministerial Decree 01.02.2006.

The certification intervenes in particular for the heliports of greater public interest, which are those opened to the

commercial traffic with a considerable traffic level, those at the service of the Helicopter Emergency Medical Service bases - HEMS and those serving the most important hospitals (health HUB).

The applicability of the RCEE is mandatory for the structures that arise after its issuance; however, the right of the owner of a pre-existing heliport to request its certification is contemplated and it may be issued by ENAC if there is evidence of public interest.

For some years after the emanation of the RCEE, the heliport infrastructures system has remained substantially unchanged regarding the introduced innovation, but from

2015/2016 ENAC has begun to receive the first requests for certification through the presentation of the heliports realization plans, whose approval is indispensable and preparatory to the successive release of the certificate of Heliport.



After the certification of the first two heliports (HEMS base of Udine in 2017 and HEMS base of Treviso in 2018), the following heliports certifications have been concluded in 2020

- Hospital of Bolzano;
- HEMS base of Lasa (BZ);
- HEMS base of Fabriano (AN).

In the last three years, the plans relative to the heliports have also been approved:

- HEMS base of Pieve di Cadore (BL);
- Maratea (for public transport);
- Matera (for public transport).

On the same topic, the active participation of the ENAC to the Heliport Design Working Group ICAO is continuous. The Group develops the normative modifications to apply to the field, subject to the transposition of the Aerodrome Design and Operation Panel (ADOP), with the subsequent approval of the ICAO Council.

Change of ownership of Luminous Visual Aids from ENAV to airport managers

The Interdirectional Decree by the Ministry of the Economy and Finances in concert with the Ministry of Infrastructures and Transport, dated 3 April 2020, was published on the Official Gazette no. 161 of 30 November 2020, for the transfer back to the State Property of assets no longer instrumental to the institutional purposes of ENAV and the reassignment to ENAC, for the subsequent concession to the airport managing bodies. The Decree, which essentially

refers to Luminous Visual Aids goods and systems, followed an intense activity of reconnaissance of goods and plants followed, since 2019, by ENAC and aimed at reconnecting the ownership of what was taken over from ENAV to the airport managing body.

Suborbital flights - spaceport

Due to the growing international interest in the activities of space flights and the consideration that 'space and aerospace are two key and strategic sectors for the interest of the Country', the Italian Government intended to promote the sustainable development of suborbital commercial flight, referring to the transport of persons and property by means of special vehicles capable of reaching the limits of 'outer space'.

The Minister of Infrastructures and Transport has designated ENAC as competent Authority for the development of the national framework in matter of suborbital commercial transport, with the Act of address MIT no. 354 of 10 July 2017.

Following a process of strategic planning and selection of the different airport sites, as well as on the basis of specific technical operational criteria identified by ENAC, with the MIT Address Act no. 20 of 9 May 2019, the Minister of Infrastructures and Transport has designated the airport of Taranto Grottaglie as the site for the realization of the first spaceport in Italy.

In parallel, making use of the contributions of experienced ENAC staff and external professionals from different sectors of interest (ENAV, ASI, representatives of national industry, as ALTEC, and National Fire Department), in 2020, as part of an interdisciplinary working group, ENAC produced a first version of the Regulation for the construction and operations of spaceports, published for public consultation on the website of the Authority, in Italian and English. Furthermore, on 6 May 2020, the preliminary version of the document was submitted, by videoconference, to an international audience of experts in the field, belonging to the different European Civil Aviation Authorities, on the occasion of the fourth edition of the European Commercial Spaceport Forum.

In the public consultation, some 140 comments were proposed by industry, institutional bodies and professional, national and international associations. The Regulation for the construction and operation of spaceports was finally published and entered into force on 21 October 2020.

AIRPORT OPERATIVITY

Effects of the pandemic on the operativity of the national airports

The health crisis following the spread of the pandemic from COVID-19 has had unprecedented consequences on air transport and on the operation of national airports which, at different stages, necessarily had to be adapted to ensure essential transport services, including health and emergency services, safeguarding the essential health protection of passengers and staff, also through the adoption of drastic limitations, maintaining the safety levels of flight operations adequate.

As first phase measure, with the Decree no. 112 of 12/03/2020, the Ministry of Infrastructures and Transport - in agreement with the Ministry of Health - has imposed the full operativity of some national airports, leaving the remaining airports to the evaluation of ENAC, in order to ensure health and emergency flights as well as those operated by State bodies.

The airport managing bodies of these latter airports were then asked by ENAC to establish the operational management arrangements to ensure the necessary services required, also highlighting that the level of resources used, in compliance with health restrictions, was adequate to maintain the applicable certification requirements, also in relation to any remaining traffic that might be expected.

In March 2020, also within the scope of the aforementioned Decree, ENAC has carried out a timely monitoring of the traffic expected on the airports subject to restrictions, in order to allow a remodulation of the Rescue and Fire Fighting Service guaranteed by the National Fire Brigade, to reduce the presence and movement of personnel located at the airports, so as to release resources for rescue activities of local National Fire Brigade Units, including the support to COVID-19 emergency management.

It was then identified how to implement the reduction of the level of protection for rescue and fire protection up to the 5th category ICAO, in accordance with current legislation and the specifics of the emergency situation, ensuring, if necessary, the restoration of the category, by means of an operational coordination procedure between the airport managing body and the competent National Fire Brigade Unit. As a result of the application of these methods, it has been possible to reduce the level of protection on 17 airports with the full coverage of the

rescue and fire service on the traffic operating there.

This activity, dictated by the health emergency, was carried out as part of the wider project of collaboration that ENAC has started with the National Fire Brigade in order to redefine, in accordance with the provisions of Community legislation, airport fire and rescue categories, ensuring a flexible management of the protection levels according to current and future traffic needs.

Guidelines for airport traffic recovery

On 18 May 2020, ENAC issued the first edition of the Guidelines, then updated, for the management of air transport in compliance with the new health needs both in the emergency phase and in the following. With these Guidelines, ENAC has indicated to airport managing body, crews and employees of the entire supply chain the immediate actions for the safe operation of traffic in the national airports.

The objective has been to take care of the health of passengers and staff of the entire air transport chain with the sensitive functional and operating characteristics, safeguarding sustainable operating conditions and practicability of the commercial services.

The restoration of passenger confidence in air transport is still crucial today.

The Guidelines have been designed with a view to maximum freedom and flexibility of action for the airport managing body, effective measures for the specific configuration of the infrastructures, for the characteristics of traffic and its operating modalities.

Minimal indispensable indications have been supplied to air carriers, assigning to them the decision on more specific measures calibrated on their own operating models.

The Guidelines are articulated on the following 8 Chapters and provide an appendix relating to General Aviation, Airfields and Heli-hydrosurfaces.

- 1) Scope of application of the Guidelines;
- 2) Prevention of the spread of COVID-19;
- 3) Protection, at airports, of the passengers flow and the activities of airport staff;
- 4) Adaptation of Airside operations;
- 5) Cargo;
- 6) Construction sites and external companies;
- 7) Communication;
- 8) Critical resolution models and tools.

EMAS system implementation plan for commercial airports

In 2020, advanced research on quantitative forecasting models for examining aeronautical events occurred in relation to traffic volumes and long-term meteorological data continued. Following the identification of mitigation strategies, obtained through the use of EMAS (Engineered Materials Arresting System) and the definition of criteria for the development of a national programme for the deployment of such systems at major airports, a specific analysis has been completed to improve the safety of the runways of national commercial airports with a Runway End Safety Area (RESA) lower than 240 meters required by ICAO and EASA regulations.

Through the analysis of the model developed by ENAC, a list of priorities has been defined in the implementation of EMAS systems on airports, based on the product of two normalized indicators.

The first, determined by the ratio between the length of the safety area at the end of the runway and the length of the runway.

The second, correlates to the traffic data and, therefore, to the normalized movements with respect to the maximum number of operations.

The product of the two indicators has allowed, with an essential measurement model calibrated to the aims of the plan, to identify the indicator of "priority relative" to the runway of each Italian commercial airport.

Through such evidence, arising from the corresponding priority analysis, the national implementation plan can be defined by implementing the action ENS.001 provided by the State Plan for Aviation Safety (SPAS) ENAC.

Flight Infrastructure Testing and Compliance with safety standards

The construction of public works has suffered an inevitable setback during the first phase of the COVID-19 pandemic. With the reopening of the construction sites and the start of new, is resumed also the complex ENAC institutional activity that, as a result of the documentary verifications and on the field, allows the commissioning and the test of the airport works. Despite a decline of about 50% compared to the

previous year, during 2020, 45 Commissions were appointed for the Certification of compliance with safety standards and Technical-Administrative Testing.

Management of obstacles and hazards for air navigation

On the subject of obstacles and dangers to air navigation, in 2020 work continued on drawing up maps of areas to be constrained in areas adjacent to airports, assessing the compatibility of permanent obstacles - for the purposes of granting the authorisation pursuant to art. 709 of the Italian Navigation Code - and survey and mapping of obstacles related to uncertified airports.

In particular it proceeded with the approval, the publication and the transposition of the oppositions of the Maps of constraint for the airports of Trieste Ronchi dei Legionari, Naples Capodichino and Cuneo. Such airports join to those, representative of beyond 95% of the traffic total, for which it has already been taken care to the publication of the Maps (Aosta, Alghero, Ancona, Bari, Bergamo, Bologna, Brindisi, Cagliari, Catania, Comiso, Crotone, Genoa, Lamezia Terme, Milan Linate, Milan Malpensa, Olbia, Palermo, Pescara, Rome Ciampino, Rome Fiumicino, Taranto, Turin, Treviso, Venice and Verona).

In implementation of these constraints, over 100 permanent obstacles have been put in place in order to carry out complex investigations to assess compatibility with air navigation by issuing the relevant authorisation measures.

With the exception of the first period of the pandemic, the activity of obstacle mapping and detection around the airports under ENAC direct management has continued through the performance of a nationwide contract on 16 separate sites, which involves the involvement of several professional figures and the use of innovative techniques for data management through GIS.

This activity, aimed at improving the overall safety levels of general aviation, is part of the State Plan for Aviation Safety (SPAS) of ENAC through the action ENO.001 and contributes significantly to the project currently being revised and updated information and data published in AIP Italy.

A-CDM IMPLEMENTATION

The Airport Collaborative Decision Making 'A-CDM' is an operational procedure that, through the exchange of detailed and timely information between all parties involved (airport managing bodies, aircraft operators, Ground Service Providers, ATC Bodies and Eurocontrol Network Manager Operations Centre) increase the efficiency and punctuality of airport operations by acting on turn-round and aircraft pre-departure processes.

Flight Plans and all services related to the management of incoming and outgoing flights are coordinated in a single process with well-defined responsibilities, operational procedures and milestones of progress. The entire process is based on a dedicated IT platform through which the parties involved perform the monitoring, the resolution of alarms and the update of the operational data of their respective competence.

One of the main objectives of the A-CDM procedure is to generate a "Target Take Off Time" (TTOT) as accurate as possible to improve the "en-route" and "sector" planning by the European ATM. The goal is achieved with the

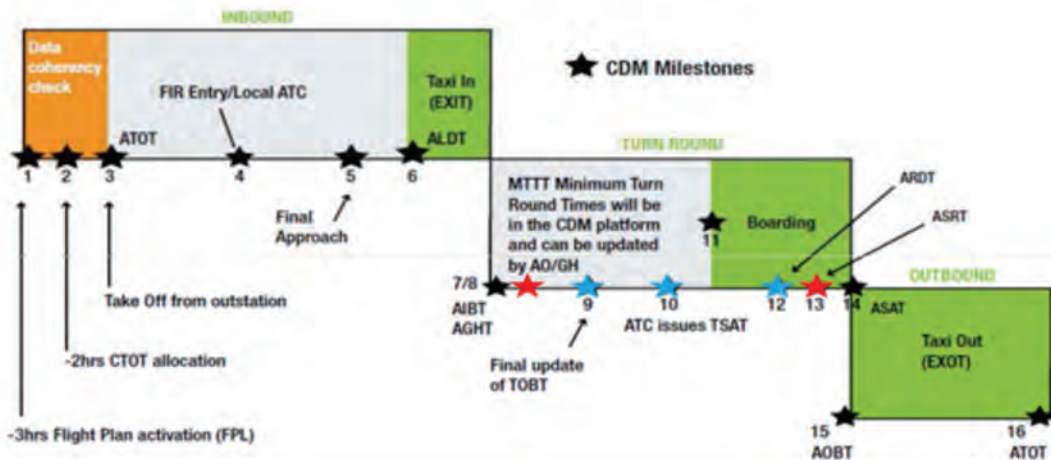
implementation of a series of "DPI" (Departure Planning Information) that are sent via the computer platform to the Network Manager Operations Centre (NMOC) of Eurocontrol, thus connecting the airport to the European ATM system.

By adopting the procedure, the predictability of events is enhanced and the use of resources is optimised by improving the flow of traffic and the management of airport capacity.

The implementation of the procedure usually takes place in two phases, for each of which a period of preliminary experimentation (operational trial) is foreseen:

- Phase 1 - "Local A-CDM": application of the procedure without the automatic sending of TTOT to NMOC;
- Phase 2 - "Full A-CDM": automatic sending of DPI messages to improve the ATC slots allocation.

During 2020, Phases 1 and 2 of the implementation of the A-CDM on Bergamo Orio al Serio airport were successfully completed, which, from 1 December 2020, is added to the national airports 'Full A-CDM': Rome Fiumicino, Milan Malpensa, Venice, Milan Linate and Naples.



COMMUNITY FUNDING FOR AIRPORT INFRASTRUCTURES

ENAC shall, within the framework of its institutional tasks, manage and implement investment programmes financed by national and Community public funds which contribute in particular to:

- enhancing airport infrastructures;
- creating intermodal links and improving accessibility of airports;
- increase the level of services offered to passengers, ensuring the achievement of international standards, especially in terms of safety and quality;
- promoting the development as well as efficient and sustainable use of airport infrastructure.

In this context, ENAC is currently engaged in the management of the Action and Cohesion Plan which, through the use of national economic resources, supports the implementation of some priority interventions for the development of the Country, previously included in the ERDF Programming 2007-2013.

The Ministry of Infrastructures and Transport, as the Administration in charge of the management of the interventions financed from the Action and Cohesion Plan, with an act of convention has attributed to ENAC the role of Intermediate Organism, transferring directly and exclusively to the Authority the responsibility of the Managing Authority for the management of airport interventions eligible for financing, in accordance with Reg. (EC) no. 1083/2006.

In particular, ENAC, in the exercise of the functions of the Managing Authority carries out the activities related to the selection, management, reporting and financial, procedural and physical monitoring of the interventions eligible for financing, as well as control over the correct use of resources, ensuring an adequate connection with the Managing Authority.

The Action and Cohesion Plan provides economic

coverage of 8 interventions, for a total amount of approximately EUR 30 million, shared between the airports of Bari and Lamezia Terme.

Regarding the airport of Bari, it is matter of participations of requalification of the paving of the connections C and D, of the aprons, of the implementation and installation of the systems of Light Visual Aids and the adaptation of the flight infrastructure to the Runway End Safety Area (RESA) regulation and extension of the runway.

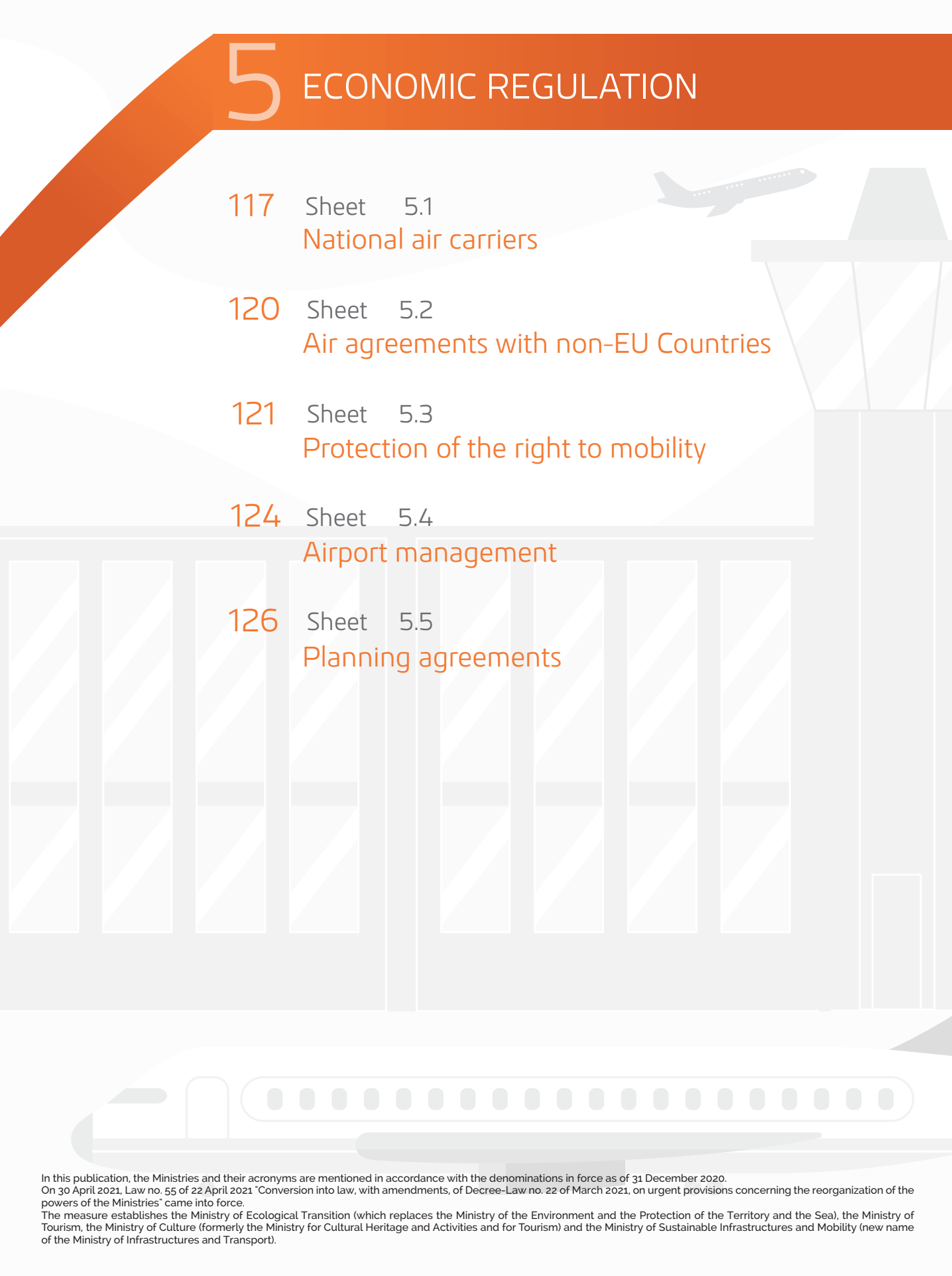
The interventions are being completed/tested and the programming is expected to be closed by 2021.

As part of the public funding provided for by the Operational Plan of the Infrastructure Development and Cohesion Fund 2014-2020, the agreements signed for the airports of Cagliari, Olbia and Parma are being implemented by ENAC, which supports the Ministry of Infrastructures and Transport in the bimonthly monitoring of the physical, procedural and financial progress of the funded projects.

Also on the Infrastructure Development and Cohesion Fund 2014-2020 resources, in 2020, the agreement for financing the renovation and securing of Reggio Calabria airport was signed. For its management, ENAC has the role of Beneficiary of the financing. The intervention provides for a public participation for an amount of EUR 25 million to which is added the self-financed share of the airport managing body of EUR 2.5 million.

Finally, for the development of the airport of Abruzzo, a financing agreement between the Abruzzo Region, ENAC and the managing body SA.GA Spa was concluded from regional resources by Resolution CIPE no. 26/2016, for the implementation of the runway extension, road accessibility and construction of new exchange parking, seismic adjustment of the terminal and regulatory adjustments of minor infrastructure and equipment.

5 ECONOMIC REGULATION

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Planning agreements

In this publication, the Ministries and their acronyms are mentioned in accordance with the denominations in force as of 31 December 2020.

On 30 April 2021, Law no. 55 of 22 April 2021 "Conversion into law, with amendments, of Decree-Law no. 22 of March 2021, on urgent provisions concerning the reorganization of the powers of the Ministries" came into force.

The measure establishes the Ministry of Ecological Transition (which replaces the Ministry of the Environment and the Protection of the Territory and the Sea), the Ministry of Tourism, the Ministry of Culture (formerly the Ministry for Cultural Heritage and Activities and for Tourism) and the Ministry of Sustainable Infrastructures and Mobility (new name of the Ministry of Infrastructures and Transport).

NATIONAL AIR CARRIERS

The Regulation (EC) no. 1008/2008, laying down common rules for the provision of air services in the Community, provides that commercial air activity may be carried out only by undertakings holding an air transport operating licence, that is, the licence enabling an undertaking to carry out air transport of passengers, mail and/or cargo.

The Regulation identifies two types of companies, those operating with aircraft with more than 19 seats or with a maximum take-off mass of more than 10 tonnes (so-called A-class air carriers) and those operating aircraft with less than 20 seats or with a maximum take-off mass of less than 10 tonnes (so-called B-Class air carriers) and defined the organisational, economic and financial requirements for the issue and subsequent maintenance of the licence.

The release constitutes the final measure of a process that includes administrative and economic-financial as well as technical and operational checks carried out by the ENAC Operations Department territorially competent. The oversight and verification activity of the existence of the above-mentioned requirements is to ensure the smooth operation of air transport services. In particular, the art. no. 5 lays down the financial conditions for the issue of a licence applicable to both A-class and B-class air carriers. The carrier's organisational and economic and financial suitability is a necessary condition for the safety of operations and the ability to meet the commitments made to users in accordance with the aforementioned legislation. In the course of 2020, the art. 9 of Regulation (EC)

no. 1008/2008, which concerns the suspension and revocation of operating licences, has been subject to temporary amendment by the European Commission, in view of the effects of the pandemic from COVID-19 which has affected all sectors of the economy.

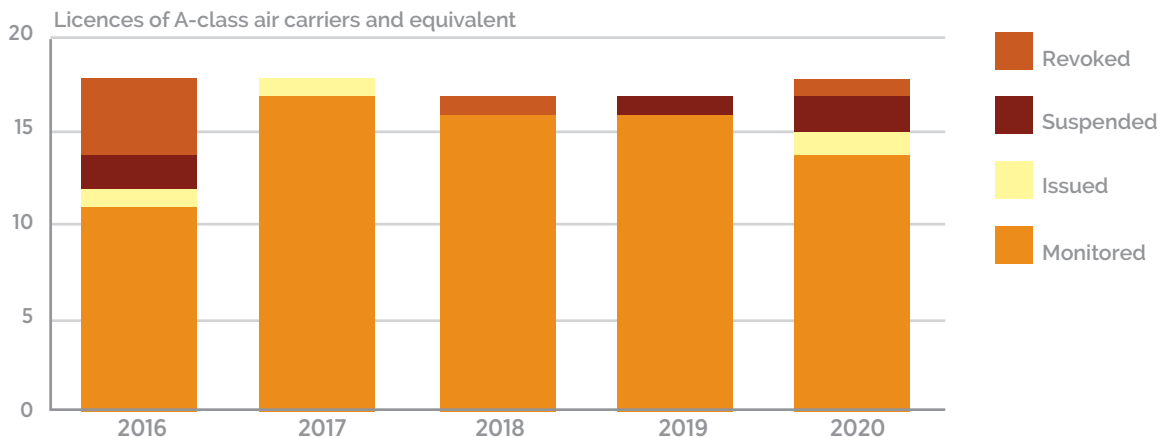
In particular, in derogation from the provisions of art. 9 paragraph 1, the possibility has been foreseen for the European National Civil Aviation Authorities, not to suspend the licence provided that such a decision does not jeopardise safety and that there is a realistic prospect of satisfactory financial restructuring within the next 12 months.

A-class air carriers

In order to enable ENAC to carry out an assessment of whether the conditions for the issue of the licence and the conditions for maintaining the licence have been met, category A carriers shall report on a monthly or quarterly basis, depending on the specificities encountered by the operators, the models with their own economic, financial and operational data.

Those models constitute a more up-to-date and comprehensive monitoring tool than the only audited financial statements that have in practice been acquired in the second half of the year following the reference financial year. The following table, for the period 2016 - 2020, shows the evolution of the supervisory activity carried out by ENAC.

ENAC activity in the period 2016-2020



Note: for 2018 and 2019 also the monitoring activity on B-class equivalent air carrier (whose revenues are over € 3 million per year and that operate HEMS activities) has been considered.

A new passenger operating licence was issued to EGO Airways Spa on 19 November 2020. In the course of 2020, the operating air transport licences

issued to Air Italy Spa and Ernest Spa were suspended. On 14 October 2020, SW Italia Spa was revoked its air cargo licence.

Fleet of A-class air carriers

The following table shows the total number of aircraft in the fleet (ownership/dry lease) used by national air carriers which, at the end of 2020, counted 151 aircraft compared

to 183 in 2019.

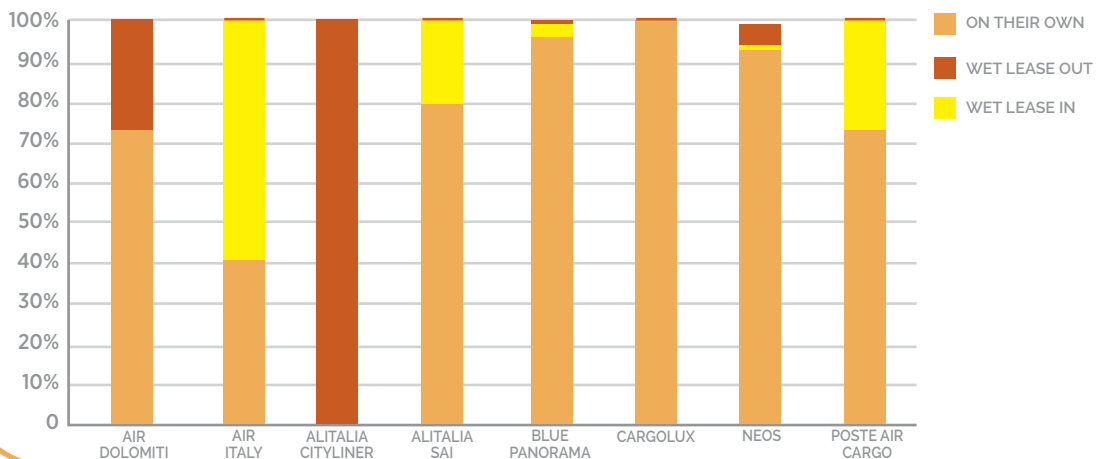
From the table it emerges that the national companies continue to being attested on the medium haul category.

Fleet of A-class air carriers	2019			2020		
	Short haul	Medio haul	Long haul	Short haul	Medio haul	Long haul
Air Dolomiti	14	-	-	14	-	-
AIR ITALY	-	8	5	-	3	1
Alitalia CityLiner	15	5	-	15	-	-
Alitalia SAI	-	69	26	-	65	24
Blue Panorama Airlines	-	12	3	-	8	1
Cargolux Italia	-	-	4	-	-	4
Ernest	-	4	-	-	-	-
Ego Airways *	-	-	-	-	1	-
Poste Air Cargo	-	6	6	-	6	6
Neos	3	3	-	2	3	-
Subtotal	32	107	44	31	86	34
Total		183			151	

* Operating licence issued in 2020.

FLIGHT ACTIVITY OF A-CLASS AIR CARRIERS

The following graph shows the flight activity carried out with owned and "wet lease in" aircraft and the "wet lease out" activity, for each air carrier. The data have been elaborated based on those from the Eurocontrol flight plans with reference to the number of landings on Italian airports. The air carriers of the Alitalia group (Alitalia SAI and Alitalia CityLiner) the use of aircraft in "wet lease in" or "wet lease out" is relevant in the intragroup operations. The air carrier Air Italy carried out its activity outside the national territory until the 25 august 2020, licence suspension date.



B-class equivalent air carriers

The art. 5, point 3 of the Regulation establishes that the economic and financial requirements of the B-class air carriers are met if their equity is not less than € 100,000. However, the Regulation allows the competent authority for the licence issuance to apply the requirements for the A-class air carriers to an air carrier that intends to operate airline services or whose business volume is over € 3 million per year.

In its tasks and for reasons of advantage and efficacy of the administrative action, ENAC implemented the above-mentioned possibility provided for in Regulation.

In particular, taken into account that the B-class air carriers with a business volume over € 3 million per year were a good part of the certified air carriers, ENAC decided to limit the application of the above-mentioned requirement to the air carriers that carry out HEMS (Helicopter Emergency Medical Service) activity.

Fleet of B-class equivalent air carriers

As highlighted in the graph below, the total number of aircraft used by B-class equivalent air carriers at the end of 2020 is 101, of which 99 are rotorcraft and 2 are fixed wings.

Aircraft used by B-class equivalent air carriers for commercial transport activity

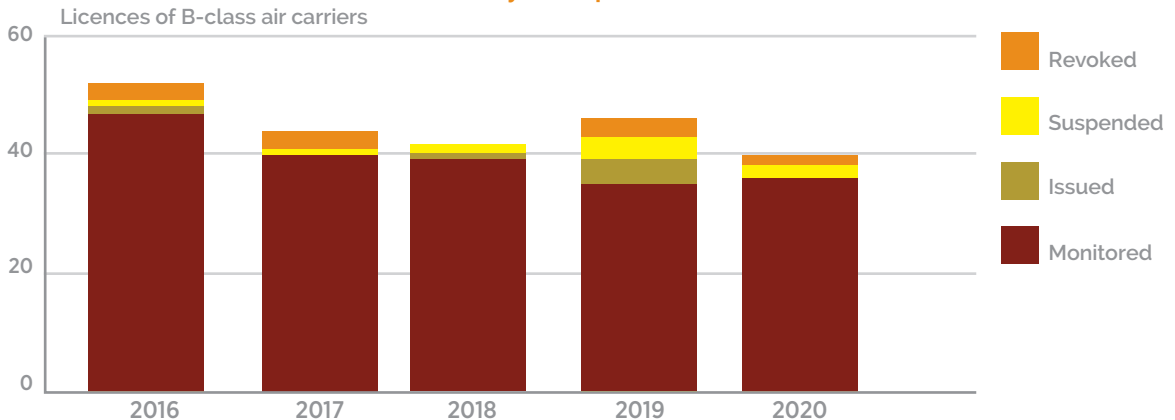


B-class air carriers

The following graph, for the period 2016-2020, shows the activity carried out by ENAC to verify the requirements of the Regulation (EC) no. 1008/2018 for the issue and maintenance of the operating licence of air transport for

B-class air carriers. In 2020, the licences of two companies (Aliparma Srl and Butterfly Srl) were suspended and two operating licences were revoked (Aeropa Srl and Pellissier Helicopter Srl).

ENAC activity in the period 2016-2020



Fleet of B-class air carriers

As shown below, the total number of aircraft used by B-class carriers at the end of 2020 when performing air

transport activities is 188, of which 141 are rotorcraft and 47 are fixed-wing aircraft.

Aircraft used in Commercial Air Transport by B-class air carriers



AIR AGREEMENTS WITH NON-EU COUNTRIES

Development of traffic rights and connectivity of the Country

Global air transport in 2020 was marked by the serious crisis caused by the spread of COVID-19, which led to the vertical collapse of international and domestic travel with serious negative repercussions on the entire aviation industry and on related industries.

The crisis has affected both the EU internal market, liberalized by Reg. (CE) no. 1008/2008, and the links with non-EU Countries, defined by bilateral agreements. Compared to the trend of the last decade, characterized by the need to open and develop connectivity, 2020 has in fact seen a reduction in the number of bilateral agreements.

In January 2020, before the pandemic crisis, Italy held an important negotiating session with the People's Republic of China which led to the conclusion of a significant agreement with which the Italy-China links were significantly expanded. In the course of the year, two different agreements were drawn up with Ukraine, which liberalised third and fourth-freedom services, and one with Armenia, in order to enable a new airline to operate air services. Instead, the planned negotiations with the Russian Federation in the first months of 2020 were postponed to a later date. In addition, the uncertainties caused by Brexit led to the need for constant coordination with the UK authorities in order to maintain links between the two Countries, in accordance with the political guidelines of national governments.

The pandemic crisis, of course, has also had a negative impact on the links operated by way of derogation, which the Italian law always allows with a view to opening up the market. With a view to the resumption of aviation activities, public selection procedures have been carried out for the award of rights which are not sufficient to satisfy the

interests of the applicant companies and monitoring has been carried out to verify their effective use.

Commercial air services - Operating authorisations for air carriers

Operating authorisations and traffic rights relating to scheduled flights are issued by ENAC on the basis of the provisions of air agreements in force between Member States and Third Countries in the field of air services. Not-scheduled flights are authorised on the basis of the ENAC Regulation on not-scheduled services that are operated on non-European routes.

These measures involve a number of security, safety and insurance controls to which the carrier is bound for commercial operational activities.

The control and monitoring of the operating conditions of the Third Country air carriers, conducted by ENAC in cooperation with EASA (Regulation EU no. 452/2014), aim to ensure the safety of flights in the sense of safety and the technical approval issued is a precondition for the initiation of the procedure for Accreditation of Third-Country air carriers, as well as for the subsequent issue of operating permits. The collaboration on the entire procedure is carried out with an expedited approach to the documentary checks of ENAC competence for the issue, maintenance and monitoring of the issued Accreditations and Authorisations.

In 2020, ENAC carried out the procedures for approving the air carriers' seasonal programmes for the whole year. Such programmes, relative to 9 national companies and established in Italy, 40 with license issued by EU Member States, and about 100 operators designated by non-EU Countries, have in fact suffered the severe restrictions (and stops) during the first months of the pandemic and subsequently a partial recovery from and after June.

TIME SLOT ALLOCATION

ENAC monitors the application of the EU Regulation on the allocation of slots at Community airports (Reg. (EEC) no. 95/1993 and as amended and supplemented), according to which the operation of flights without time slots or operated in a non-conformity of the allocated slot gives rise to punishable administrative violations.

ENAC also has the task of reserving time slots in favour of the carriers operating the routes in territorial continuity with Sardinia, Sicily and Elba Island and continued to support the national carriers at the foreign authorities for issues related to the granting of slots.

2020 was marked by a sharp decline in flight activity due to the spread of the COVID-19 pandemic and the subject of time slots was considered at European level, in order to enable air carriers to maintain slots without using them, by way of derogation from the principle of 'use it or lose it'.

In this regard, it should be recalled the Reg. (EU) no. 2021/250 of the European Parliament and of the Council amending Regulation (EEC) no. 95/93 of the Council, as regards the temporary relaxation of the rules on the use of slots at Union airports due to the COVID-19 crisis. That Regulation reduced the percentage of the use of time slots by carriers in the traffic season from 80% to 50%, also giving the possibility to return a certain number of slots before the start of the Summer 2021 season, to which historicity is automatically recognised.

PROTECTION OF THE RIGHT TO MOBILITY

Protection of the right to mobility and right to strike

In accordance with the Law no. 146/1990 on strikes of the essential public services, the Law no. 83/2000 and the Decision of the Guarantee Commission no. 14/387 of 13 October 2014, ENAC continued to carry out the delicate task of identification of the "essential minimum services" for the users during the strikes. As a matter of fact, ENAC is the only subject institutionally and technically in charge of preparing the essential public services plan in the event of strikes in the air transportation field and, therefore, of implementing the right to mobility and to strike, both established by the Constitutional Charter.

In the event of civil aviation staff strikes (air traffic controllers, pilots, flight attendants, flight engineer, ground staff, maintenance technical staff, air carriers and airport managing bodies employees), ENAC identifies the essential minimum services such as to limit the inconvenience to citizens and ensure the transport of perishable goods, live animals, medicines, basic goods and goods essential for the population and for the continuity of productive activities deemed indispensable. In addition, during the strikes, it acts in coordination with ENAV and Eurocontrol, to quickly resolve any issue regarding the closing of the Italian airspace in order to reduce inconveniences for passengers respecting the right to strike.

Through a partial revision of some provisions contained in the Provisional Regulation, Resolution no. 14/387 (Art. 24,

point 3) the Guarantee Commission has planned to determine a more functional identification of the flights to be guaranteed by ENAC through coordination between the central structure and the peripheral structures in the event of overlapping strikes.

In 2020, 13 lists of flights to assist in national strikes were issued and the flight activity programmes presented by the airlines were assessed, ensuring 185 guaranteed flights for passengers.

Safeguard of the principle of territorial continuity

ENAC, in synergy with the Ministry of Infrastructures and Transport and the interested Regions, in order to safeguard of the principle of the territorial continuity and in the respect of the forecasts contained in the Reg. (CE) no. 1008/2008, sets in place all the necessary steps to ensure the air connections of the 'disadvantaged' territories with the Italian main cities.

To this end, by means of European tenders, ENAC selects the carriers that will operate exclusively the air routes subject to the public service obligations, with financial compensation. In the case of Sardinian routes, the carriers are selected, according to the current legislation, directly from the Autonomous Region of Sardinia.

PUBLIC SERVICE OBLIGATIONS ENSURED IN 2020

Region of Sicily

Routes:

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

The company Danish Air Transport, successful tenderer to operate the air services burden from the 1st of July 2018 to the 30th of June 2021 - G.U.U.E. C 441 of 22 December 2017 - in 2020 has regularly operated the burden connections established by the Ministerial Decree no. 550 of 28 November 2017 - G.U.R.I. no. 299 of 23 December 2017.

Following the enactment by the Italian Government of measures restricting the mobility of citizens for the purpose of containing the epidemic by COVID-19, the Company was authorised to operate lower frequencies than those provided for by the decree.

Region of Sicily

Routes:

Comiso - Rome Fiumicino and vice versa
Comiso - Milan Linate and vice versa

The results of the Conference of Services to define the regime of territorial continuity with effect 1 August 2020 were transferred to Ministerial Decree no. 69 of 12 February 2020 (G.U.R.I. no. 86 of 31 March 2020).

The date of entry into force of the public service obligations and the terms of the following tender were postponed, to 1 November 2020, by Ministerial Decree no. 213 of 26 May 2020 (G.U.R.I. – General series - no. 145 of 9 June 2020) including the spread of the COVID-19 pandemic, which has led to measures restricting citizens' mobility.

Due to the protracted situation related to the spread of the pandemic, with Ministerial Decree no. 574 of 16 December 2020, the date of entry into force of the obligations was again postponed to 18 December 2020.

The tender was awarded to Alitalia-SAI under special administration for the period 18 December 2020 - 31 October 2023.

Routes:

Trapani - Ancona and vice versa
Trapani - Brindisi and vice versa
Trapani - Naples and vice versa
Trapani - Parma and vice versa
Trapani - Perugia and vice versa
Trapani - Trieste and vice versa

The results of the Conference of Services to define the territorial continuity regime with effect from 15 July 2020 were transferred to Ministerial Decree no. 2 of 8 January 2020 (G.U.R.I. no. 36 of 13 February 2020).

The date of entry into force of the public service obligations and the terms of subsequent tenders have been postponed to November 1 2020, by Ministerial Decree no. 214 of 26 May 2020 (G.U.R.I. – General Series - no. 146 of 10 June 2020) including the spread of the COVID-19 pandemic, which has led to measures restricting citizens' mobility.

Due to the protracted situation related to the spread of the pandemic, with Ministerial Decree no. 575 of 16 December 2020 the date of entry into force of the obligations was again postponed to 18 December 2020.

For the period 18 December 2020 - 31 October 2023, air services on the routes to and from Ancona, Perugia and Trieste were awarded to the Bulgarian company Tayaran Jet and air services on the routes to and from Brindisi, Naples and Parma are adjudicated to the Spanish society Albastar.

Region of Tuscany

Routes:

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

The Czech company Silver Air awarded the tender for the operation of air services burden from 1 February 2020 to 31 January 2023 - G.U.R.I. 5 Special series - Public contracts - no. 105 of 6 September 2019 - in 2020 operated the connections imposed by Ministerial Decree no. 346 of 2 August 2019 - G.U.R.I. no. 193 of 19 August 2019.

Following the enactment by the Italian Government of measures restricting the mobility of citizens for the purpose of containing the epidemic by COVID-19, the Company was authorised to operate lower frequencies than those provided for by the decree.

Region of Calabria

Routes:

Crotone - Rome Fiumicino and vice versa
Crotone - Turin and vice versa
Crotone - Venice and vice versa

In the second half of 2020 the Services Conference was held to define the regime of territorial continuity on the three routes with effect 1 February 2021.

The information notes of the European Commission concerning the entry into force of the public service obligations and the invitations to tender were published in the GUEE C 274 series of 19 August 2020 and C 344 series of 16 October 2020, respectively.

None of the air carriers submitted bids within the deadline for the submission of bids (18 December 2020) and therefore the tenders were declared unsuccessful.

Autonomous Region of Sardinia

Routes :

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

Since 2010 the Autonomous Region of Sardinia is directly in charge of territorial continuity functions and its financing.

In the course of 2020, pending the definition of a new regime of territorial continuity, the company Alitalia - SAI under special administration has operated, by virtue of extension of the Agreements signed with the Autonomous Region of Sardinia, the routes from Cagliari and Alghero to Rome Fiumicino and Milan Linate, according to the imposition contained in Ministerial Decree no. 61 of 21 February 2013 (G.U.U.E. C 104 of 10 April 2013) modified by Ministerial Decree no. 133 of 21 April 2013 (G.U.R.I. no. 95 of 23.04.2013).

Air services from Olbia to Rome Fiumicino and Milan Linate were operated by Air Italy until 16 April 2020 by virtue of the acceptance, without compensation, presented in 2019, and by the company Alitalia-SAI under special administration from 17 April 2020, following an emergency procedure promoted by the Region to ensure the continuation of air services charged without interruption, pending the definition of a new regime of territorial continuity.

PUBLIC SERVICE OBLIGATION

In 2020, ENAC continued, albeit in a context of liberalisation of the sector, to ensure the right to mobility through the oversight of the proper conduct of air services charged to island and peripheral areas.

In 2020 for territorial continuity:

- **€ 9,894,826.98** spent from state funding;
- **2 Services Conference** held;
- carried out **9 invitations** to tender for the exclusive award of air services subject to payment;
- made **42 interventions** to ensure the correct application of the conventions;
- insured **5,377 flights** with state funding;
- transported **150,585 passengers** with state funding.

AIRPORT MANAGEMENT

Commercial airports – Monitoring of airport managing bodies

The airport concession of total management concerns the management, design, construction, maintenance and use of airport facilities and infrastructure, including the state assets constituting the airport system.

The regulatory framework has provided for separate systems of entrustment of total management, depending on whether the entrusted companies were already entrusted by special laws, or were already holders of the so-called right of insistence, recognisable to the partial airport managing body, even precarious, or newly created companies identified as the result of a public procedure. Currently the national airport system, open to commercial traffic, consists of 32 concessionary companies.

In October 2020, the company Forli Airport, awarded the selective procedure for the management of Forli airport, inaugurated the resumption of flight activities on the airport of Forli.

The airports of Grosseto, Bolzano and Oristano have a status of precarious and partial airport managing body, pending the definition of the current investigations.

With the award of the airport concessions, ENAC verifies the proper fulfilment of the contractual obligations assumed by the airport management bodies. In this regard, ENAC, during 2020, continued the systematic economic and financial monitoring of airport managing bodies and took care, in the cases expressly provided for by the total management agreement, the investigation for the possible adoption of the measures of revocation or forfeiture from the concession of total management.

In order to ensure the proper fulfilment of its obligations, ENAC also ensures, in accordance with the Agreement concluded with the inspection services of the General Accounting Service of the State, the carrying out of appropriate inspections on airport managing bodies, carried out in collaboration with the Ministry of Economy and Finance (MEF). In 2020, however, the activities were temporarily suspended as a result of the emergency situation by COVID-19.

Airports of the General Aviation

The airports of General Aviation are intended to accommodate sports and tourist activities, training, air work

services, air rescue, medical emergency, support to civil protection, scientific and experimental activities, business aviation operations, including air taxi services and any other activities compatible with the particular airport vocation.

These airports are an essential tool for the territory to ensure the continuation of aviation activities of significant interest to the community.

ENAC, in order to ensure the safe operation of such airport infrastructure and protect the public interest, with the Regulation Entrustment State Airports for General Aviation, it has regulated the award of a 20-year concession by means of publicly available selective procedures.

During 2020, the Novi Ligure airport was entrusted to the company Homo Volants Srl and the tender procedures concerning the entrustments of the airports of Padua and Vercelli continued.

Handling

Handling means all airport services aimed at providing ground handling to third parties or self-handling.

To carry out the handling activity it is necessary to acquire the relative certification by ENAC, in accordance with the verification of compliance with the requirements referred to in art. 13 of the Legislative Decree no. 18/99. The specification attached to the certificate identifies the airports and categories of activities listed in Annex A) of the Legislative Decree no. 18/99 for which the operator has demonstrated to possess all the requisites: suitable financial, human, instrumental and organizational resources. Therefore, many certified operators appear to operate on more than one airport.

Ground handling services:

- ground administration and supervision;
- passengers;
- luggage;
- freight and mail;
- operations on the runway;
- cleaning and stopover services;
- fuel and oil;
- maintenance of aircraft;
- air operations and crew management;
- ground transportation;
- catering.

Monitoring

The monitoring of the handling market complies with the provisions of art. 17 of the Legislative Decree no. 18/99 and art. 50 of Law no. 99/2009.

Liberalisation

ENAC continued its supervisory activities aimed at ensuring the effective competitiveness of the handling market. The Directive 96/67 of the European Community (transposed in Italy with the Legislative Decree no.18/99) has introduced, in fact, an articulated series of precepts to garrison the principle of competition in the market of the ground handling services.

However, the framework provides for the introduction of restrictions and derogations from the competition rule, for reasons of safety, capacity and available airport space.

Limitations

The collapse of the recorded air traffic in 2020 has involved the temporary suspension of the preliminary investigations activities carried out from ENAC.

REVISION OF THE GROUND HANDLING AIRPORT SERVICE PROVIDER CERTIFICATION REGULATION

In 2020, ENAC launched a review of the handling regulation published in January 2018.

The draft of the new text of the Regulation has been published for consultation on its institutional website, in order to allow all external stakeholders to provide comments and/or observations by the date of 7 December 2020, deadline subsequently extended to 7 January 2021.

PLANNING AGREEMENTS

The 2020 regulatory framework

2020 was the last year of application of the Planning Agreements signed, pursuant to art. 1 comma 11 of the Legislative Decree 12 September 2014 no. 133, with the managing bodies of the airports of Bergamo and Catania; such agreements go to join to those already expired in the biennium 2018-2019, undersigned with the airports of Naples, Bologna, Turin, Trieste, Genoa, Verona, Cagliari, Palermo, Lamezia Terme, Olbia, Pisa and Florence.

For none of them the interministerial decree of approval has intervened, nor has the signing of the renewal been completed, so that the only agreement that remains in force is the one signed with the airport of Parma, for the regulatory period 2018-2021.

In this regard, it should be noted that the new Schedule of Planning Agreements, approved by the ENAC Board on 2 October 2018, have been promoted by several airport managing bodies, extraordinary appeals to the President of the Republic, for the insertion, carried out by ENAC in line with the addresses expressed by all the Administrations of the sector, of art. 19 on the clause waiver of litigation, according to which: "The company, with the signing of this agreement, given the continuity of this agreement with the obligations previously in force regarding the concession and/or planning agreement, waives all rights and/or claims, including charges, related to the same or to the concession, as well as the actions proposed in the pending judgments relating to the regulatory framework under which the parties have drawn up this contract and its annexes".

In the face of these appeals and, in particular, within the one promoted by Gesac Spa, the Ministry of Infrastructures and Transport has requested an opinion to the State Council, which was expressed in the Meeting of Section of 18 November 2020, stating, following a detailed examination of administrative case-law, that such an article waiving litigation exceeds, in the light of the principles of civil law, the physiological limits within which the waiver may be considered legitimate; consequently, the State Council considered that the action, the acceptance of which entails the annulment of the contract, limited to the contested clause, was well founded, without prejudice to the power of the Administration to redefine, after hearing the applicant, the content and wording of that Article, in a more appropriate and detailed manner.

Although, for the reasons set out above, no contract renewal has been reached to date, ENAC, in the exercise

of its institutional functions of regulation, oversight and control, concluded in 2020, for all airports with an expired Planning agreement, with the exception of the airports of Lamezia Terme and Naples, the preliminary activities, already started in 2019, preparatory to the renewal of the Planning Agreements and consisting in the approval, in technical line, of the Intervention Plans - including the Investment Plan, the Traffic Forecasts and the Economic and Financial Plan - and the Quality and Environmental Protection Plans.

The evaluation activities of the Technical Plans of the airports of Puglia, Treviso and Ancona were also launched and concluded in 2020, which, on the other hand, have not yet signed a Planning Agreement with ENAC, so that the conditions for concluding the agreement also apply to such airports.

As a result of ENAC technical authorisation on the Interventions, the Quality and the Environmental Protection Plans, the airport managing bodies have taken care to carry out the procedures of consultation with the users, which has followed, even in the absence of a contract, the entry into force of charges updates, subject to the regular monitoring and verification activities of the Transport Regulation Authority (ART).

Considering that, in addition to the Ordinary Agreements ex Legislative Decree no. 133/2014 also the Agreements in derogation concluded with the airport systems of Rome, Milan and Venice, it appears that 97% of national traffic (2019 statistical data) benefits from regulated charges, annually updated as a result of annual consultation and monitoring activities involving operators, users, ENAC and the Transport Regulation Authority (ART).

Unfortunately, the consequences of the pandemic crisis on the air transport sector have also reverberated on the regulatory activity of ENAC: the collapse of traffic and persistent uncertainty on future projections, both at national and international level, significantly impacted the contents of the technical and economic planning already absent from ENAC and raised the need to proceed with a review of the four-year airport development plans, in the light of the new configuration of traffic flows and the changed needs of air transport.

In view of the current scenario in the sector, ENAC has, therefore, granted the airport managing bodies who requested the deferral of time for the activities aimed at the renewal of the Planning Agreement and has also accepted

the proposal, received from many airports, to revise the contents of the Technical Plans already approved in order to take account, in particular, of the different future scenarios for air traffic development and the need to reprogramme infrastructure modernisation activities, whose capacity will remain structurally under-utilised in the short to medium term.

The need, expressed by the sector, to reshape the Technical Plans, with the postponement of the works not urgent nor impossible, is linked, in addition to the need to move forward in time development projects, according to

the recovery of traffic dynamics, also to the heavy economic and financial impact that the current crisis is having on the capital and financial soundness and on the spending capacity of airport companies, whose resources need to be concentrated on open construction sites and on those operations that cannot be postponed, because of their impact on airport security and safety.

Below is a summary table on the state of the art of the Planning Agreements ex Legislative Decree 133/2014.

A further element of novelty that has invested the

Planning Agreements pursuant to Law 164/2014 and subsequent amendments

Second regulatory period

Airport managing body	Airport	First regulatory period		Second regulatory period			Date of signature of the Agreement
		First regulatory period	Date of signature of the Agreement	Second regulatory period	ENAC technical authorization on Intervention Plan / Quality/ Environment	Request Remodeling Intervention plan Post Covid effects	
Toscana Aeroporti SpA	Firenze	2015-2018	09/10/2015	2019-2022	YES	YES	Pending
Toscana Aeroporti SpA	Pisa	2015-2018	09/10/2015	2019-2022	YES	YES	
AdB SpA	Bologna	2016-2019	19/02/2016	2020-2023	YES	YES	
GESAC SpA	Napoli	2016-2019	24/02/2016	2020-2023	NO	-	
GEASAR SpA	Olbia	2015-2018	11/03/2016	2019-2022	YES	YES	
GESAP SpA	Palermo	2016-2019	08/07/2016	2020-2023	YES	YES	
SAGAT SpA	Torino	2016-2019	11/07/2016	2020-2023	YES	NO	
Aeroporti Friuli Venezia Giulia SpA	Trieste	2016-2019	14/07/2016	2020-2023	YES	YES	
Aeroporto di Genova SpA	Genova	2016-2019	20/07/2016	2020-2023	YES	NO	
Aeroporto Valerio Catullo di Verona Villafranca SpA	Verona	2016-2019	29/11/2016	2020-2023	YES	YES	
SOGAER SpA	Cagliari	2016-2019	15/05/17	2020-2023	YES	YES	
SACBO SpA	Bergamo	2017-2020	04/07/17	2021- 2024	NO	-	
SACAL SpA	Lamezia	2016-2019	11/07/17	2020-2023	NO	-	
SAC SpA	Catania	2017-2020	01/03/18	2021- 2024	NO	-	
SO.GE.A.P. SpA	Parma	2018-2021	22/05/19	2022-2025	-	-	

First regulatory period

Airport managing body	Airport	First regulatory period	ENAC technical authorization on Intervention Plan / Quality/ Environment	Date of signature of the Agreement
Aeroporti di Puglia SpA	Aeroporti Pugliesi	2019-2022	YES	Pending
Aer Tre SpA	Treviso	2019-2022	YES	
AERDORICA SpA	Ancona	2020-2023	YES	

regulatory structure of the airport sector during 2020, was the conclusion of the process of revision of the charges models, with Resolution no. 136 of 16/07/2020 of ART, the application of which will run from 1 July 2021.

The implementation of the new regulatory framework, separate for national airports with commercial air traffic higher or lower than one million passengers per year, will also cover derogating Planning Agreements.

In the light of the provisions of Law no. 37 of 3 May 2019, which has extended the scope of regulatory powers of the ART also to derogating Planning Agreements, the new Charges Models provide, in fact, in the transitional and final provisions, that the updated economic regulation measures are also likely to apply to the Agreements in derogation, through the signing of Additional Acts.

In the same provisions, ART also specifies that the supervisory functions, referred to in art. 80 of Legislative Decree no. 1/2012, are exercised by ENAC on these Contracts, from the date of entry into force of Law no. 37/2019, also with reference to the procedures for the annual definition of the level of regulated fees, and the dispute settlement procedures related thereto.

In implementation of this regulatory and regulatory framework, ENAC has initiated the preparatory activities aimed at the drafting of the Additional Acts, with the objective of harmonising and supplementing the current economic regulation measures contained in the Planning Agreements in derogation with the regulation of the charges models, in compliance with the principles set out in the "Liberalisations Decree".

Planning Agreements monitoring - Audit on the investments

Among the institutional tasks of ENAC, there is that of the annual verification of the implementation of the obligations provided for in the Planning Agreements.

The monitoring is a tool of technical verification on the respect, for each year of the regulatory period, of the commitments contractually undertaken by the managing

bodies in relation to maintenance interventions, development and modernisation of airport infrastructure included in the Investment Plans attached to the Planning Agreements, in line with the longer-term planning set out in the Airport Development Plans.

The monitoring activity, in addition to having an autonomous technical value, also has a specific economic role, since it is a preparatory activity for the charges updates that the managing bodies submit to users during the annual consultation, in accordance with the procedures governed by the reference Charges Models, and on which ART is called to supervise.

It is based on what ENAC annually verifies and communicates, on the adequacy, relevance and eligibility of the investments made, and on the results achieved by the managing bodies on the quality of the services provided and on the environmental protection measures that ART ascertains, as a guarantee of airport users, the charges impact of: final investment costs, in terms of depreciation and return on capital, incremental costs for new investments, in terms of operating costs and economic rewards/penalties resulting from the achievement of qualitative and environmental targets.

For each airport with a Planning Agreement or, in the absence of such, with an approved Interventions Plan, ENAC shall proceed, technically, to carry out cross-checks between the final value of the investments self-declared annually by the operators and the results of the MIA computer system, through which ENAC monitors the progress of the planned interventions, from the approval phase to the implementation and testing phase.

With the monitoring, ENAC, in addition to ascertaining, from a quantitative point of view, the eligibility of the expenditure incurred by the managing bodies in the capital account, also highlights any procedural anomalies with regard to the process of realization of the works; these anomalies are also reported to ART for the assessments of competence regarding the charges eligibility of the expenditure.

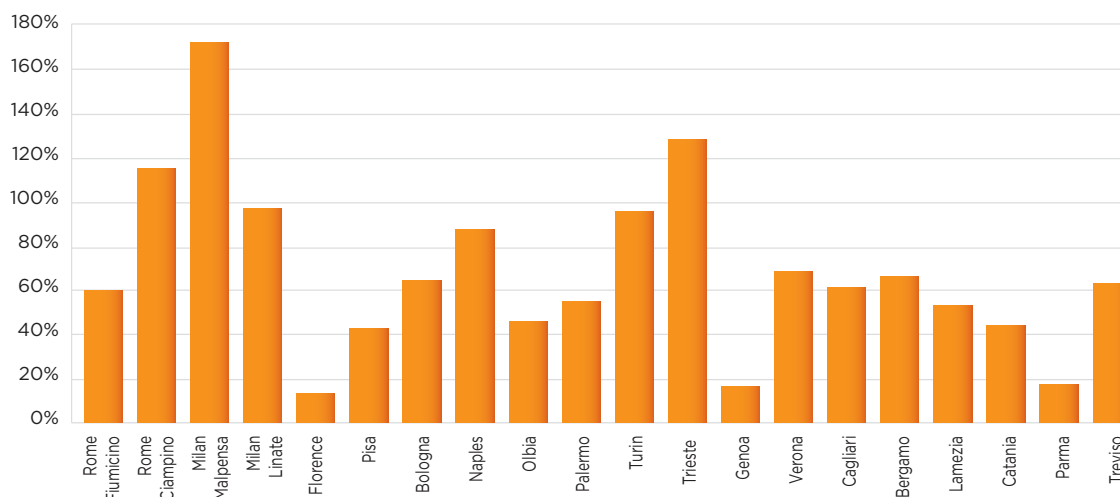
Monitored interventions (final balance 2019)

Airport managing body	Airport	PLANNING	MONITORING
		Fiscal year 2019	Final 2019
		Expenditure for Investments from Planning Agreement/ Plan of Operations approved	Overall investment expenditure monitored by ENAC
ADR SpA	Rome Fiumicino	€ 376,364,000	€ 224,628,235
ADR SpA	Rome Ciampino	€ 6,662,000	€ 7,530,230
SEA SpA	Milan Malpensa	€ 34,878,000	€ 58,826,387
SEA SpA	Milan Linate	€ 69,611,000	€ 65,922,502
Toscana Aeroporti SpA	Florence	€ 73,028,330	€ 9,819,595
Toscana Aeroporti SpA	Pisa	€ 20,276,595	€ 8,606,992
AdB SpA	Bologna	€ 29,093,000	€ 18,395,385
GESAC SpA	Naples	€ 24,400,000	€ 21,104,379
GEASAR SpA	Olbia	€ 16,276,416	€ 7,317,401
GESAP SpA	Palermo	€ 19,132,931	€ 10,388,710
SAGAT SpA	Turin	€ 11,783,000	€ 11,084,633
Aeroporti Friuli Venezia Giulia SpA	Trieste	€ 7,017,745	€ 8,843,157
Aeroporto di Genova SpA	Genoa	€ 6,600,000	€ 1,071,940
Aeroporto Valerio Catullo di Verona Villafranca SpA	Verona	€ 16,320,000	€ 10,960,971
SOGAER SpA	Cagliari	€ 9,201,000	€ 5,530,518
SACBO SpA	Bergamo	€ 50,020,623	€ 32,276,252
SACAL SpA	Lamezia	€ 7,350,000	€ 3,801,859
SAC SpA	Catania	€ 24,205,000	€ 10,372,057
SO.GE.A.P. SpA	Parma	€ 14,100,000	€ 2,533,282
AETRE SpA	Treviso	€ 8,236,257	€ 5,091,857

In the diagram that follows it is given evidence, per single airport, of the percentage of realization of the investments planned for 2019, as a result of the activity of monitoring.

At national level, an average of 70% of the planned ex ante measures have been carried out.

% Implementation Programmed Investments Monitoring - Final Results 2019



In order to strengthen and diversify the oversight activities on the commitments made by the managing bodies in the respective Planning Agreements on infrastructure development, ENAC has carried out specific audit activities on the implementation of investments, at the airports of Venice, Milan Linate - Malpensa, Naples and Cagliari.

These activities covered substantial economic aspects relating to the amounts of work completed and authorised, but also more strictly procedural elements related to the regularity of the contractual documentation and the method of awarding works and services.

The Planning Agreements provide, in fact, that the declarations attesting to the state of implementation of the planned interventions can be the subject of specific checks that ENAC reserves to conduct, even by sample.

Supervision of charges for the use of centralised infrastructure, assets of common and exclusive use

Under the Legislative Decree no. 18/99 on free access to the EU ground handling services market, ENAC is in charge of checking that the airport users' service charges are in line with the costs incurred with the airport management and the development of centralised infrastructures as well as the common and exclusive used assets.

To this end, in 2020, ENAC carried out the supervision on the charges for the fuel storage and distribution activity performed at the airports of Rome Fiumicino, Milan Malpensa respectively by Seram SpA and Disma SpA.

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

The subconcession contracts, whose deadlines were set at 31/12/2020 for Disma and 31/03/2021 for Seram, were extended by the managing bodies with the favourable address of ENAC, for a further period of three years, in view of the serious economic effects of the substantial traffic drop due to the pandemic from COVID-19.

Supervising activity on handling charges and on the charges for the assistance to Passengers with Reduced Mobility (PRM)

With regard to charges for assistance to PRMs and monopoly handling charges, the Community Directive 2009/12/EC on airport charges expressly provided for their

exclusion from its scope, as it already exists a specific Community-wide legislation: Directive 96/67/EC of 15/10/1996 as regards ground handling activities and Reg. (EC) no. 1107/2006 as regards assistance to passengers with reduced mobility (PRM).

Considering the exclusion from the scope of the 'rights' Directive, the charges supervision of these activities remains, therefore, an exclusive prerogative of ENAC, remaining outside the scope of the powers transferred to ART in the field of regulation.

In 2020, ENAC has provided to the update, from 2021, of the PRM fees of the airports of Rome, Milan, Venice, Bergamo, Bologna, Cagliari, Naples, Palermo, Turin, Pisa, Florence, Trieste, Verona, Cagliari, Catania, Treviso, Olbia, Bari, Brindisi, Foggia and Taranto.

The air traffic crisis, linked to the COVID epidemic and the resulting restrictions on the free movement of persons, has led a large number of airports to maintain stable charges levels for PRM assistance, so as not to burden the recovery of the system further.

With regard to ground handling charges, ENAC has completed the preliminary investigation for the updating of the charges for the service of de-icing aircraft at the airport of Verona, followed by, pursuant to 19 of the Legislative Decree no. 18/1999, the emanation of the decrees of approval of the Minister of Infrastructures and the Transport, no. 3 of 7/01/2021.

Also for the airport of Bolzano has been concluded the preliminary investigation for the update of the charges relative to the services of handling supplied at the airport and transmitted to the Ministry of Transport, which is formally in charge of its approval by decree.

Supervision of air navigation charges

In addition to the supervisory and economic regulation of charges applied by airport managing bodies for services offered on an exclusive basis, ENAC, as the National Supervisory Authority for all matters relating to the management and regulation of airspace, also carries out activities of programming and annual verification of air navigation service charges applied by ENAV, at both national and supranational level.

ENAC has therefore carried out the annual investigation for the determination of third-range terminal charges, the regulation of which is regulated at national level, and carried out periodic monitoring of first- and second-range en route and terminal charges.

The regulation of these latter charges falls within the scope

of Community legislation, through the adoption of five-year National Performance Plans, in which they are defined, in line with pre-established European targets, the local objectives to be achieved in the key performance areas: capacity, safety, environment and economic efficiency. With particular regard to Community legislation, on 3 November 2020 the Commission adopted Reg. (EU) no. 2020/1627 on exceptional measures for the third reference period (2020-2024) of the Performance and Pricing Plan in the Single European Sky, due to the COVID-19 pandemic. As a result of the fall in traffic, due to the pandemic, and the disappearance of the assumptions, data and reasons on the basis of which the Community and national performance targets and the Performance Plans for the period 2020-2024 were set in 2019, there was a need to redefine the content of the targets, and to redesign the Performance Plans 2020-2024, which will be presented to the European Commission by October 2021.

Financial analysis of routes operated in public service obligation regime

ENAC examined in 2020 the activity carried out by the air carriers Mistral Air Srl and Danish Air Transport A/S (DAT), entrusted with the routes on Sicily, respectively for the year 2017/2018 the first one and for the three-year period 2018-2021 the latter.

The verifications to ascertain the reliability, the adequacy and relevance of the costs incurred by the airlines, as well as the consistency of the flying activity carried out, compared to the programming provided for in the imposition of public service obligations, were preparatory to the recognition of the financial compensation due to the airlines, on the basis of the provisions of the Ministerial Decrees of Taxation.

Traffic data analysis

In 2020, ENAC published 'Traffic data 2019' concerning the final commercial aviation and general aviation traffic of national airports in terms of movements, passengers and cargo. The document also includes the analysis of the traffic of the carriers that have operated in Italy and of the main

connections offered from the national airports.

Traffic data is not only a useful tool of analysis for airport operators but shall also compile the data necessary for the annual quantification of airport concession fees and for the determination of the contribution to the fire-fighting fund by individual airport managing bodies.

The 2020 yearbook was published on the basis of the 2019 traffic data acquired with the new IT system developed by ENAC and based on periodic dispatches of standardised data and no longer aggregated data, through a single mode of transmission through ENAC website.

The new system has become necessary in consideration of the important finalities of traffic data and of the continuous and new requirements and demands that come both internally and from the various Administrations, increased in number and urgency in the course of 2020 for the necessary measures taken in view of the crisis environment of the entire aviation sector generated by the COVID-19 pandemic.

In the course of the year ENAC has, in fact, elaborated numerous analyses of traffic necessary both for the determination of the important safety measures undertaken from the national government for the Italian airports in 2020 (traffic to/from China, incoming passengers with details of the Country of origin on each national airport, cargo traffic analysis), and the definition of extraordinary measures in support of the entire air transport chain.

With particular reference to the concession fees, ENAC has drawn up the estimates of WLU (Work Load Unit) 2020 based on traffic forecasts, useful for the re-measurement of concession fees to be paid by airport managing bodies. The traffic data are also processed in support of other Departments of ENAC for the respective activities in which it is necessary to acquire and elaborate specific analyses, such as the analysis of markets and industry for the purpose of the economic assessment of routes outside the European Union, on which bilateral air traffic rights agreements are to be concluded or the preparation and publication of the Action Plan document, aimed at achieving internationally agreed targets for reducing CO₂ emissions.

6 AIRSPACE REGULATION

133 Sheet 6.1

The activity of regulation and planning



In this publication, the Ministries and their acronyms are mentioned in accordance with the denominations in force as of 31 December 2020.

On 30 April 2021, Law no. 55 of 22 April 2021 "Conversion into law, with amendments, of Decree-Law no. 22 of March 2021, on urgent provisions concerning the reorganization of the powers of the Ministries" came into force.

The measure establishes the Ministry of Ecological Transition (which replaces the Ministry of the Environment and the Protection of the Territory and the Sea), the Ministry of Tourism, the Ministry of Culture (formerly the Ministry for Cultural Heritage and Activities and for Tourism) and the Ministry of Sustainable Infrastructures and Mobility (new name of the Ministry of Infrastructures and Transport).

THE ACTIVITY OF REGULATION AND PLANNING

Italian airspace management

The activity for the regulation and segregation of airspace, regulated in various ways through the Advisory Circulars ENAC ATM-03 and ATM-05 continues to be ensured by ENAC in synergy with both users/applicants, either through collaborations of national Service Providers and/or other State Administrations (e.g. Prefecture and Department of Penitentiary Administration).

In 2020, the COVID-19 pandemic severely limited, at least for the first half of the year, the activities of aviation interest, however in the year were processed over 100 requests for establishment, extension of validity, modification, cancellation of restricted zones for diversified flight activities (parachute launches, aerobatic flight zones, aerial work and aeroclub activities, aero model and RPA activity zones, recreational or sports flight activity zones - VDS, laser beam emission zones, balloon lift zones for radio sounding).

Requests for the publication of overflight bans imposed for the protection of Sites of Community Interest (SCI) have also continued to be received.

In this context, further requests for protected areas for nature parks and/or protected areas for wildlife reserves, as well as for prohibited areas for the protection of sites of common interest (e.g. monumental areas) or specialised

interest were analysed (industrial and/or technological installations).

At the state of the art are being evaluated the area of the Gran Paradiso Park, the National Park Valpredina and Misma, the Monte Avic Park, as well as the request of the Lazio Region to establish a ban on overflights on Parks and/or natural monuments of the Region for a total of 77 measures to be issued subsequently.

The preparation/coordination of appropriate measures on the usability of airspace at major events and/or activities of interest to the European community (Terra dei Fuochi, patrolling/controlling the Mediterranean Sea for institutional purposes, exercises/experiments) have been activities of no less impact and relevance.

Of particular importance during the year the activities related to the pandemic from COVID-19 for which with every fortnightly frequency first, then monthly, a series of measures have been issued from the beginning of the year to adequately combine the government intentions (Decrees Presidency of the Council of Ministers - DPCM) and/or Ordinances of the Ministry of Health in special communications (NOTAM) to the worldwide aviation users for the management of air traffic to/from the national territory.

WHAT IS A NOTAM?

The NOTice To AirMen (NOTAM) is a notification distributed by means of telecommunication, containing information on the establishment, condition or modification of aeronautical facilities, services, procedures or hazards, whose timely knowledge is essential for personnel involved in flight operations [cf. Reg. (EU) no. 2017/373].

Satellite navigation

With the sharp decline in commercial air traffic, due to the pandemic, satellite navigation, which in past years had been an important aspect of the growth of this sector, has also slowed considerably compared to forecasts. International regulatory activities within ICAO and EU have been significantly slowed down, both because of the restrictions imposed by the pandemic and the reduction in trade that has not encouraged further innovations based on satellite navigation during the year.

Flexible use of airspace

During 2020, an important objective for the flexible use of national airspace was reached, as established by Reg. (EC) no. 2150/2005. This legislation provides for the optimisation of the use of national airspace to make it, as an important resource of a State, available to all aircraft operators who request it. This is achieved through civil and military procedures and coordination at various levels. Over the years such concepts have been implemented in Italy, but in 2020 large areas of airspace have been redesigned and

it has significantly improved the flow of civilian traffic, without negative consequences on the military one.

Commercial suborbital transport and access to space

In 2020, thanks to the work of the Commercial Suborbital Transportation Task Force (CSTTF), established by ENAC in response to Ministry of Infrastructures and Transport Policy Guidelines on the sustainable development of suborbital commercial transport and spaceports, the following activities have been carried out:

- issue and adoption of the Regulation for the construction and operation of spaceports, after a phase of consultation with national and international stakeholders;
- definition of the structure of the Regulation for suborbital operations and access to space (SASO - Suborbital and Access to Space Regulation), which includes the requirements for the safety of third parties and occupants on board, as well as the related medical and training requirements;
- issuing the call for tenders for the "AGRAMS-t" research partnership (Air Ground Risk Analysis and Monitoring System tool) for the provision of a modelling tool, simulation and tracking for the analysis of the airspace and ground risk in relation to the fallout of debris developed by catastrophic events in flight during suborbital operations and access to space, containing the high-level requirements for the development of the tool itself.

ENAC has also provided institutional support to the following research initiatives in sub-orbital flight, airdrop and space services:

- support to the Region of Puglia for the definition of a research consortium for the study of the economic and industrial impact on the territory related to the development of the Grottaglie spaceport for suborbital flight, and the definition of a national launch platform for the launching of small satellites;
- support to the ESA project for the use of downstream space technologies in the field of drones to face the challenges of the pandemic from COVID-19;
- preparation of the Outline Proposal for the project ESA NAVISP Element 3 for the use of PNT (Positioning Navigation and Timing) systems, made through GNSS, for the navigation of drones in the urban environment and Advanced Air Mobility, as well as the establishment of a national network of centres of excellence for the development and testing of these technologies.

SES2+ Legislative package (Single European Sky)

On 22 September 2020, the Commission presented the Single European Sky II+ package (SES 2+), with the objective of a more efficient management of European airspace in terms of safety, capacity, costs and reduction of environmental impact.

The current regulatory framework of the Single European Sky is very articulate and derives from a first set of rules dating back to 2004 (SES I), integrated in 2009 (SES II), as well as from several other regulatory implementation.

The new draft of the Regulation follows on from the first proposal to revise the SES2+ package (2013) and, in the Commission's wishes, is intended to be a review ('recast') of the partial general approach agreed under the Italian Presidency in December 2014.

The new Commission proposal stems mainly from the need to address and mitigate certain areas of concern that have emerged in recent years, and more specifically, the problems linked to the lack of capacity (pre-COVID situation) and the resulting effects in terms of delays and efficiency losses.

The SES2+ package consists of two proposals:

Amended proposal for a European Parliament and Council regulation on the implementation of the Single European Sky (recast) (COM 579).

The aim is to recast the main rules on the Single Sky into a single regulation, simplifying and updating existing texts. In particular, the new proposal concerns:

- the role of national supervisory authorities (Chapter II);
- the certification/designation of the ANSP - Air Navigation Service Providers, (for Italy is ENAV SpA) and the performance scheme (Chapter III);
- the role of the Network Manager (Chapter IV);
- interoperability and technological innovation (Chapter V).

Proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) no. 2018/1139 as regards the ability of the European Union Aviation Safety Agency to act as a performance review body for the single European sky (COM 577).

This proposal aims to amend Regulation (EU) no. 2018/1139 EASA in order to avoid overlaps in European aviation legislation. In particular, it concerns the establishment of the Performance Review Body (PRB), with a new structure, functions and funding, and within the EASA framework.

In 2020, the first phase of comments by States was concluded, and in the course of 2021, they will lead to the formulation of the first proposals with the intention of arriving at the general approach by the end of the year.

During the spread of the pandemic, ENAC assured, the forwarding of the communications issued by ICAO and EASA concerning the measures taken for pandemic purposes and/or to be taken to mitigate the consequent risks (ICAO State Letter (e.g.: SL AN 13/35-20/47 of 20 March 2020) and SIB EASA (e.g.: SIB 2020-07 Preparation of Aerodromes to resume operations)).

In compliance with the Directives issued by the Ministry of Health and the Decrees of the President of the Council of Ministers, it was provided, through NOTAM, the closure of specific aircraft operations at certain national airports and of the flying activity of aircraft deemed not necessary for emergency purposes.

ENAC continued to ensure the European regulatory standardisation actions set off by EASA, the coordination actions with the Fire Brigade on Rescue and Fire Fighting activities (RFFS), other national airport standardisation activities, etc.

The Italian CAA has moreover put in existence procedures of simplification for the management bodies with reference to the application of new regulatory requirements and to the activity of oversight (for example, conducting surveillance audits to maintain certification in online mode, as far as possible).

During the most acute phase of the pandemic, ENAC supported government measures in several areas including:

- at the request of the Local Police Authorities, regulated the activities of drones to carry out land monitoring action during the lockdown. With appropriate risk analysis, it issued several measures to allow the use of Local Police drones;
- issued regulatory acts for the management of airspace as a result of the various DPCM issued during the pandemic, aimed at regularising the flow of flights and passengers to or from abroad.

7

ENVIRONMENT

137 Sheet 7.1
Environmental protection



In this publication, the Ministries and their acronyms are mentioned in accordance with the denominations in force as of 31 December 2020. On 30 April 2021, Law no. 55 of 22 April 2021 "Conversion into law, with amendments, of Decree-Law no. 22 of March 2021, on urgent provisions concerning the reorganization of the powers of the Ministries" came into force.

The measure establishes the Ministry of Ecological Transition (which replaces the Ministry of the Environment and the Protection of the Territory and the Sea), the Ministry of Tourism, the Ministry of Culture (formerly the Ministry for Cultural Heritage and Activities and for Tourism) and the Ministry of Sustainable Infrastructures and Mobility (new name of the Ministry of Infrastructures and Transport).

ENVIRONMENTAL PROTECTION

ICAO activity on environmental protection in air transport continued in 2020 despite the serious crisis situation due to the pandemic from COVID-19.

The Italian commitment in the CAEP ICAO - Committee on Aviation Environmental Protection - and its subgroups has continued through the activity of the Italian Civil Aviation Authority. Founded in 1983, CAEP is responsible for preparing for the Council the technical analyses necessary for the adoption or revision of the legislation on the environmental protection of air transport contained in Annex 16 to the Chicago Convention and its four volumes. In 2020, the 12th cycle of the CAEP continued, establishing a work programme for the three-year period 2019/2022, validated by the 40th session of the ICAO General Assembly held in 2019. Within the framework of the CAEP, ENAC, in addition to securing the seat for Italy, promotes activities in the sub-groups to amend:

1. Vol. I concerning aircraft noise;
2. Vol. II concerning aircraft emissions;
3. Vol. III concerning CO₂ emissions;
4. Vol. IV on the CORSIA.

The CAEP sub-groups carry out studies and analyses to ensure that the environmental legislation applied to air transport evolves in line with the objectives set at international level, in particular as regards the containment of climate change.

With this in mind, the CAEP cooperates with the other UN agencies dealing with climate change, also having among their objectives, highlighted in the three-year work plan, to help support the organisation's policy, particularly in activities related to support, training and assistance to Member States.

The capacity building policy of ICAO is a fundamental aspect of the mission of the Organization and is promoted with cooperation projects between Member States assisted by the ICAO Secretariat which aim to strengthen the interaction between them, make the implementation of standards more homogeneous, increase the regulatory soundness of each Member Country.

In 2020, the CAEP was committed to developing useful proposals for decisions that the ICAO governing body will be called upon to assess on a Long-Term Aspirational Goal for CO₂ emissions reduction in International Aviation. The activity, assisted by the CAEP Secretariat, has consisted of the creation of a Task Group with a fair balance of presences between the various regions of the world, which

has developed proposals for long-term environmental targets aimed at the drastic reduction of Greenhouse Gases (GHG). Four subgroups (Operations, Technology, SAF, Scenarios) have discussed to set parameters to monitor actions and quantify measures in order to bring to the next Assembly concrete proposals that are, as much as possible, shared.

CORSIA - Carbon Offsetting Reduction Scheme for International Aviation

CORSIA is the global scheme based on the market measures that, together with other environmental actions (technological development, use of alternative fuels, routes optimisation), will help achieve the goal of zero growth of CO₂ emissions from 2020. The Standard on CORSIA, approved in June 2018 by the ICAO Council, is included in the Volume IV of the Annex 16 of the Chicago Convention. CORSIA is part of the European regulatory framework for air emissions regulated by the Emissions Trading System, to which several European and international aircraft operators are already subject. In essence, in the European Union, CORSIA is implemented through the Emission Trading System (ETS). The key theme of the year was the need to amend the ETS Directive, which should complete the European regulatory framework. In particular, ENAC has analysed, together with the Ministry of the Environment and the Protection of the Territory and the Sea (Italian acronym MATTM), the scenarios proposed by the Commission for the integration of the two systems.

In Italy, the ETS Committee, the National Authority responsible for the management of the ETS Directive, also has the role of competent Authority for the implementation of CORSIA.

In 2020 ENAC, in support of the MATTM and the ETS Committee, and in agreement with the Ministry of Infrastructures and Transport, has followed the implementation of the activities provided for CORSIA, in compliance with the deadlines indicated by ICAO: in particular, aggregated CO₂ emissions data from Italian aircraft operators (data required for the calculation of the global baseline) were sent to the ICAO Central Registry and the list of aircraft operators and verifiers attributed to Italy has been updated.

Following the publication of Legislative Decree 47 of 9 June 2020 (implementing EU Directive 2018/410 of the European Parliament and of the Council of 14 March 2018),

ENAC has worked with the Ministry of the Environment and the Protection of the Territory and the Sea to draw up a special Cooperation Agreement between ENAC and MATTM for the support of activities related to air transport. Such agreement - of biennial duration, with possibility of extension - has been undersigned between the Parts on 6 November 2020 and it has become operating from the 1 December 2020. The Cooperation Agreement has as its object the realization of the activities inherent to the implementation of the EU Emissions Trading System legislation in the field of air transport and the realization of the activities deriving from the CORSIA system. In parallel with the national initiatives to support aircraft operators, during 2020, the training and information meetings of ICAO activities carried out thanks to the contribution provided by ENAC under the support programme ACT - CORSIA - Assistance, Capacity-Building and Training on CORSIA were organized.

ACT - CORSIA Support Programme



In 2020, the third phase of the ACT-CORSIA programme was launched, with the aim of focusing training on the reporting and verification of CO₂ emissions by aircraft operators to States, in compliance with CORSIA SARPS (Annex 16, Volume IV), and

States reporting to ICAO, with particular emphasis on the use of the CORSIA Central Registry (CCR), which became officially operational in June 2020.

With the contribution of ENAC, Colombia (in January and September 2020), the Bahamas, Paraguay and Somalia (August 2020) have received specific training with the ACT-CORSIA Phase III Buddy Partnership.

Italian Action Plan to reduce CO₂ emissions

The reduction of greenhouse gas emissions from aviation is one of the priority objectives for ICAO to mitigate the adverse effects of climate change generated by human activities.

Although civil aviation CO₂ emissions represent only one-fiftieth of emissions from human activities, ICAO encourages States to promote a set of measures, with the aim of achieving, in the long term, the neutrality of emissions from civil aviation and the sustainable management of the whole system. One of the desired objectives is that civil aviation can be perceived as an

example of virtuous management of technological progress, and act as a guide to eco-sustainability also in other technological sectors.

During 2021, a new update of the Action Plan will be published, the approach of which will be revised in the light of greater harmonisation with environmental projects developed by the European Union and other ECAC Member States.



ICAO States' Action Plans Buddy Partnership

Following the partnership agreement signed with the Civil Aviation Authority of Madagascar in 2018, ENAC has established a channel of communication with the Malagasy leaders with the aim of ensuring that thanks to the agreement of Buddy Partnership also Madagascar can become part of the Countries that have an Action Plan to manage and monitor CO₂ emissions from Civil Aviation. ENAC has therefore provided assistance to the approval authority for the planning and collection of data necessary for the implementation of the project.

The program has slowed due to a reorganization of the Malagasy Civil Aviation Directorate, as well as due to the crisis of 2020. During 2021, a meeting between representatives of both States is planned and it should lay the foundations for further support and collaboration activities.

CO₂ emissions and their monitoring

ENAC is in constant contact with relevant stakeholders (European Union, ENAV, Assaeroporti, industry, aircraft operators, airport managing bodies, academia and research, etc.) for the planning of the collection of information for the purposes of the national Action Plan.

To this end, a study was carried out during 2019 in collaboration with ENAV which allowed to quantify the emissions benefits of optimising air traffic management, and in particular with reference to performance-based

navigation (PBN), continuous ascents and descents (CCO/CDO), free-route airspace (FRA-IT) and collaborative decision-making at certain airports (A-CDM), in which special procedures for reducing taxing times have been implemented. It was therefore possible to determine the environmental contribution obtained by these measures, comparing it with the emissions generated by Italian and foreign aircraft using Italian airspace services. In particular, the efficiency actions of the conventional routes already carried out or under construction in the application of the ENAV Flight Efficiency Plan were analysed, quantifying the savings in CO₂ emissions in terms of tonnes/year and identifying the possible actions to be implemented in the near future. A further development of the project is being studied to consider and try to predict and quantify a series of further air traffic management optimisation measures, in view of the implementation of the ATM Aviation System Block Upgrade (ASBU) blocks.

In 2020 the activity has been finalised to the planning and realization of the contents of the Action Plan new edition. Also, in collaboration with CIRA, the Italian Aerospace Research Centre, the effects of the crisis in air transport have been analysed, with the aim of predicting the trend of traffic recovery in the next five years. The stakeholders have therefore developed a series of projects with a beneficial impact on the environment, which will be included in the new edition of the Action Plan. In fact, the collaboration with ENAV continued to include in the Action Plan additional navigation technologies and air traffic management to contain the effects of emissions. The main carriers operating in the Italian market were also contacted in order to update the national emission baseline.

Sustainable fuels for international aviation

The development and implementation in air transport of fuels that ensure the reduction of greenhouse gas emissions (GHG) is considered one of the primary objectives to ensure the effectiveness of the CORSIA. ENAC has continued, with its experts, its collaboration with ICAO in the preparation of the context of certification and sustainability of these fuels.

Among the instruments identified by ICAO for achieving the Carbon Neutral Growth target from 2020, in the so-called "Basket of Measures", are included:

- technological innovation;
- optimisation of air navigation;
- use of sustainable aviation fuels;

- implementation of a market measure for the management of CO₂ emissions.

In the ICAO context, the particularity of these fuels is the possibility of ensuring emission levels at least 10% lower than conventional fossil fuels, as these emissions are calculated over the fuel life cycle, that is to say, over the entire production chain.

With reference to the International Civil Aviation sector, the work in progress is currently mainly focused on establishing the sustainability framework.

The CAEP working group, called the Fuels Task Group, is in fact assessing the sustainability principles applicable to alternative fuels, including those produced from oil.

The so-called "Sustainable Aviation Fuels" must therefore include sustainability criteria and also be applicable to "Lower Carbon Aviation Fuels" (low-emission fossil fuels).

The objective is to develop support material to the CORSIA standard by the end of the pilot phase (2021-2023). From 2023, therefore, it will be possible to take advantage of the compensation within the scheme of emissions resulting from the use of these fuels.

Obviously, the activities and studies in the sector do not only concern the regulatory environment but also, more generally, the possible technological developments and research.

In Italy, for example, ENAC is following a project to produce biofuel from microalgae. Recently the first phase related to the identification of an alga with high efficiency to produce oil, from which it is possible to obtain biojet fuel, has been completed. The second phase of the research project provides for the development of a pilot plant in order to better define any production capacity, with a view to a possible extension of this production also at an industrial level.

Sustainable Aviation Fuels (SAF) in Italy

As known, the theme of Sustainable Aviation Fuels (SAF) is a very sensitive issue and is of great importance as a necessary tool for reducing greenhouse gas emissions within the objectives that the EU has set itself to achieve through the Green Deal.

At European level, in fact, the initiative "RefuelEU Aviation" is ongoing, promoted by the European Commission, which will lead to the issue of an initiative of European policy, whose publication is expected in 2021, in order to encourage the dissemination of SAF through homogeneous and shared criteria.

At the international level, various initiatives have been put in place to try to facilitate the spread of alternative fuels. In the ICAO context, the theme is an integral part of the work

being carried out by the CAEP.

The issue of SAF is part of the package of measures also provided for in CORSIA.

In this regard, in 2020 ENAC promoted an initiative to set up a "National Observatory on SAF" involving all national actors and stakeholders in various capacities on the subject, with the aim of facilitating the meeting and dialogue between the different stakeholders and coordinate the exchange of ideas and the sharing of initiatives, projects and a possible national roadmap.

The objective of the Observatory is firstly to establish a network among the subjects with the aim of focusing on the state of the art and possible initiatives at national level, highlighting the critical issues, the existing constraints and barriers to the development of alternative fuels, but at the same time, the initiatives, potentialities and opportunities that can be explored in this area. At present, the main problems to face are mainly linked to high production costs, which are inevitably reflected in high sales prices on the market, limited availability of raw materials, sometimes not sufficiently mature conversion technologies, as well as certification procedures which take a very long time.

Aircraft noise

Aircraft noise during flight operations, in particular during take-off and landing, is one of the most widely felt environmental problems, especially by communities of people living in the vicinity of an airport.

In this context, for aircraft registered in our Country, ENAC, as Italian Aviation Authority, issues an Acoustic Certificate when the aircraft meets a well-defined approved configuration: that document certifies that the maximum levels of noise produced fall within certain limits.

Noise limits, together with acoustic certification procedures, are described in Vol. I of ICAO Annex 16. The updates of Vol. I are followed by the ICAO WG1 Working Group, in which ENAC actively participates on behalf of Italy. The first edition of this document, which dates to 1971, has been amended several times reducing the maximum permitted noise decibels over time, which has pushed manufacturers of aircraft and helicopters to reduce more and more noise emissions of their products.

In general, noise containment is carried out according to the ICAO balanced approach philosophy: the instruments that are part of this approach consist in the implementation of technological improvements in aircraft (noise reduction at source), in the planning and management of land use, in the use of specific operational procedures for noise abatement and, finally, if such measures fail to be sufficient, through the application of operational limitations.



Source: EASA

Supersonic

In the field of CAEP, the study for the adoption of a standard regulating the operations of the new generation of supersonic aircraft of advanced type continues.

These new generation machines should be characterised by low noise technology. They are expected to be put into operation in the coming years. However, their design and certification are at an advanced stage in the USA, and this means that the EU and non-EU aviation authorities lay down appropriate regulations for these operations.

Within the ICAO CAEP and within the EASA, ENAC contributes to the assessment of a regulatory framework appropriate to the perspective of the operability of supersonic aeroplanes.

ECAC and European Union

ENAC continues its activities within the European Aviation Environmental Group (EAEG) with the co-presidency of an ECAC Country and the European Commission's DG-MOVE. The topics covered by the EAEG are symmetrical to those of the ICAO CAEP. In particular, the EU Working Group intends to draw up an appropriate strategy so that, in the overall context, the priorities of European environmental policy in air transport are explained. The EAEG is also attended by all experts from the Environmental Divisions of European organisations, such as EASA, Eurocontrol, ECAC, DG-MOVE and DG-CLIMA.

As part of the activities promoted by EASA in the environmental field, Italy participates as a member Country, through ENAC, contributing to the transposition of the standards adopted by ICAO in the European legislation (Reg. (EU) no. 2018/1139).

Cooperation between EASA and Member States on environmental matters

For some years now, based on the decisions taken between ECAC and EASA, it has been considered useful to initiate constant and substantial coordination between environmental experts from both organisations in order to better support the environmental policies of aviation, especially in support of the contribution that Europe makes to the ICAO CAEP. The work of EASA environmental experts was presented in particular in the Environmental Aviation European Report - EAER where the main topics on which the Agency intends to support the EC Green Deal programme were outlined and at the same time, it intends to contribute to the achievement of the objectives of the CAEP work programme during the current three-year period (2019-2022).

The main objectives of the EASA activity can be listed as follows:

- Feasibility analysis of a long-term aspirational goal for CO₂ emissions reduction for international aviation: It is about presenting to the next ICAO Assembly in 2022 possible options for an objective of this scope and an implementation plan. The CAEP Working Group began its work in 2020 by developing useful analyses for scenarios up to 2050, with a view to the total decarbonisation of air transport. The discussions so far must help to identify and evaluate possible measures in the field of operations, technologies and sustainable fuels.
- CORSIA and its first revision in 2022
The CORSIA scheme was certainly a milestone in terms of international agreement on a mechanism of a political-economic nature intended, ultimately, as a tool for containing climate change.
The severe crisis caused by the pandemic and the drastic drop in air traffic necessitated in 2020 the decision to

reshape the baseline of CORSIA with the use of 2019 data alone instead of the average between 2019 and 2020.

The revision of the scheme planned for 2022 should serve to improve its implementation, efficiency and minimise any distortion of the market. Another topic that will be addressed will be whether to keep the baseline on the traffic data of 2019 also in the following phases. Finally, but of equal importance, will be the analysis made on the experiences gathered between the ICAO Member States participating in the scheme in its initial pilot phase.

- EAER (European Aviation Environmental Report)
In addition, the EAER, the European Aviation Environmental Report, which EASA publishes in order to disseminate information on the activities carried out at regional and international level on the main topics of the European Commission's Green Deal Programme, is scheduled for 2022, and on the implementation of ICAO legislation.
- EU - ECOLABEL project
The European objective included in the Green Deal programme, supported by EC experts to whom EASA makes its technical contribution, remains the one dedicated to raising the awareness of the Union community on environmental performance. In this sense, as is well known, several aspects of efficiency are being studied: aircraft, noise, air quality, etc. The ECAC Member States of the EAEG support this project as well as the ICAO CAEP initiative. In addition to limiting noise and gaseous emissions, there is ample space in European environmental groups for the study and research on sustainable fuels for international aviation. In this context, Europe, also with the help of ENAC, makes an active contribution to finding viable solutions for the production, distribution and storage of sustainable fuels for aviation in quantitative significant terms for air transport.

8

INTERNATIONAL ACTIVITY

143 Sheet 8.1

ENAC in the international context



In this publication, the Ministries and their acronyms are mentioned in accordance with the denominations in force as of 31 December 2020.

On 30 April 2021, Law no. 55 of 22 April 2021 "Conversion into law, with amendments, of Decree-Law no. 22 of March 2021, on urgent provisions concerning the reorganization of the powers of the Ministries" came into force.

The measure establishes the Ministry of Ecological Transition (which replaces the Ministry of the Environment and the Protection of the Territory and the Sea), the Ministry of Tourism, the Ministry of Culture (formerly the Ministry for Cultural Heritage and Activities and for Tourism) and the Ministry of Sustainable Infrastructures and Mobility (new name of the Ministry of Infrastructures and Transport).

ENAC IN THE INTERNATIONAL CONTEXT

In carrying out its institutional mission, ENAC represents Italy within the major bodies active at global and European level in the field of civil aviation, such as: the International Civil Aviation Organization (ICAO), the European Civil Aviation Conference (ECAC), the European Union (EU), the European Union Aviation Safety Agency (EASA) and the Organisation for the Safety of Air Navigation (Eurocontrol).

With these organisations ENAC maintains continuous relationships of debate and collaboration in the implementation of its activities of regulation and control of the aviation sector and promotion of the development of civil aviation. In particular, in the various fora, ENAC supports national positions on issues of strategic interest such as safety, airspace regulation, airport infrastructure development, security and facilitation, economic regulation and air transport, the European Union's external relations and the environment.

The most important international events in 2020 have certainly been linked to the spread of the pandemic resulting in the need for ENAC to put in place measures aimed at combating the phenomenon, adopting Guidelines and Protocols as well as sharing information with other States at international level. Travel restrictions have prevented participation in the various international fora: meetings, in which an important contribution has been made in the management of the pandemic crisis, have in fact taken place remotely.

The ENAC Director General, as Focal Point for economic matters for the management of the pandemic within the ECAC, a role held from March to December 2020, spoke at the workshop "Sustainable Funding of States Civil Aviation Authorities", organised remotely by ICAO EUR/NAT on 29 September 2020, to discuss sustainable financing of civil aviation activities and forms of support for the air transport system, which has been severely affected by the consequences of the pandemic crisis.

In this context, cooperating, raising awareness and sharing information on policies and best practices is an opportunity to discuss and identify further actions to be developed within States. The Italian model, considered one of the most valid, represents a mixed and balanced approach that guarantees adequate financial resources for the fulfilment

of supervisory responsibilities. Indeed, the diversification of sources of funding has so far ensured the sustainability and effective functioning of the Italian CAA since the beginning of the pandemic, although ENAC, with reference to airport concession fees, has agreed with the Italian Ministry of Transport the deferral of the payment.

Therefore, ENAC, in sharing its best practices, illustrated the advantages of implementing a system of financing based on diversification of funding sources which should include financial resources allocated by the government, while maintaining the necessary independence, as well as self-financing.

Permanent Italian delegation to ICAO

The Ministry of Foreign Affairs and International Cooperation (Italian acronym MAECI) and ENAC, through the Italian Delegation, represent Italy in the Council of ICAO, the governing body of the Organization.

In 2020, due to the pandemic, also within ICAO most of the activities and initiatives of the Organization took place remotely.

The Delegation took part in Council sessions and coordination meetings with other European members. It has also ensured its active participation in the meetings of the committees of which it is a member: Air Transport (ATC), Illegal Interference (UIC), Management of relations between the Organization and Canada (RHCC) and Air Traffic Support in the North Atlantic (JSC). Since January 2020, the Delegation has stepped up its activities by joining, as a full member, the Technical Cooperation Committee (TCC). The Delegation participated as an observer, among others, in the meetings of the CART (Council Task Force to develop guidance for governments and civil aviation operators for the recovery of international air transport after the stop caused by COVID-19) providing its active contribution to the drafting of the first ICAO Council statement on Coronavirus.

On 16 October 2020, the Delegation, with the official delivery of special authentication codes of electronic passports, concluded a process, which lasted several years, which led Italy to join the PKD (Public Key Directory) program. The aforementioned codes have been inserted in an ICAO database that allows Countries participating in

the initiative, through the exchange of appropriate information, to speed up the validation of electronic passports issued by these States.

The Delegation collaborated with the Ministry of Foreign Affairs and ENAC for the participation of Italy in the Safer Skies project.

The initiative, launched by the Canadian Government following the shooting down of Ukraine International

Airlines flight PS 752 by Iranian military, aims to make flight operations in conflict areas and surrounding airspace safer, through States' commitment to improve aeronautical communication in those areas, to develop specific regulatory requirements, to promote and support dialogue between civil and military aviation authorities and to fully implement the relevant requirements issued by ICAO.

FOCUS: ENAC ACTIVITIES FOR PANDEMIC MANAGEMENT IN INTERNATIONAL FORA

The pandemic, which has so profoundly affected the air transport sector, has demonstrated its vulnerability, but at the same time has been an opportunity to reflect on the future scenario and on which guidelines could be followed, with a more mature and aware vision of the possible development of the sector in a perspective of sustainable growth.

The exploding impact of the epidemic has involved, with a domino effect, the whole sector. On the basis of this awareness, ENAC has acted as spokesman, also in international fora, of the need to identify in accordance with a principle of reasonableness and proportionality, the measures necessary to restart the system.

In order to support the sector, in line with the recommendations of EASA and ICAO, flexibility measures have been issued (derogations/exemptions) with regard to the European regulations on all airworthiness sectors and the deadlines for the professional qualifications of operators in the sector. The strong and effective response of the national regulator and the awareness of the European regulator have made it possible to maintain the certifications of the national companies and their personnel concerned in compliance with safety requirements.

ENAC participated in ICAO meetings of the Council Aviation Recovery Task (CART). With the CART, ICAO published 11 recommendations in Phase I and 3 in Phase II. In parallel, ICAO has made available the COVID-19 Response and Recovery Implementation Centre (CRRIC), which is a tool to assist States in implementing, coordinating, monitoring, and reporting on the recommendations issued within the CART Report.

At European level, ENAC, through the appointment of the Director General, as Focal Point in the ECAC field of economic matters, has actively collaborated in the drafting of a policy paper "Key elements on economic matters for supporting the aviation sector following the COVID-19 crisis" aimed at providing a common vision to all ECAC States on possible lines of action needed to restart the system in the short term, but at the same time increase their resilience to similar shocks in the future.

Within EASA, ENAC participated in the COVID-19 Aviation Health Safety Protocol (AHSP) Authorities' Monitoring Group which started its activity with the first meeting on 16 July 2020.

The overall objective of the Group is to facilitate the national implementation of the Guidelines in a uniform manner within the Member States, through:

- the exchange of information on the implementation of measures between States;
- support to the National Competent Authorities (Ncas) in the monitoring, exchange of "best practices" or any implementation difficulties;

- updates on the monitoring programme;
- aid to Member States in assessing the actions undertaken by industry, should alternative mitigation implementations arise, to coordinate them at EU level;
- measures to improve the protocol issued by EASA/ECDC.

At a time of great difficulty, EASA issued the Guidelines for the installation on board helicopters of bio-containment devices for the emergency transport of COVID-19 patients. In this sense, the Italian contribution to their definition has been decisive and recognized by the entire European aviation community.

In the context of the European Union's internal market, ENAC has been involved in the amendment of the rules on slots, licences and ground handling, as to ensure that operators in the sector, already burdened by the marked reduction in traffic, the rights and faculties previously acquired with the aim of safeguarding their operational continuity.

ENAC continued to ensure participation in the meetings of the EASA Boards and Sector Working Groups, including those related to the safe and standardised management of needs resulting from the COVID-19 crisis.

In addition, during the year, it was ensured, with continuity and immediacy, both within the Italian CAA and the air carriers and airport managing bodies, the forwarding of communications from ICAO and EASA concerning the measures taken and/or to be taken to mitigate the risks related to the pandemic.

ENAC has also been engaged in a fruitful coordination and response to the strategic action put in place by ICAO and CAPSCA (Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation) for the safe restart of air transport worldwide. ICAO has used and continues to use frequent consultation with the Civil Aviation Authorities of the Member States: for Italy, ENAC has been called upon to provide regular data, information and feedback on aviation infectious risk mitigation measures and restrictions, in particular on cross-border flights.

As part of the Facilitations, the international activity has resulted in participation in Working Groups and Panels within ICAO and ECAC, and, with a view to facilitating the coordination of the actions and measures deployed to contain the spread of the COVID-19 pandemic, activities of debate, information exchange and proposals for the recovery and resilience of the air traffic sector have been carried out.

Safety

Higher Airspace Operations

Italy is engaged within the EU in the development of the operational concepts and the regulatory framework of HAO - Higher Airspace Operations, understood as those operations that take place in the highest levels of airspace above FL (Flight Level) 600/660 and until above 100 km. The HAOs include operations that take place entirely in the above-mentioned airspace belt, as well as those that require only its crossing to place space objects in orbit in outer space ("Outer Space"), and to re-entry from orbit. Orbital operations are excluded.

Typical types of operations are: supersonic and hypersonic

trans-atmospheric flights, suborbital flights A-A and A-B (point-point), HAPS - High Altitude Platform Systems (so-called stratospheric platforms including HALE - High Altitude Long Endurance operations, long-duration operations at high altitudes), transit flights/launches for orbiting space objects, including aerial launch operations and re-entry flights.

As part of the HAO initiatives promoted by the European Commission, ENAC participates in the consortium SESAR H2020 "ECHO" (European Concept for Higher-Airspace Operations) for the development of the HAO Operational Concept and the EASA Task Force for preparatory work on the definition of the future European regulatory framework

(EASA HAO Task Force), of which it holds the Presidency. In 2020, ENAC has actively contributed to the discussions within the European Commercial Spaceport Forum (ECSF) of which it is member, introducing to European level the new national regulations on spaceports (ENAC Regulation for construction and operation of spaceports).

Support to MIT in COMINT context

ENAC has provided technical support to MIT for the preparation of guidance documents within the Interministerial Committee for Space and Aerospace Policies (COMINT), in particular on sub-orbital flight, stratospheric platforms, Space access, National Space Security Plan, Capacity Development SST (Space Surveillance and Tracking) / SSA (Space Situational Awareness) / STM (Space Traffic Management), Space and Aerospace Research Plan (PRORA) update and Earth observation (Matrix Copernicus).

EU Air Safety Committee

In 2020 the activities of the Air Safety Committee concerned the usual update of the EU Safety List, the list of operators subject to operating ban of commercial flights within the EU. The Committee's annual meetings produced EU Safety List update regulations with minimal changes.

EASA – European Union Aviation Safety Agency

ENAC's commitment to the different subgroups of the Rulemaking Task (RMT) 0230 continued in 2020.

The purpose of the RMT.0230 is to issue an 'EASA concept' for the regulation of the operations of Unmanned Aircraft Systems (UAS) in the 'Certified' category and for urban air mobility.

This document will be the basis for issuing several 'Opinions' to the European Commission in order to amend all applicable Regulations to allow UAS operations in the certified category and the issue of 'Decision' by EASA for the relevant AMC/GM.

In 2020 EASA issued the Special Condition 'Light UAS' which defines the airworthiness codes (performance based) for the certification of UAS up to 600 kg.

ENAC, in coordination with the Italian industry, provided comments to the Special Condition.

JARUS – Joint Authorities for Rulemaking on Unmanned Systems

In 2020, ENAC continued its commitment to the development of regulations and guidelines on drones at international level, participating in particular in the activity of the WG 3 'Airworthiness' for the development of performance requirements-UAS based with autonomous functions implemented by highly complex systems equipped with Artificial Intelligence (AI), as part of upgrades to the standard airworthiness performance-based JARUS CS-UAS.

Airspace regulation

EU

European Single Sky

Since March 2020 the COVID-19 pandemic has reduced air traffic in Italian skies.

After the first months of the year dedicated to the normal discussion with the European Commission on the performance plans for the reference period 2020-2024 delivered 4 months earlier, the emergency management started.

ENAC, as the Italian representative on the Single Sky Committee, has been assisting the Commission with the other Member States in adapting the existing regulations to the conditions imposed by the pandemic. In order to avoid adverse consequences for residual flight operations, it was first necessary to extend the expiry of the licences of air navigation service personnel.

The traffic reduction invalidated the draft plans under discussion which led to a proposal to amend the Regulation on Performance and Charging Systems, which was approved by the Commission's Appeal Committee on 12 October 2020.

Finally, at its last meeting, the Committee gave a positive opinion to the new regulation, published in 2021 as Reg. (EU) no. 2021/116, concerning the establishment of the joint project to support the implementation of the General Air Traffic Management Plan in Europe (ATM Master Plan).

The regulation redefines the horizons of the technological progress of the European Union in air traffic management until 2029, according to the experience accumulated with the first joint pilot project in 2014.

Meteorology Group of EANPG - European Air Navigation Planning Group

The Italian delegation led by ENAC, together with ENAV and Italian Air Force, took part in the meeting of the ICAO aeronautical meteorology group from 22 to 25 September 2020.

MET EXPERTS GROUP EASA to update the Part MET of the European Regulation no. 2017/373: the collaboration continued with the preparation of comments and proposed amendments to the Draft Opinion and Decision - Update of the specific requirements for providers of meteorological services RMT.0719 that aligns and synchronises Part MET of EU Regulation no. 2017/373 with amendments 78 and 79 of Annex 3 ICAO.

ICAO MET Panel: after a national (with the Italian Air Force, ENAV and the National Institute of Geophysics and Volcanology - INGV) and international coordination conducted in the early months of 2020 and in synergy with the Italian delegation to ICAO, it was proposed the Italian candidacy as a member of the ICAO MET Panel expressed through an ENAC expert, along with one of the Italian Air Force, and that of national experts in the groups of work of national strategic interest of the MET Panel. On 23 October 2020, the President of the ICAO Air Navigation Commission approved the appointment of the ENAC expert as an Italian member of the MET Panel. The collaboration with the working groups of the MET Panel was initiated by national experts under the coordination of ENAC in view of the plenary meeting of the MET Panel (7-12 June 2021)

Activation of the Italian Task Force for the national implementation of the ICAO Global Reporting Format (GRF) standard: following the adoption of amendments to the ICAO annexes, also taken from the specific European regulation for MET AIS domains, ADR and OPS, ENAC has activated a Task Force to facilitate the gradual implementation of this standard in accordance with the deadlines set by European regulations and within the deadline imposed by ICAO; information activities have been launched with numerous internal and external webinars on the subject and specific working groups per domain for the execution of trials for the implementation of procedures and systems for the adoption without criticality of this new reporting modality of the runway condition in the presence of contaminants.

Airports

EU

Airports Regulation

The domain of airports (ADR domain) is characterised by a renewed regulatory framework, following the publication of Reg. (EU) no. 2018/1139 – as well as the New Basic Regulation (NBR) entered into force on 11 September 2018 and the Delegated Regulation (EU) Commission no. 2020/2148 of 8 October 2020 amending Reg. (EU) no. 139/2014 as regards the safety of flight runways and the quality of aeronautical data.

The New Basic Regulation placed particular emphasis on the issue of the protection of areas adjacent to airports (so-called surroundings). Member States should take all necessary measures to ensure that airports located on their territory are protected from activities and developments in adjacent areas which may pose unacceptable risks to aircraft; at the same time, Community legislation assigns airport managing bodies monitoring tasks in the same areas in order to be able to take appropriate risk mitigation measures within the scope of their responsibilities.

In this regard, ENAC has drawn up a first draft of the Regulation "Safeguarding the airport surroundings".

Among the most relevant issues introduced by Reg. (EU) no. 2020/2148, we refer to the Language Proficiency (certification of adequate knowledge of the English and Italian language) of the drivers operating in airside and the adoption of the GRF (Global Reporting Format), as a new global standardised methodology for assessing and reporting surface conditions of runways in the presence of contaminants, which will enter into force on 12 August 2021 in Europe and on 4 November 2021 worldwide.

These forecasts have a significant impact on the airport system as a whole.

The airport domain was first subject to a Comprehensive Audit by EASA from 2 to 6 December 2019 and its results were satisfactory. Talks are still ongoing with EASA for the completion by ENAC of the return actions under the Corrective Action Plan (CAP) shared and approved by the European Agency.

ICAO

Obstacle Limitation Surface Task Force

The Task Force is established within the two panels Aerodrome Design and Operation (ADOP) and Instrumental

Flight Procedure (IFPP); it has the task of revising the concept of surfaces limiting obstacles to flight, considered obsolete in relation to aircraft performance and define requirements for aeronautical studies on obstacle compatibility.

Visual Aids Working Group

ENAC continues its active and constant participation in the work of ICAO's Visual Aids Working Group (VAWG). The activity of the working group consists in the sharing of the modalities of implementation of all the normative aspects reported in Annex 14, part AVL - Luminous Visual Aids and in all the ICAO Documents that refer to the same Annex.

Particular attention is paid to defining all those regulatory aspects that, if adopted simultaneously, may generate inconsistencies in the choice of application criteria and therefore leave interpretative doubts.

A great effort is also directed towards the adoption of the many new electronic technologies that appear on the market and that allow important technical upgrade of the systems both for the functional and the safety part. The aim is to ensure that new technological solutions can be adopted in compliance with the overall functionality of the aeronautical system AVL - which must always transmit information to pilots in a clear and unequivocal way - while maintaining the high quality and functional standards of the systems (AVL) in which innovations are introduced, while safety remains the primary objective to be pursued.

Helicopter Design Working Group (HDWG)

In 2020, the WG carried out studies on several topics including: Annex 14, Vol II, Amendment 9, Doc 9261 (Helicopter Manual), ADOP Job Card (JC).

Also in 2020, it began to deal with the issue of flight infrastructure, so-called vertiports, for tiltrotors, namely vertical take-off airplanes (eVTOL).

In this context, a first document was drawn up which highlighted the key issues relating to:

- the need to define objectives and characteristics with regard to main areas, subsidiary areas and obstacles to entry;
- knowledge of the population in relation to vehicles that will use the vertiport, with particular reference to differences from helicopters;
- complexity of defining a firefighting and rescue system as well as obstacle limitation surfaces for eVTOL.

Security and Facilitation

SECURITY

EU

Aviation Security Committee

The Committee is responsible for the development and implementation of European aviation security policies (land side security, internal threats, security control equipment, capacity building of Third Countries, emerging threats) and the development of common rules and provisions to prevent acts of unlawful interference against civil aviation. During the meetings, which were held in remotely in 2020, emergency measures were discussed and approved and derogations granted to Member States, in view of the difficulties that affected the air transport sector during the pandemic. In particular, as the implementation of EDS 3 standard technology for security equipment has been delayed, the Committee extended the extension of the use of the EDS 2 standard from 1 September 2020 to 1 September 2021 with a possible further extension under special conditions.

For the cargo, the Committee reallocated to the Member States the ACC3, RA3 and KC3 which, before Brexit, were under the responsibility of the United Kingdom.

In the field of cybersecurity, a draft of IT security guidance material has been submitted to the European Commission to ensure the practical implementation of the measures provided for in Implementing Regulation (EU) no. 2019/1583.

Relevant has been the work on the Pre-loading Advance Cargo Information Programme (PLACI), the system that allows risk analysis to be carried out on goods to be introduced into the customs territory of the EU, prior to loading onto the aircraft.

The implementing provisions of PLACI, which have resulted in a substantial integration of Implementing Regulation (EU) no. 2015/1998, apply from 15 March 2021.

European Commission – DG MOVE

ENAC participated in two meetings at DG MOVE, both held in Brussels in February 2020; the first dedicated to the new regime of background check in civil aviation, introduced by Reg. (EU) no. 2019/103, which amended the Implementing Regulation (EU) no. 2015/1998.

The new provisions concerned the strengthening of measures in the field of airport security and the revision of

the rules on the control of personal background, including the verification of intelligence data, to contrast internal threats and radicalisation phenomena.

The second one concerned the Explosive Detection Dogs (EDDs), the anti-explosive dogs used in the airport mainly for cargo and mail screening. At the meeting, DG MOVE provided Member States with a common understanding of the requirements and aspects relating to the training, approval, use and quality control of EDDs teams. ENAC has submitted to the Commission some clarifications in order to estimate the feasibility to implement also in Italy the use of the anti-explosive dogs for the screening of the cargo. DG MOVE also organised in November the Group's first meeting on cybersecurity with the aim of countering cybersecurity attacks, particularly in critical areas of civil aviation, and to strengthen the process of information sharing between Member States and stakeholders.

ECAC/UE Coordination Group for Aviation Security matters

The European Aviation Security Coordination Group has the task of ensuring greater influence of European States within the ICAO and facilitating the recognition of Union interests and priorities in the field of aviation security. The position shared at European level between the Member States was expressed at the 31st meeting of the ICAO Aviation Security Panel (AVSECP) held in December 2020.

ECAC Security Forum

The SF/29 planned for April 2020 was postponed and subsequently reorganised into smaller working groups. The main activities of the groups focused on the review of the ECAC Aviation Security Handbook with updates on the application of risk management to insider threat activities, the use of unscheduled and random screening measures, the Guidelines "Security in Airport Design", guidance materials on the management of unruly passengers, the use of security scanners and security controls of unaccompanied baggage.

The results of the activities carried out were subsequently presented and discussed during the SF/30 held in November. The debate also covered the strategy to be adopted for the development of the Common Evaluation Process (CEP) of security systems, taking into account the needs of the Member States.

The CEP is a security equipment testing programme, organised and undertaken by Member States, to certify that the equipment used at airports meets ECAC/EU performance standards. It should be remembered, in fact, that the recent modifications of Reg. (EU) no. 1009/2015 have recognized the CEP as the only process to obtain the European certification (so-called EU stamp) of the security equipment.

ECAC Technical Task Force

ENAC participates in regulatory activities for security technologies defined and classified by the European Commission.

To this end, it is part of the ECAC Technical Task Force (TTF) group which, under the direct mandate and operational control of the European Commission, has as its objective the analysis and sharing of the multiple and complex technical issues that involve the certification and the use of technologies, more or less innovative, of the security sector, applied to the devices provided for in European legislation.

Efforts are directed both towards improving the reference standards of the equipment already subject to certification, through regulatory evolution accompanied by equivalent technical innovation on existing equipment, both towards the definition of new standards associated with new technologies to be introduced in airport controls.

ECAC Study Group on Cybersecurity in Civil Aviation (SGCCA)

ENAC shall participate in the meetings of the group which has the mandate to:

- identify possible IT risks to civil aviation;
- monitoring, discussing and contributing to cybersecurity developments in civil aviation;
- developing strategies and guidance materials to promote the actual implementation of civil aviation cybersecurity measures at national and European level;
- keep the recommendations of ICAO Doc. 30 and its annexes up to date;
- raising awareness of IT risks among ECAC Member States;
- support Member States' efforts to integrate cybersecurity into the social fabric of civil society;
- contribute to the work of other stakeholders by providing relevant information and materials;

- provide regular reports on its work to the ECAC Security Forum.

Among the new activities of the SGCCA are to highlight:

- the cataloguing of cybersecurity training activities taking place in Europe which are related to the field of civil aviation;
- activation of the working group on "penetration tests", operational process of analysis and evaluation of the security of a computer system or network

ICAO

EUR/NAT AVSEC GROUP

The June meeting was entirely dedicated to the impact that the spread of COVID-19 had on civil aviation and security.

Participants discussed how to deal with the crisis while maintaining the necessary level of security and the challenges that can be undertaken for the resumption of air transport.

The debate highlighted that no State was prepared for such a pandemic and that only a close international coordination can support the recovery of the sector.

At the next meeting in October (ENAVSECG/08), ways to improve the implementation of Annex 17 in the EUR/NAT region were discussed with particular reference to the sharing of both best practices and the difficulties faced by States in the implementation of Standards and Recommended Practices.

During the meeting, ENAC presented the operational modalities of its national inspectors (National Aviation Security Quality Control Team) and the criteria for programming monitoring activities.

ICAO Aviation Security Panel (AVSECP)

The Panel has the objective of carrying out the specific tasks assigned by the Unlawful Interference Committee (UIC) with the aim of developing Standards and Recommended Practices (SARPs), preparing procedures and guidance material, and to keep the Aviation Security Manual (Doc. 8973 - Limited) updated.

Delicate and complex aspects (e.g. revision of Annex 17 and the Global Aviation Security Plan, processes and procedures of the AVSEC Panel, conflict zones) have been, instead, deepened during the meeting from 14 to 17 December and that will be defined in the next meetings of the Panel.

The group also supported the Secretariat's initiative to designate the year 2021 as "ICAO Year of Security Culture".

ICAO Working groups

ENAC regularly participates in a number of ICAO working groups, the work of which continued in 2020:

- Working group on Training (WGT) which reviews and updates Standards and Recommended Practices (SARPs) as well as guidance materials related to training and certification of security operators;
- Working group on Annex 17 (WGA17) which reviews and updates the contents of Annex 17 to ensure that the measures contained therein are commensurate with the context of global security.

Facilitations

As part of the Facilitations, the international activity has resulted in participation in working groups and ICAO and ECAC Panels. In addition, in order to facilitate the coordination of the actions and measures implemented with a view to containing the spread of the COVID-19 pandemic, comparison activities, exchange of information and proposals aimed at the recovery and resilience of the sector, have been carried out.

Special mention should be made of participation in the following meetings:

ICAO

- 11th Meeting of the FAL Panel FALP/11 (13/16 January 2020): The FAL Panel ICAO meets for the purpose of updating the Standards and Recommended Practices (SARPs) of Annex 9 ICAO in line with technological, regulatory changes in the general context of civil aviation. FALP/11 focused its work on the proposal of new SARPs in the field of Passenger Data Systems, with regard to PNR (Passenger Name Record) System and ICAO PKD (Public Key Directory). In addition, the Working Group on Human Trafficking was established with the aim of drafting a proposal for a global strategy to combat human trafficking in air transport. The WG is attended by several members of the FAL Panel, including Italy, and international organizations such as IATA, IBAC, ICAO, IFALPA.
- ICAO Panel Working Group on Human Trafficking: Although the pandemic has imposed to focus

attention on the emergency, the work group activities have been carried out through a constant confrontation between the various members.

ECAC

- European Coordination Group ECG-FAL/3 (9 January 2020): the Group was convened to coordinate the European position in preparation for FALP/11. In particular, the subject of PNR System.
- 59th Meeting Facilitation Working Group FALWG/59 (16 April 2020): the meeting was focused on the analysis of the impact of the COVID-19 on the aerial traffic and the key points in the field facilitations to consider in sight of the restarting phase of the field.
- 50th Meeting Facilitation Sub-group on Immigration SG/50 (9 September 2020): the work of the FAL/IMMIGRAT SG was mainly aimed at examining the aspects arising from the proposal for the adoption of Amendment 28 to Annex 9 ICAO and the response to be sent to ICAO by the Member States. In addition, COVID-19 issues related to air traffic restrictions have been further explored, such as the closure of borders and travel restrictions adopted by States, the use of the Passenger Locator Form or similar type of documentation and related aspects related to the protection of personal data. The question of the implementation by the European Commission of the Entry Exit System (EES) was also examined.
- 60th Meeting Facilitation Working Group FALWG/60 (12-13 October 2020): the group examined the findings of the DGCA Meetings regarding the facilitation aspects. The group reviewed the activities of the PRM and Immigration sub-groups during 2020. Finally, it was agreed to start a collaboration with the Guidance Material Task Force (GTMF) in the light of the correlation between Security and Facilitation aspects.

Human Trafficking

With the adoption of Amendment 27 to the Annex 9 Facilitation, ICAO has introduced two new Recommended Practices with which States are required to adopt appropriate procedures to combat trafficking in human beings, including a reporting system and the identification of a contact point to report any situations suspicion of trafficking or coercion. In addition, States are required to

provide staff, who are in contact with passengers for their role, with adequate training to raise awareness of the phenomenon of trafficking in human beings.

In accordance with the ICAO recommendations, ENAC published on 5 August 2020 the "Guidelines no. 2020/001-SEC for the training of airports staff and flight crew on contrasting human trafficking".

Economic and Air Transport Regulation

EU

ECAC

ENAC took part in the meetings of the coordination group between ECAC and EU ECG - European Coordination Group and the joint group ECAC ECO/ NCE - Economic Group / Network of Chief Economist, which in 2020 focused on the analysis of measures to support air transport to address the crisis resulting from the COVID-19 pandemic.

EUROCONTROL

Charges Air Navigation Services

Following the enactment of the regulations concerning the constitution of the Single European Sky, the European Union has regulated the new set of air navigation charges, whose fundamental principles are provided in the Reg. (EC) no. 550/2004 and Reg. (EU) no. 2019/317, which establishes a system of benefits and charges in the Single European Sky and repeals Implementing Regulations (EU) no. 390/2013 and (EU) no. 391/2013.

In particular, the European regulations cover the Route and Terminal charges for two types of charging zone: in the first one there is Rome Fiumicino airport, with a traffic of more than 225,000 movements per year, while in the second one are included the airports of Milan Malpensa, Milan Linate, Venice, Bergamo, with traffic exceeding 70,000 movements per year.

The terminal charge of the third charging zone covers the remaining airports and is governed by national law.

With particular regard to Community regulations, the Commission issued on 3 November 2020 the Reg. (EU) no. 2020/1627 concerning exceptional measures for the third reference period (2020-2024) of the Performance and Pricing Plan in the Single European Sky, because of the COVID-19 pandemic.

Following the collapse of traffic and the disappearance of

the assumptions, data and reasons on the basis of which, in 2019, the Community and national performance targets and the Performance Plans for the period 2020-2024 were set, there was a need to redefine the content of the targets and to redesign the Performance Plans, which will be presented to the European Commission by October 2021. In 2020, ENAC participated in the 114th and 115th meetings of the Extended Committee for Route Charges, the institutional venue where the consultation with users of Air Navigation Services, provided for by European regulations, takes place.

The Unit rates for the Route Charges applicable from 1 January 2021 have been published in the Eurocontrol Circular Information no. 2021/01.

With the Circular Information LI 2021/01 have been published the Unit rates for Terminal charges.

Standing Committee on Finance

The Eurocontrol Finance Committee is composed of experts and advise the Provisional Council, presenting its recommendations on the Agency's draft budget and the five-year programme, and more generally, on all budgetary and financial matters affecting Eurocontrol.

ENAC participated in the 35th meeting which took place in October 2020, as well as in ad hoc meeting, held in May 2020, to examine the anti-COVID measures.

Pension Fund Supervisory Body

The Pension Fund was established by Decision no. 102 of the Standing Commission of Eurocontrol and, from 1/1/2005, by financing the social security benefits of staff who were placed in retirement after that date, limited to the period of service after 1/1/2005, collecting staff pension contributions.

The Pension Fund Supervisory Body is an independent body from the Agency which reports directly to the Provisional Council which is responsible for overseeing the management of the Fund, supervised by an Executive Manager.

From the 36th meeting of the Committee, in November 2016, ENAC expresses a representative among the members of the Board that since October 2018 has been unanimously elected chairman of the Board, an office confirmed during the 48th meeting held on October 1, 2020.

Slot

With the spread of the pandemic and the reduction of passenger air traffic, there has been a massive cancellation of flights by air carriers, especially those with a network focused on passenger transport, up to an almost complete halt of its operative.

This could have resulted in the loss of slots by air carriers, given that the retention of slots, on the basis of the Community standard in force, is only possible if carriers can operate the flights for which slots have been requested. The European Commission has taken action in this area.

1st action of the EU Commission

The European Commission, since March 2020, has intervened to mitigate the effects of the so-called use-it or lose-it rule concerning the recognition of the historicity of slots provided for by Reg. (EEC) no. 95/93 as amended by Reg. (EC) no. 793/2004.

That rule provides that a number of slots are granted historical rights, valid for the subsequent corresponding traffic season, if operated during a traffic season for at least 80% in accordance with the assignment made by the Coordinator.

This mitigation, which took place through the adoption of Reg. (EU) no. 2020/459 amending Council Reg. (EEC) no. 95/93 on common rules for the allocation of slots at Community airports – so-called «Waiver» -, for the elaboration of which ENAC has provided its contribution, has continued from the beginning of the summer season 2020 to the end of the winter season 2020/2021 (with extension of the Regulation).

Waiver also considers as operated by an air carrier those slots not actually used but returned to the Coordinator within a certain time before the start date of flight operations for the purpose of re-assignment to another carrier upon request.

The recognition of the historicity, therefore, is guaranteed for the corresponding season of traffic even if the slots were not actually used by the carrier for the performance of flights.

2nd action of the EU Commission

Following the continuation of the global pandemic and in the light of the air traffic recovery forecasts estimated by Eurocontrol, the Commission has not foreseen an additional Waiver but a new Regulation containing

provisions for the progressive reintroduction of the use-it or lose-it rule from the next summer 2021 traffic season.

On 16 December 2020, following consultations with stakeholders, the European Commission therefore launched its proposal for the gradual re-introduction of the use-it or lose-it rule.

The proposal also introduces a number of additional provisions which seek to remedy certain distortions created by the «Waiver», such as the late return of slots.

Brexit

Among the objectives of ENAC for 2020 there was to verify and ensure the correct application of Reg. (EU) no. 2019/502 to ensure the basic connectivity between Italy and the United Kingdom as well as to mitigate the impact of the effects on the market in the event that a hard Brexit was realised, namely the exit of the United Kingdom from the EU without agreement. All this has been achieved by identifying the issues to be addressed at the end of the transitional period and by constantly verifying the interests of the industry, given the strategic importance of the market.

If on 31 December 2020 between the EU and the United Kingdom had not been reached an agreement, in fact, the current air transport regime, based on full liberalisation of the European internal market, would have been destined to change substantially, since the Reg. (EC) no. 1008/2008 would not have been applied for the companies of the United Kingdom.

At the same time, it was necessary to ensure close coordination between ENAC and the MIT, the Ministry of Foreign Affairs, ITALRAP Brussels and all the interested parties in order to provide, on a case-by-case basis, the necessary technical contributions for the negotiating rounds of the EU/UK Partnership Agreement in which a representative of the Ministry of Foreign Affairs took part as a member of the task force, since the agreement - in view of the exceptional nature of the subject matter - was managed as EU-ONLY, therefore falling under the exclusive competence of the Union.

RELEX - EU foreign relations

A process of interaction between the EU Member States and the European Commission in the field of air agreements with Third Countries has been initiated about

20 years ago, and the negotiation of which in 2002 was the exclusive prerogative of individual European States. This process falls under the shared competence between Member States and the EU, referred to in Article 4-point 1-letter (g) - Transport of the Treaty on the Functioning of the European Union. To date, ten so-called 'global' agreements have been concluded with the following Countries:

- Canada;
- ECAA (European Common Aviation Area, consisting of Albania, Bosnia and Herzegovina, Iceland (EFTA Country - European Free Trade Association EEA member - European Economic Area), North Macedonia Republic, Norway (also EFTA Country - European Free Trade Association EEA member - European Economic Area), Serbia, Montenegro, and United Nations Interim Administration Mission in Kosovo (UNMIK, although Kosovo is now recognised by most states, including Italy);
- Georgia;
- Jordan;
- Israel;
- Morocco;
- Moldavia;
- Switzerland;
- USA (Agreement and Additional Protocol).

Also the following global agreements have been finalised, although not yet concluded: Ukraine (paraphed on 28.11.2013), Armenia (paraphed on 24.11.2017), Tunisia (paraphed on 11.12.2017) and Qatar (paraphed on 4.3.2019). The signature, ratification and the entry into force of the above-mentioned agreements did not materialise because of the problems linked to the definition of the European territory, with regards to the dispute between Spain and the United Kingdom on sovereignty over the territory of Gibraltar, which is expected to find a solution in 2021 as a result of Brexit. The so-called 'RELEX' (EU external relations policy) aims to reform the entire civil aviation system and to allow the gradual opening of markets in an informed environment to fair competition (to protect operators and users). The aim is to approximate on a large scale the regulations of the highest number of Countries, so that they can easily operate in a uniform and non-discrimination framework. ENAC takes an active part in this process.

The RELEX issue is part of the Aviation Strategy, which brings together regulatory and negotiation aspects, issued

to give new impetus to aviation relations with non-EU Countries that fall geographically within the scope of the European Neighbourhood Policy (enlargement of the Union to other States, creation of the common aviation area, Euro-Mediterranean and Eastern Partnership), or with partners identified as strategic because economically developed (such as the US) or emerging markets (for example India, Colombia, South Korea, etc.). Foreign relations, of course, also cover EU/Swiss and EU/UK aviation relations.

The efforts made in these activities ensure that all instruments are in place to ensure the development and optimisation of aeronautical connectivity, with positive effects on employment, trade and industry, the removal of barriers and the liberalisation of financial investment in a globally harmonised environment which respects the principle of fair competition and ensures the establishment of an appropriate level playing field.

Over 2020, the conclusion and signature of the horizontal agreements under discussion and the global agreements already finalised and/or in the process of finalisation between the European Union and certain third States were promoted.

As regards the horizontal agreements, the one with South Korea was signed on 24 April 2020.

As regards the global agreements, the text of the agreement with Oman was paraphed on 10 June 2020.

The ASEAN negotiations have not yet been concluded. Considered the complexity of the negotiations, and at the same time the enormous economic significance of the implementation of such a far-reaching agreement, it was considered appropriate to extend the negotiating mandate given by EU Member States to the European Commission by one year.

On 2 August 2020, the global agreements with Israel, Moldova, Jordan and Georgia, which until then had been provisionally applied, entered into force.

The Joint Committees held at the beginning of December with Switzerland and the USA, historical partners of the Union, focused on finding common solutions to the pandemic.

Environment

ICAO, ECAC and UE

Italy continues to ensure, also through the commitment of

ENAC, a substantial contribution to international activities concerning environmental protection in air transport. In particular, with the participation in the CAEP - Council Committee on Environmental Protection in Air Transport, and the EAEG - Pan-European Environmental Group ECAC, Italy has set itself the objective of having an impact on those legislative initiatives aimed at reducing noise and gaseous emissions.

In particular, Italy has been participating since its inception in the CAEP, which is responsible for developing international standards for the reduction of noise (for example, newly designed aircraft) and greenhouse gas emissions.

In recent years, among the measures taken by ICAO to try to achieve climate change reduction targets, the adoption of the CORSIA scheme based on market measures developed for monitoring has emerged, the management and compensation of CO₂ emissions. In parallel, research is being developed and initiatives are being taken to encourage the development, production and use of sustainable fuels. Route optimisation and the development of new air navigation systems are other elements that characterise the activity within the CAEP Committee and its sub-groups.

Important in 2020 for ENAC specialists in CAEP and EAEG, in addition to the implementation of the CO₂ standard was the activity related to the consolidation of requirements for the standard on Particulate Matter, the certification criteria for the eligibility of sustainable aviation fuels useful in the CORSIA scheme, the progress of work on the Supersonic standard (both for noise, take-off and landing phases, and CO₂ emissions).

The 40th session of the ICAO General Assembly had agreed to give the Council a mandate to draw up proposals for a long-term objective for the reduction of CO₂ emissions attributable to international aviation, a 'Long term Aspirational Goal for CO₂ Emissions Reduction in International Aviation'. In order to comply with the feasibility analysis of one or more proposals to be brought to the attention of the next Assembly in 2022, the Council has asked the European Works Council to set up a Task Group to carry out these analyses, particularly in the context of the current pandemic situation, with appropriate scenarios for a realistic air traffic recovery perspective.

In 2020, therefore, CAEP initiated the procedures for setting

up the LTAG Group, which produced measurable results to be presented in a first report at the November 2021 Council session.

Sustainable Aviation Fuels

With regard to sustainable aviation fuels (SAF), the ad hoc working group of CAEP, the Fuels Task Group, continued its work on the development of the sustainability regulatory framework within the CORSIA Scheme. In 2020, a further 10 sustainability themes for SAF, in addition to the two already approved by the Council, were formally transmitted to Member States in consultation and received discrete consent: the final discussion will be held in the ICAO

Council for their final approval.

These additional themes have been proposed in order to take into account, within the context of sustainability, important aspects such as those relating to economic and social development, soil protection, the aquatic environment and the atmosphere.

In parallel with the above, the work was also focused on the sustainability framework of Low-Carbon Aviation Fuels which, in addition to the SAF, constitute the set of 'CORSIA Eligible Fuels'. The objective of ICAO is to ensure that the regulatory framework is available for both SAF and LCAF before the start of the mandatory CORSIA implementation phase.

ICAO AVIATION GREEN RECOVERY SEMINAR, 23/24 NOVEMBER 2020

The ICAO seminar on Green Recovery of Air Transport, continuation in the calendar 2020 of the Stocktaking seminar held in early September was dedicated to the actions to be put in place for a sustainable recovery of international aviation in the period of severe suffering of the sector due to the unfortunate evolution of pandemic.

In the course of the work, in which over 1,200 participants took part remotely, the commitments made by ICAO in the fight against climate change through the reduction of greenhouse gases have been highlighted with measures calibrated on the possibility that aviation has to contribute to a recovery of world economies. The decarbonisation of the aviation sector is certainly the challenge of the next thirty years in this context and must be based on a shared policy of actions to achieve the objective. Solidarity and connectivity between Nations must push the international community to invest in a progressive but rapid resumption of traffic as a means of support, of rapprochement, of exchange between peoples.

Although in 2020 traffic has reached historic lows and never has such an invasive crisis hit the entire sector, the recovery expected by five years, presents a scenario of a possible exponential increase in emissions from international aviation. It is therefore the task of the aeronautical community to seek appropriate solutions.

