Aeroporti di Roma

Annual Report

2013

LEADERSHIP

An international hub and Italy’s gateway

The ADR Group manages Rome’s airports which, with 41 million passengers, rank fifth for passenger traffic among the European airport systems and first in Italy.

The more than 100 carriers serving Fiumicino and Ciampino airports with about 230 routes can rely on a catchment area of 12 million potential passengers in a radius of 250 km.

MARKET

An entry to the eternal city in the heart of the Mediterranean

The Roman airport system enjoys a unique strategic position in a stunning and popular tourist destination. It is geographically competitive with respect to Italy and the whole Mediterranean area.

Rome is consolidating its character as a destination with a growing international segment. This growth is mainly supported by the non-EU traffic component driven by emerging foreign economies.

DEVELOPING INFRASTRUCTURE

Development that secures the future

With the recently approved New Agreement/Planning Contract, ADR has re-launched the Investment Plan to support the growth in traffic expected in the next ten years, and ensure a leading position for Rome and Italy in the European scenario.

Over 128 million euros of investments were made during the year, compared to almost 52 million in 2012. The main actions concerned upgrade works on runways, taxiways and aprons, the maintenance and optimization of terminals as well as continuation of the works for the new departure areas E/F.

QUALITY

Passenger orientated

Optimization and reorganization of managerial interventions underlie the progressively improved quality of the services offered to carriers and passengers.

Service quality standards, already envisaged by the Service Charter, have been considerably increased at Fiumicino airport, thanks to ADR's commitment to improving directly-managed processes and the partnership efforts made with the operators at the same airport.

ENVIRONMENTAL SUSTAINABILITY

Aiming for the sky while respecting our land

ADR Group's operations fully respect the environment.

The consumption of electricity at Fiumicino has decreased in the last few years thanks to the important actions taken to improve efficiency. The same trend was recorded for the direct and indirect emissions of CO_2 related to both ADR's activities and the activities of the other operators, the aircraft and all the subjects working within the airport system.

High levels of environmental sustainability drive Fiumicino's development: self-production of energy from renewable sources, harmonization of the new infrastructure with the local territorial context, integrated waste cycle management and creation of advanced environmental compensation projects.

GROWTH PROSPECTS

The world in Italy, Italy in the world

The Roman airport system considerably contributes to the economic development of the Lazio region and the national economic system.

Airports are recognized for the crucial role they play in economic and social development: an increase in traffic of one million passengers a year at the two airports corresponds to about 1,000 direct jobs and 4,000 indirect jobs being created, in addition to generating an added value higher than 400 million euro. ADR's development provides an unmissable opportunity to stimulate growth in the Lazio Region and throughout Italy, particularly in the current economic situation.

Contents

SYNTHETIC DATA
AND GENERAL INFORMATION

Message from the Chairman and the Managing Director

The ADR Group is a fundamental organization on the Italian and international air transport scene, managing two airports strategically positioned in the Mediterranean area, capable of attracting passengers from throughout the world on a continual basis, thanks to the constantly elevated and growing importance of Rome as a tourist destination.

Despite a reference scenario which is one of the most complex in the last decade due to the international macroeconomic uncertainties, those in Italy in particular, 2013 was a year of considerable importance for the ADR Group, featuring the launch of the new Planning Agreement and inclusion in the Atlantia Group.

Via the merger through incorporation of Gemina in Atlantia, effective as from December 1, the ADR Group joined an organization of leading international importance in the motorway and airport infrastructures sector, with the possibility of capitalizing on know-how, ability to achieve, experience with regard to accessing capital markets and international presence, ensuring the utmost efficacy when facing challenges and opportunities offered by the Planning Agreement and in particular when creating one's own investment plan.

The Planning Agreement, which came into force on March 9, 2013, after years of waiting led to a new regulatory framework based on clear, accountable and lasting rules until the end of the concession, an essential requirement for the achievement of the infrastructural investments indispensable for supporting passenger growth over the coming years.

The application of the Planning Agreement unveiled its effects straight away, in particular making a decisive acceleration in investment possible, which in the year just ended reached around 130 million euros, approximately 2.5 times the amount invested in 2012. This result represents the first step in a plan worth 11 billion euros up until 2044, aimed at enhancing and developing the Roman airport system so as to more fully receive and serve the potential traffic envisaged. This is a unequalled development project on the Italian and European scene in terms of size and complexity, continually subject to optimization together with the Concession-granting Body so as to ensure the best implementation choices and a phasing consistent with the market trend and the expectations of the User base. The project envisages the immediate re-launch of the current airport in preparation for the development of the new Fiumicino Nord terminal: in 2023 we will have a modern and efficient infrastructure, which will handle traffic of 55 million passengers - placing Fiumicino amongst the leading European hubs - and in 2044 around 100 million individuals, permitting direct access to Italy and one of the most beautiful and popular cities desired by tourists and businessmen from the four corners of the world from time immemorial. An important challenge which will permit us to recover a growing competitive gap accumulated over the last decade and to provide a boost to the growth of the country and the local economy with positive effects in particular on the direct and indirect employment spin-offs.

Partly thanks to the incentive impressed by the Planning Agreement and with the aim of aligning oneself and surpassing the best European benchmarks, the ADR Group also lays down quality and respect for the environment at the centre of its strategies, with significant results already achieved in 2013 in terms of improvement of the service levels (for example the considerable reduction in queue waiting times at the security check-points) and reduction in the impact on the environment (for example, decrease in electricity consumption and increase in the percentage of waste recycling).

The Group also remains committed to the improvement of the supply of commercial services, by means of renewal and development of sales outlets inside the terminal, so as to offer passengers the best of the "made in Italy" and international brands and improve the comfort and travel experience which the Roman airport system is able to offer.

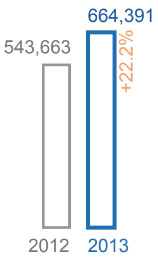
The great credibility of the Group and the growth prospects have been proven by the acknowledgements from rating agencies, which placed ADR in the solid investment grade bracket, and the positive outcome of the refunding activities, carried out via the establishment of a EMTN program. The program, typically adopted by leading Italian and European industrial groups, will make it possible to avail of the necessary resources, together with those generated by management, the funding of the Company's investment plans, as well as diversify the sources of funding. In detail, during December 2013 ADR placed a bond issue for 600 million euros so as to refinance the medium/long-term debt maturing in the future early, with success proven by orders which exceeded 7 times the amount of the issue and an offered yield which was higher than that of sovereign securities with the same duration.

The negative economic situation and the difficulties of the main Italian carriers, and in particular Alitalia - which however further strengthened the positioning on the Fiumicino hub within the sphere of its network disclosing on-average performances better than the other carriers - contributed to a drop of 1.3% in the traffic of the Roman system, which nevertheless confirms the growth trend in international traffic, demonstrating the elective role of Rome as the gateway of Italy to the world. In this context, the economic results in any event reported a positive performance with an increase in revenues and overall profitability.

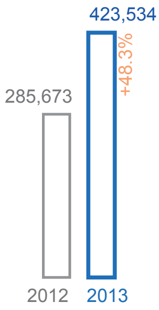
The Group will pursue its strategic growth route, focusing on development of the traffic and the infrastructures, committed to offering the market the best assurance of efficient corporate management while continuing constructive communication with the expanded community of stakeholders with a view to creating sustainable value while contributing to the revival of Italy's economy.

The Chairman **The Managing Director**

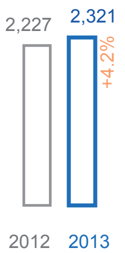
Group main economic, financial and operating figures



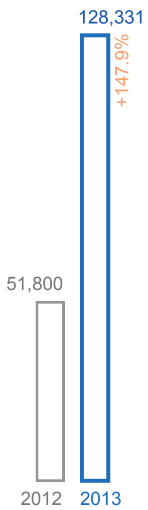
Revenues



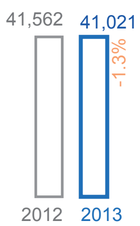
EBITDA



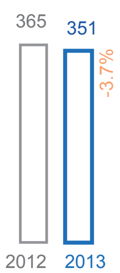
Headcount



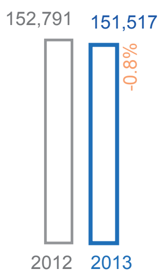
Investments



Passengers



Movements



Cargo

	2013	2012
Group main economic and financial figures (euro/000)		
Revenues from airport management	664,391	543,663
EBITDA	423,534	285,673
EBITDA %	63.7%	52.5%
EBIT	228,896	134,626
ROS	34.5%	24.8%
Net income (loss)	89,912	235,968
Group net income (loss)	89,648	235,756
Investments	128,331	51,800
Net invested capital	1,708,308	1,777,740
Shareholder's equity (including minority interests)	949,360	854,684
Group shareholder's equity	948,321	853,909
Net financial indebtedness	758,948	923,056
Net borrowings/Shareholder's equity	0.8	1.1
Net borrowings/EBITDA	1.8	3.2
ROI	13.4%	7.6%
Rating		
Standard & Poor's	BBB+	BBB-
Moody's	Baa3/Baa2	Baa3
Fitch Rating	BBB+	
Traffic volumes		
Movements (no./000)	351	365
Total passenggers (no./000)	41,021	41,562
Total cargo (tons)	151,517	152,791
Group's human resources		
Average headcount (no. of people)	2,152	2,318
Headcount at 31.12 (no. of people)	2,321	2,227
Average hours of training provided per employee	28	18
Number of accidents (no.)	222	194
Accident severity index	3.4%	3.4%
Service quality and customer satisfaction - Fiumicino (%)		
Waiting at baggage security checks *	92.3	77.6
Times for delivery of last bag *	88.6	84.8
Lines at national check-in *	95.5	94.1
Environment		
Total CO_2 emissions (tons)	71,501	76,225
Electricity consumption (kWh)	165,311,435	170,541,956
Water withdrawal (m^3)	2,056,964	1,956,922
Waste produced (tons)	11,308	10,257

* by the terms set by the Service Charter

Corporate bodies

Board of Directors
(In office until the Meeting to approve the Financial Statements 2015)

CHAIRMAN
Fabrizio Palenzona

DEPUTY EXECUTIVE CHAIRMAN
Carlo Bertazzo (3)

MANAGING DIRECTOR
Lorenzo Lo Presti

DIRECTORS
Giuseppe Angiolini
Luigi Barone (1)
Giovanni Castellucci
Pier Luigi Celli
Stefano Cao
Gianni Mion (2)
Pierluigi Toti (4)
Gennarino Tozzi (5)

SECRETARY
Antonio Sanna

Board of Statutory auditors
(In office until the Meeting to approve the Financial Statements 2015)

CHAIRMAN
Maria Laura Prislei

STATUTORY AUDITORS
Mauro Romano
Andrea Carlo Tavecchio
Mario Tonucci
Pier Vittorio Vietti

ALTERNATE AUDITORS
Massimiliano Troiani
Fabio Margara

INDEPENDENT AUDITORS
Reconta Ernst & Young S.p.A.
(period 2013-2021)

(1) Appointed, pursuant to Article 2449 of the Italian Civil Code, on November 4, 2013.
(2) Resigned as from January 13, 2014.
(3) Resigned as from January 14, 2014.
(4) Resigned as from January 27, 2014.
(5) Appointed, as per Article 2386 of the Italian Civil Code on February 21, 2014.

The Group's structure

(as of December 31, 2013)

Subsidiaries

Investments in other companies

(*) ADR S.p.A. also holds a 25% interest in Consorzio E.T.L. - European Transport Law in liquidation.
(**) ADR Engineering S.p.A. also holds a 33.33% interest in Consorzio Agere.
(***) of the share capital.

MANAGEMENT REPORT ON OPERATIONS

Management report on operations

Core business

Reference scenario

Airport sector performance

Aeronautical

During 2013, the repercussions of the financial crisis and, on a more general note, the macro-economic picture, highlighted the considerable exposure of the air transport industry to the economic-political shocks of all the parties with immediate impacts on the profitability of the business.

The difficult economic scenario has negatively influenced passengers' propensity to fly, thus conditioning the supply of the carriers and consequently the turnover of the same, which therefore continue to pursue strategies that focus on costs and the related rationalization of their networks. Lower-traffic and/or less profitable routes were affected the most, also as a result of the high incidence of the cost of fuel.

Drawn along by the brilliance of the economy and the internal demand volumes of the Middle/Far East, in 2013 world air traffic recorded a total of over 4.4 billion passengers and 71.1 million tons of transported cargo, with a +3.9% increase in passengers and a +1.0% increase in cargo, compared to 2012, respectively. Growth in passenger traffic was respectively +5.2% in the International segment and +2.7% in the Domestic segment.1.

In 2013 airport traffic at European level recorded an overall increase in passenger traffic of 2.6% compared to 2012, also in this case driven by the rise in international traffic (+ +3.6%), which more than offset the decrease in domestic traffic (-0.8%). Overall cargo traffic increased by 0.5% compared to 2012.2[2].

In the same period air transport in Italy saw passenger volumes decrease by 1.9%. The cause of the negative performance was the drop which took place in the domestic sphere (-6.2%) and this was mainly explained by the Italian macro-economic scenario, the difficult economic situation of certain Italian airlines and the growing competitiveness of the high-speed rail link (TAV).

By contrast, International traffic increased by 1.3%3, supported by the growth rates of the low costs airlines and certain markets in particular Eastern Europe (e.g. Russia and Turkey).

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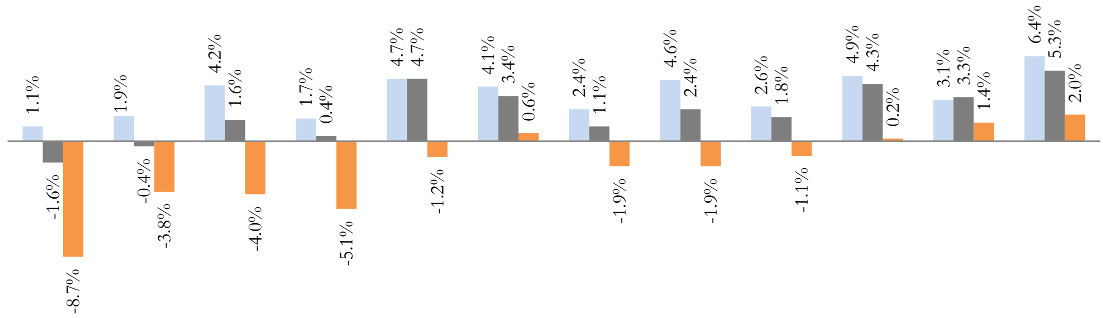
[1] Source: ACI Pax Flash Report
[2] Source: ACI Freight Flash Report
[3] Source: Assaeroporti

GRAPH 1. % change in passenger traffic vs. 2012: World, Europe and Italy

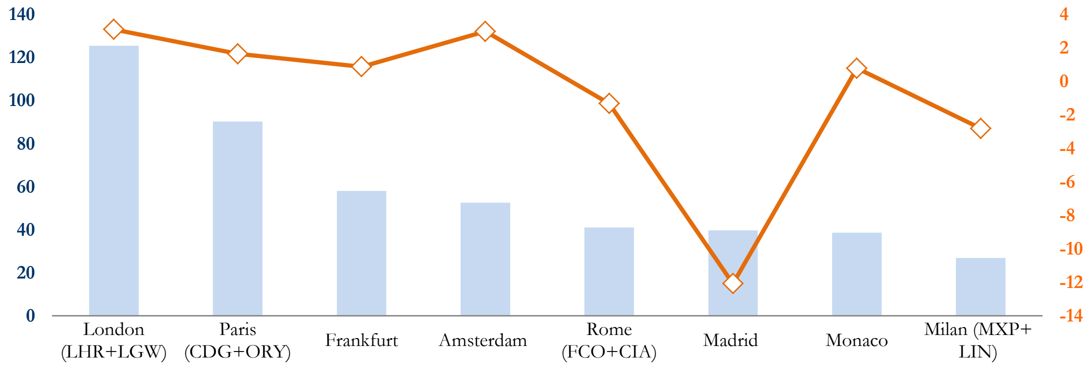


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
World	1.1%	1.9%	4.2%	1.7%	4.7%	4.1%	2.4%	4.6%	2.6%	4.9%	3.1%	6.4%
Europe	-1.6%	-0.4%	1.6%	0.4%	4.7%	3.4%	1.1%	2.4%	1.8%	4.3%	3.3%	5.3%
Italy	-8.7%	-3.8%	-4.0%	-5.1%	-1.2%	0.6%	-1.9%	-1.9%	-1.1%	0.2%	1.4%	2.0%

Source: ACI, Airports Council International 2013

The Roman airport system confirms itself as the fifth in Europe in terms of passenger traffic volumes. In 2013 the main European airport operators recorded results ranging between +3.1% for London and -12.1% for Madrid; the graph below shows overall traffic volumes and the relevant percentage differences compared to the previous year.

GRAPH 2. Results of the main airport systems in Europe



	London (LHR+LGW)	Paris (CDG+ORY)	Frankfurt	Amsterdam	Rome (FCO+CIA)	Madrid	Monaco	Milan (MXP+ LIN)
Pax (mil.)	125.7	90.3	58.0	52.6	41.0	39.7	38.7	26.9
Δ% vs P.Y.	3.1	1.7	0.9	3.0	-1.3	-12.1	0.8	-2.8

Source: ACI, Airports Council International 2013

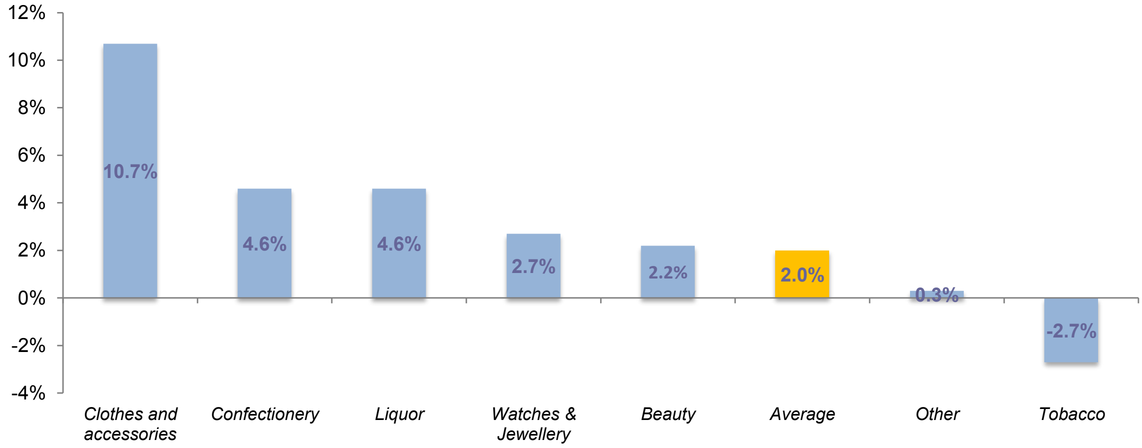
Non-aeronautical

The Travel Retail market recorded an overall positive trend at both national and international level. In particular, at European level4, the sector performance disclosed growth of 2.3%, even if down with respect to that in the previous year. Spending per passenger remained in line with last year.

As shown in graph 3, the categories with the greatest growth rate were: Clothing and accessories, also including the "Luxury" segment, Candy and Liquors. The Tobacco category was by contrast down, also in light of the widespread non-smoking campaigns.

[4] ETRC (European Travel Retail Confederation) index forecast

GRAPH 3. Travel Retail, % change in spending per passenger vs. 2012[5]



The Roman Airport System

Aeronautical

During 2013 more than 41.0 million passengers used the Roman airport system, recording a 1.3% decrease compared to the previous year. In terms of capacity, a decrease was recorded in movements (down 3.7%), aircraft tonnage (down 3.4%) and seats (down 4.1%). The lower drop in passengers compared to the capacity offered led to an improvement in the average load rate (73.9%), which grew by 2.1 percentage points.

TABLE 1. Main traffic data of the Roman airport system

	2013	2012	Δ%
Movements (no.)	351,099	364,516	(3.7%)
Fiumicino	301,922	313,850	(3.8%)
Ciampino	49,177	50,666	(2.9%)
Passengers (no.)	41,020,659	41,562,107	(1.3%)
Fiumicino	36,267,684	37,063,000	(2.1%)
Ciampino	4,752,975	4,499,107	5.6%
of which: departing pax	20,446,968	20,699,423	(1.2%)
Fiumicino	18,069,897	18,449,268	(2.1%)
Ciampino	2,377,071	2,250,155	5.6%
Cargo (tons)	151,517	152,791	(0.8%)
Fiumicino	135,087	135,848	(0.6%)
Ciampino	16,430	16,943	(3.0%)
Carriers (no.)[6]			
Fiumicino	102	102	
Ciampino	2	2	
Destinations (no.)[6]			
Fiumicino	202	200	
Ciampino	60	51	

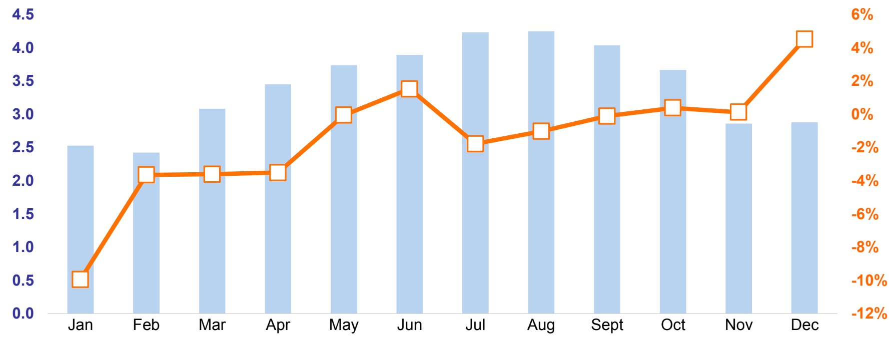
[5] ETRC (European Travel Retail Confederation) index forecast

[6] Determined on the basis of commercial passenger traffic which took at least one flight a week during the year (or 104 movements a year).

During 2013, a number of events, not attributable to the management action of Aeroporti di Roma S.p.A. (“ADR”, the “Company”), negatively influenced the traffic of the Roman airport system. Within the same, the main causes of the loss of passengers were days of strike which led overall to an estimated loss of more than 50 thousand passengers, and the political-social instability which in particular affected Egypt (as from July with a loss of around 80 thousand passengers).

The graph below shows the monthly trend of passenger traffic both in terms of absolute volumes and percentage difference compared to the previous year.

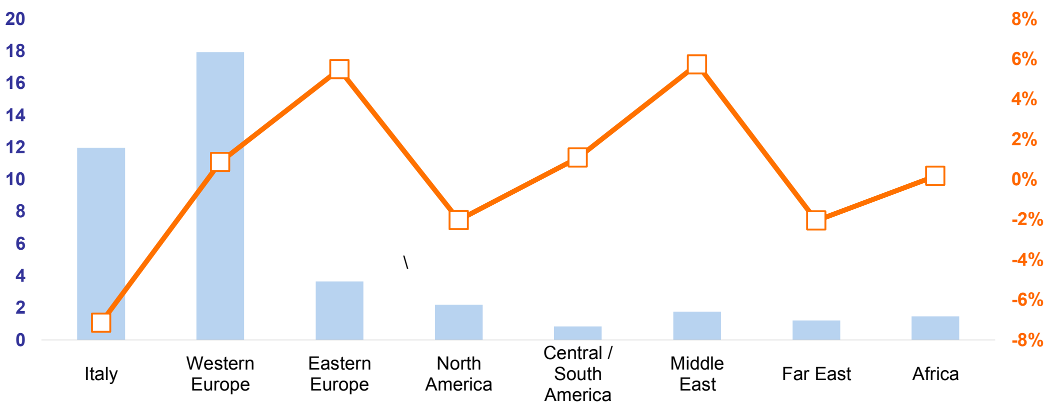
GRAPH 1. Monthly trend in 2013 passenger traffic in the Roman airport system compared to the previous year



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Pax (mil.)	2.5	2.4	3.1	3.5	3.7	3.9	4.2	4.2	4.0	3.7	2.9	2.9
Δ% vs P.Y.	-10.0%	-3.7%	-3.6%	-3.5%	-0.1%	1.5%	-1.8%	-1.0%	-0.1%	0.4%	0.1%	4.5%

In terms of distribution of passengers by geographic area, mention should be made of the growth in the Middle East (+5.7%), in Europe (East +5.5%; West +0.9%) and Central/South America (+1.1%), the essential confirmation of the volumes from/to Africa (+0.2%) and the drop reported in the remaining areas (North America -2.0% and the Far east -2.1%). The traffic volume on the domestic segment reported a drop of -7.1%.

GRAPH 2. Passenger traffic distribution of the Roman airport system by Geographic Area

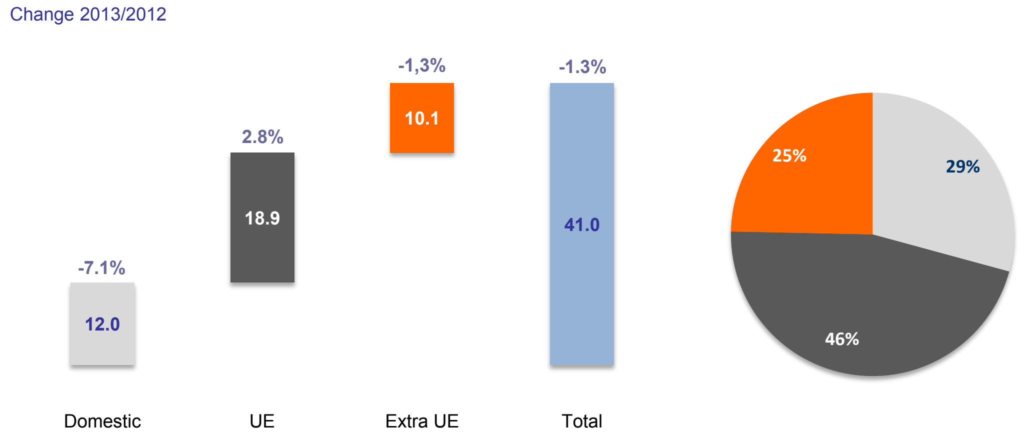


	Italy	Western Europe	Eastern Europe	North America	Central / South America	Middle East	Far East	Africa
Total	12.0	17.9	3.6	2.2	0.8	1.8	1.2	1.5
Δ% vs P.Y.	-7.1%	0.9%	5.5%	-2.0%	1.1%	5.7%	-2.1%	0.2%

A more synthetic breakdown by sector shows how the EU segment represents the main growth driver for the Roman airport system (+2.8% with a 46.1% share compared to total traffic) compared by contrast to the drop in the non-EU segment (-1.3%) and the already previously mentioned decrease in the Domestic area (-7.1%).

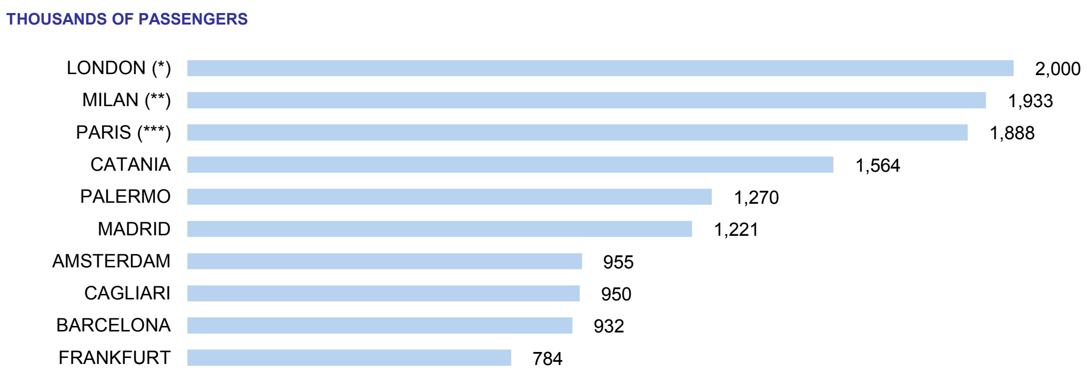
The performances of the EU and non-EU segment were however partly influenced by the changeover (as from July 1, 2013) of Switzerland and Croatia from the non-EU area tariff sphere to the EU sphere; if, to maintain the scope uniform, these countries by contrast are considered in the EU traffic sphere, the performances would have been +0.4% and +3.3% respectively.

GRAPH 3. 2013 traffic composition for the Roman airport system (millions of passengers)



In terms of network, the Roman airport system, with the two airports of Fiumicino and Ciampino, permanently connected about 236 destinations through 102 carriers. The carriers and the most significant destinations are reported in the graphs below.

GRAPH 4. Main destinations served

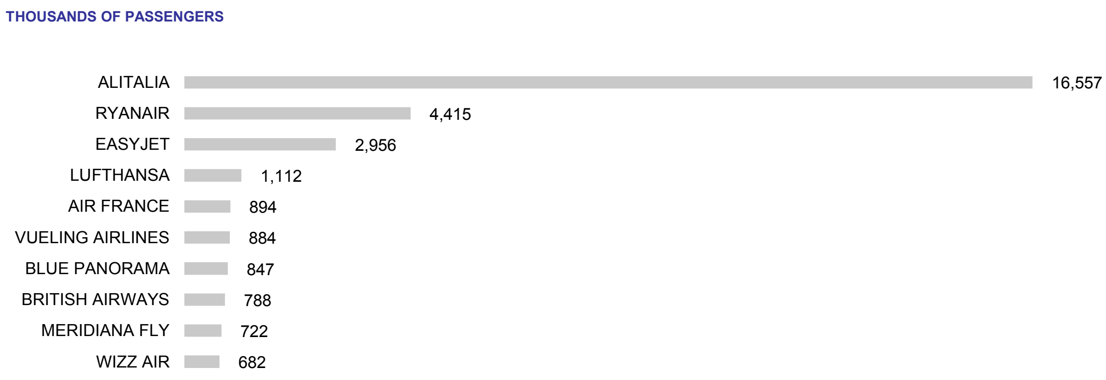


(*) London: Heathrow + Gatwick + Stansted

(**) Milan: Linate + Malpensa

(***) Paris: Charles de Gaulle + Orly

GRAPH 5. Main carriers



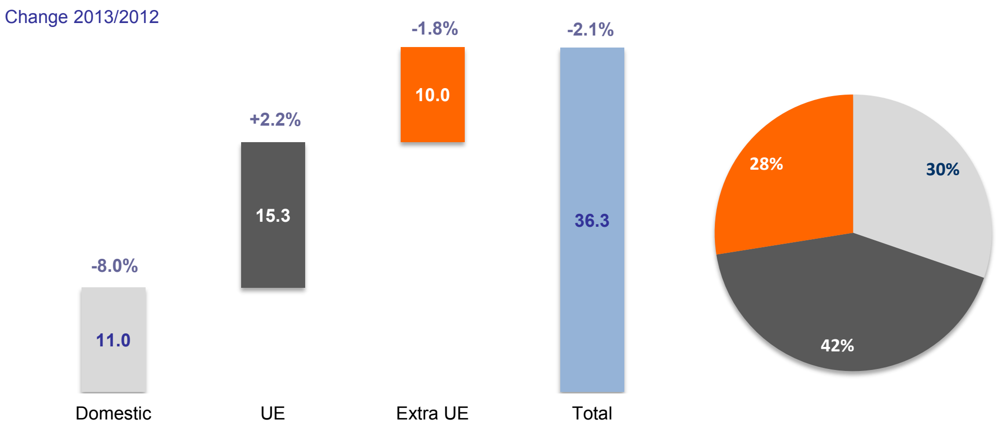
Fiumicino

The result for 2013, with a passenger traffic of around 36.3 million and a 2.1% reduction compared to last year, was driven by the development of International traffic (+0.6%), consequent to the performance registered in the EU sphere (+2.2%) counterbalanced by the drop in volumes in the non-EU sphere (-1.8%). With regard to the two non-domestic segments, the performance - considering Switzerland and Croatia again in the EU tariff sphere for the sake of uniformity - would have been -0.7% and +2.8%, respectively.

The Domestic segment negatively affected the performances of the airport, leading to a drop with respect to 2012 of -8.0%, equating to around -950 thousand passengers.

The average load factor stands at 73.3%, with a growth of 2.0% compared to the previous year.

GRAPH 6. 2013 traffic composition for Fiumicino airport (millions of passengers)



All the main domestic destinations reported a drop in volumes due to the combined effect of the difficulties which the main Italian carriers find themselves facing and the negative economic reference context.

The negative performance (-8.0%) is due to both the components, Alitalia and Other Carriers, which during 2013 reported drops of -5.3% and -17.4%, respectively.

With regard to the Other Carriers, the drop was mainly attributable to:

- the effect in 2013 of the stop (in 2012) of WindJet and Air Alps flights;

- a reduction in Blue Panorama passengers, consequent to the stop of the Lamezia connection (from January 2013) and Genoa connection (stop as from August 2012 with effects in 2013) and the reductions in Turin and Catania operations;
- a reduction in Meridiana passengers consequent to the closure of the Turin route (May 2013) and the historic Cagliari route (November 2013);
- a reduction in the passengers transported by easyJet which, despite the increase in the offered capacity, reported a slight decrease in passengers, mainly attributable to the closure of the flights for Venice while volumes transported from/to Milan reported an increase due to the switch of the flights from Malpensa to Linate.

The overall traffic from/to the European geographic area represented 49.5% of Fiumicino passenger traffic and rose +0.9% with respect to 2012.

The EU Europe destinations reported a rise in passengers of +2.2%. Analyzing the data by country of origin/destination, the satisfactory performances on connections from/for Denmark (+67 thousand passengers) and the UK (+39 thousand passengers) are highlighted; by contrast, reductions were seen from/for Spain (-174 thousand), from/for Rumania (-110 thousand passengers) and from/for Poland (-49 thousand passengers). The drop highlighted in these latter two nations is mainly explained by the transfer to Ciampino of flights previously operated from Fiumicino by the carrier Wizz Air.

Analyzing the international traffic by geographic area, the main results were:

- North America (-2.0%): the drop is attributable to the optimizations during the Winter 2012/2013 season by American carriers. As from the start of the Summer 2013 season, there was however a decrease in Delta frequencies and a drop in average capacity with regard to United Airlines on New York, as well as the Alitalia cancellation of the route on Newark, partly counterbalanced by the increase on New York and in conclusion the reduction of the flights operated by Air Transat to Toronto;
- Central South America (+1.1%): the positive performance with respect to the previous year was obtained thanks to the developments of Alitalia on Brazil (new flight for Fortaleza until May and increase in the aircraft load capacity for Sao Paulo) and on Venezuela (Caracas), and the increases made by Aerolineas Argentinas on Buenos Aires (July-September period) which offset the reductions in charter operations from/for Caribbean destinations.
- Middle East (+5.8%): this continues to represent the area of greatest growth. On the one hand, traffic has strengthened on certain traditional destinations (e.g. Israel and Lebanon) and on the other there has been a maintenance of the potential of the Saudi market with Saudi Arabian Airlines and the Emirates thanks to the increase in the Alitalia capacity offered on Abu Dhabi and the Emirates capacity on Dubai. In conclusion, the opening of the new direct route for the Yemen capital, Sana’a, was seen, operated by the airline Yemen Airways (December 2013);
- Far East (-2.0%): the drop is explained by the closure of the Alitalia flight on Beijing (March 2013) not completely offset by the pick up in traffic from/for Japan and the increase in the frequencies for Eastern China from/for Shanghai. Account should also be taken of the departure of the new flight for Wenzhou (China), operated by China Eastern Airlines, the first ever connection between this city and Europe. In conclusion, mention should be made of the rise in passengers from/for Sri Lanka (+31%) and the trend, albeit on limited traffic volumes, of the flow from/for certain countries in Central Asia such as Azerbaijan +53% and Uzbekistan +13%;

- Africa (-2.7%): the performance conditioned by the socio-political situation in Egypt which led to the loss in July of more than -80,000 passengers was partly offset by the increase in the first part of the year.

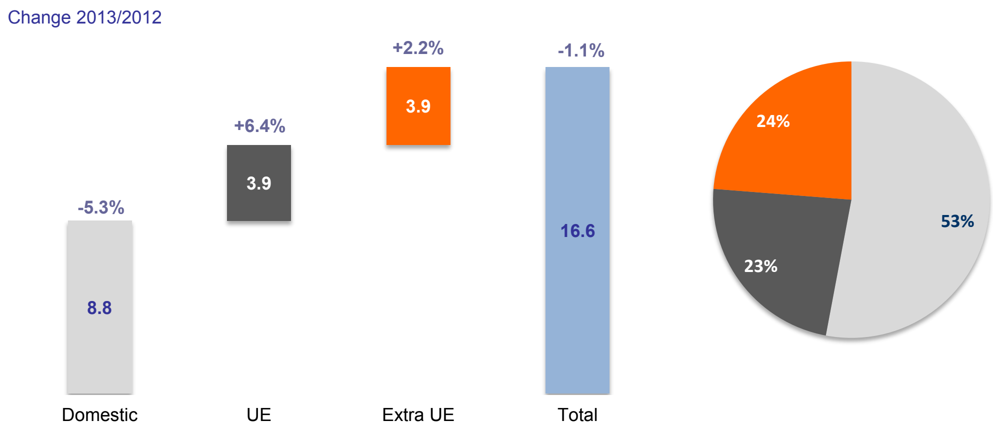
The following table summarizes the additional developments (new connections and increases in frequency on routes already served) in 2013:

SEGMENT	TYPE	CARRIER	DESTINATION
DOMESTIC	New flights	easyJet	Milan Linate
		Darwin Airlines	Trapani, Bolzano, Ancona
		Small Planet Airlines	Genoa
		Ryanair	Catania, Palermo, Lamezia Terme
EU	New flights	Alitalia	Prague, Bilbao, Copenhagen, Cracow, Montpellier, London City
		easyJet	Copenhagen, Hamburg
		Carpatair	Bacau
		Norwegian	London Gatwick
		Transavia France	Lille
		Monarch Airlines	Leeds
		Eurolot	Rzeszów
	Frequency increases on already served routes	Alitalia	Budapest, Bucharest
		easyJet	Amsterdam, Paris Orly
		SAS	Stockholm
		British Airways	London Gatwick
		Tarom	Iasi
		Air Berlin	Berlin, Dusseldorf
		Air Baltic	Riga
NON-EU	New flights	Alitalia	Ekaterinburg, Oran, Podgorica, Fortaleza, Antalya, Djerba
		China Eastern	Wenzhou
		Iran Air	Teheran
		Yemenia Airways	Sana'a
		easyJet	Tel Aviv
		Wizz Air	Chişinău, Donetsk
		Blu Panorama	Moscow
	Frequency increases on already existing routes	China Eastern	Shanghai
		Alitalia	Abu Dhabi, Yerevan
		China Airlines	Taipei
		Turkish Airlines	Istanbul
		Aerolineas Argentinas	Buenos Aires

Passenger traffic trends at Fiumicino airport are influenced by the performance of the main carrier (Alitalia, with a share of around 45%), which in 2013 experienced a loss of passengers transported equal to -1.1% compared to the previous year, mainly attributable to the drop recorded in the Domestic segment (-5.3%) compared with growth in International traffic.

International traffic increased 2012 volumes by +4.2% thanks above all else to the positive results obtained in Europe (5.4%), the Middle East (+11.2%), C/S America (+3.5%), Africa (+3.1%) and North America (+2.3%); the only area down was the Far East (-11.6%).

GRAPH 7. 2013 traffic composition for Alitalia



Ciampino

Ciampino airport, maintaining the maximum limit of a hundred commercial movements a day as capacity that can be allocated, in 2013 recorded an increase in passengers transported of +5.6%, against a reduction in movements (-2.9%), while seats offered onboard the aircraft rose +2.2% with respect to the same period last year. The load factor also rose (+2.6%), coming to 78.8%.

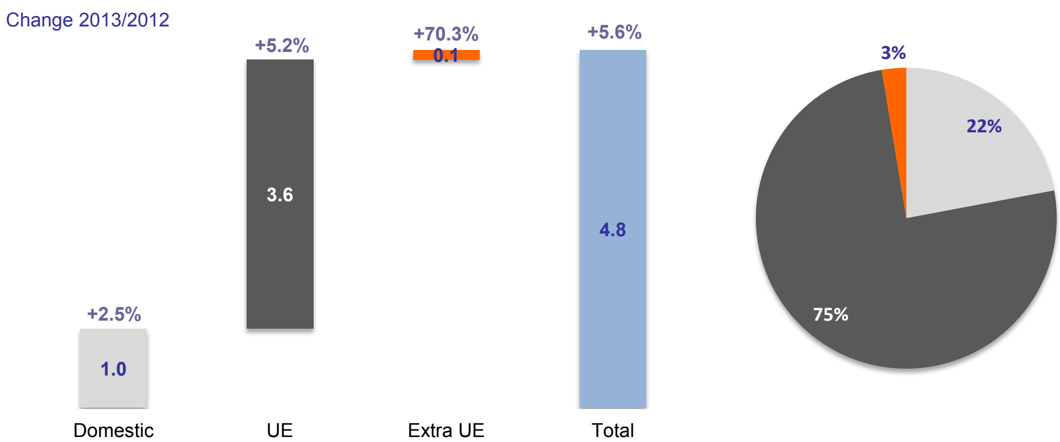
Passengers transported from/for EU destinations, which represented 75.3% of traffic at the airport, rose +5.2% while the domestic segment rose 2.5%.

This increase was obtained by means of the exploitation of the maximum potential of the airport in April and the rescheduling of the Winter season of flights not previously operated.

In fact, Ryanair reported growth in passengers transported in the same period of 2012 of +3.5%. But analyzing the figure as from April, with the 2013 Summer season, in other words when the carrier resumed its operations (in line with 2012), the growth in passengers came to +11.1% (April-December).

Wizz Air, after diverting some flights from Fiumicino airport, transported more than 325 thousand passengers, growing by +50.7%.

GRAPH 8. 2013 traffic composition for Ciampino airport



The Roman Airport System

Non-aeronautical

Non-aeronautical activities within the Roman airport system generated 31.1% of total revenues from the activities of the Aeroporti di Roma Group (“ADR Group”).

The overall performance reported a drop with respect to 2012 (-6.9%), however, mention should be made of the positive result of the commercial sub-concessions, in particular attributable to the improvement in the traffic mix (increase in the EU component, characterized by a greater propensity towards purchases), the business development action and a number of specific activities (luggage wrapping and foreign exchange) despite the construction site transformation of many areas which concerned, for just the Core Categories area, more than 4,000 sq.m. of commercial floor space.

The average royalties of the new contracts also rose, partly thanks to the formalities for assigning commercial floor space via selection procedures.

TABLE 1. Main indicators of non-aeronautical activities for Fiumicino

	UNIT	2013	2012	Δ%
Shop average spending	€/outbound passenger	13.14	12.96	1.4%
Retail area per million of passengers	m2	733	718	2.1%
Refreshment average spending	€/outbound passenger	4.58	4.40	4.1%
Refreshment outlet per million of passengers	m2	623	637	-2.2%
Passenger car parking average spending	€/outgoing passenger	1.58	1.72	-8.5%

TABLE 2. Main indicators of non-aeronautical activities for Ciampino

	UNIT	2013	2012	DELTA%
Shop average spending	€/outbound passenger	3.71	4.14	-10.3%
Retail area per million of passengers	m2	333	340	-2.1%
Refreshment average spending	€/outbound passenger	2.80	2.90	-3.5%
Refreshment outlet per million of passengers	m2	202	195	3.6%
Passenger car parking average spending	€/outgoing passenger	0.96	1.03	-7.4%

Consolidated results for the period

Previously, the ADR Group drew up its consolidated financial statements in accordance with the Italian accounting standards; further to the bond issued on the Irish market in December 2013, ADR became a company with financial instruments admitted for trading on a regulated market of the European Union and therefore, pursuant to Italian Legislative Decree No. 38/2005, it must draw up its consolidated financial statements in compliance with the International Financial Reporting Standards ("IFRS"). The consolidated financial statements at December 31, 2013 are therefore the first set of financial statements which the ADR Group draws up in accordance with the international accounting standards.. In the reclassified accounting schedules which follow, the financial and income statement balances for 2012 and the balance sheet figures at December 31, 2012 have been presented for comparative purposes, reclassified in compliance with the IFRS.

Consolidated economic performance

The operating trend during 2013 was affected by the effects of the fee increase applied from March 9, 2013 and connected to the new Planning Agreement (the "Planning Agreement"), and the related start of the investment plan, though in an economic context which still negatively influences the traffic trends. Moreover, the economic results were affected by the progress and settlement of some important disputes.

TABLE 1. Reclassified consolidated income statement

thousands of euros	2013	2012	Change	% chg
Revenues from airport management, of which:	664,391	543,663	120,728	22.2%
aeronautical revenues	*457,774*	*321,676*	*136,098*	*42.3%*
non-aeronautical revenues	*206,617*	*221,987*	*(15,370)*	*(6.9%)*
Revenues from construction services	25,444	9,141	16,303	178.3%
Other operating income	26,160	6,476	19,684	304.0%
Total revenues	**715,995**	**559,280**	**156,715**	**28.0%**
External managerial costs	(131,994)	(148,254)	16,260	(11.0%)
Costs of construction services	(19,252)	(8,892)	(10,360)	116.5%
Concession fees	(28,757)	(8,110)	(20,647)	254.6%
Payroll costs	(112,457)	(108,351)	(4,106)	3.8%
Total net operating costs	**(292,461)**	**(273,607)**	**(18,853)**	**6.9%**
Gross operating income (EBITDA)	**423,534**	**285,673**	**137,861**	**48.3%**
Amortization, depreciation, write-downs and value recoveries	(68,351)	(68,559)	208	(0.3%)
Allocations to provisions and other adjusting provisions	(126,288)	(82,488)	(43,800)	53.1%
Operating income (EBIT)	**228,896**	**134,626**	**94,270**	**70.0%**
Financial income (expense)	(69,589)	(86,109)	16,520	(19.2%)
Income (loss) before taxes from continuing operations	**159,306**	**48,517**	**110,789**	**228.4%**
Taxes	(69,394)	(23,131)	(46,263)	200.0%
Net income (loss) from continuing operations	**89,912**	**25,386**	**64,526**	**254.2%**
Net income (loss) from discontinued operations	0	210,582	(210,582)	(100.0%)
Net income (loss) for the year	**89,912**	**235,968**	**(146,056)**	**(61.9%)**
Minority interests in the income (loss) for the year	264	212	52	24.5%
Group share of the income (loss) for the year	**89,648**	**235,756**	**(146,108)**	**(62.0%)**

Revenues

Revenues from airport management, equal to 664.4 million euros, increased in total by 22.2% with respect to 2012 due to the combined effect of:

- a 42.3% growth in aeronautical activities, further to a tariff increase deriving from the Planning Agreement;
- the 6.9% drop in the non-aeronautical segment, mainly as a consequence of the ceased revenues from canteens and the performance of the real estate activities, car parks and advertising.

For a more in-depth description of the performance of the consolidated revenues, reference should be made to the paragraph dedicated to "The ADR Group's activities".

Revenues from construction services amount to 25.4 million euros, with an increase of 16.3 million euros with respect to 2012, in the presence of additional construction services carried out in relation to the airport concession following the enforcement of the Planning Agreement.

Other operating revenues amounted to 26.2 million euros, up 19.7 million euros with respect to the comparative period, of which 13.8 million euro attributable to the outcome of the dispute with the Customs Office regarding customs duty. In detail, income of 9.6 million euros was booked to the income statement, corresponding to the partial re-absorption of the tax provision allocated for a total of 26.1 million euros in previous years. Indeed, the sentence of the Supreme Court only accepted the grounds of the appeal filed by ADR against the sentence of the Provincial Tax Commission, concerning the limitation of all the customs duties accruing until March 23, 1995, repealing the sentence concerned, with referral to another section of the Provincial Tax Commission. With the sentence of the Supreme Court, ADR's conviction to pay an expense definitively estimated at 16.5 million euros became final. This situation legitimates the enforcement of the indemnity that the Parent Company Gemina S.p.a. ("Gemina", now Atlantia S.p.a., "Atlantia") issued at the time in favor of ADR, which led to the recognition of income of 4.2 million euros.

Net operating costs

External operating costs amount to 132.0 million euros, decreasing by 16.3 million euros compared to 2012, mainly due to the combined effect of:

- a reduction in consumption of raw materials and consumables for 4.3 million euros, essentially attributable to lower purchasing costs for electricity consequent to the drop in both consumption and prices;
- an increase in the costs for professional services for the projects regarding service quality and safety improvement, counterbalanced by the reduction in costs for external services consequent to the action aimed at greater efficiency and the disappearance of canteen management costs;
- minor costs relating to previous years for 15.4 million euros due to the transaction entered into between ADR and the Ministers of the Interior and the Economy as regards the dispute on the fee for the firefighting service (around 14 million euros net of registration tax). As part of this transaction ADR recognized that it owes 70% of the sum accrued until March 8, 2013 as consideration for the firefighting service, against an amount allocated in the accounts totaling 52.5 million euros.
- the recognition of expenses for 6.7 million euros in relation to the dispute with the UTF (now the Customs Office) concerning taxation of consumption, excise duty and surcharge on electricity as a result of a number of unfavorable sentences passed by the Supreme Court with reference to the period 2002-2006.

The Costs for construction services, amounting to 19.3 million euros, increased 10.4 million euros with respect to the previous year, in the presence of additional services carried out.

The liability for Concession fees amounts to 28.8 million euros, up 20.6 million euros due to the increase in the fees envisaged in concurrence with the enforcement of the Planning Agreement.

Payroll costs, amounting to 112.5 million euros, reported a rise of 3.8% in the presence of a higher average workforce used by the ADR Group in the business activities (+71.9 FTE) with respect to 2012 (net of the staff of the direct retail and vehicle maintenance businesses disposed of), in relation to the programs for enhancing the technical areas and the increase of the seasonal staff used in the operations areas.

Gross operating income (EBITDA)

The gross operating income (EBITDA), equal to 423.5 million euros, improved by 137.9 million euros with respect to the same period last year (+48.3%) and as a percentage of revenues from airport management activities which rose from 52.5% in 2012 to 63.7%.

Amortization and depreciation

Amortization and depreciation of intangible and tangible fixed assets amounted to 68.4 million euros (-0.2 million euros) and mainly represented the amortization of the airport concession which the Parent Company ADR holds.

Allocations to provisions and other adjusting provisions

This item included the following provisions:

- provisions to the renovation fund, amounting to 101.4 million euros (59.0 million euros in 2012), which represent the updated estimate of the expenses for restoration and replacement work to be carried out in the future for the observance of the obligations to maintain said assets in an efficient state, as envisaged by the concession;
- provisions for risks and charges for 14.4 million euros, up 11.8 million euro with respect to 2012 essentially attributable to the provision of 12.1 million euro in relation to the risk of losing in the pending proceeding relating to the dispute with the UTF (now the Customs Office) on the revenue tax and provincial electricity surcharges relating to the period 2002-2005 and 2007-2010, further to the unfavorable sentences of the Supreme Court on a number of disputes already assessed by the Court;
- provisions for doubtful accounts, amounting to 10.4 million euros, 10.5 million euros less than in 2012, a period which was affected by the weight of a number of disputes relating to fees based on interpretative uncertainties which the legislative framework presented before the applicability of the Planning Agreement.

Operating income (EBIT)

Operating income (EBIT) came to 228.9 million euros, rising by 94.3 million euros (+70.0%) with respect to 2012.

Financial income (expense)

Net financial expense amounts to 69.6 million euros, decreasing by 16.5 million euros compared to 2012, due to the decrease in gross debt, accompanied by the favorable performance of interest rates, in addition to the decrease in the financial costs correlated to ADR's improved rating in 2013.

Net income (loss) from continuing operations

Net of the overall tax charge for current and deferred taxation, amounting to 69.4 million euros, 2013 closed with a positive net result from continuing operations for 89.9 million euros, an improvement of 64.5 million euros with respect to 2012.

Net income (loss) from discontinued operations

This item, amounting to 210.6 million euros in 2012 (0 million euros in 2013), included the consolidated capital gain from the sale of the subsidiary undertaking ADR Retail which, net of the tax effect, ancillary costs incurred on the sale and the price adjustment established by the contractual agreements, amounted to 206.3 million euros. The afore-mentioned item also included the result from the sale of the vehicle maintenance division and the economic results, net of the tax effect, relating to the direct retail business (until September 2012) and vehicle maintenance business (until October 2012).

Group share of income (loss) for the year

Therefore, the ADR Group closed 2013 with a net profit of 89.6 million euros compared to a net profit of 235.8 million euros recorded in 2012.

Consolidated financial performance

TABLE 2. Reclassified consolidated balance sheet

	thousands of euros	12/31/2013	12/31/2012	Change
	Intangible fixed assets	1,969,312	2,005,383	(36,071)
	Tangible fixed assets	9,824	9,272	552
	Non-current financial assets	2,205	2,216	(10)
	Deferred tax assets	136,685	137,702	(1,017)
	Other non-current assets	466	26,572	(26,106)
A	FIXED ASSETS	2,118,493	2,181,146	(62,653)
	Commercial activities	203,513	174,363	29,150
	Other current assets	31,075	9,597	21,478
	Current tax assets	7,946	11,022	(3,076)
	Trade liabilities	(151,478)	(109,740)	(41,738)
	Other current liabilities	(121,243)	(127,276)	6,033
	Current tax liabilities	(17,765)	(4,628)	(13,137)
B	WORKING CAPITAL	(47,952)	(46,662)	(1,290)
	Provisions for employee benefits	(403)	0	(403)
	Provisions for renovation of airport infrastructure	(107,130)	(97,055)	(10,074)
	Allowances for current provisions	(14,492)	(17,604)	3,113
C	CURRENT SHARE OF PROVISIONS	(122,024)	(114,660)	(7,364)
D = B + C	WORKING CAPITAL NET OF THE CURRENT SHARE OF PROVISIONS	(169,976)	(161,322)	(8,655)
	Non-current liabilities	(240,209)	(242,083)	1,875
E	NON-CURRENT LIABILITIES	(240,209)	(242,083)	1,875
F = A + D + E	NET INVESTED CAPITAL	1,708,308	1,777,741	(69,433)
	Group shareholders' equity	948,321	853,909	94,412
	Minority interests in shareholders' equity	1,039	775	264
G	SHAREHOLDERS' EQUITY	949,360	854,684	94,676
	Non-current financial liabilities	971,565	848,046	123,519
	Other non-current financial assets	(4,885)	(9,555)	4,670
H	NON-CURRENT NET DEBT	966,680	838,491	128,189
	Current financial liabilities	607,744	523,653	84,091
	Current financial assets	(815,476)	(439,087)	(376,389)
I	CURRENT NET DEBT	(207,732)	84,566	(292,298)
L = H + I	NET DEBT	758,948	923,056	(164,109)
G + L	HEDGING OF THE INVESTED CAPITAL	1,708,308	1,777,741	(69,433)

Fixed assets

Fixed assets decreased overall by 62.7 million euros mainly due to:

- a reduction in intangible fixed assets of 36.1 million euros consequent to the amortization for the year, only partly offset by the investments made;
- a reduction of 26.1 million euros in Other non-current assets attributable entirely to the amount receivable relating to the dispute with the Customs Office regarding customs duties which, as already mentioned, came to 9.6 million euros reclassified under Other current assets for taxes (and related interest and collection charges) relating to the period January 1, 1993 - March 23, 1995, recognized as prescribed by the Supreme Court and written off for 16.5 million euros (with use of the taxation provision as a counter-entry) against the unfavorable sentence of the Court.

Working capital

Compared to December 31, 2012, the working capital decreased overall by 1.3 million euros due to the combined effect of the following main changes:

- Commercial assets increased 29.2 million euros due to the prevalent expansive effect of the receivables deriving from both the application of the new tariffs - increasing as from March 9, 2013 - and the rise in the passenger surcharge - as from July + 2 euros per outbound pax - as well as the effects associated with the particular financial tension which, in the final part of the year, concerned the main domestic carrier and which immediately had repercussions involving an increase in the year end exposure, which subsequently returned to normal;
- the Other current assets increased 18.4 million euros due to the afore-mentioned sentence of the Supreme Court within the sphere of the dispute with the Customs Office which led to the recognition of an amount receivable from the parent company for 4.2 million euros for the fiscal indemnity issued and for the reclassification from the item Other current assets of the receivable for 9.6 million euros equating to the best estimate of the taxes (and related charges) for the period January 1, 1993-March 23, 1995, recognized as prescribed by the Court;
- the Commercial liabilities disclosed an increase of 41.7 million euros, linked to the additional investments and renewals made in the latter part of 2013 with respect to the previous year;
- Other current liabilities decreased overall by 6.0 million euros due to the following changes:
    - reduction of the payable for the firefighting service fee of 45.8 million euros due to the transaction in September 2013 and the related payment of 36.7 million euros, net of the pertaining share accrued in the year in question;
    - increase in payables for concession fees of 10.6 million euros;
    - increase in payables for municipal surtax on passenger fees of 21.0 million euros mainly due to the increase of 2 euros from July 1, 2013 in the additional municipal surtax on passenger fees allocated to INPS;
    - increase in taxes due of 6.7 million euros relating to the unfavorable sentences concerning the Tax Office dispute;
    - Payables for current taxes increased 13.1 million euros due to the estimate of the tax burden for the period, net of the payment of the balance and the advances.

Current share of provisions and Non-current liabilities

(THOUSANDS OF EUROS)	12/31/2013	12/31/2012	DELTA
Provisions for employee benefits	21,665	21,334	331
Provisions for renovation of airport infrastructure	287,513	264,339	23,174
Other allowances for risks and charges	53,054	71,069	(18,015)
TOTAL	**362,232**	**356,742**	**5,490**
of which:			
- current share	122,024	114,660	7,364
- non-current share	240,208	242,082	(1,874)

The renovation provision, which included the current value of the estimate of the charges to be incurred for the contractual obligation to restore and replace assets under concession, increased 23.3 million euros due to the amounts set aside during the year, net of uses made.

Other allowances for risks and charges decreased overall by 18.0 million euros mainly due to the elimination of the tax provisions relating to the dispute with the Customs Office for 26.1 million euros (of which 16.5 million euros was used to eliminate the tax credits and 9.5 million euros was reabsorbed in the income statement) and the entry of a provision of 12.1 million euros in relation to the dispute with the Tax Office relating to electricity as mentioned previously.

Net invested capital

The consolidated net invested capital, equal to 1,708.3 million euros at December 31, 2013, recorded a reduction of 69.4 million euros compared to the end of last year.

Shareholders' equity

The shareholders' equity increased by 94.7 million euros with respect to December 31, 2012 due to the overall net income for the year (91.8 million euros including the change in the fair value of the derivatives and the actuarial losses relating to the employee severance indemnities) and the increase in the shareholders' equity reserves for 0.6 million euros mainly relating to the fair value accrued in 2013 on the options assigned to ADR Group employees.

Net debt

The net debt amounts to 758.9 million euros as of December 31, 2013, recording a decrease of 164.1 million euros compared to the end of 2012.

TABLE 3. Consolidated net debt

thousands of euros	12/31/2013	12/31/2012	Change
Non-current financial liabilities	971,565	848,046	123,519
Bonds	840,920	626,639	214,281
Medium/long-term loans	0	89,086	(89,086)
Financial instruments - derivatives	130,645	132,321	(1,676)
Other non-current financial assets	(4,885)	(9,555)	4,670
NON-CURRENT NET DEBT	**966,680**	**838,491**	**128,189**
Current financial liabilities	607,744	523,653	84,091
Current share of medium/long-term financial liabilities	607,491	523,542	83,949
Financial instruments - derivatives	252	111	142
Current financial assets	(815,476)	(439,087)	(376,389)
Cash and cash equivalents	(789,310)	(393,510)	(395,800)
Other current financial assets	(26,166)	(45,577)	19,411
CURRENT NET DEBT	**(207,732)**	**84,566**	**(292,298)**
NET DEBT	**758,948**	**923,056**	**(164,109)**

Non-current net debt

The non-current net debt amounts to 966.7 million euros, up in total by 128.2 million euros.

In detail, non-current financial liabilities rose by 123.5 million euros, mainly reflecting the combined effect of:

- the disbursement, on December 10, 2013, of a new bond loan - EMTN "Euro Medium Term Note Program") for 600.0 million euros;
- the disbursement, in February 2013, of 156.0 million euros valid on the Term Loan granted in May 2012 and falling due in February 2015;
- mandatory early repayment of the Term Loan for 15.8 million euros made on the application date of September 2013, in relation to the application of the retention regime;
- reclassification under Current financial liabilities of Tranches A2 and A3 of the Romulus Finance bonds, the bank Term Loan taken out in 2012, the EIB and Banca Intesa Sanpaolo loans, for an overall value of 592.6 million euros, which will be repaid in advance with respect to the contractual maturities, further to the December 2013 bond issue.

Current net debt

The current portion of the debt is equal to the net funds of 207.7 million euros with respect to the current net debt at the end of 2012 of 84.6 million euros. The reduction in the debt of 292.3 million euros is attributable to both the increase in Current financial liabilities and Current financial assets.

Current financial liabilities amount to 607.7 million euros, increasing by 84.1 million euros compared to December 31, 2012, mainly due to the combined effect of:

- reclassification from Non-current financial liabilities of Tranches A2 and A3 of the Romulus Finance bonds, the Term Loan , the EIB and Banca Intesa Sanpaolo loans, for a value of 592.6 million euros, as mentioned;
- repayment, as of the expiry date of February 2013, of Tranche A1 of the bonds issued by Romulus Finance, equal to 500.0 million euros.

Current financial assets amounted to 815.5 million euros and disclosed an increase of 376.4 million euros essentially attributable to cash on hand and in banks (+395.8 million euros). This change derives from the crediting of the funds deriving from the new bond issue concluded in December 2013 (the resources were kept in bank accounts pending maturity, in 2014, of the conditions for their use), from the positive operating cash flow for the year and, with a minus sign, the repayment of Tranche A1 of the Romulus Finance loan which took place in February 2013.

TABLE 4. Statement of consolidated cash flows

	2013	2012
Net income for the year	**89,912**	**235,968**
Adjusted by:		
Amortization and depreciation	68,346	68,549
Allocation to the provisions for renovation of airport infrastructure	101,433	58,973
Financial expenses from discounting provisions	15,072	12,929
Change in other provisions	(2,504)	7,878
Write-down (revaluation) of non-current financial assets and equity investments	10	10
(Gains) losses on disposal of non-current assets, net of the transfer costs and the tax effect	0	(206,051)
Net change of the deferred tax (assets) liabilities	(576)	(16,286)
Other non-monetary costs (revenues)	12,243	9,935
Changes in the working capital and other changes	10,869	(38,995)
Net cash flow from operating activities (A)	**294,805**	**132,910**
Investments in tangible assets	(4,876)	(2,436)
Investments in intangible assets	(27,969)	(8,912)
Works for renovation of airport infrastructure	(92,798)	(36,512)
Equity investments	0	(3)
Gains from divestment of tangible and intangible assets	19	2,212
Net change of other non-current assets	9	(2,407)
Gains from divestment of consolidated equity investments and divisions	0	206,014
Net cash flow from investment activities (B)	**(125,615)**	**157,956**
Issue of bonds	592,245	0
Opening of medium/long-term loans	156,000	0
Repayment of bonds	0	0
Repayment of medium/long-term loans	(524,271)	(74,022)
Net change of other current and non-current financial liabilities	(11,147)	149
Net change of current and non-current financial liabilities	13,783	1,996
Net cash flow from financing activities (C)	**226,610**	**(71,877)**
Net cash flow for the year (A+B+C)	**395,800**	**218,989**
Cash and cash equivalents at the start of the year	393,510	174,521
Cash and cash equivalents at the end of the year	789,310	393,510

In 2013, the operating activities carried out by the ADR Group generated a cash flow equal to 294.8 million euros, up by 161.9 million euros compared to the comparative period, due to the growing gross operating income (as more fully indicated in the comment to the Consolidated economic management), as well as the favorable trend of the working capital.

The internally generated financial resources were partly absorbed by the coverage of the self-financed investments and the renewal measures for 125.6 million euros (47.9 million euros in the reference period).

It should be remembered that in 2012, the sale of the subsidiary undertaking ADR Retail resulted in a liquidity contribution, included in the item "Gains from divestment of consolidated equity investment and divisions", equal to 206.0 million euros, deriving from the collection of the sale price (net of ancillary costs and the tax effect), equal to 214.4 million euros, partly offset by the company's cash on hand and in banks (7.8 million euros) excluded from the consolidation due to the sale.

Due to the flows described above, the resources transferred by the bond issue of December 2013 (net of the related ancillary costs) and the Term Loan, disbursed for 156.0 million euros and repaid in the period for 15.8 million euros, as well as the repayment of 500 million euros of the Romulus A1 credit facility, the total net cash flow for 2013 was positive for 395.8 million euros.

The ADR Group therefore closed the year under review with cash on hand and at banks for 789.3 million euros, compared with 393.5 million euros at the end of 2012.

Reconciliation of the reclassified statements and the financial statements

Reclassified consolidated income statement

The income statement was reclassified on a "value-added" basis, which shows the contribution of the financial and core areas of operation: The items may be directly deduced from the financial statements, except for the items and related sub-items shown below:

- external operating costs; these include the items Consumption of raw materials and consumables, Service costs (net of Costs for construction services and Costs for renovation of airport infrastructures), Costs for the use of third party assets and Other costs) net of Provisions to the allowance for doubtful accounts);
- costs for construction services: included in the financial statement layout under Service costs;
- payroll costs: Payroll costs from financial statements layout, net of labor costs relating to the renewal of the airport infrastructures;
- amortization and depreciation, writedowns and value recoveries: amortization, depreciation and (write-downs) value recoveries;
- allocations to provisions and other adjusting provisions: Allocations to allowances for risks and charges, Allocations to the provisions for renovation of airport infrastructure (gross of uses) and Provisions to allowance for doubtful accounts.

Reclassified consolidated balance sheet

The consolidated balance sheet was reclassified in accordance with "management criteria", which shows the division between invested capital and fixed capital and working capital, net of the provision and the related sources of funding, represented by self-financing (Shareholders' equity) and borrowing (current and non-current net debt). The items may be directly deduced from the financial statements.

ADR Group's activities

Aeronautical activities

The aeronautical activities directly connected to the airport sector, which include airport fees, centralized infrastructures, security services etc., generated revenues for 457.8 million euros in 2013, up by 42.3% compared to the previous year.

The new fees defined by the Planning Agreement have been applied since March 9, 2013. The Agreement introduced significant changes compared to the tariff system previously in force. In addition to the change concerning the main unit amounts, the Planning Agreement defined the amalgamation of several fees, particularly with regard to centralized infrastructures, channeling some of them towards airport fees.

The comparison of the individual items reported below is thus not homogenous and does not allow for the full comparison with the results of the previous year, which can be made only at total revenues level.

GRAPH 1. Economic performance of aeronautical activities (millions of euros)

Airport fees

Revenues from airport fees in 2013 amounted to 338.2 million euros, with an increase of 89.0%.

The positive result obtained in 2013 is attributable to:

- landing, take-off and parking fees: equal to 97.0 million euros, up by 70.4% as a consequence of two opposing phenomena: the reduced number of movements (down 3.7%) and the higher unit fee. The increase derived from both the rise in fees from December 12, 2012 (correction of the previous adjustment to target inflation from 1.5% to 2.0%) and the greater unit fees deriving from the application of the Planning Agreement from March 9, 2013, which included in the landing and take-off fees the relevant costs previously applied to the use of goods for common use, catering, fuelling, supply systems in remote aprons and safety;

- passenger boarding fees: these amount to 238.4 million euros and recorded an increase compared to 2012 of 100.0%. The reduction in passenger traffic was offset by the positive effects of bringing fees in line with inflation and especially by the adjustment of the fees that took place with the application of the Planning Agreement, which included in the passenger boarding fees some fees, and related costs, regarding centralized infrastructures for services attributable directly to passengers (such as baggage handling systems, passenger check-in computerized systems, public announcement and information);
- cargo revenues: the revenues stand at 2.8 million euros, down by 2.2% consequent to the reduced cargo transported compared to the previous year (-0.8%). In consideration of the situation of the reference market, despite the Planning Agreement allowing higher fees to be applied, ADR temporarily established to confirm the previous fees for 2013.

Security

Security activities (security checks on passengers and carry-on and checked baggage, explosive detection checks, other security checks requested) generated revenues of 73.1 million euros in 2013, up 7.0% compared to the previous year. This result is related to the increased unit fees set by the Planning Agreement, which more than offset the lower passenger traffic.

Centralized infrastructures

The management of centralized infrastructures, in consideration of the mentioned amalgamation of some fees for centralized infrastructures within airport fees, recorded a turnover of 15.8 million euros, decreasing by 62.1% compared to the previous year.

The decrease recorded in 2013 is attributable to:

- revenues deriving from the baggage handling systems: a decrease of 86.6% (service no longer charged separately as from March 9, 2013);
- revenues from loading bridges: 30.3% decrease due to both the fewer movements and the new fee defined in the Planning Agreement, which is lower than the value applied previously.

Other revenues

Revenues from other aeronautical activities reached 30.6 million euros, down 6.6% compared to the previous year, deriving from:

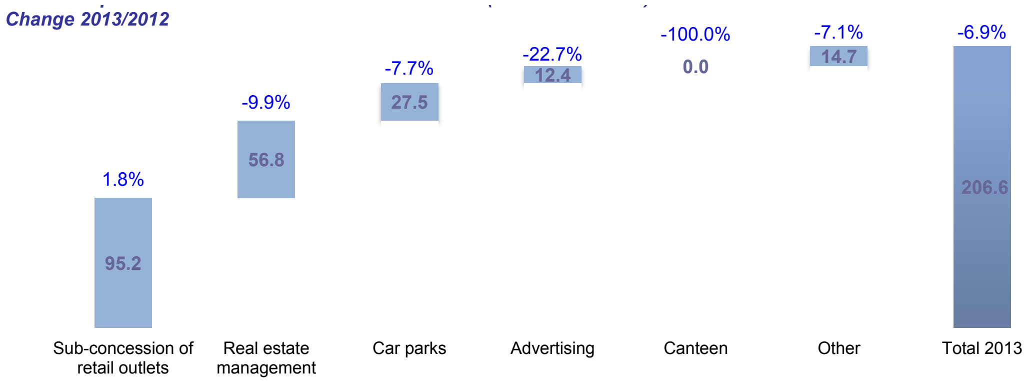
- assistance to passengers with reduced mobility (“PRM”), provided by ADR via a service agreement entrusted to the subsidiary ADR Assistance: revenues of 16.5 million euros, up by 1.7% compared to the previous year, due to the different unit fees applied in 2012 (mainly the increase in the euro unit fee from May 1, 2012 for Fiumicino from 0.74 euros to 0.91); this effect is partly mitigated by the reduction in passenger traffic;
- passenger check-in desks: revenues, equaling 11.7 million euros, are slightly up (+2.2%) compared to last year due to the combined effect of the reduction in outgoing flights and the new methods of use which, being based on a maximum number of passengers to be accepted per flight on the individual desks, encourage a more intense use of the infrastructure. This effect was compounded from March 9, 2013 by the increase in the unit fees established by the Planning Agreement;
- other aeronautical revenues: these amount to around 2.4 million euros and are made up of revenues for the use of goods for common use, luggage porters and left luggage, self-service trolleys, etc. These revenues decreased compared to 2012 (down 53.2%) consequent to the cancelled application, from March 9, 2013, of the fees to use goods for common use that, as mentioned above, were included in landing and take-off fees.

The majority of the Aeronautical revenues are regulated. For an estimate of the volumes and the profitability of the regulated services, please see the section "Regulatory accounts" in the section "Planning Agreement".

Non-aeronautical activities

Non-aeronautical activities include commercial activities (sub-concessions and utilities, car parks, advertising), real estate activities and other activities vis-à-vis third parties.

GRAPH 1. Economic performance of non aeronautical activities (millions of euros)



Non aeronautical revenues decreased from 222.0 million euros in 2012 to 206.6 million euros in 2013 (down 6.9%). The most significant components include:

Sub-concession of retail outlets

Revenues of 95.2 million euros were recorded, with an increase with respect to 2012 of 1.8%. Commercial activities benefited from a favorable traffic mix linked to the growing international component - typically with higher spending - compared to the domestic component. Together with the business action implemented, the results obtained were better than the traffic trend, despite the unfavorable macroeconomic scenario. The improved security times recorded from May also contributed to this growth by shortening lines and consequently lengthening the time available for shopping. In detail:

- Core Categories: this includes the royalties for 31.2 million euros, up by 4.1% with respect to last year, generated by the retail outlets under sub-concession in favor of LS Travel Retail Roma/Aelia Duty Free, an Aelia Group company. During the year, the retail outlets at Fiumicino airport were extended and renovated, a process which was completed at the end of July and which concerned over 4,000 square meters of commercial floor space, with an improvement in the performances of the last part of the year,
- Specialist Retail*:* these reported revenues from royalties amounting to 31.6 million euros, down with respect to the 33.7 million euro in 2012 due to the reduction in the dedicated square meters, partly offset by the performance of certain specific segments (clothing and footwear and luxury);
- Food & Beverage: revenues in 2013 came to 23.6 million euros, with growth of 3.3%;
- Other commercial activities: the passenger service activities recorded revenues equal to 8.8 million euros.

Real estate management

The revenues from real estate activities, equal to 56.8 million euros in 2013, dropped by 9.9% compared to last year. These revenues are broken down as follows:

- fees and utilities for retail and other sub-concessions: the revenues amount to 47.8 million euros, increasing slightly (+0.5%). This trend is basically attributable to the adjustment of the unit values of the sub-concession fees to the inflation trends, as well as the sub-concession of two new area (Emirates VIP Lounge and Painting Hangar). This effect was partly offset by the decrease in the item “utilities” as a consequence of applying the Planning Agreement according to which, from January 1, 2013, the charges incurred by Government Authorities for utilities and for the services related to the premises used for tasks related to the movement of aircraft, passengers and goods, are no longer refunded by such Authorities to ADR, but are considered as costs admitted for tariff purposes;
- other fees charged at Fiumicino and Ciampino, calculated on the volume of activities carried out (jet fuel surcharge, surcharge on catering activities, hotels, car hire, car wash, fuel stations, etc.): the revenues amounted to 9.0 million euros, with a drop of 41.8% on the previous year. This decrease is substantially attributable to the fact that the specific items “fuel surcharge” and “catering surcharge” are no longer debited separately from March 9, 2013, owing to the new fees under the Planning Agreement coming into force. The costs related to these activities have been channeled to the new measurement of the landing and take-off fees.

Car parks

The management of car parks generated revenues for 27.5 million euros overall, with a decrease of 7.7% compared to the previous year. In detail the following trends were registered:

- passenger car parking: revenues of 22.8 million euros (down 10.2%) influenced by the drop in outbound passengers and traffic, in particular at Fiumicino (down 11.8%);
- airport operator car parking: revenues of 4.7 million euros, up 7.1% with respect to the previous year.

During the year, new fee action was implemented aiming to recover profitability margins in the passenger car park customer segments of the booking on line and walk-in distribution channels. With regard to marketing activities in support of the Easy Parking brand, a new mobile website was launched and web marketing activities continued to support the booking-on-line service. Furthermore, the foundations were laid for two important investments: a new management system (PMS - Parking Management System) at Fiumicino and Ciampino and the new limited traffic zone (ZTL) at Fiumicino.

Advertising

The management of advertising spaces generated revenues of 12.4 million euros, down by 22.7% overall compared to 2012, attributable to the persisting crisis in the sector and the reduction of some areas available at Terminals for these activities.

Other revenues

- Since July 1, 2012, the management of canteens for airport operators is no longer carried out by ADR but directly by the service supplier to whom ADR provided spaces and equipment under sub-concession. In the first half of 2012 ADR had reported revenues from refreshments of 3.8 million euros.
- Revenues from other activities amounted to 14.7 million euros, down 7.1%; the most significant items showed the following trends:

- revenues for cleaning fees and biological wastewater treatment for 3.4 million euros (down 15.8%);
- revenues for other sales (fuel, consumable materials, etc.), equal to 3.0 million euros (down 24.9%).
- revenues for information systems of 2.0 million euros (down 26.6%).

ADR Group capital investment

After the approval of the Planning Agreement, the investments included in the time schedule started to be planned and created. During 2013, investments were made for 128.3 million euros. The year saw a decisive pick up in investments with respect to the period prior to signing of the Planning Agreement, in a context rendered uncertain and variable by numerous factors (delay in the issue of the so-called “VIA Decree” for environmental compatibility on the works for completion of Fiumicino Sud, Alitalia’s difficulties, drop in traffic, generalized crisis of the Italian economy and the air transport sector, situations involving prior agreement with creditors for certain contracting companies).

TABLE 1. Breakdown of ADR Group capital investment in 2013

(MILLIONS OF EUROS)			2013			2012
	INVEST-MENTS (*)	RENEWALS (**)	TOTAL	INVESTMENTS (*)	RENEWALS (**)	TOTAL
Works on runways and aprons	2.7	21.4	24.1	0.0	5.4	5.4
Maintenance works and terminal optimization	0.4	19.8	20.2	0.6	6.2	6.8
Runway 2	0.0	17.5	17.5	0.0	0.0	0.0
Departure area E/F (Pier C and 3rd Bhs)	10.6	0.0	10.6	8.0	0.0	8.0
Fiumicino - electrical network and air-conditioning works	0.2	6.5	6.7	0.0	5.6	5.6
Works on baggage systems and new x-ray machines	1.4	4.8	6.2	0.6	2.0	2.6
Fiumicino - sewer and water network works	2.9	3.2	6.1	0.1	1.7	1.8
Ciampino - infrastructure adaptation works	0.2	5.3	5.5	0.5	3.9	4.4
Fiumicino – electrical system maintenance	0.0	4.9	4.9	0.0	4.3	4.3
Vehicle and equipment purchases	3.3	0.0	3.3	0.6	0.0	0.6
Departure area A (Pier AA/Terminal aprons connection)	2.8	0.0	2.8	0.0	0.0	0.0
Fiumicino - civil work operations	0.5	1.8	2.3	0.0	1.8	1.8
Works on airport access	0.3	1.3	1.6	0.0	1.7	1.7
Fiumicino - work on electromechanical installations	0.0	1.4	1.4	0.1	1.7	1.8
Works on commercial areas and car parks	0.9	0.4	1.3	0.0	0.9	0.9
Works on buildings managed by sub-concessionaires	1.2	0.0	1.2	0.0	0.2	0.2
Fiumicino Nord: long-term development program	0.4	0.0	0.4	0.8	0.0	0.8
Ten T - Conn. long-term parking lots-Terminal	0.4	0.0	0.4	0.0	0.0	0.0
Runway 3	0.0	0.3	0.3	0.0	0.0	0.0
Urbanization of West area	0.3	0.0	0.3	0.0	0.0	0.0
HBS/BHS	0.1	0.0	0.1	0.1	0.0	0.1
Other	6.9	4.2	11.2	3.6	1.4	5.0
TOTAL	**35.5**	**92.8**	**128.3**	**15.0**	**36.8**	**51.8**

(*) inclusive of work ENAC is responsible for

(**) these amounts are for the use of the provision for renovation of airport infrastructures

The interventions, in terms of both individual implementation proposals presented by ADR management and investment programs in relation to the necessary financial coverage, are examined and monitored by a specific Investment Committee with consulting functions towards the Board of Directors.

Illustrated below are the main investments for the various categories.

Runways and aprons

The most significant work carried out in 2013 was as follows:

- upgrading of the NG-EG taxi ways;
- renovation of the quadrant 800 aprons;
- upgrading of the taxi ways of the quadrants 700 and 800;
- upgrading of the Charlie taxi way;
- upgrading of the Alfa taxi way (North stretch);
- replacement of the rain water collection grilles;
- creation of a fuelling apron in the operating area for the vehicles dedicated to de-icing activities;
- upgrading of Runway 2.

The works for the upgrade of Runway 2, in particular, needed to reopen the infrastructure to aircraft, were completed on June 12, 2013, ahead of schedule. The works of completion and those on the Hotel and Golf taxiways were stopped on August 24, 2013, while waiting for some administrative disputes to be settled, which have arisen as a consequence of the procedure for composition with creditors of the Agent company of the temporary association of companies (ATI) contracting the works; resumption is envisaged during the first few months of 2014.

With regard to Ciampino airport, the reconfiguration of aprons 100/200 was carried out along with the upgrading of the surface areas of connecting runways AA - AB - AC - AD.

With regard to the projects, the most significant activities were as follows:

- Drafting of the preliminary project for the doubling of the Bravo taxi way and adaptation of the related underpass; performance of the related archaeological surveys;
- Drafting of the executive project of the new apron for carrying out de-icing;
- Completion of the project to expand the 200 aprons and the related archaeological surveys;
- Completion of the project for upgrading of Runway 3 and ancillary Runway 16C/34C.
- During 2013, activities were also continued relating to the PMS (Pavement Management System) concerning the periodic monitoring of the airport pavements according to the procedures envisaged by the National Civil Aviation Authority ("ENAC") Regulations and the Airport Manual.

Terminals

The temporary works on the new Front Building of T3 and the excavations up to the mark of the foundations were completed; waterproofing and the creation of the screeds for the foundations continued. Concerning departure area F (Pier "C"), the underground area that connects Pier C with the front of the building is being completed. Further to the petition with application to be admitted to prior agreement with creditors filed on September 27, 2013 care of the Padua Court by the company Consta, principle of the Cimolai - Consta - Gozzo Impianti temporary association of companies, a progressive slowdown took place at the worksite until essential standstill of the work (in this phase pertaining precisely to the work Consta is responsible for); the prefabrications at the site of the metal structural work by contrast continued. On December 18, 2013, Cimolai formally informed ADR that the Padua Court has authorized Consta to sign an agreement amending the memorandum of association of the ATI for the purpose of marginalizing its position and permitting Cimolai to take over the work previously pertaining to the same; ADR consented with regard to the aforesaid operation for marginalizing Consta's position; as from January 2014, therefore, it was possible to resume the previously interrupted work on a regular basis.

The appraised technical design for the review of the BHS/HBS system to be created on the ground floor of Pier C, the works to adjust the fronts of Pier C to be supplemented with those of the Front Building, the creation of 6 Extra-Schengen exits at the head of the pier and the completion works, i.e. finishing, system distribution, vertical connection sections, etc., of the Pier, the Front Building and the T3 areas concerned, are all currently being completed.

The definitive design of the East Hub is proceeding, which also includes the front building of T1, the new pier at Departure Area A, the restructuring and extension of Departure Area C, already in the initial phase also acknowledging the full demolition of T2 so as to permit the extension of T1 towards the Air Traffic Control Tower.

The activities related to the "Smart Action" program started in September 2012 to improve the image and the services rendered to passengers were continued at existing terminals. In particular:

- the works to repaint the exposed internal metallic ribs of the covering of Terminal 3 were carried out;
- at the Terminal 3 departures, the works were made to upgrade the security control area and reorganize the passport control area;
- the restructuring of 5 toilet facilities was made, according to the latest standards adopted prior to the new Concept;
- following the positive confirmation seen in the renovation of 2 "sample" toilet facilities according to the new Concept adopted via international tender, an additional 12 toilet facilities were created within the year using the same Concept and a further 6 facilities are being set up;
- in November, the works relating to the organization of the arrivals area at Terminal 3 were completed, which permitted the decongestion of the hall of the Terminal by expanding the spaces for operating activities and the circulation of passengers, making them easier to use; new spaces were created in particular for commercial and passenger service activates; toilet facilities both land-side and air-side were renovated and expanded and the customs channels were enlarged and upgraded;
- the granite paving of the departure hall and the mezzanine floor of Terminal 3 was upgraded;
- the external paving at Terminal 3 arrivals land-side was replaced;
- the false ceilings and the lighting system at Terminal 3 (arrivals) and the baggage reclaim area were replaced;
- the overall arrangement of the security points at Terminal 1 was upgraded by increasing the total number of x-ray machines available (20% rise from 17 x-ray machines used previously to the current 20);
- the security point at Terminal 5 was upgraded to increase by 40% (from 7 to 10) the number of the x-ray devices available to passengers;
- more than 500 seats were added at the Terminals and some deck chairs were included to improve the level of comfort of waiting passengers;
- near the check-in and security areas, 4 repacking areas were created, available to those passengers who need to rearrange their luggage to respect the weight and dimension limits;
- the complete restructuring of the piers for departure area B was carried out.
- the tactile maps and the podotactile paths for the visually impaired have been updated in all the land-side areas of the terminal system.

As part of ADR-RFI-Trenitalia project groups aimed at improving the service to passengers and favoring train-airplane exchanges:

- action has been completed to improve, at Terminals 1 and 3, the signs to direct passengers, with particular reference to the exit route, baggage reclaim and transit halls, transportation and external services such as trains, taxis, buses, rent a car and multilevel parking areas;
- the work to install two Trenitalia automatic ticket machines at Terminals 1 and 3, a Trenitalia info desk at Terminal 3 and 3 train information monitors in the arrivals hall at Terminal 1 and 3 has been carried out.

Systems

A new industrial water intake from the River Tiber has been created for industrial purposes, and will enter into service at the beginning of 2014.

In August, the works for the construction of the new oil extraction plants, for the collection of hydrocarbons, on Runways 1 and 2, were handed over to the contractor; the afore-mentioned work was in any event suspended in September further to the issue on August 8, 2013 of the so-called “VIA Decree”; they will resume just as soon as the formalities for complying with said Decree have been defined.

The final design of the new High Voltage / Medium Voltage transformation electric sub-station was carried out and approved by ENAC.

The update of the preliminary project for the People Mover was completed, which will connect the terminal system with the Cargo City.

The analyzers for passenger baggage liquid control were installed care of the Fiumicino and Ciampino security points, in order to comply with the obligations of partial liberalization of liquid transport on board, starting from January 31, 2014.

The work to replace a sorter at the BHS baggage treatment system at Terminal 3 is being completed.

Two medium voltage electric switch boxes were constructed with the replacement of the related UPS generators to increase the overall reliability of the Fiumicino electric power supply system.

Infrastructure and buildings

The design for the air side urbanization of the Western Area was completed, concerning the reprotection of the SERAM area (dedicated to the suppliers of fuel for aircraft) and the relocation of customs entry point No. 1.

The preliminary project was devised for the new parking area for airport operators at the East area (landside) aimed at decongesting the central areas and the related archaeological surveys were completed.

The works to upgrade the Bus Hub, located at the end of the Terminal 3 arrival road, has been carried out. These involve the creation of two equipped rest areas for passengers, new ticket offices and waiting shelters, with the aim of improving the usability of the area and the service for passengers.

The preliminary project has been completed for the creation of the new motorway exit in the East area and the related archaeological surveys were accomplished.

As part of ADR-RFI-Trenitalia project groups aimed at improving the service to passengers and favoring train-airplane exchanges:

- on the “Leonardo Express” (Roma Termini – Fiumicino) trains, information panels were installed that show information on the Terminals used by the various airlines;
- monitors were installed at the Roma Termini and Roma Ostiense stations that show real-time information on departing flights.

Risk factors of the ADR Group

The correct management of the risks inherent in performing the company's businesses is a fundamental element for the ADR Group to maximize opportunities and reduce the potential losses associated to unexpected events, preserve the creation of economic value in the long-term and protect the tangible assets and intangible interests of the stakeholders.

The ADR Group's risk management system is divided over three levels of responsibility:

- the Board of Directors outlines the guidelines of the risk management system, assesses their suitability and identifies the key corporate figures;
- the Internal Audit Manager is responsible for checking the suitability and effectiveness of the internal control and risk management system;
- Board of Statutory Auditors.

The management of the ADR Group ensures the general suitability of the system by participating in its correct operation, also through suitable control and monitoring activities, guaranteeing its effectiveness and efficiency over time and preventing irregularities.

The ADR Group has adopted a preventive approach to risk management, to direct choices and activities of the management, with the belief that a suitable process of identification, measurement, management and monitoring of the main risks contributes to guaranteeing that the company is run smoothly, correctly and in line with the strategic objectives. The key principles of the internal control and risk management system of the ADR Group are based on:

- defining roles and responsibilities with the objective of creating synergies among the players in the process and a suitable system of operating mandates that consider the nature, normal size and risks of the individual categories of operations;
- periodic and continuous repetition of the risk identification and assessment process, periodic assessment of the effectiveness and efficiency of the company processes;
- continuous monitoring of the internal control system carried out by the line management first, and of the checks of the Internal Audit department to ensure the actual application of the procedures and compliance with regulations in force;
- the segregation of duties and the compliance with suitable authorization and decision tracking processes;
- a suitable protection of the assets of the organization and access to data strictly necessary to perform the assigned activities;
- continuous supervision of periodic assessment activities and their constant updating.

During 2013, action already undertaken continued, both with regard to the appraisal of the risks and the deadline for the implementation of the action for enhancing the internal control system. Such activities translated into a set of organizational and resource-enhancement measures as well as action on infrastructure and information systems.

The risks of the ADR Group may be divided into four categories: (i) strategic, (ii) operational, (iii) financial and (iv) compliance risks.

Strategic risks

The strategic risk factors may significantly affect the long-term performance, thus determining reviews of the ADR Group's development policies.

Risks linked to the evolution of the air transport market: the Group's economic results are highly affected by the trend of air traffic which, in turn, is conditioned by the economic scenario, the economic-financial conditions of the individual carriers, the alliances among the carriers and the competition, on some routes, and alternative transport. The risk management tools are: (i) short and long-term analysis of the competitive scenario, (ii) monitoring the trends of the demand, (iii) investment program in close cooperation with the stakeholders, (iv) diversification of the customers of the operating carriers.

Risks connected to dependence on Alitalia and other important carriers: the activities of the ADR Group are significantly linked to the relations with some of the main carriers operating at the Roman airport system, such as Alitalia, easyJet and Ryanair.

As for other sector operators, the possible decrease in or discontinuation of flights by one or more of the mentioned carriers and the termination or change of the connections to some destinations featuring a high passenger traffic may negatively impact the activity and the growth prospects of the ADR Group and its results of operations and financial position.

In particular, Alitalia plays the role of hub carrier at Fiumicino airport. Although the market share of Alitalia on Fiumicino (equal to about 45%) is lower than the incidence of the hub carriers in some of the main European airports (Frankfurt 63%, Munich 61%. Paris CDG 55%, Amsterdam 54%, London Heathrow 47%)[7], in case of reduced or interrupted operation of Alitalia, the identification is uncertain – or the necessary time for the identification is unforeseeable – of carriers that adopt the hub&spoke model to restore the transiting passenger volumes, with repercussions on the overall traffic and economic performance of the ADR Group.

Risks linked to image and reputation: a negative perception or poor publicity may undermine the ADR Group's public image and its “license to work”. The risk management tools are: (i) efficient communication strategy, (ii) continuous dialog with the stakeholders, (iii) creation of the alliances for the development of relations with the territory.

Operational risks

The operational risk factors are strictly connected to the performance of the company activities and, though able to affect the short and long-term performance, do not imply significant consequences on the strategic choices.

Risks linked to safety and security management: the occurrence of incidents means negative consequences on the ADR Group's activity and may also have repercussions on passengers, local residents and employees. The risk management tools are: (i) safety management system, (ii) progressive investments in safety and security (iii) staff training, (iv) security standard control and monitoring.

[7] Source: Airport IS – SRS, December 2013

Risks linked to the discontinuation of the activities: the activities of the ADR Group may undergo an interruption following; (i) strikes of its staff and those of airlines, the staff employed for air traffic control services and public emergency service operators; (ii) incorrect and inaccurate performance of services by third parties and (iii) adverse weather conditions (snow, fog, etc.). The risk management tools are: (i) emergency plan and procedures, (ii) highly trained and skilled staff, (iii) insurance policies.

Risks linked to human resource management: achieving Group objectives depends on internal resources and the relations established with the employees. Unethical or inappropriate behavior by employees may have legal and financial consequences on company activities. The risk management tools are: (i) optimal working environments, (ii) development programs for talented people, (iii) continuous cooperation and communication with trade unions, (iv) Code of Ethics; (v) 231 procedures.

Risks linked to dependence on third parties: airport operator activities depend on third parties to a large degree such as, for example, local authorities, carriers, handlers, etc. Any interruption of their activity or unacceptable behavior by third parties may damage the reputation and business of the ADR Group. This risk is heightened by the condition of Fiumicino as hub for the reference carrier, which is experiencing a delicate phase of reorganization. The risk management tools are: (i) constant updating of agreements with third parties, (ii) selection of partners based on economic-financial and sustainability criteria, (iii) suitable contract management.

Financial risks

The net debt of the ADR Group amounts to 758.9 million euros as of December 31, 2013 (923.1 million euros as at December 31, 2012). The loan agreements entered into by the ADR Group contain a series of clauses and commitments, typical of international practice, to the charge of the borrower and/or guarantor of the debt.

The nominal debt of the ADR Group is essentially attributable to the Parent Company ADR (1,530.0 million euros) part of which (700.0 million euros) is undertaken vis-à-vis the securitization special-purpose company Romulus Finance Srl which reverses to ADR its bond debt - also for the tranche in Sterling at a fixed rate (A4) - which it has hedged from exchange rate risk by means of a Cross Currency Swap entered into at the time of the transaction (2003).

During 2013, ADR launch and, effectively, concluded an important refinancing transaction for a significant part of its debt. For such purposes, in November it launched an EMTN bond issue program for 1.5 billion euros (senior unsecured in type), assigning the first tranche of 600 million euros, issued on December 10, 2013, to refinance all the pre-existing debt facilities with the exclusion of the Romulus A4 tranche (in Sterling) which has a longer maturity (2023). This refinancing program will be completed by the end of the first quarter of 2014 with the repayment of the Romulus A2 and A3 facilities, the bank term loan of 2012, the EIB loan and the residual Banca Intesa San Paolo loan, for a total amount in terms of principal of around 605 million euros. Furthermore, again in December ADR took out a new loan, also senior unsecured, revolving in type (RCF) which replaced that which, with the same pool of 8 banks, it had taken out in May 2012 - which however was senior secured -

for an amount of 150 million euro and with a maturity in 2015. The new RCF is for a higher amount than the previous one - 250 million euros - and has a duration of 5 years.

At the end of the refinancing process, ADR will therefore find itself handling three different loan agreements, two of which - the most recent - senior unsecured (new RCF, new EMTN issue) and one - the last one remaining of the Romulus structure - senior secured. Therefore, as a point of fact, only the Romulus A4 tranche will continue to benefit from the entire security package which so far by contrast had been applied extensively to all the senior debt facilities of the ADR Group.

Therefore, in compliance with the contractual regulations applied to-date to just the Romulus agreement and, for certain aspects, to the new RCF facility, ADR maintains the representation and formalization obligation via the issue of specific compliance certificates of the observance of the commitments contractually envisaged.

This takes place in correspondence with two of the four dates available to make the payments regarding the debt service (so-called application dates): March 20 - with reference to the figures at December 31 - and September 20 - on the figures at June 30 - approved. On conclusion of the preliminary checks carried out in relation to the 2013 period, it can be reasonably maintained that also on the next application date of March 2014 this declaration will be presented without exceptions.

At the time of implementation of the refinancing program and in particular the afore-mentioned EMTN bond issue, the Company decided to also acquire the opinion of a third party rating agency (Fitch Rating) which appraised - precisely in correspondence with the afore-mentioned issue in December - both said issue and the corporate rating of ADR. On conclusion of the initial analysis, the agency assigned the level of BBB+ stable to both.

Standard & Poor’s and Moody’s also intervened, under the same circumstances, on the ADR rating and/or the new issue. In detail, Standard & Poor’s increased the ADR rating by two notches to BBB+ stable extending the same opinion also to the EMTN bond. Moody’s by contrast assigned the new issue the same rating (Baa3 stable) previously assigned to the Romulus debt. The latter by contrast benefited from the raising by a notch (to Baa2 stable) thanks to the positive opinion of the agency, the only one amongst those involved, which accredited great seniority to the Romulus issue due to the maintenance of the pre-existing Security Package in its exclusive favor.

Credit risk

This is the risk that a customer or the counterparty in a financial instrument fails to meet its obligations, thereby causing a loss. As of December 31, 2013, the ADR Group’s maximum exposure to this risk is the nominal value of the guarantees provided for third parties’ debt or commitments, the carrying value of the financial assets shown in the financial statements and especially trade receivables to customers.

For an analysis of the policies in place to control the investment in credit as well as the particular situation of concentration deriving from the relationship with the main carrier Alitalia, please see note 10.3 in the Explanatory Notes to the consolidated financial statements.

Liquidity risk

Liquidity risk occurs when the ADR Group does not hold and finds it difficult to find the resources needed to face future financial commitments.

The financial structure of the ADR Group is distinguished by a moderate incidence of the financial leverage component, since net debt is 2 times lower than the EBITDA at the end of 2013. Nevertheless, a substantial portion of the cash generated from operating activities is used to pay loan interest and, in future, the principal.

Certain loan agreements in place provide for costs that change according to the rating issued by Moody's and Standard & Poor's; the rating level also affects the application of stricter clauses included in the "Security Package", which assists the Romulus agreements to guarantee the priority allocation of the generated cash to service the debt. These additional measures are activated in connection with the rating, but also in the case certain financial ratios do not exceed the minimum levels previously agreed.

However, in case of temporary additional financial requirements for operations, in addition to cash and cash equivalents, a revolving line of credit is available (currently not use) destined for this purposes by contract. As already indicated in a previous part of this section, the revolving facility was renewed, at year end, within the sphere of a more extensive refinancing project, obtaining a significant increase in the amount (from 150 to 250 million euros) and duration (5 years instead of just under one residual year of the previous facility now cancelled).

Interest rate risk

The ADR Group uses external financial resources. Changes in interest rates affect the cost of the funds borrowed, with their effects on the amount of financial expense. To face these risks, the ADR Group uses interest rate swaps to manage its exposure to unfavorable fluctuations in interest rates. Reference should also be made to the paragraph on Information on financial risk in the Notes to the consolidated financial statements.

Exchange rate risk

This is linked to unfavorable variations in the exchange rate with consequent increases in the outgoing cash flows. Concerning transactions with consumers, the ADR Group has a negligible exposure to the risk since the transactions in non-EU currencies are related to limited purchases of goods and services.

Risks related to outstanding loan agreements

Rating

As previously emphasized, ADR and its debt are subject to assessment by the rating agencies Standard & Poor's, Moody's and, as from the end of 2013, also Fitch Rating.

ADR's rating performance in 2013 has been described in the introduction to this section.

Thanks to the improvement in the rating assigned by the two agencies to which the agreements which regulate the Romulus structure refer (Moody's and Standard & Poor's), ADR has exited the so-called Trigger Event and the Cash Sweep regime which it was subject to, precisely due to the rating level, in the past (specifically as from November 30, 2007). Consequently, the operating and usage restrictions previously mandatory for ADR, during the two regimes mentioned, are no longer applicable.

With the completion of the refinancing project envisaged for the first quarter of 2014, the application of a further restrictive regime will also be avoided, again within the Romulus contract sphere, for handling of the cash (so-called “Retention Regime”) on the basis of which on the application dates of March and September 2014, ADR would have had to (as already occurred in September 2013) allocate the available cash to the repayment / collateralization (in a restricted bank account) of the debt maturing in 2015 which by contrast, having been repaid in advance, shall not require the related application.

Security Package: covenants

The refinancing project required, so as to be activated, prior consent (waiver) by all the pre-existing ADR creditors with the right to do so. When formulating the consent request, ADR did not only intend to ensure the refinancing of the tranches of debt close to maturity, but also wished to guarantee that the necessary conditions might come about so that the new senior debt be undertaken as per contractual conditions different to those which characterized (and characterize) the pre-existing Romulus structure approaching, finally, solutions as close as possible to those typically applied to an investment grade company.

In this key to interpretation, the main spheres which have concerned amendments and updates to the Romulus agreements are summarized below:

- the definition of the entry thresholds in the Trigger Event and in the Cash Sweep due to the rating, have been positioned at a lower level with respect to the previous ones. Accordingly, it was possible to considerably reduce - given above all else the recent upgrade of the Romulus and company notes - the risk of a possible short-term relapse of ADR in the system imposed by those restrictive regimes (Trigger, Cash Sweep) seldom compatible with a standard contract form for investment grade companies.
- possibility of raising additional senior debt up to a maximum of 300 million euros to support the investment plan agreed with ENAC, without the need for further consent of the creditor Romulus. This measure makes it possible to eliminate the main restriction which, shortly, could have hindered the implementation of the investment plan which represents, as is known, the main obligation undertaken by ADR vis-à-vis ENAC at the time of the signing of the Planning Agreement.

The essential innovation of the refinancing transaction implemented at the end of 2013 is that just the structure of the Romulus financial agreement - who ADR remains the debtor of in perspective for a total of 325 million euros - remains anchored to the “Security Package” which so far has been applied to the entire structure of the ADR debt.

The Security Package is made up of a series of secured guarantees and a series of financial control covenants (calculated on a historic and forecast basis) which measure: (i) Debt Service Coverage Ratio (DSCR), measuring the ratio between available cash flow and debt servicing; (ii) Concession Life Cover Ratio (CLCR), measuring the ratio between discounted future cash flows and net debt; and (iii) Leverage Ratio, that is the ratio between net debt and gross operating income. These ratios are checked twice a year, on two of the four dates available to make the payments regarding the debt service (application dates) of March 20 and September 20, by applying the calculation methods of the respective ratios to the relative data at December 31 and June 30.

If the above ratios are exceeded, dividends can be distributed (if any surplus cash is available) and if the ratios are exceeded by higher margins, further borrowing may be undertaken (exceeding the afore-mentioned 300 million euros supporting the investment plan agreed with ENAC); on the other hand, if the ratios fall below specific thresholds, a trigger event or an event of default may occur.

With reference to the most sensitive ratio to short-term changes, represented by the DSCR, the table below summarizes the different DSCR levels and the related consequences laid down in the agreement.

LEVEL	CONDITION
>= 1.7	Additional debt
>= 1.5	Dividend distribution
< 1.25	Trigger event
< 1.1	Default

As regards the financial ratios calculated on the basis of the results of the financial statements as at December 31, 2013, it is estimated with regard to the DSCR a value of 3.07, with regard to the Leverage Ratio a value of 2.36 and with regard to the CLCR a value of 10.0, thus ensuring a suitable margin of safety with respect to the risk thresholds indicated above.

Moreover, the loan agreements call for acceleration, termination and withdrawal conditions typical for loans of this type.

In line with market practice for similar transactions, the new revolving bank facility by contrast envisages, with regard to the financial ratios, exclusively the observance of a maximum Leverage ratio threshold (which must not exceed the value of 4.25:1 or 3.75:1, depending on the long-term rating assigned to ADR by the reference rating agencies), as well as a minimum DSCR threshold, which cannot come to under the level of 1.1:1. The failure to observe just one or both the afore-mentioned thresholds represent a default event as per the related contractual documentation.

The documentation of the EMTN Program, in line with market practice for “investment grade” issuers does not envisage limitations to the charge of ADR nor the observance of financial covenants or obligation to perform/not perform (except for a negative pledging commitment, typical of the contractual documentation of a non-banking issuer).

Compliance risks

The ADR Group operates in a sector that is highly regulated at domestic, EU and international level.

Compliance with the Concession Agreement: the airport operator performs the activities under a concession agreement, in compliance with a series of obligations whose non-fulfillment may cause the termination or cancellation of the concession. The risk management tools are: (i) respecting the obligations of the concession, (ii) cooperation with the reference authorities to update the fee programs, (iii) transparency on the fee programs adopted, (iv) participation in discussions with the government authorities responsible.

Compliance with regulations regarding noise and the environment: the operator is obliged to respect the national and international laws on respecting noise limits and environmental protection. The risk management tools are: (i) respect of laws and regulations, (ii) cooperation with the reference authorities for the definition of laws and regulations, (iii) implementing activities to protect the environment.

ADR S.p.A.: results for the period

Previously, ADR drew up its separate financial statements in accordance with the Italian accounting standards; further to the bond issued on the Irish market in December 2013, ADR became a company with financial instruments admitted for trading on an organized market of the European Union and therefore, pursuant to Italian Legislative Decree No. 38/2005, it must draw up its financial statements in compliance with the International Financial Reporting Standards ("IFRS"). The separate financial statements at December 31, 2013 are therefore the first set of financial statements which ADR draws up in accordance with the international accounting standards. In the reclassified accounting schedules which follow, the financial and income statement balances for 2012 and the balance sheet figures at December 31, 2012 have been presented for comparative purposes, reclassified in compliance with the IFRS.

Economic management

TABLE 1. Reclassified income statement

(thousands of euros)	2013	2012	Change	% chg
Revenues from airport management, of which:	646,568	528,839	117,729	22.3%
aeronautical revenues	*457,774*	*321,676*	*136,098*	*42.3%*
non-aeronautical revenues	*188,794*	*207,163*	*(18,369)*	*(8.9%)*
Revenues from construction services	25,050	8,949	16,101	179.9%
Other operating income	28,198	9,191	19,007	206.8%
Total revenues	**699,816**	**546,979**	**152,837**	**27.9%**
External managerial costs	(185,018)	(188,510)	3,492	(1.9%)
Costs of construction services	(23,986)	(8,700)	(15,285)	175.7%
Concession fees	(28,757)	(8,110)	(20,646)	254.6%
Payroll costs	(65,339)	(72,725)	7,386	(10.2%)
Total net operating costs	**(303,099)**	**(278,046)**	**(25,054)**	**9.0%**
Gross operating income (EBITDA)	**396,716**	**268,933**	**127,784**	**47.5%**
Amortization, depreciation, write-downs and value recoveries	(67,709)	(67,650)	(59)	0.1%
Allocations to provisions and other adjusting provisions	(124,111)	(83,500)	(40,611)	48.6%
Operating income (EBIT)	**204,896**	**117,782**	**87,114**	**74.0%**
Financial income (expense)	(62,190)	(84,164)	21,974	(26.1%)
Income (loss) before taxes from continuing operations	**142,706**	**33,618**	**109,088**	**324.5%**
Taxes	(59,543)	(17,573)	(41,970)	238.8%
Net income (loss) from continuing operations	**83,163**	**16,045**	**67,118**	**418.3%**
Net income (loss) from discontinued operations	0	210,582	(210,582)	(100.0%)
Net income (loss) for the year	**83,163**	**226,627**	**(143,464)**	**(63.3%)**

Revenues

Revenues from airport management, amounting to 646.6 million euros, increased in total by 22.3% with respect to 2012 due to the combined effect of growth in aeronautical activities for 42.3%, in relation to the tariff increase deriving from the Planning Agreement and the drop of 8.9% in the non-aeronautical segment. The performance of the non-aeronautical activities is essentially attributable to:

- a write off of the revenues relating to the canteens;
- a reduction in the car park revenues, partly offset by the increase in the royalties paid by ADR Mobility, effects consequent to the conferral of the company branch which took place in April 2012;
- the impact on the real estate revenues of the new tariff structure adopted further to the approval of the Planning Agreement which summarized a series of fees previously assigned to the real estate area under revenue for fees (aeronautical).

Revenues from construction services amount to 25.1 million euros, with an increase of 16.1 million euros with respect to 2012, in the presence of additional construction services carried out in relation to the airport concession following the enforcement of the Planning Agreement.

Other operating revenues amounted to 28.2 million euros, up 19.0 million euros with respect to the comparative period, of which 13.8 million euro attributable to the outcome of the dispute with the Customs Office regarding customs duty. In detail, income of 9.6 million euros was booked to the income statement, corresponding to the partial re-absorption of the tax provision allocated for a total of 26.1 million euros in previous years, and income of 4.2 million euros was booked against the activation of the indemnity originally issued by the parent company Gemina (now Atlantia).

Net operating costs

External operating costs amount to 185.0 million euros, decreasing by 3.5 million euros compared to 2012, mainly due to the combined effect of:

- a reduction in consumption of raw materials and consumables for 3.3 million euros, essentially deriving from the drop in both consumables and electricity prices;
- an increase in the costs for professional services for the projects regarding service quality and safety improvement, counterbalanced by the reduction in costs for external services consequent to the action aimed at greater efficiency and the disappearance of canteen management costs;
- an increase in the costs vis-à-vis ADR Security which in 2012 had taken over the security activities as from May further to the conferral of the related company branch;
- minor costs relating to previous years for 15.4 million euros due to the transaction entered into between ADR and the Ministers of the Interior and the Economy as regards the dispute on the fee for the firefighting service (around 14 million euros net of registration tax);
- the recognition of expenses for 6.7 million euros in relation to the dispute concerning taxation of consumption, excise duty and surcharge on electricity as a result of a number of unfavorable sentences passed by the Supreme Court with reference to the period 2002-2006.

The Costs for construction services, amounting to 24.0 million euros, increased 15.3 million euros with respect to the previous year, in the presence of additional services carried out.

The liability for Concession fees amounts to 28.8 million euros, up 20.6 million euros due to the increase in the fees envisaged in concurrence with the enforcement of the Planning Agreement.

Payroll costs, amounting to 65.3 million euro, disclosed a drop of 10.2% in the presence of the lower average workforce used, an effect of the spin offs of company branches carried out in 2012 (retail as of April 2012, security and car parks as of May 2012) and the sale of the vehicle maintenance company branch (November 2012).

Gross operating income (EBITDA)

The gross operating income (EBITDA), equal to 396.7 million euros, improved by 127.8 million euros with respect to the same period last year (+47.5%) and as a percentage of revenues from airport management activities which rose from 50.9% in 2012 to 61.4%.

Amortization and depreciation

Amortization and depreciation of intangible and tangible assets amounted to 67.7 million euros (+0.1 million euros) and mainly represented the amortization of the airport concession which the company holds.

Allocations to provisions and other adjusting provisions

This item included the following provisions:

- provisions to the renovation fund, amounting to 102.5 million euros (61.3 million euros in 2012), which represent the updated estimate of the expenses for restoration and replacement work to be carried out in the future for the observance of the obligations to maintain said assets in an efficient state, as envisaged by the concession;
- provisions for risks and charges for 12.1 million euros, up 10.0 million euro essentially for the provision of 12.1 million euro in relation to the pending proceedings on the revenue tax and provincial electricity surcharges relating to the period 2002-2005 and 2007-2010, further to the unfavorable sentences of the Supreme Court on a number of disputes already assessed by the Court;
- provisions for doubtful accounts, amounting to 9.5 million euros, 10.6 million euros less than in 2012, a period which was affected by the weight of a number of disputes relating to fees based on interpretative uncertainties which the legislative framework presented before the applicability of the Planning Agreement.

Operating income (EBIT)

Operating income (EBIT) came to 204.9 million euros, rising by 87.1 million euros (+74.0%) with respect to 2012.

Financial income (expense)

Net financial expense amounts to 62.2 million euros, decreasing by 22.0 million euros compared to 2012, due to the decrease in gross debt, accompanied by the favorable performance of interest rates, in addition to the decrease in the financial costs correlated to ADR’s improved rating in 2013 and the distribution of dividends by the subsidiaries for 5.9 million euros.

Net income (loss) from continuing operations

Net of the overall tax charge for current and deferred taxation, amounting to 59.5 million euros, 2013 closed with a positive net result from continuing operations for 83.2 million euros, an improvement of 67.1 million euros with respect to 2012.

Net income (loss) from discontinued operations

This item, amounting to 210.6 million euros in 2012 (0 million euros in 2013), mainly included the capital gain from the sale of the subsidiary undertaking ADR Retail which, net of the tax effect, ancillary costs incurred on the sale and the price adjustment established by the contractual agreements, amounted to 210.0 million euros. The afore-mentioned item also included the result from the sale of the vehicle maintenance division and the economic results, net of the tax effect, relating to the direct retail business (until the date of conferral of the business to ADR, April 2, 2012) and vehicle maintenance business (until October 2012).

Net income (loss) for the year

Therefore, ADR generated a positive net result of 83.2 million euros compared to net income of 226.6 million euros recorded in 2012.

Financial performance

TABLE 2. Reclassified balance sheet

	(thousands of euros)	12/31/2013	12/31/2012	Change
	Intangible fixed assets	1,979,392	2,016,800	(37,408)
	Tangible fixed assets	8,526	7,437	1,090
	Non-current financial assets	11,740	11,751	(10)
	Deferred tax assets	125,670	125,767	(97)
	Other non-current assets	463	26,572	(26,110)
A	FIXED ASSETS	2,125,791	2,188,327	(62,536)
	Commercial activities	202,934	172,129	30,805
	Other current assets	29,904	8,662	21,242
	Current tax assets	7,081	10,288	(3,206)
	Trade liabilities	(174,163)	(130,450)	(43,714)
	Other current liabilities	(112,999)	(117,703)	4,704
	Current tax liabilities	(13,882)	0	(13,882)
B	WORKING CAPITAL	(61,125)	(57,074)	(4,051)
	Provisions for employee benefits	(359)	0	(359)
	Provisions for renovation of airport infrastructure	(106,137)	(97,055)	(9,082)
	Allowances for current provisions	(11,283)	(18,211)	6,929
C	CURRENT SHARE OF PROVISIONS	(117,778)	(115,267)	(2,512)
D = B + C	WORKING CAPITAL NET OF THE CURRENT SHARE OF PROVISIONS	(178,904)	(172,341)	(6,563)
	Non-current liabilities	(233,084)	(233,948)	864
E	NON-CURRENT LIABILITIES	(233,084)	(233,948)	864
F = A + D + E	NET INVESTED CAPITAL	1,713,804	1,782,038	(68,234)
	Share capital	62,225	62,225	0
	Reserves and retained earnings (losses)	832,155	605,369	226,786
	Income (loss) for the year	83,163	226,627	(143,464)
G	SHAREHOLDERS' EQUITY	977,543	894,221	83,322
	Non-current financial liabilities	932,214	803,198	129,015
	Other non-current financial assets	(8,198)	(12,842)	4,644
H	NON-CURRENT DEBT	924,016	790,356	133,660
	Current financial liabilities	608,624	524,565	84,059
	Current financial assets	(796,380)	(427,105)	(369,275)
I	CURRENT DEBT	(187,755)	97,461	(285,216)
L = H + I	NET DEBT	736,260	887,817	(151,556)
G + L	HEDGING OF THE INVESTED CAPITAL	1,713,804	1,782,038	(68,234)

Fixed Assets

Fixed assets decreased overall by 62.5 million euros mainly due to:

- a reduction in intangible fixed assets of 37.4 million euros due to the amortization for the year, only partly offset by the investments made;

- a reduction of 26.1 million euros in Other non-current assets attributable entirely to the amount receivable relating to the dispute with the Customs Office regarding customs duties which, as already mentioned, came to 9.6 million euros reclassified under Other current assets (taxes and accessory charges recognized as laid down by the Supreme Court) and written off for 16.5 million euros (with use of the taxation provision as a counter-entry) against the unfavorable sentence of the Court.

Working capital

Compared to December 31, 2012, the working capital decreased overall by 4.1 million euros due to the combined effect of the following main changes:

- Commercial assets, and in particular Trade receivables, reported an increase of 30.8 million euros due to the prevalent expansive effect of the receivables deriving from both the application of the new tariffs - increasing as from March 9, 2013 - and the rise in the passenger surcharge - as from July +2 euros per outbound pax - as well as the effects associated with the particular financial tension which, in the final part of the year, concerned the main domestic carrier and which immediately had repercussions involving an increase in the year end exposure, which subsequently returned to normal;
- the Other current assets increased 21.2 million euros due to the afore-mentioned sentence of the Supreme Court within the sphere of the dispute with the Customs Office which led to the recognition of an amount receivable for 4.2 million euros for the fiscal indemnity and for the reclassification from the item Other current assets of the receivable for 9.6 million euros equating to the best estimate of the taxes and related charges, recognized as prescribed by the Court;
- the Commercial liabilities disclosed an increase of 43.7 million euros, mainly linked to the additional investments and renewals made in the latter part of 2013 with respect to the previous year;
- Other current liabilities decreased overall by 4.7 million euros due to the following changes:
    - reduction of the payable for the firefighting service fee of 45.8 million euros consequent to the transaction finalized in September;
    - increase in payables for concession fees of 10.6 million euros;
    - increase of 21.0 million euros in payables for municipal surtax on passenger fees, increased by 2 euros per passenger from July 1, 2013;
    - increase in taxes due of 6.7 million euros consequent to the unfavorable sentences concerning the Tax Office dispute;
    - Payables for current taxes increased 13.9 million euros in relation to the estimate of the tax burden for the period, net of the payment of the balance and the advances.

Current share of provisions and Non-current liabilities

(THOUSANDS OF EUROS)	12/31/2013	12/31/2012	DELTA
Provisions for employee benefits	15,236	15,084	152
Provision for renovation of airport infrastructure	285,781	264,339	21,442
Other allowances for risks and charges	49,845	69,792	(19,947)
TOTAL	**350,862**	**349,215**	**1,647**
of which:			
- current share	117,778	115,267	2,511
- non-current share	233,084	233,948	(864)

The renovation provision, which included the current value of the updated estimate of the charges to be incurred for the contractual obligation to restore and replace assets under concession, increased 21.4 million euros due to the amounts set aside during the year, net of uses made.

Other allowances for risks and charges decreased overall by 19.9 million euros mainly due to the elimination of the tax provisions relating to the dispute with the Customs Office for 26.1 million euros (of which 16.5 million euros was used to eliminate the tax credits and 9.5 million euros was reabsorbed in the income statement) and the entry of a provision of 12.1 million euros in relation to the dispute with the Tax Office relating to electricity as mentioned previously within the sphere of the comment on the income statement.

Net invested capital

The consolidated net invested capital, equal to 1,713.8 million euros at December 31, 2013, recorded a reduction of 68.2 million euros compared to the end of last year.

Shareholders' equity

The shareholders' equity increased by 83.3 million euros with respect to December 31, 2012 due to the overall net income for the year (82.8 million euros including the change in the fair value of the derivatives and the actuarial losses relating to the employee severance indemnities) and the increase in the shareholders' equity reserves for 0.5 million euros mainly relating to the fair value accrued in 2013 on the options assigned to company employees.

Net debt

The net debt amounts to 736.3 million euros as of December 31, 2013, recording a decrease of 151.6 million euros compared to the end of 2012.

TABLE 3. Net debt

(thousands of euros)	12/31/2013	12/31/2012	Change
Non-current financial liabilities	932,214	803,198	129,015
Bonds	592,283	0	592,283
Medium/long-term loans	339,931	803,198	(463,268)
Financial instruments - derivatives	0	0	0
Other non-current financial assets	(8,198)	(12,842)	4,644
NON-CURRENT NET DEBT	**924,016**	**790,356**	**133,660**
Current financial liabilities	608,624	524,565	84,059
Current share of medium/long-term financial liabilities	607,181	522,666	84,515
Financial instruments - derivatives	142	0	142
Other current financial liabilities	1,301	1,899	(598)
Current financial assets	(796,380)	(427,105)	(369,275)
Cash and cash equivalents	(770,205)	(381,229)	(388,976)
Other current financial assets	(26,175)	(45,876)	19,701
CURRENT NET DEBT	**(187,755)**	**97,461**	**(285,216)**
NET DEBT	**736,260**	**887,817**	**(151,556)**

Non-current net debt

The non-current net debt amounts to 924.0 million euros, up in total by 133.7 million euros.

In detail, non-current financial liabilities rose by 129.0 million euros, mainly reflecting the combined effect of:

- the disbursement, on December 10, 2013, of a new EMTN bond loan for 600.0 million euros;
- the disbursement, in February 2013, of 156.0 million euros valid on the Term Loan granted in May 2012 and falling due in February 2015, and subsequently subjected to early partial mandatory repayment in correspondence with the application date of September 2013 (due to the so-called retention regime) for 15.8 million euros;
- reclassification under Current financial liabilities of A2 and A3 Facilities of the Romulus Finance loan, the bank Term Loan taken out in 2012, the EIB and Banca Intesa Sanpaolo loans, for an overall value of 592.6 million euros, which will be repaid in advance with respect to the contractual maturities, further to the December 2013 bond issue.

Current net debt

The current portion of the debt is equal to the net funds of 187.8 million euros with respect to the current net debt at the end of 2012 of 97.5 million euros. The reduction of 285.2 million euros is attributable to both the increase in Current financial liabilities and Current financial assets.

Current financial liabilities amount to 608.6 million euros, increasing by 84.1 million euros compared to December 31, 2012, mainly due to the combined effect of:

- reclassification from Non-current financial liabilities of Tranches A2 and A3 of the Romulus Finance bonds, the Term Loan , the EIB and Banca Intesa Sanpaolo loans, for a value of 592.6 million euros, as mentioned;
- repayment, as of the expiry date of February 2013, of Tranche A1 of the Romulus Finance loan, equal to 500.0 million euros;

Current financial assets amounted to 796.4 million euros and disclosed an increase of 369.3 million euros essentially attributable to cash on hand and in banks (+389.0 million euros). This change derives from the crediting of the funds deriving from the bond issue concluded in December 2013 (the resources were kept in bank accounts pending maturity, in 2014, of the conditions for their use), from the positive operating cash flow for the year and, with a minus sign, the repayment of Tranche A1 of the Romulus Finance loan which took place in February 2013.

ADR's statement of cash flows is reported below. For a description of the financial events, reference is made to what is illustrated for the ADR Group.

TABLE 4. Statement of cash flows

	2013	2012
Net income for the year	**83,163**	**226,627**
Adjusted by:		
Amortization and depreciation	67,704	67,640
Allocation to the provisions for renovation of airport infrastructure	102,486	61,331
Financial expenses from discounting provisions	14,909	12,875
Change in other provisions	(4,075)	6,336
Write-down (revaluation) of non-current financial assets and equity investments	10	10
(Gains) losses on disposal of non-current assets, net of the transfer costs and the tax effect	0	(209,570)
Net change of the deferred tax (assets) liabilities	251	(15,944)
Other non-monetary costs (revenues)	11,010	4,342
Changes in the working capital and other changes	13,632	(42,215)
Net cash flow from operating activities (A)	**289,090**	**111,432**
Investments in tangible assets	(4,796)	(1,404)
Investments in intangible assets	(27,437)	(7,019)
Works for renovation of airport infrastructure	(95,583)	(38,871)
Equity investments	0	(3)
Gains from divestment of tangible and intangible assets and equity investments and divisions	848	215,623
Net change of other non-current assets	12	(2,407)
Net cash flow from investment activities (B)	**(126,956)**	**165,919**
Issue of bonds	592,245	0
Opening of medium/long-term loans	156,000	0
Repayment of medium/long-term loans	(524,271)	(74,022)
Net change of other current and non-current financial liabilities	(10,581)	0
Net change of current and non-current financial liabilities	14,047	2,461
Net cash flow from financing activities (C)	**227,440**	**(71,561)**
Net cash flow for the year (A+B+C)	**389,574**	**205,790**
Net cash and cash equivalents at the start of the year	379,330	173,540
Net cash and cash equivalents at the end of the year	768,904	379,330

Equity investments

Below are the characteristics and economic performance of the Group companies during 2013. The balance sheets and income statements of subsidiary undertakings and associated undertakings relating to 2013 are summarized in the Annexes to the separate financial statements.

Investments in subsidiary undertakings

ADR Engineering S.p.A.

The company (100% ADR), which provides airport engineering services (design, work supervision and technical consultancy), closed 2013 with a net profit of 3.3 million euros, an improvement of around 2.7 million euros with respect to the previous year, mainly attributable to Design activities. Revenues amounted to 16.1 million euros, up 197% compared to 2012. The consumption of external materials and services, up by 188%, equaled 8.1 million euros; payroll costs increased (+8%), to 2.7 million euros. Consequently, positive EBITDA of 5.4 million euros was recorded, compared to 0.9 million euros in the comparative period. Operating income of 5.5 million euros was recorded (+4.6 million euros compared to 2012).

ADR Assistance S.r.l.

ADR Assistance (100% ADR) started operating in July 2008 and became responsible for providing assistance services to passengers with reduced mobility (PRM) at Fiumicino and Ciampino airports, based on a service contract signed with ADR.

In 2013, the company recorded a net profit of 0.1 million euros, down 0.7 million euros compared to the previous year. Revenues, amounting to 16.5 million euros, reported growth of 0.6%, mainly attributable to the tariff policy applied further to the applicability of the Planning Agreement. Operating costs, totaling 14.7 million euros, reported an increase overall of 1.3%, mainly due to the additional purchases of clothing (+33%) and due to additional vehicle maintenance expenses (+24.7%) as a result of the age of the Ambulift fleet.

The slight expansion of revenues, together with the trend in operating costs affected the gross operating income which dropped by 3.1% to reach 1.9 million euros.

ADR Tel S.p.A.

The company creates and manages the telecommunication systems in the Roman airport system; in 2013 it recorded a positive performance of operations, reaching a positive net result of 1.6 million euros with an increase of 0.3 million euros compared to the previous year. The company generated revenues for 11.4 million euros, recording a decrease of 7.0% mostly due to the increase in the investment activities of the Parent Company ADR as well as the effect of the revenues deriving from the undertaking of the work station rental and maintenance service for the ADR Group. Operating costs equaled 7.6 million euros, with a 2.0% increase compared to 2012, thus resulting in gross operating income of 3.9 million euros, up 0.6 million euros compared to the end of 2012.

On January 31, 2014, the company's Board of Directors approved, as that of the parent Company ADR had already done in November 2013, the project for the merger of all the Information Technology (IT) activities, currently handled also directly by ADR, within the sphere of ADR Tel, maintaining the policy and control functions at Parent Company level. The efficacy of the venture will be finalized during the first part of 2014 with the transfer of the IT company branch (essentially comprising the staff and the entitlement and charge contracts) from ADR to ADR Tel. The aim of the venture is to integrate within ADR Tel all the operational development and running activities, ensuring a more efficient operational coverage of the main IT processes.

ADR Security S.r.l.

The company was established on May 2, 2012 through the transfer by ADR of the company branch concerning the airport security services business at the two main Roman airports. Therefore a long-term tender contract (2012-2016) was entered into between ADR and the company to regulate the activities ADR Security must carry out as specialized corporate organization of the airport operator: passenger control services, carry-on and checked baggage, goods and express courier parcels, as well as on-demand services such as surveillance of the airport perimeter.

The company closed the year with a net profit of 1.2 million euros on a turnover of 41.1 million euros, generated almost completely entirely by services (33.7 million euros for checked baggage, passenger and carry-on baggage control and Simulation room) and by On-demand services (6.8 million euros for services on a forfeit basis vis-à-vis ADR, extra basis vis-à-vis ADR and services for other ADR Group companies). The gross operating income equaled 4.8 million euros, with an incidence on the revenues of 11.7%, after recording operating costs for 36.3 million euros, of which 29.8 million euros as payroll costs.

ADR Mobility S.r.l.

The company was established on May 3, 2012 through the contribution in kind by ADR of the “car park” company branch, consisting of the assets and liabilities relating to the management of the car parks within the airports of Fiumicino and Ciampino and the relations with the car hire companies, with the exclusion of the activities carried out by ADR as the owner of airport concession (e.g. the management of the parking of taxies, buses and/or minibuses of public and private services, etc.). Under an agreement stipulated with ADR, the company manages the parking areas of Ciampino and Fiumicino airports for a duration of 14 years by sub-concession. During 2013, the company recorded a net profit of 7.3 million euros, against revenues of 37.5 million euros. Operating costs amounted to 24.7 million euros, of which 21.7 million euros relating to the consumption of external materials and services and 3.0 million euros for payroll costs. The gross operating income equaled 12.7 million euros, while EBIT came to 11.0 million euros.

ADR Advertising S.p.A.

ADR holds 51% of the ordinary share capital and 25.5% of the total share capital of ADR Advertising S.p.A. (“ADR Advertising”); the remaining share is held by IGPDecaux S.p.A.. On the basis of a lease agreement for the advertising company branch entered into with ADR in 2003, the company carries out the management activities for the advertising spaces on the Roman airport system. This agreement, extended until December 31, 2013, envisages the payment of an amount based on the company's turnover in favor of ADR. In 2013 revenues, equal to 13.2 million euros, were down by 19.5% due to the crisis of the reference market; as a consequence, the amount attributed to ADR was equal to 10.3 million euros (down by -2.6 million euros). The profit went from 0.3 million euros in 2012 to 0.4 million euros this year.

Note that the company branch rental agreement was not subject to any further extensions with respect to the expiry of December 31, 2013. Therefore, as from January 1, 2014 the company branch once again returned to the Parent Company ADR.

ADR Sviluppo S.r.l.

The company (100% ADR), with the purpose of promoting and developing real estate initiatives for the airport premises of Fiumicino and Ciampino, had not yet started its operations in 2013. A net loss of 2 thousand euros was recorded in 2013 (-3 thousand euros in 2011), in connection with the corporate costs incurred; shareholders' equity as at December 31, 2013 came to 102 thousand euros.

Investments in other companies

Aeroporto di Genova S.p.A.

ADR holds a 15% investment in the company that manages Genoa airport. In 2012 (the year the last approved financial statements refer to), passenger traffic decreased by 1.8% compared to 2011, mainly thanks to the negative performance of domestic traffic (-6%) partly balanced by growth in international traffic, up 6.1% with respect to the previous year. The value of production amounted to 24.2 million euros, with a decrease of 0.1 million euros reflecting the negative trend in both aeronautical income and non-aeronautical income partly counterbalanced by the increase in the item Other revenues and income which included the allocation of the amounts which can be disbursed to the Company by the interregional project for excellence which aims to promote Liguria abroad and the recovery applied to sub-concessionaires relating to the sums due by way of local property tax (IMU). The gross operating income (EBITDA) amounted to 1.0 million euros and was down with respect to the 2.1 million euros in 2011 and was affected, not only by the afore-mentioned drop in revenues, but also the increase in the cost items not fully controllable by the company, essentially utilities and costs for promotional activities, as per agreements with the Institutions. The company closed 2012 with a net profit of 69 thousand euros, down with respect to the result of 0.1 million euros in 2011. The shareholders' equity as at December 31, 2012 amounts to 5.5 million euros.

S.A.CAL. - Società Aeroportuale Calabrese S.p.A.

ADR owns a 16.57% investment in this company. In 2012 (to which the latest approved financial statements refer), passenger traffic at Lamezia Terme, the airport managed by S.A.CAL., reported 2.2 million passengers with a decrease of 3.8% compared to the previous year. Revenues of 22.4 million euros fell by 1.0 million compared to 2011; costs were up (+0.9 million euros). The year closed with a loss of 1.7 million euros, an improvement with respect to the loss of 2.1 million euros in 2010, mainly for extraordinary income due to repayments for additional taxes paid over the years between 2007 and 2011. As a consequence, the shareholders' equity as at December 31, 2013 is down at 8.1 million euros.

Consorzio E.T.L. – European Transport Law (in liquidation)

The Consortium (25% ADR), which promotes training courses and research programs regarding European transport integration issues, has been in liquidation since December 31, 2010 and closed 2013 with a loss of 20 thousand euros and a negative shareholders' equity of -58 thousand euros.

Leonardo Energia Società consortile a r.l.

The limited liability consortium, in which Fiumicino Energia S.r.l. holds a 90% investment and ADR a 10% investment, has the purpose of producing, transforming and transporting electrical and thermal power in favor of consortium partners, through the management of:

- the new co-generation plant built at Fiumicino and owned by Fiumicino Energia S.r.l., made available to the company via a company branch lease contract;

- thermal power plant made available by ADR through a sub-concession agreement.

The company broke even in 2013, whilst shareholders' equity at December 31, 2013 amounted to 268 thousand euros.

Planning Agreement

Development of the Roman airport system

The Airport Management Agreement and the Planning agreement

ADR manages the Roman airport system on an exclusive basis under the concession granted to the company by Italian Law No. 755 of November 10, 1973, and the Single Deed - Planning Agreement entered into on October 25, 2012, which superseded the Management Agreement No. 2820 of June 26, 1974. This Single Deed, expiring on June 30, 2044, governs the relationships between the concessionaire and the Italian Civil Aviation Authority (ENAC).

On December 21, 2012 the Prime Minister - on the proposal of the Ministry of Infrastructure, in agreement with the Minister of the Economy - approved the Planning Agreement with some amendments and integrations, which were adopted with a specific Additional Deed, signed by ENAC and ADR on December 27, 2012. On December 28, 2012 the notice of the Prime Minister's office regarding the approval of the Single Deed was published in the Official Gazette.

On March 8, the Council of Ministers Presidential Decree and the Planning Agreement were recorded by the Court of Auditors and the new tariffs are applicable as from March 9, 2013.

The new regulatory framework approved by ENAC has defined a consistent set of transparent and sound rules valid until the end of the concession (June 2044), which will enable the financing of ADR investment plan through private funds. The pillars of the new Planning Agreement are:

- central role of the investment plan in both the short and long term for a total remuneration of 11 billion euros:
- clear strategic map for the future of the Roman airport system with the central role of Fiumicino and Ciampino, to be repositioned as a "City Airport" (Viterbo airport is no longer included in the Plan),
- clear rights and obligations of the concessionaire and the grantor in all circumstances, including the issues of conflict that may lead to the termination of the contract, identification of objectives for productivity, efficiency and quality of airport services subject to economic regulation, updating of the criteria to determine the fees based on the actual cost of services, estimated traffic, the investment plan and the quality objectives of the services, in line with international best practices, simplification of the fees currently applied.

On March 20, 2013 the hearing was held for the appeals filed by Assohandlers and Assaereo, care of the Lazio Administrative Court (TAR), against the Planning Agreement; in this venue, the plaintiffs waived the discussion of the suspension. During the hearing held on April 10, 2013, the Lazio Administrative Court (TAR) did not granted the suspension requested by Codacons again with regard to the appeal made against the Planning Agreement. The three appeals were joined with regard to the merits during the hearing held on December 18, 2013. On this occasion, an adjournment of the discussion was agreed between the parties, which was fixed for March 12, 2014. The reasons for the adjournment are attributable to the search for an agreement between the parties for the waiver, by the plaintiffs, of the appeals presented.

During the hearing held on March 12, 2014, also the four extraordinary appeals to the Head of State presented by Consulta (handler), Lutfthansa – Austrian Airlines – Swiss International Airlines, Freight agents operating out of Ciampino (AICAI – DHL – TNT) and Cargo operators, will be discussed.

The main elements of the Planning Agreement

- Fee structure: the fee structure is based on criteria recognized at international level in correlation with the costs of infrastructure and services, promoting the efficiency objectives in accordance with directive 2009/12/EC and Law 27/2012. The fee rules are set until the end of the concession and are based on:
- "price cap” method ("RAB-based"), which correlates the fees with the costs of the services subject to economic regulation. In addition, the initial RAB value is calculated as at January 1, 2013 at 1.8 billion euros, which is then updated, year on year, with the rules of the regulatory accounts;
- "dual till" based on which all the revenues of the commercial activities are kept by the airport company;
- provision of bonuses / penalties when the values recorded concerning environmental and quality indicators are above / below the objectives set with the ENAC (Civil Aviation Authority).
- Fee review: the new Planning Agreement clearly defines, in terms of content, methods and schedules, the mechanisms and reasons that require the update of the economic-financial plan at 2044, of the ten-year regulator periods, in turn subdivided into regulator sub-periods, of the variables contained in the mechanism of the annual fees.
- Permissible remuneration: for the first fee period (2012-2016) the real pre-tax WACC equals 11.91%, corresponding to a post-tax nominal value of 8.58%. The Planning Agreement defines all the parameters and criteria to update the return recognized on the capital; most of them must be updated every five or ten years.
- The real pre-tax WACC, for the new works of particular strategic and environmental value, will be increased with a range of 2% to 4%.
- Differences between forecast and final traffic: the variations in traffic compared to the forecasts within a +/-5% range will be to the benefit of/charged to ADR. In the presence of greater variations, 50% of the higher revenues will be allocated for future investments without any impact on the fees; if lower, 50% of the lower revenues will be included in the costs permitted for the fee calculation of the next sub-period of five years. Particularly significant traffic variations may legitimate the request to change to the planned structural works.

Fees

During 2013, the year of application of the Planning Agreement, the fees applied as per the new fee schemes defined were updated. In the previous 10 years, ADR has not received any significant fee increase, as shown in the graph below.

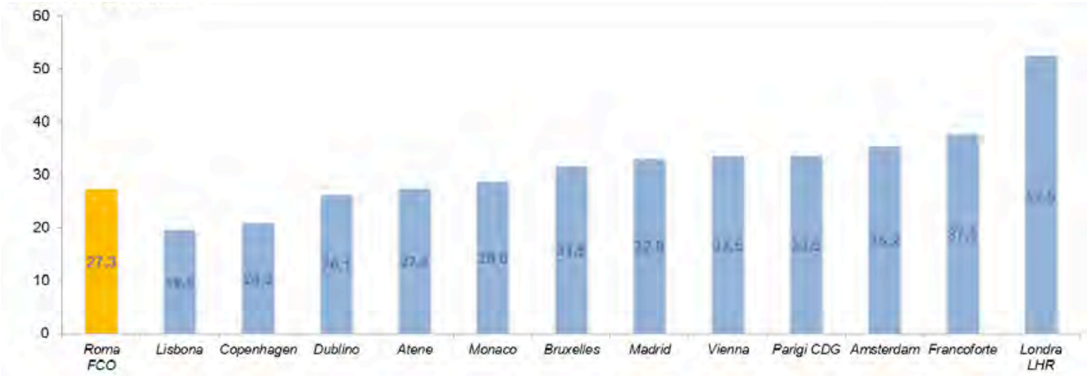
GRAPH 1. Inflation and average unit regulated revenues of ADR: change 2004-2013(*)

(*) Inflation source: Istat - National index of consumer prices for the general public – NIC.

Also in the presence of the fee adjustment envisaged in the Planning Agreement, the average fees care of Fiumicino remain among the lowest in Europe.

GRAPH 2. Comparison of average fees per outbound passenger: Fiumicino and the leading airports in Europe (*)

€ per passenger departing



(*) Source: ADR analysis relating to the aeronautical fees taken from official sector documents (IATA Airport, ATC, Fuel Charges Monitor, websites of the airport management companies and www.airportcharges.com, on the basis of the fees in force for the 2013 Summer season). Average figures calculated on the FCO traffic mix (2012)

The strategic objectives

With the approval of the Planning Agreement, ADR launched an infrastructural Development Plan for the Roman airport system; the creation of the new infrastructures will take place in observance of a balanced supply and demand ratio guaranteeing the constant improvement of the service level offered to passengers.

The long-term objective of the ADR Group is to create, in the validity period of the Concession, an airport system in line with international best practices to drive the social-economic development of the local territory and the Italian system and serve as access point for intercontinental traffic. The following actions are envisaged in particular:

- the development of Fiumicino in order to turn it into one of the main hubs at European level both in terms of volume, increasing the capacity up to 100 million passengers from the current 35, and service standards offered to passengers;
- the upgrading of Ciampino as a City Airport to make it compatible with the environmental constraints, limiting the impact on the surrounding urban area, and to service the business component of Commercial Aviation and General Aviation of Rome's traffic.

The creation of the Development Plan

The initial phase includes the completion of the current infrastructural organization of Fiumicino Sud with the aim of adjusting the functioning and layout of the airport to the evolving traffic/alliances. The project aims to maximize the capacity manageable in the coming 10-15 years through the creation of all the flight and terminal infrastructures until the saturation of the current site, thus aligning the airport to the main European hubs. The main objectives of the completion project are:

- reach the capacity of 55 million passengers/year at the Terminals in the short/medium term;
- support the growing traffic with suitable airside infrastructure;
- raise the service level offered to passengers;
- complete the use of the areas inside the current site;
- ensure the full compliance and environmental and urban compatibility;
- strengthen the intermodality and the connection system and accessibility to the airport.

A subsequent phase includes the expansion of the airport to the north of the current runway 07-25 defined inside the long-term Masterplan of Fiumicino. The completion of the Development Plan will increase the overall capacity of Fiumicino from 35 up to 100 million passengers/year. The expansion of the airport will be in line with the best international examples, state-of-the-art in terms of efficiency, energy savings, technology and architectonic opportunities. The peculiarities of the airport infrastructure included in the development area lie in the flexibility and high level of intermodality concerning the connections with the territory and the city.

The Investment plan 2014-2016[8]

During the period 2014-2016, the following infrastructural elements will be made available, contained in the proposal for the restructuring of the 2012-2016 Investment Plan, in relation to which ADR received Authorization to proceed from the Ministry of Infrastructure and Transport in January 2014:

(MILLIONS OF EUROS)	2014	2015	2016	TOTAL 2014-2016
Terminals and piers	57	132	99	288
Runways and aprons	41	72	30	143
Baggage sub-systems and airport systems	8	35	43	86
Technological systems and networks	17	17	22	56
Information systems	7	7	7	21
Expansion to the north of Fiumicino airport	1	1	1	3
Other	41	34	36	111
TOTAL	171	298	237	706
Pier C - financed portion	24	15	0	39
TOTAL	**196**	**313**	**237**	**746**

[8] ITA GAAP data

Review and restructuring of the Investment Plan[9]

The volume of investments for 2013 reflects the restructuring of the 2012-2016 Plan, approved by ENAC. In detail, the Prime Ministerial Decree dated December 21, 2012 requested an amendment of the investment plan with bringing forward of the work to the period 2012-2016 for a total of 325 million euros, initially envisaged for the five-year period 2017-2021. Consequently, in February 2013 ADR provided ENAC with the new accelerated plan with indication of the assumptions conditioning the possibility of achieving the investments in the indicated timescales, including first and foremost the acquisition of the VIA Decree and the zoning compliance opinion on the "Fiumicino Sud completion project".

Subsequently, in November 2013, also further to the specific requests made by the airport user base during the consultations for the 2014 tariff review and in consideration of the trend observed and forecasts for traffic, ADR sent ENAC a proposal to restructure the schedule of the investments in the tariff sub-period 2012-2016, with particular reference to the residual three-year period 2014-2016; this proposal envisaged around 370 million euros in minor investments in the entire sub-period 2012-2016 with respect to the schedule sent to ENAC in February 2013 (around 930 million euros compared with around 1,300 million euros), by means of a postponement specifically of the capacity development work to the following five-year period, in any event favoring the work with an impact on the quality and safeguarding the execution of the works of strategic interest for the airport system.

The following important points were highlighted in the letter addressed to ENAC dated June 28, 2013:

- failure to issue within the envisaged timescales the Inter-ministerial environmental assessment Decree of the Ministry of the Environment and Protection of Land and Marine Resources ("MATTM"), to be adopted in agreement with the Minister of Cultural Heritage and Activities and failure to finalize the Services Conference for the urban approval of the Fiumicino Sud completion project, with consequent delays on the subsequent activities and uncertainties as to the overall timing of the project;
- need to adjust the mechanism, present in the Planning Agreement, for the acknowledgement under tariff of the design costs, in line with the various methods used in the procedure to approve the airport works introduced by the Prime Ministerial Decree of December 21, 2012 approving the Planning Agreement;
- possible need to review the Airport Development Plan in case of changing traffic volumes;
- the validity of the commitments undertaken by ADR subject to the effectiveness of the Planning Agreement and consequently to the outcome of the appeals put forward by some carriers and associations then (and still) pending care of the competent legal authorities.

Subsequently, on August 8, 2013 the so-called "VIA Decree" (Environmental Impact Assessment) was issued, which sanctions the environmental compatibility of the investments contained in the Planning Agreement for Fiumicino Sud, dependent on the observance, by ADR, of a series of requirements which pertain to both the design stage and the executive stage of the envisaged work. In order to protect ADR, this has led to the suspension of the works already commenced, the postponement of the works already commissioned and the review of the designs, also when concluded. Furthermore, the time for the execution of the investments was delayed also due to other causes that are not directly attributable to ADR, including: the enforcement of the new antimafia regulations (Italian Legislative Decree 159/2011), the procedure for composition with creditors of the parent

[9] ITA GAAP data

company of the ATI that contracted the extraordinary maintenance works of Runway 2, in addition to anomalies, disputes and non-fulfillments by the bidding companies found at the time of the tender.

The afore-mentioned delays in the execution times for the investments contributed to a discrepancy with respect to the schedule sent to ENAC on February 26, 2013.

In the preliminary forecast declaration as per Article 37 *bis* of the Planning Agreement, sent to ENAC on October 30, 2013, for the purpose of establishing the airport tariffs as from March 1, 2014, a 2013 initial budget was communicated for the investments equating to 133.2 million euros, compared with the 170.3 million euros envisaged in the schedule sent to ENAC on February 26, 2013, therefore with a discrepancy of 37 million euros; the reasons for this discrepancy, which are mainly not within ADR's control as indicated above, were illustrated in detail in the same letter dated October 30, 2013.

On October 31, 2013, in line with the provisions of current sector legislation, the consultations were opened with the airport user base regarding the 2014 tariff proposal, with a public hearing held on November 15, during which the carriers requested that the next investment be limited to just work effectively deemed necessary in the new, and hopefully temporary, scenario of a drop in traffic, economic difficulty and uncertainty.

On November 29, 2013, ADR sent ENAC a letter with a proposal to restructure the schedule of the investments in the tariff sub-period 2012-2016, with particular reference to the residual three-year period 2014-2016; this proposal envisaged around 370 million euros in minor investments in the entire sub-period 2012-2016 with respect to the schedule sent to ENAC in February 2013 (around 930 million euros compared with around 1,300 million euros), in any event safeguarding the execution of the works of strategic interest for the airport system. The restructuring request, as indicated in the afore-mentioned letter, was determined by the following events:

- failure to/delayed execution of the administrative measures necessary for observance of the schedules sent in February 2013 and consequent repercussion on the timescales necessary for the processing and completion of the scheduled works (reference is made in particular to the delayed issue of the VIA Decree and the consequent postponement of the Services Conference);
- drop in traffic and uncertainty linked to the fate of Alitalia;
- the requests of the user base within the sphere of the consultations regarding the review of the scheduled work;
- appropriateness of containing the tariff impact of the charges deriving from the investment acceleration plan contained in the Prime Ministerial Decree dated December 2012;
- appeals also pending, presenting by the carriers and their associations against the Planning Agreement;
- government solicitations and those of the Antitrust Authority aimed at limiting new tariff increases.

The 2013 investments closed with a final balance of 130.1 million euros, compared with a preliminary budget value sent to ENAC on October 30, 2013, of 133.2 million euros. The discrepancy was mainly due to the prior agreement procedures which concerned Consta, the principle of the Cimolai - Consta - Gozzo Impianti temporary association of companies, contractor for the Pier C works, following which a progressive slowdown took place at the worksite, until essential standstill of the work, whose resumption is expected to take place in January 2014; this led to a minor accrual for Pier C, with respect to the preliminary budget value, of around 6 million euros, partly offset by additional accruals on other investments.

Airport intermodality and connectivity

For an airport like Fiumicino the development of accesses is of the utmost importance in order to best address the mobility and accessibility needs connected to the demand of air transport for Rome. Accordingly, as from 2006 ADR has furthered aspects linked to airport accessibility and in May 2007 a work group was set up, consisting of the four companies that manage Rome's mobility (ADR, ANAS, Roma Mobilità, RFI), with the aim of enhancing and improving the accessibility of the West Area of the city, which established a multimodal transportation system by upgrading the infrastructural network and transportation services for the Airport ("Roma Intermodale"), jointly financed by the European Union as part of the TEN-T networks.

Furthermore, during the first quarter of 2013, a technical group co-ordinated by the Institutional and territory department of the Lazio Regional Authority and made up of the Environment, Zoning, Transport Regional Departments, the Ministry of Infrastructure and Transport, ENAC and ADR, drafted a Planning Implementation Document with an infrastructural scenario of the work for the transport and mobility system of the Western Area of the Rome Metropolitan Area which offers a solid reference for the planning activities being defined care of the Ministry of Infrastructure and Transport for an Integrated Plan for the sustainable development of the infrastructures in the West Area of Rome.

Investments for about 5.3 billion euros are planned for the future access infrastructure at the new airport, not to be borne by ADR.

Environmental sustainability and quality

Starting off from the current context, ADR intends to improve the positioning of the Rome airports both in terms of quality and environment. Accordingly, taking its cue from the measures achieved at the leading European airports, lines of intervention have been defined for the future so as to observe the quality indicators envisaged in the Planning Agreement.

In detail, the parameters selected for Fiumicino and Ciampino airports are:

- Services provided:
- waiting time for carry-on baggage security checks;
- availability of operating info points;
- waiting times in line at check-in desks;
- delivery time for the first and last bag from the block on.
- Perception:
- overall perception of the comfort level;
- perception of the level of cleaning in the terminal;
- perception of the efficiency of the operating info points;
- presence of clear, understandable and efficient internal signs;
- perception of the efficiency of the passenger transfer systems (only for Fiumicino);
- perception of the level of cleaning and functioning of the rest rooms (only for Ciampino);
- PRM assistance.
- Functioning of the installations (only for Fiumicino):
- efficiency of the passenger transfer systems;
- reliability of the baggage reclaim systems.

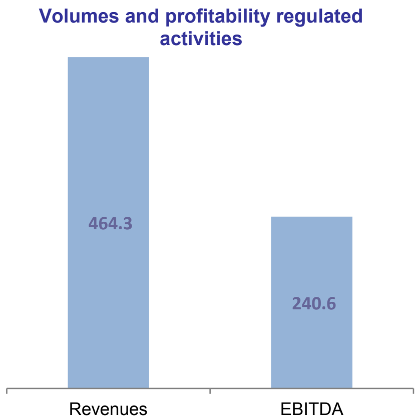
Another key element for infrastructural development is the high environmental sustainability that will characterize Fiumicino as a good example of Green Airport, thanks to projects such as:

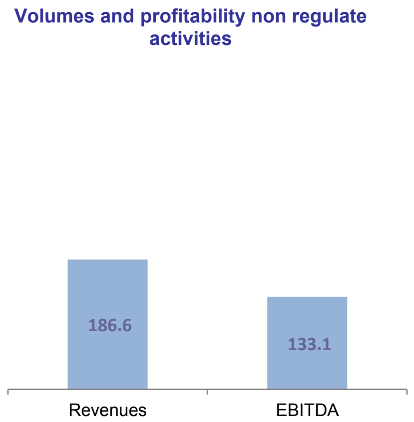
- rationalization of consumption and use of renewable energy sources with a consequent reduction in CO_2 emissions;
- system innovation, supervision and control;
- integration of the new infrastructure with the main environmental and local territorial elements;
- implementation of the environmental quality of buildings (exposure, natural ventilation, use of recyclable materials or materials that can be used at the end of the life cycle etc.);
- integrated management of the waste cycle, increasing recycling and creating a pneumatic waste collection system;
- creation of an efficient water management and treatment system;
- implementation of a suitable plan for water course management and ground drainage.

Regulatory accounts

- The regulatory accounts are developed annually on the scope of ADR according to the Italian GAAP accounting standards. On this basis, it is possible to describe the turnover and profitability (EBITDA) of the ADR activities regulated or otherwise.
- In 2013, revenues from regulated activities amounted to 464.3 million euros, with an EBITDA contribution of 240.6 million euros. With regard to unregulated activities, mainly managed via third parties on the basis of sub-concession agreements, revenues were recorded for 186.6 million euros, with an EBITDA contribution of 133.1 million euros.

GRAPH 3. Volumes and profitability of ADR regulated and unregulated activities ADR





The sustainability section

Human resources

As of December 31, 2013 the ADR group had a headcount of 2,321, recording a 4.2% increase compared to December 31, 2012. This change is attributable to the endeavor made for achieving the most challenging quality objectives, in particular with regard to service timescales at the security check points, and the enhancement of the technical structures supporting the implementation of the infrastructural development plan envisaged as part of the Planning Agreement.

The headcount on open-ended contracts as of December 31, 2013 equaled 1,901 people, with an incremental change of 31 people compared to December 31, 2012 (up 1.7%). This increase was linked to the enhancement of the technical areas previously mentioned. The headcount on fixed-term contracts as of December 31, 2013 equaled 420 people, with an incremental change of 63 people compared to December 31, 2012 (up 17.6%). The change should be seen in relation to the achievement of the improvement objectives for the quality of the service.

The payroll costs of the ADR Group for 2013 equaled 112.5 million euros, down compared to 2012 by 3.8%.

The Group's average headcount in 2013 equaled 2,151.8 employees, down by 166.3 resources compared to 2012. This decrease was the result of the full effect of the outsourcings carried out in the previous year (ADR Retail and Vehicle Maintenance -210.8 FTE), partly offset by the enhancement of the technical areas and the increase in seasonal staff employed in the operations areas, in particular ADR Security (+71.9 FTE).

Development

During 2013, the ADR Group established refresher courses consistent with individual expectations and motivation and with company requirements. The use of modern instruments for measuring performances and the related incentive systems, as well as observation and feedback on the basis of the model of the skills adopted within ADR, encouraged a greater spreading of the culture of appraisal within the ADR Group. In detail, the appraisal of the managerial category was completed using the 180 degree feedback instrument, involving 66 resources, and the appraisal of the middle management category is being completed, equating to 185 resources, along with the white-collars at 2A level, 264 individuals.

Training

In 2013, 39,840 training and education hours were provided in the ADR Group, which involved 1,392 individuals, with an economic commitment of 331 thousand euros of which 58.5% financed by Fondimpresa. 40% of the training activities were focused on observance of the health and safety in the workplace regulations, 19% dealt with aspects of airport security, with particular attention paid to aspects of service quality and customer orientation, 9% concerned managerial training and the remaining 32% addressed technical-specialist training matters.

- Training activities also concerned environmental and energetic aspects with courses targeting reference regulations. The initiatives achieved and concluded during 2013 included: the “In contatto” behavioral training project, addressing ADR Security staff, which made it possible to considerably improve the quality perceived by the passengers during the controls of security check points; the training course dedicated to in-depth knowledge of tender regulations, addressing technical staff of the maintenance service at Fiumicino and Ciampino.

Wage system

The ADR Group's wage system aims at valuing professionalism and awarding excellence. The ADR Group's wage package is structured in fixed wages, variable wages and additional benefits. Specifically, the fixed wage consists of the contractual remuneration and any productivity bonus; the variable wage includes long-term incentives linked to achieving predefined targets as part of the MBO policy.

Organizational Model

In 2013, the last stage was implemented of the project for the redefinition and streamlining of the organizational set-up of the ADR Group which saw the policy, governance and internal services units concentrated within the Parent Company. To directly oversee the business, the structuring of the four reference operating areas was completed, already launched in 2012: Aviation which includes the co-ordination of ADR Assistance and ADR Security, Commercial with the co-ordination of the management of the car parks via ADR Mobility, Infrastructures Development with the co-ordination of ADR Engineering, Real Estate.

Within a logical of streamlining of the overall functioning model, during 2013 the organizational set up of a number of structures was reviewed from a “lean” standpoint. Furthermore, steps were taken to consolidate the objective of maximum accountability of the entire organization on operating and business objectives via the up-dating of certain policies on the basis of the organizational governance system.

The objective of improving the efficacy and organizational performance was supported on a parallel by means of the re-engineering and computerization of certain important company processes currently fully automated. With a view to ongoing improvement, the achievement of this objective also made it possible to launch a process for definition and monitoring of internal process KPIs.

Industrial and trade union relations

During 2013, the industrial relations of ADR and the other ADR Group companies were mainly focused on the subjects of employment flexibility of the staff, for the purpose of supporting the outsourcing and spin-off transactions carried out in 2012 and to improve the efficacy of the other airport passenger assistance processes pertaining to the airport operator.

In detail, from amongst the main ones, the following agreements were entered into:

- on February 11, 2013 - following the sale of the airport vehicle maintenance company branch which saw the maintenance of certain ancillary activities within ADR- the operating formalities and the services and the related shifts applied were reviewed. Within the same maintenance sphere, by means of report dated December 12, 2013, technological innovations were introduced which changed the assignment of the activities between the various contractual duties.

- further to the spin-off of airport security, an agreement was entered into on April 23, 2013 which introduces multi-tasking in certain areas of activity which are partly similar in terms of specialist expertise required; thus with the recovery of synergies and a reduction of the overheads.
- by means of agreement dated May 2013, the trade union agreement was amended which had established the group company ADR Assistance in 2008, so as to introduce work flexibility for the resources whose sphere of action had originally been identified in terms of single and specific activities. The agreement also has a "cultural" validity, since it has marked the changeover from a model of duties described by individual work phase to one by more extensive areas of end responsibility for the service.
- Other priorities upheld with trade union agreements were those which concern the matters of the professional growth and qualification of the ADR Group staff, in particular, on July 16, 2013 a trade union agreement was signed for the disbursement of the "results bonus", focused on objective and measurable parameters of Profitability, Quality and Productivity, separate for each company of the ADR Group, while on December 23, 2013 an agreement was signed which will make it possible, for 2014, to finance a series of training plans using the "Fondimpresa" Interprofessional Fund, both in the technical-specialist and behavioral sphere, with the minimum involvement of 1,000 employees for around 13 hours per head of courses held by specialized companies.

Health and safety in the workplace

Regarding the protection of health and safety in the workplace, the ADR Group has a management system in place, certified according to the OHSAS 18001 international standard.

In 2013, 222 accidents were recorded, of which 70% at work and 30% while traveling to and from work. The improvement action adopted allowed a reduction in the severity index of the accidents in the period 2010-2013 equal to around 30%. Among the initiatives undertaken, worth mentioning are those for raising awareness on observance of the operating instructions inherent to the various work activities.

TABLE 1. Main Indicators Human Resources

	UNIT	12/31/2013	12/31/2012
ADR Group headcount by qualification	**No.**	**2,321**	**2,227**
Managers	No.	50	45
Administrative staff	No.	185	180
White-collar	No.	1,625	1,551
Blue-collar	No.	461	451
ADR Group headcount by company	**No.**	**2,321**	**2,227**
ADR S.p.A.	No.	1,086	1,039
ADR Engineering	No.	38	33
ADR Tel	No.	15	15
ADR Advertising	No.	7	8
ADR Assistance	No.	268	281
ADR Security	No.	850	793
ADR Mobility	No.	57	58
ADR Group headcount by contract type	**No.**	**2,321**	**2,227**
Open-ended contract	No.	1,901	1,870
Fixed-term contract	No.	420	357
	UNIT	2013	2012
ADR Group headcount by qualification (average headcount)	**FTE**	**2,151.8**	**2,318.0**
Managers	FTE	47.5	42.9
Administrative staff	FTE	183.9	182.9
White-collar	FTE	1,476.4	1,571.2
Blue-collar	FTE	444.0	521.1
ADR Group headcount by company (average headcount)	**No.**	**2,151.8**	**2,318.0**
ADR S.p.A.	FTE	1,032.5	1,376.4
ADR Engineering	FTE	33.7	33.0
ADR Tel	FTE	15.0	15.9
ADR Advertising	FTE	7.8	8.8
ADR Assistance	FTE	274.6	279.1
ADR Security	FTE	731.2	466.0
ADR Mobility	FTE	56.9	38.4
ADR Retail	FTE	0.0	100.5
ADR Group headcount by contract type	**No.**	**2,151.8**	**2,318**
Open-ended contract	No.	1,796.1	1,90.7
Fixed-term contract	No.	355.7	417.3
Passengers/FTE employees	No.	19,064	17,930
ADR Group headcount by age bracket			
< 35	%	33%	35%
36-45	%	33%	33%
46-55	%	27%	25%
> 55	%	7%	7%
ADR Group headcount by educational qualification			
Degree	%	19%	21%
Diploma	%	59%	58%
Turnover rate			
Overall turnover	%	1.28%	0.4%
Leaving employees	%	2.28%	12.1%
Incoming employees	%	3.56%	12.5%

TABLE 2. Industrial and trade union relations indicators

Industrial relations	UNIT	2013	2012	2011
Percentage of employees adhering to collective	%	100	100	100
Number of agreements signed with trade union organi-	No.	10	54	20
Diversity				
Women out of the total workforce	%	33%	33%	34%
Women in managerial positions	%	0.003%	0.002%	0.003%
Training				
Training expenses	Euro/000	331	232	288
Average hours of training per employee per annum	h	19	18	16
Training by area:				
Health	%	40%	24%	10%
Airport security	%	19%	17%	48%
Managerial	%	9%	15%	7%
Functional to the Specialist Technician role	%	32%	44%	35%
Health and safety in the workplace				
Expenses for health in the workplace	Euro/000	500	700	700
Employees accidents	No.	222	194	209
Severity index for employees	%	3.4%	3.4%	4.0%
Fatalities	No.	0	0	0
Percentage of workers represented in the Health and Safety committee	%	6%	6%	6%

Airport safety

Airport certification

The regulation for the construction and operation of airports issued by the Italian Civil Aviation Authority (“ENAC”) in 2003 lays out that each airport open to commercial traffic must be certified by the Aeronautical Authority as regards the safety requirements of operations defined by the same Civil Aviation Authority regulation. Fiumicino and Ciampino airports were certified by ENAC on November 27, 2003 and November 30, 2004, respectively (the airport certification is subject to renewal every three years). During 2013 the renewal of the Ciampino airport certificate was obtained. The certificates of the Fiumicino and Ciampino airports are valid until November 26, 2015 and November 30, 2016, respectively.

Monitoring of safety levels

In line with the provisions of the Regulation for the construction and the operation of airports, since 2006 ADR has adopted a Safety Management System (SMS), i.e. a suitable system to guarantee that airport operations are carried out under preset safety conditions.

The SMS carries out the continuous monitoring of the safety standards for the operations in the aircraft movement area, making use of the system to collect and manage data (reporting system) relating to aeronautical events taking place in airport operations.

In order to support the Accountable Manager (i.e. the manager of the ENAC certification of airports) in implementing the safety policies, on September 26, 2006 ADR appointed a committee called the Safety Board, consisting of an Accountable Manager, Post Holders (safety managers for the respective areas of responsibility) and the Safety Manager (responsible for the SMS). The Board meets periodically and is proactive in discussing all the safety aspects in order to review and improve the system. In addition, the respective Safety Committees were established at both airports. These are advisory committees involving Operators/Companies (airlines, handlers, ENAV, etc.) and the public bodies at the airport (ENAC, fire department, etc.) on the subject of safety of airside operations.

Safety of airside operations

The safety of operations in the area where aircraft move (airside) is ensured by the ADR's Operational Safety, which carries out the scheduled and requested (h24) inspection of the aircraft movement area, airside works controls, handling of the snow emergency plan, handling of the operations under low visibility conditions, co-ordination of the ADR activities airside during the activation of the emergency plan for air crashes, provides a bird and wild fauna control service through the Bird Control Unit (BCU) operating 24 hours a day, measures runway braking action, etc..

Airport emergency plan for aircraft accidents

During 2013, full scale aircraft accident emergency exercises were carried out at Fiumicino airport (October 29, 2013) and at Ciampino airport (November 28, 2013).

In detail, during the afore-mentioned emergency exercises carried out a Fiumicino, a disused ATR-42 aircraft was positioned, divided into three parts close to runway 34L, simulating a fire and positioning life-size dummies inside and outside the aircraft which simulated the dead, injured or uninjured. Care of Ciampino airport, the drill took place using a Falcon 900, made available by the 31st wing of the Air Force, and a runway accident during landing was simulated with red, yellow and green code injuries and deceased individuals.

As part of the training initiatives aimed at raising the awareness of the personnel for the purpose of handling aircraft accident emergencies, during 2013 training and information continued for all ADR Group employees, including the first aid operators (doctors, nurses and emergency rescue vehicle drivers), with specific encounters aimed at handling the stress during the emergencies.

In May 2013, the ADR first aid unit of both airports were equipped with new operational figures covering the role of emergency rescue vehicle drivers, so as to further improve the service. This permits the direct driving by ADR of medical emergency vehicles (emergency medical supplies and equipment and airport ambulances), used to handle the states of emergency and danger.

TABLE 1. Fiumicino Airport - main indicators Airport Safety

	UNIT	2013	2012	2011
Aircraft damage	accrual*	0.116	0.156	0.155
Other damage (without aircraft involvement)	accrual*	0.215	0.204	0.271
Right of way violations towards aircraft	accrual*	0.070	0.115	0.097
Runway incursions [10, 11]	accrual*	0.083	0.045	0.027

* Number of events every 1,000 aircraft movements

TABLE 2. Ciampino Airport - main indicators Airport Safety

	UNIT	2013	2012	2011
Aircraft damage	accrual*	0.041	0.059	0.110
Other damage (without aircraft involvement)	accrual*	0.041	0.079	0.055
Right of way violations towards aircraft	accrual*	0.081	0.138	0.201
Runway incursions	accrual*	0.000	0.000	0.018

* Number of events every 1,000 aircraft movements

[10] Runway incursions: erroneous presence of aircraft, vehicles or people in the protected area of the zones intended for aircraft landing and take-off. The figures for "Aircraft damage" and "Other damage (without aircraft involvement)" shown in table 1 and relating to 2011 and 2012 has been revised (cataloguing carried out in terms of assignment to the Operator), therefore they differ with regard to the minimum values from that published in the 2012 annual report.

[11] Data provided by ENAV.

Relationships with the territory

The ADR Group is committed to establishing cooperative relations with its reference stakeholders, deeming the relationship with the surrounding economic and social environment fundamental. Special importance is thus given to the relationships with local stakeholders (Lazio Regional Board, Amministrazione di Roma Capitale, the municipality of Fiumicino, the municipality of Ciampino, the municipality of Marino, the Ministry for the Environment and protection of the land and sea, the Ministry of Cultural heritage and activities and tourism, the Special Superintendency for archaeological heritage of Rome and the Provincial Board of Rome) with the aim of ensuring a common territorial development program and complying with the approval procedures relating to the infrastructures envisaged by the ENAC/ADR Planning Agreement.

To this end the ADR Group uses various tools and authorizing and consulting measures, whether voluntary or imposed by regulations.

During March, a Memorandum of understanding was signed between ADR and Roma Capitale (Rome City Council) - Tourism Department for the purpose of launching a form of collaboration to develop strategic action so as to extend and improve tourism options in Rome, furthering the development of new incoming flows of quality via the growth of new air services from strategic foreign countries, the creation of tourism options towards the city for passengers in transit with several hours of stop-over and the creation of activities capable of ensuring a better quality of the hospitality also in consideration of Fiumicino as the gateway to the city of Rome and Italy.

Upon the proposal of ADR, sensitive to the enhancement of the cultural singularities of the area, in May the Deed of Understanding was signed with the Ministry of Cultural heritage and activities and tourism and the Special Superintendency for archaeological heritage of Rome, for the handling of the archaeological survey activities to be carried out on the airport land of Leonardo da Vinci Airport, Fiumicino, which establishes a clear procedure for the execution of the archaeological surveys with definition of the timescales, in order to ensure observance of the infrastructural scheduling envisaged by the Planning Agreement.

On August 8, 2013 the Environmental Impact Assessment (VIA) procedure of the Fiumicino Sud Completion Project was concluded, with the issue of Decree No. 236/2013 signed by the Ministry for the Environment and protection of the land and sea (MATTM) and the Ministry for Cultural Heritage and Activities and Tourism (MiBACT).

By means of this decree, which acknowledges the opinions of the VIA Technical Commission of the MATTM (CTVIA) and that of the MIBACT, the Fiumicino Sud Completion Project was declared compatible from an environmental standpoint.

For the purpose of zoning approval of the CFO Sud Completion Project (pursuant to Article 81 of Italian Pres. Decree No. 616/77, replaced by Article 3 of Italian Pres. Decree No. 383/1994), in June 2013 the Directorate of public works of the MIT launched the Conference of Services (CoS) before the issue of the VIA Decree for the acquisition of the authorizations and go-ahead, however entitled, required by current legislation for the purpose of achieving the State-Regional Agreement.

In addition to ENAC and ADR, the Fiumicino Municipal Authority, the Rome Provincial Board, the Lazio Regional Authority and the Regional Directorate of Cultural heritage of the MIBAC took part in the Conference.

In December, the meeting of the Conference of Services was held to acquire the authorizations and the go-aheads, whose proceedings will have to end within the first few months of 2014 and the related financial provision shall automatically lead to a variant to the current zoning instruments, as well as a declaration of public utility and non-delayable and the urgent nature of the completion project in its entirety and application of the restriction arranged for the expropriation of the areas not owned subject to said procedure. Furthermore, dialogue continued with the contact individuals of the companies/Bodies responsible for mobility in the Rome area so as to reach a complete agreement with the Lazio Regional Authority on the initiative necessary for improving accessibility at Fiumicino airport for the purpose of approving the Regional Transport Plan.

As part of the activities aiming to reduce acoustic pollution and the reduction of the related impacts on the territory and the surrounding communities, in November ADR forwarded the Plan for containing and combating noise at Ciampino airport to the Lazio Regional Authority and the Municipal authorities concerned.

ADR is committed to constantly monitoring the airport noise at both airports in compliance to specific legal provisions. Accordingly, in 2013 the noise monitoring system was implemented at Ciampino, with installation of a new control unit.

Service quality

The improvement of the service quality is one of the main priorities for ADR and, in this context, a specific project was launched for the improvement of the quality of the services offered by the ADR Group. The program came about in Summer 2012, on the basis of a plurality of projects which each ADR Division had identified internally so as to increase service quality. These projects were then merged in a more extensive improvement process destined to organize and strengthen the company commitment, directing it in a more systematic manner towards customer satisfaction.

The first stage of the program was focused on more precisely analyzing the needs of the customers (passengers, carriers, sub-concessionaires): more than 1,000 interviews were carried out with passengers regarding the priorities of the intervention; the main carriers and commercial and catering operators were met. The main areas on which to take action emerged from such analysis. For each one, ADR has set itself challenging improvement objectives and, on a consistent basis, has activated a specific work program.

Within the sphere of the project, particular attention was dedicated to the involvement of the individuals and to communication:

- 70 resources were involved directly in the project, of which 50 ADR employees and around 20 belonging to specific groups of users (6 carriers, 8 sub-concessionaires);
- for the first time, in the airport, an integrated communication program was activated on the subject of quality which led to publication of the performances obtained for the main operating process on the Company website; the performances of the various handling agents are published monthly in the airport.
- An initial tangible result of the commitment made by ADR with regard to the improvement of the service quality was the complete achievement of the objectives envisaged by the Planning Agreement on this specific aspect for both airports managed:
- with regard to Fiumicino airport, the summary value which measures the improvement of the quality of the services, drawn up according to the method envisaged by the Planning Agreement, for the first year, disclosed an improvement of 5.51% compared with 3.65% forecast;
- with regard to Ciampino airport, the summary value which measures the improvement of the quality of the services, drawn up according to the method envisaged by the Planning Agreement, for the first year, disclosed an improvement of 17.82% compared with 8.17% forecast;

The main projects completed by the end of 2013 are shown in table-form below.

AREA OF INTERVENTION	PROJECT
SECURITY	Installation of monitors and panels that provide passengers with information regarding the activities to be carried out in preparation for security checks
	Placement of monitors at the entrance to the control area that announce the queuing times registered in the previous month
	T3 – Renovation and alignment of the communal security check area
	Adoption of a new layout to improve the efficiency of the security check and consequently the waiting time in queue for passengers at the check points
	Application of the airport security provisions that equate the security standards applied to passengers from US airports to those applied to EU passengers, thus avoiding duplication in the security checks
CLEANING	Opening to the public of 10 toilet units according to the new concept for toilet facilities
	Installation of "Smoking Points" on the arrivals and departures footpath area
	Installation of new containers for the sorting of recyclable waste in the terminals
CHECK-IN BAGGAGE RECLAIM	Placement of monitors at the entrance to the check-in and baggage reclaim areas that announce the queuing times in the previous month
	Modernization of the BHS system
	Introduction of new playground in the baggage reclaim area and restyling of the Nursery areas
INFRASTRUCTURES	Replacement of the flooring, false ceilings and painting of the walls of Terminal 3
	Renovation of the Pier B walkways
	Installation of pigeon-prevention netting
	Renovation of the T1 lifts and moving walkway/escalators
	Resurfacing of the internal flooring of the Terminals
	Resurfacing of the arrivals and departures footpaths
	Enhancement of the information signs for passengers in the terminal with transport indications
	T3 - New arrivals layout landside and increase in toilet facilities
COMMERCIAL ACTIVITIES	Renovation and expansion of the sales surfaces according to a new concept and new furnishing, with the opening of three shops (outlets 1, 3 and 4)
	Shopping and Info Helpers for Russian and Chinese passengers and launch of a new mini website in the same languages
	Free Wi-Fi for 30 minutes
EXTERNAL COMMUNICATION	Publication of the quality data for ADR airports on the company website.
	Advertising campaign on the main objectives achieved by the Quality Project

Service Charter

To guarantee the compliance with the service standards set for Roman airports, the service levels provided to passengers continued to be monitored according to the Quality Plan by carrying out about 62,000 objective checks. Passenger satisfaction levels and the quality of the main services provided in particular were checked on a daily basis: check-in, carry-on baggage checks, baggage reclaim and punctuality of departing flights.

At Fiumicino airport, the analysis of the overall performance of the quality levels highlights, compared to 2012, a general improvement, except for the punctuality of departing flights. This trend is the result of a large-scale program that started with the improvement of the standards set by the Service Charter of ADR for all of the main services supplied to passengers. Improvement action was taken on two fronts:

- the control and stimulation action carried out towards the handlers was strengthened in terms of compliance with the standards regarding baggage reclaim wait time and check-in procedures. During 2013, despite the general improvement in the service levels, 241 requests for fines were submitted to ENAC for not respecting the airport standards, compared to 165 in 2012;
- the processes related to the management of carry-on baggage security checks and cleaning contracts were further reviewed and improved.

Ciampino airport is in an overall stable situation that is consistent with its low cost vocation, except for the passenger check-in process, which has worsened.

TABLE 1. Main indicators Service Quality

	UNIT	2013	2012[12]	STANDARD
Fiumicino				
Lines at domestic check-in desk, within 7 minutes	%	95.5	94.1	90
Lines at international check-in desk, within 16 minutes	%	87.9	81.0	90
Waiting time for carry-on baggage security checks, within 7 minutes	%	92.3	77.6	90
Delivery of first bag from block-on by set time	%	84.4	80.9	90
Delivery of last bag from block-on by set time	%	88.6	84.8	90
Punctuality of departing flights (flights leaving with less than 15 minutes of delay)	%	75.8	80.6	75
Ciampino				
Lines at check-in desk, within 17 minutes	%	85.3	94.0	90
Waiting time for carry-on baggage security checks, within 10 minutes	%	95.5	94.2	90
Delivery of first bag from block-on by set time	%	94.4	96.5	90
Delivery of last bag from block-on by set time	%	96.3	98.9	90
Punctuality of departing flights (flights leaving with less than 15 minutes of delay)	%	85.6	85.7	85

[12] Fiumicino and Ciampino: compared to the data published in the Annual Report as at December 31, 2012, the data for check-in, security and baggage reclaim was recalculated based on the standards in force (Service Charter) in 2013 to ensure data comparability.

Suppliers

Selecting suppliers

The ADR Group's activities aimed at awarding work contracts, supplies and services are conducted according to the following principles:

- compliance with National and Community Legislation (Leg. Decree 163/06, hereafter indicated as “Contract Code”);
- compliance with the Regulation to award public tenders of amounts lower than community threshold (hereafter indicated as “Contract Internal Regulation”);
- respect of competition and non discrimination among the possible competitors;
- conduct transparency in every phase of competition and negotiation;
- efficiency and effectiveness of the company's action.

The Contract Governance Committee, governed by an influential component on the subject and external to the company, provides guidance and support activities in the most important decisions referring to procurement and contracting.

Public tender contracts are awarded according to the provisions of the Contract Code in case their estimated value, net of VAT, is equal to or greater than the community thresholds; for 2013, they were: a) 0.4 million euros with regard to tender for supplies and services and b) 5 million euros for work tenders. The contracts of an estimated value lower than these thresholds, directly referring to the activities under art. 213 of the Contract Code, are awarded, in compliance with the principles laid down by the EU Treaty protecting competition, through a Contract Internal Regulation adopted pursuant to art. 238, c 7 of the Contract Code available in the Business/Vendor section of the website www.adr.it (www.adr.it/bsn-fornitori). This Regulation governs the principles to be adopted in the rotation of the suppliers and sets the minimum number of suppliers to be invited: between three and ten suppliers according to the type and economic thresholds. All competitors are guaranteed the necessary information on the tender notices and outcome of the tender procedures.

The suppliers are obliged to enroll in the ADR corporate Supplier Register. A supplier qualification process is in place as specified in the Contract Internal Regulation. In addition, the suppliers are obliged to run their business in compliance with the principles and provisions of the corporate Code of Ethics, available in the Company/About ADR group/Corporate Governance/Ethic code section of the website www.adr.it. A specific clause for the acceptance of the Code of Ethics is included in each contract and its non-compliance constitutes serious non-fulfillment of the obligations of the contract and legitimates the Purchaser to assess suitable protection measures to be adopted, including the right to terminate the contract. For awarding the tenders, whatever the amount and method, the ADR Group adopts procedures managed electronically on the “Purchasing Portal” platform. Introduced in 2008, this platform electronically manages the purchasing processes and provides: maximum transparency and equal opportunities in the tender awarding process, cutting the times required to prepare and send bids, more efficiency and effectiveness in interaction thanks to the automation and standardization of the communication and authenticity protocols, competition and integrity in data exchange.

Local suppliers

With respect to 2012, the economic impact generated by the ADR Group's activity on the surrounding territory in terms of purchasing activity increased, in absolute terms, both with regard to the number of orders negotiated and in terms of economic value. With this increase, the percentage on the total number of orders relating to local suppliers, or those with headquarters in the Lazio region, was 50% higher on a consistent basis with the previous two years and presents a value increased by 40% in 2012 and 55% in 2013.

TABLE 1. Main indicators suppliers[13]

	UNIT	2013	2012	2011
Suppliers used	No.	687	527	505
Qualified suppliers	No.	874	638	329
of which in the last year	%	27%	48%	n.a.
Number of orders by type				
Supplies	%	24%	39%	46%
Works	%	14%	16%	11%
Services	%	62%	45%	43%
Value of orders by type				
Supplies	%	14%	16%	27%
Works	%	50%	51%	24%
Services	%	36%	33%	48%
Number of orders by geographic origin				
Local	%	53%	55%	55%
Other Italy	%	44%	42%	40%
Abroad	%	3%	3%	4%
Value of orders by geographic origin				
Local	%	55%	40%	46%
Other Italy	%	44%	59%	49%
Abroad	%	1%	0%	5%

[13] Suppliers used are understood to be those with orders issued in the reference year. The 2012 data is based on the purchasing activities carried out by the Tenders, Purchases and ICT unit, which represent about 93% of the total external traded company value.

Environment

ADR is committed to supplying quality products and services while continuously respecting the environment and health and safety in the workplace.

The corporate commitment with regard to environmental protection and the stance towards sustainable development has been explicitly disclosed since 1999 with the first certification as per the SGA ISO 14001 for Fiumicino airport and in 2001 the same goal was achieved for Ciampino airport. In 2012, in the presence of implementation of the integrated Quality, Environment and Safety in the workplace System, the "Integrated quality, environment, energy and health and safety in the workplace policy" of the ADR Group was issued. The handling of the aspects ratified in said policy takes place according to standards recognized at international level on the basis of which the following ADR management systems have been certified: the ISO9001 Quality System for two company processes (Monitoring of airport quality and Airport security), the ISO14001 and ISO50001 Environment and Energy System, the OHSAS18001 Health and Safety in the Workplace System. Furthermore, for some years the subsidiary undertakings ADR Assistance, ADR Security and ADR Engineering have been ISO9001 certified while ADR Advertising and ADR Security are OHSAS 18001 certified, having been joined at the end of 2013 by ADR Assistance. During 2013, the ADR management systems were inspected by the external body Bureau Veritas which, further to specific audits, re-confirmed the related certification.

The Planning Agreement with ENAC defines a series of environmental indicators for Fiumicino and Ciampino to be kept under strict supervision.

Water consumption

The use of water has a significant environmental impact in the airport, both that for drinking and industrial purposes.

Drinking water, supplied by the public water company, is distributed by ADR through the airport grounds, with consumption concentrated mainly in the terminals for the various services. Industrial water is mainly used for the cleaning of tanks and lifting pumps, firefighting services and thermal stations serving the airport.

As one of the solutions adopted by the ADR Group for a more efficient use and saving of water resources, a UV plant has been active for many years at Fiumicino which, via the treatment of waste water from the biological purifier, permits reuse of the same in industrial applications. Ciampino airport uses exclusively drinking water taken directly from the public aqueduct and used mainly for restrooms, and secondarily for thermal stations and for the watering of the green areas. Water consumption during the last few years has remained mostly constant. The quality of the drinking water is ensured by means of carrying out chemical - biological analysis; specifically, in 2013, 149 analyses were conducted at Fiumicino and 20 at Ciampino.

Energy consumption

Fiumicino airport is fuelled by electricity which is around 98% generated by a co-generation plant, present on airport land, while the remaining 2% is acquired from the distribution network. Also the majority of the heating energy is generated internally by the co-generation plant and the remaining portion is supplied by methane or diesel plants.

The energy resources, therefore, are guaranteed by two large installations: (i) a methane-gas driven co-generation power plant for the synergic production of electric and thermal energy of an overall deliverable power of about 26 MW and (ii) a methane-gas driven power plant with an overall power of 48.8 MW serving as back-up for the co-generation power plant.

Five methane gas driven thermal central stations are present at the Ciampino site, three with a potential higher than 3 MW.

A decreasing energy consumption trend has been recorded at Fiumicino in the last few years due to significant action taken to improve energy efficiency, implemented on an on-going basis over the years. For example, on a consistent basis with previous years, activities continued for the replacement of the lighting units using LED or low consumption technology in numerous areas of the terminal and on the runways and aprons; work also continued for the placement of the motors with the high-efficiency ones of the electromechanical installations and the baggage sorting system, as well as the installation of inverters and extraordinary maintenance work on the refrigeration units and the cooling towers. The implementation of a system to control the consumption of medium voltage cabinets was increased. Automation software has been installed for the start-up and shutdown of the air conditioning units of the installation, which led to a significant contribution to energy savings. These are joined by the operational-type activities already implemented now for around two years aimed at reducing the energy consumption of the advertising billboards and lighting, by means of night-time shutdown, the installation of dawn and dusk detection start-up and shutdown systems, and the regulation of the air conditioning.

An electricity saving of about 3.2% compared to 2012 was achieved in 2013. 154.2 GWh consumed in 2013 compared with 159.3 GWh in 2012.

At Ciampino airport, during 2013 the conventional light bulbs were replaced by new generation, high-efficiency LED technology in the departures area and for the outside street lighting. Installation also in the arrivals area will be completed in 2014. Furthermore, during 2013, measures continued for making the baggage reclaim lines more efficient by means of the installation of timers and inverters.

Inverters have been installed in the air-conditioning system on the air treatment units and the freecooling system has been implemented, in other words the use of outside air.

Since 2012, certification of the Energy Management System as per the ISO 50001 standard has been obtained for both airports, permitting, via a continually updated energy action plan, the planning of the measures and the investments, the analysis and the monitoring of the energy trend and the related suggestions for the improvement of the energy performances. In 2013, said certification was confirmed further to a specific maintenance audit carried out by the certification body Bureau Veritas.

Regarding mobility at the airport, energy consumption is related to the use of unleaded petrol and diesel oil for the movement of airport means, including the vehicle fleet acquired via long-term hire and operational vehicles owned by ADR, comprising cars, special vehicles/ramp and electric means. ADR is assessing the possibility of using company means with a lower environmental impact.

CO2 emissions

ADR has taken a series of measures to control and reduce direct and indirect CO_2 emissions related to its activities and those of operators, aircraft and all the entities working within the airport system. In 2011, complying with the Airport Carbon Accreditation (ACA) of ACI Europe (Airport Council International), a certification system which envisages four levels of accreditation on the basis of the mapping of the emissions, ADR obtained accreditation Level 3+ “Optimization”, which includes the quantification of all direct and indirect emissions as well as other emissions of ADR (Scope 1, 2 and 3). Furthermore, it implemented an in-house carbon management system which was integrated with the ISO 14001 environmental management system already active since 1999. In 2013, ADR implemented the carbon management system for the Ciampino site, obtaining level 2 “Reduction”, envisaging the quantification of scope 1 and 2 emissions only (direct and indirect emissions deriving from the electricity acquired) and the demonstration of the absolute and relative improvements of the performances achieved. A significant reduction in related emissions was recorded at Fiumicino (down 13% based on the indicator regarding passengers in the period 2010-2012), achieved thanks to action implemented in the various areas, especially inherent to the optimization of and energy savings, carried out via the energy management system, certified on the basis of the ISO 50001 standard.

The CDM (Collaborative Decision Making) platform was also activated in collaboration with ENAV, which makes it possible to reduce the taxi time of aircraft and consequently the emissions associated with the same.

Production of waste

At Fiumicino and Ciampino airport, the waste is mainly produced in the terminals, offices, by the maintenance activities, activities carried out under tender and by the sub-concessionaires. The waste comparable to urban waste accounts for about 82% of the total waste produced at Fiumicino and almost all (99.4%) of the waste produced at Ciampino.

At Fiumicino, the commissioning of the five contribution areas during 2013, running since the end of 2012, together with the on-going awareness-raising of the operators with respect to the matter established in the ENAC Decree No. 2/2012 on the handling of waste, made it possible to increase the percentage of separately collected waste which in 2013 reached 46%.

At the airports of Fiumicino and Ciampino, also a variable quantity of special waste is produced, linked to the execution of special types of work (such as replacements, renovations, etc.), which may cause increases in the production of certain waste materials. A waste separation and recycling area was set up in 2011 in Fiumicino, available to all airport operators at Fiumicino airport also to dispose of, subject to prior written agreement, cumbersome waste (such as, for example, furniture, wooden platforms) and waste from electronic equipment (e.g. unused computers, printers, neon lamps, lead batteries and other batteries).

Since 2012, ADR confers to its biological purifier liquid waste from airport septic tanks and the maintenance of the water networks (authorized as per Article 110 of Italian Legislative Decree No. 152/2006), thus reducing the environmental impact related to the emissions produced by the transport of waste outside airport areas, as well as achieving significant economic savings.

Furthermore, as from August 2012 ADR handles the waste produced by certain third parties operating at the airport, by virtue of enrolment in the Register of Waste Management Operators, for hazardous and non-hazardous waste intermediation activities without detention facilities, obtained in June 2012.

At Ciampino, the percentage of sorted recyclable waste instead still remains limited, which in 2013 stood at 5% (including urban and special waste).

Water discharges

Care of Fiumicino airport there is: (i) a biological activated sludge system for waste water treatment (via F.lli Wright) currently authorized for the treatment of an average capacity of 8,000 m3 a day, (ii) a bio-disc biological activated sludge system (Cargo City area) currently authorized to treat an average capacity of 350 m3 a day, (iii) four oil extracting plants for the treatment of water from washing runways and aprons and (iiii) four cooling system units used for the air-conditioning the Fiumicino Terminals.

These treatment plants, authorized by the Rome Provincial Authority, make it possible to discharge water into the final receiving body characterized by a concentration of pollutants that is well below the legal limits. In detail, the possible spillages of fuel during aircraft re-fueling operations, sources of potential impacts on the quality of the receiving bodies, are handled according to procedures which ensure systems of intervention to protect the safety of the environment. The description of the events is registered in specific reports in which, where possible and in the most significant cases, the quantity of product spilled is estimated and the causes of the accident analyzed.

All the waste water of the areas subject to such spillages (runways and aprons) is conveyed to the airport oil extraction plants which take steps to treat the same, ensuring the removal of hydrocarbons and oils possibly present in the waste water coming into the plants.

Noise pollution

Airport infrastructure generates a significant impact in terms of noise related to aircraft take-off, landing and overfly operations. A complex system of European, national and regional rules is aimed at measuring, limiting and/or regulating the emissions of noise to ensure a high quality of life in the territories around an airport. Based on these rules, Fiumicino and Ciampino airports have a monitoring system in place that regularly detects any excess of the limits and connects this information with the data and trajectory of the aircraft concerned. The number of central units has been increased over the years; in 2013 there were 17 (15+2) central units (including those which can be relocated) at Fiumicino and 8 (6+2) at Ciampino.

Fiumicino and Ciampino airports were the first in Italy to set up the airport commissions (in which ENAC, ENAV, the Ministry of the Environment, regional, municipal and provincial boards, ARPA, airlines also participate) envisaged by the regulations with the task of defining anti-noise procedures, the acoustic characterization of the airport perimeters and the indexes that classify the airport.

With regard to both airports, so-called “airport noise zoning” has been approved, on the basis of which - by the deadlines envisaged by specific sector legislation - the maps with indication of the “zones which exceed noise limits”, the so-called “map of conflicts” were subsequently estimated and sent to the competent authorities (Regional and Municipal authorities concerned). With regard to Fiumicino airport, exceeding of the limit values has not been indicated, while for Ciampino airport a number of areas where limits have been exceeded have been identified, also due to a change in the take-off procedures to the south introduced by ENAC/ENAV subsequent to approval of the airport noise zoning.

Therefore, in observance of the legislative provisions in force, ADR has drawn up and sent the Municipal authorities affected by the aviation-related noise surrounding "G.B. Pastine" in Ciampino and the Lazio Regional authority, at the end of November 2013, the “plan of measures for containing and combating aviation-related noise" (generically referred to as the "reduction plan"), a plan which will be completed within a period of five years after approval of the same has been communicated by the Municipal authorities concerned, as envisaged by current legislation.

The plan envisages operational measures, or rather the adoption of a take-off procedure which makes it possible to return the areas where noise limits are exceeded to the south of the airport in line with the areas identified in the approved noise zoning and the creation of noise mitigation measures on buildings already identified after the approval during the Conference of Services of the airport noise zoning, in an area falling within the built-up areas in the Municipality of Ciampino, lateral to runway 15-33.

The plan also envisages constant monitoring of the environmental noise levels due to air traffic, measured close to the receptors, with the purpose of specifically verifying the effectiveness of the measures envisaged by the plan.

With regard to "Leonardo da Vinci" airport in Fiumicino, so as to mitigate the acoustic effects produced ADR has over time also created a series of land-based measures including: artificial 4-6 meter high dunes at the side of runway 1 which limit the noise during taxiing; a vegetal barrier made of maquis, shrubs and trees along the Roma-Fiumicino motorway to dampen the noise within the airport borders; "fast exits" on runway 1 to allow landing aircraft to free the runway without using the reverse command and remaking of the engine test apron with the creation of soundproof barriers and acoustic screens.

Electromagnetic fields

The use of electronic equipment and radars means that electromagnetic fields are generated. In this connection, monitoring campaigns were carried out in 2010 so as to check the observance of the threshold values envisaged by current reference legislation.

The monitoring network used in the Roman airport system includes 15 remote monitoring units (7 outdoor and 8 indoor) in Fiumicino and 5 central units (1 indoor and 4 outdoor) in Ciampino. The measurements taken demonstrated the respect of the legal limits in force.

TABLE 1. Main indicators Environment – Fiumicino

	UNIT	2013	2012	2011
Water consumption				
Total water withdrawal per source of supply:	m3	1,950,000	1,822,300	2,088,461
Drinking water	m3	750,000	722,300	888,461
Industrial water	m3	1,200,000	1,100,000	1,200,000
Energy consumption				
Total consumption of energy by type:				
Electricity	kWh	154,263,301	159,322,706	171,278,496
Methane [(1)]	m3	10,294,565	10,009,251	10,661,317
Diesel [(2)]	l	32,320	25,000	114,555
Consumption of green fuel for vehicle fleet	l	93,286	96,508	111,763
Consumption of diesel for vehicle fleet	l	176,191	213,135	214,215
Emissions				
Direct CO2 emissions	t	845	1,116	1,135
Indirect CO2 emissions	t	63,617	68,297	69,459
Nox emissions [(3)]	t	1,800	1,800	1,854
Waste				
Production of waste by type:	t	10,525[(4)]	9,508	8,788
Municipal waste	%	82.0%	60.2%	74.3%
Special waste	%	18.0%	39.8%	25.7%
Sorting of waste by type:	t	1,758	1,333	983
Paper and cardboard packaging	%	47.0%	47.0%	30.7%
Wood packaging	%	11.0%	12.7%	7.6%
Mixed packaging	%	32.0%	30.8%	59.5%
Plastic packaging	%	8.0%	7.9%	1.4%
Glass packaging	%	2.0%	1.6%	0.8%
Waste produced per 1,000 passengers [(5)]	t	0.2	0.2	0.2
Water discharges				
COD and BOD5 concentration of the purifier via F.lli Wright-annual average				
incoming COD	mg/l	393	328	566
incoming BOD5	mg/l	104	85	181
outgoing COD	mg/l	46	32	58
outgoing BOD5	mg/l	10	10	16
COD and BOD5 concentration of the cargo area purifier - annual average		307	155	
incoming COD	mg/l		155	363
incoming BOD5	mg/l	91	41	116
outgoing COD	mg/l	44	27	58
outgoing BOD5	mg/l	13	11	17
Spills				
Number of significant spills	No.	1	n.a.	n.a.
Volume of significant spills	m3	0.2	n.a.	n.a.
Noise				
No. of noise/aircraft movement detection central units x 1,000	No.	5.6	4.8	n.a.

(1) Inclusive of the thermal energy purchased, expressed in m3 and methane gas for boilers.

(2) Diesel oil for heating and generators.

(3) The value is estimated in consideration of the same type of aircraft and the same number of annual movements recorded in 2009.

(4) Inclusive of waste produced by third parties and handled by ADR acting as intermediary

(5) Municipal solid waste.

TABLE 2. Main indicators Environment – Ciampino

	UNIT	2013	2012	2011
Water consumption				
Total water withdrawal per source of supply:	m3	106,964	134,622	248,681
Drinking water	m3	106,964	134,622	248,681
Industrial water	m3	-	-	-
Energy consumption				
Total consumption of energy by type:				
Electricity	kWh	11,048,134	11,219,250	11,693,525
Methane	m3	694,085	736,663	826,958
Diesel (1)	l	3,900	1,000	3,300
Consumption of green fuel for vehicle fleet	l	7,076	12,676	12,719
Consumption of diesel for vehicle fleet	l	16,011	27,125	27,254
Emissions				
Direct CO2 emissions	t	1,620	1,570	1,670
Indirect CO2 emissions (2)	t	3,319	3,142	3,617
Nox emissions (3)	t	300	300	346
Waste				
Production of waste by type:	t	783 (4)	749	793
Municipal waste	%	99.4%	93.0%	97.9%
Special waste	%	0.6%	7.0%	2.1%
Sorting of waste by type:	t	39	33	30
Paper and cardboard packaging	%	100.0%	56.0%	86.7%
Wood packaging	%	n.a.	n.a.	n.a.
Mixed packaging	%	n.a.	44.0%	13.3%
Plastic packaging	%	n.a.	n.a.	n.a.
Waste produced per 1,000 passengers (5)	t	0.2	0.2	0.2
Noise				
No. of noise/aircraft movement detection central units x 1,000	No.	16.2	12.9	n.a.

(1) Diesel for heating and generators.

(2) Indirect emissions linked to energy consumption at Ciampino excluding third party consumption

(3) The value is estimated in consideration of the same type of aircraft and the same number of annual movements recorded in 2009

(4) Inclusive of waste produced by third parties and handled by ADR acting as intermediary

(5) Municipal solid waste.

Other information

Updates and changes to the reference regulatory framework

The changes in the reference regulatory framework in the sector of activities of the Company, registered during 2013, are presented below.

National airport development plan

- "Guidelines to define the national airport development plan", issued on January 29, 2013 by the Ministry of Infrastructure and Transport. It contains a proposal to identify airports of national interest. This deed will be forwarded to the Permanent State-Region Conference for the necessary agreement and will be subsequently adopted with a special decree by the President of the Republic. The Plan places Fiumicino airport within the Core Network-Ten-T, i.e. the airports considered of "strategic importance at EU level", while the Ciampino airport is included in the Comprehensive Network, i.e. the airports that are "indispensable to ensure territorial continuity".

Airport Fees and Taxes

- "Regional tax on aircraft noise (IRESA)": the Lazio Regional Board approved the regional finance law for 2013, which, effective from May 1, 2013 establishes a tax to be borne by carriers at airports in the Lazio region, to be paid to the airport management companies, which will periodically transfer it to the Regional Authority. In consideration of the different applications of the tax in the national context, ADR has presented a report to the Antitrust Authority on the anti-trust profiles and a similar report was filed by Assaeroporti. By means of ruling dated July 30, 2013, the Antitrust Authority accepted the findings of Assaeroporti and ADR. Furthermore, ADR sent a note to the European Commission against the application of the regional tax on aircraft noise by the Lazio regional board, asking the Italian authorities to intervene to obtain the abolition of, or at least a drastic cut in, the tax; in the hypothesis of the Italian authorities not confirming their firm commitment to the repeal of the tax in question, the Commission was also requested to promptly start an infraction procedure pursuant to Article 258 of the EU treaty. On December 20, 2013, the European Commission sent ADR a pre-closure letter in relation to the note relating to IRESA; according to the Commission, it would not appear to represent an infraction of Directive 2009/12/EC on airport fees, given the fiscal nature of IRESA. Likewise, it would not appear to represent an infraction of Directive 2002/30/EC since IRESA is not a "noise reduction measure, but rather an income production measure for the regional authority".
- Italian Regional Law No. 13 dated December 30, 2013 did not discipline anything different with regard to IRESA when compared with the previous year.
- On January 30, 2014 ADR entered into an agreement with the Regional Authority for the management of the tax.

- Italian Law No. 9 dated February 21, 2014 converting Italian Decree No. 145 dated December 23, 2013, so-called “Destination Italy”, under Article 13.15 *bis*, included a new provision on the subject, laying down that “the maximum value of the parameters of the IRESA measures cannot be greater than 0.50 euros” and that without prejudice to this maximum value, the restructuring of the tax will have to take into account the distribution between day and night-time flights and the singularities of the urban areas facing the airports. Further to this provision, also the Lazio Regional authority shall have to restructure the parameters which have currently been established by the same.
- “Differentiation between EU and Non-EU fees”: on May 30, 2013 the European Commission launched an infraction procedure (No. 2013/2069), vis-à-vis Italy, with reference to the differentiation of landing and take-off fees between flights with EU and non-EU origin / destination. On September 24, 2013 ADR provided ENAC with all the data needed to define the new fees for both Fiumicino and Ciampino. In the Official Gazette No. 256 of October 31, 2013, the Notice was published concerning the approval of the new tables for landing and take-off fees unified for EU flights and Non-EU flights to be attached to the Planning Agreement under derogation between ADR and ENAC. The approval of the new tables took place with Prime Ministerial Decree of October 29, 2013, with Article 1.2 starting the mentioned unification on January 1, 2014.
- “Airport fees for flights from/to Switzerland”: in consideration of the reminders formally served by ENAC, also after the start of infraction procedure No. 4115/2013 by the European Commission, ADR, based on the outcome of the board meeting held on June 28, 2013, informed ENAC that, starting from July 1, 2013, it would have started to apply the fees to the “EU” extent to flights to and from Switzerland.
- “Municipal surcharge on boarding fees”: starting from July 1, 2013, the additional increase in the municipal surcharge of 2 euros on passenger boarding fees for each passenger boarded came into force, pursuant to Italian Law No. 92 of June 28, 2012. As a consequence, the total amount of the surcharge on outbound passengers equals 7.5 euros.

Security

- “Airport security checks”: Italian Law Decree No. 101 of August 31, 2013, converted with Italian Law No. 125 dated October 30, 2013, introduced new regulations on airport control services. Art. 6 in particular establishes that ENAC may entrust the airport operator, in compliance with community standards, with the control services for airport personnel and the crews that access the sterile areas through the terminals, the control services for airport personnel and any other subject accessing the sterile areas through points other than the external ones and the control service for the vehicles that need to reach a sterile area of the grounds for the access to which special checks are required. ENAC has not yet entrusted these services to ADR, but in any event according to ADR's Planning Agreement, any regulatory change with consequent higher charges for the airport operator must result in the inclusion in the fee of the costs related to the regulated services.

Change of legal status for Ciampino airport

- "Change of legal status for Ciampino airport": with Decree of March 14, 2013 of the Ministry of Defense, published in the Official Gazette of June 10, 2013, a measure was adopted that envisages the disposal and transfer of assets that form part of government land used for military aviation located at Ciampino airport and acquisition by the same airport of the legal status of civil airport open to civil traffic. The assets were conferred to ENAC for use free of charge to be then transferred to ADR.

Other changes to the regulatory framework

- "Environmental Impact Assessment Decree (VIA) Fiumicino Sud Completion Project" On August 8, 2013, the Ministry for the Environment, Land and Sea, in agreement with the Minister of Cultural Heritage, Activities and Tourism issued the Environmental Compatibility Measure containing 40 regulations in total that concern the works envisaged by the "Aeroporto Leonardo da Vinci – Progetto di completamento di Fiumicino Sud" project (so-called "VIA"), for which compliance must be proven before continuing the activities. An extract from the VIA Decree was published in the Italian Official Gazette, Part II, No. 132 on November 9, 2013. By means of appeal served on ADR in its capacity as counterparty on November 13, 2013, ARPA Lazio partly challenged the VIA Decree.

Intercompany relations and relations with related parties

Notice regarding management and coordination of the company

From August 2, 2007, ADR qualifies as a company “managed and coordinated” by Gemina, which wholly owns Leonardo S.r.l., subsequently merged into Gemina. As a result of the merger via incorporation of Gemina in Atlantia, with effect as from December 1, 2013, ADR is subject to the “management and co-ordination” of Atlantia.

The notice regarding management and coordination required by Article 2497 bis of the Italian Civil Code is available in a specific section of the separate financial statements (Enclosure 1).

In turn, ADR “manages and coordinates” its subsidiary undertakings, ADR Engineering, ADR Tel, ADR Sviluppo S.r.l., ADR Assistance, ADR Security and ADR Mobility.

Inter-company relations and relations with related parties

All the transactions with parent companies, subsidiary undertakings and other related parties were carried out on an arm’s length basis.

With reference to inter-company relations and relations with related parties, please see Note 11 of the Consolidated financial statements and Note 10 of the Separate financial statements.

Subsequent events

Traffic trends in the first two months of 2014

In the first two months of 2014 the Roman airport system recorded a 4.8% increase in passengers transported due to the 7.0% rise in the International component (up 7.9% for EU and up 5.4% for non-EU, respectively), compared with essential stability of the Domestic component (up 0.3%).

TABLE 1. Main traffic data of the Roman airport system

	JAN. – FEB. 2014	JAN. – FEB. 2013	DELTA%
Movements (no.)	49,628	47,555	4.4%
Fiumicino	41,932	41,235	1.7%
Ciampino	7,696	6,320	21.8%
Passengers (no.)	5,182,189	4,944,467	4.8%
Fiumicino	4,469,966	4,414,287	1.3%
Ciampino	712,223	530,180	34.3%
Cargo (tons)	20,076.0	21,480.4	(6.5%)
Fiumicino	17,647.7	18,630.2	(5.3%)
Ciampino	2,428.3	2,850.2	(14.8%)

Fiumicino

The change in passengers equaled +1.3%, also combined with an increase in the capacity offered in terms of aircraft movements (+1.7%), but a slight drop in tonnage (-0.7%). This trend led to a slight increase in the load factor (+0.9 p.p.), which stood at 66.4% in the two-month period. This positive performance was however affected by the losses of the Domestic segment (-2.7%), more than balanced by the improvement in International traffic (+3.3%); the EU segment rose by +2.6% while Non-EU traffic increased by +4.4%.

Ciampino

The airport ended the month of January 2014 with a decisive increase in passengers of 34.3%. The same trend was followed by the capacity offered, with aircraft movements and tonnage increasing by 21.8% and 29.6%, respectively. The results relate mainly to the confirmation of the Winter season of the network operated by the main carrier at the airport (Ryanair).

Other significant events

Fees and taxes

- On January 14, the second, and conclusive, annual meeting/consultation was held at Fiumicino airport with the User base on the 2014 tariff proposal, which will come into force on March 1, 2014. The following were illustrated during the meeting: the 2014 investments reviewed on the basis of the new restructuring of the Plan which does not envisage the investments as per the acceleration of the Prime Ministerial Decree dated December 21, 2012 for the present tariff sub-period 2012-2016; the final balance for 2013 traffic and the expectations for 2014 and the final 2014 tariff scheme - which envisages an average tariff of 28.2 euros per outbound passenger - including the change with regard to transit fee. The report was published in the Company's website.
- The national law converting Italian Decree Law No. 145/2013 "Destination Italy", published in the Italian Official Gazette on February 20, 2014, envisages:
- that the airport operators who disburse grants, subsidies or any other form of emolument to air carriers in relation to the launch and development of routes destined to satisfy and promote the demand in the respective user catchment areas, must carry out procedures for the choice of the beneficiary which are transparent and such as to ensure the widest participation of the carriers potentially interested, in accordance with formalities to be defined with specific Guidelines adopted by the Ministry of Infrastructure and Transport, having consulted the Transport regulation authority and ENAC, and informing the Transport regulation authority and ENAC of the outcome of these procedures for the purpose of checking the observance of the transparency and competitiveness conditions;
- the maximum value of the parameters of the IRESA measures applicable in Italy: "For the purpose of avoiding distortive effects of the competition between the airports and furthering the attraction of the Italian airport system […] in the definition of the measure of the Regional tax on civil aircraft noise - IRESA […], the maximum value of the parameters of the IRESA measures cannot exceed 0.50 euros. Without prejudice to the maximum value indicated above, the calculation of the tax is restructured taking into account also the additional criteria for the distinction between day and night-time flights and the urban singularities of the geographic areas facing the individual airports";
- that the municipal surcharge established by Article 2.11 of Italian Law No. 350 dated December 24, 2003, and the subsequent increases, is not payable by transit passenger in Italian airports, if originating from domestic airports;
- that the administrative surcharge for Roma Capitale (Rome City Council) continues to be applied to all the passengers with flights originating or in transit at Rome Fiumicino and Ciampino airports, with the exception of those in transit with domestic origin and destination.
- Steps are taken to cover the minor proceeds generated by the previous points in favor of the parties concerned, by means of decree of the Ministry of Infrastructure and Transport, together with the Home Office, the Ministry of Labor Social Policies and the Ministry for Economy and Finance, to be adopted by June 30 of each year.

- On March 12, 2014 the hearing was held for the appeals filed, care of the Lazio Administrative Court (TAR), against the Planning Agreement. In this venue, the appeals of Codacons, Assaereo, Assohandlers and Consulta were withdrawn. During the simultaneous discussion of the four extraordinary appeals presented to the Head of State by Lutfthansa – Austrian Airlines – Swiss International Airlines, Freight agents operating out of Ciampino (AICAI – DHL – TNT) and Cargo operators, the postponement of the hearing was deferred, fixed for July 19, 2014.

Development Plan

- Pursuant to Italian Ministerial Decree dated November 29, 2000 ADR forwarded the Lazio Regional Authority and the Municipal Authorities of Rome, Marino and Ciampino the "Plan of measures for containing and combating aviation-related noise" for Ciampino airport on November 28. In February 2014, Ciampino Municipal Council and Rome Municipal Council expressed a negative opinion on the proposed plan; also the Marino Municipal Authority expressed its negative opinion on the noise reduction plan. The opinion of the Lazio Regional Authority is pending.
- In December 2013, the company Cimolai informed ADR that the Padua Court had granted authorization for the signing of an agreement amending the memorandum of association of the ATI to Consta, the principal of the Cimolai – Consta – Gozzo Impianti ATI, which had presented a petition for admittance to prior agreement with its creditors. By means of this amendment, Consta's position has been marginalized and Cimolai has been permitted to take over the work which previously pertained to the same. Therefore it was possible, as from January, to resume work for the construction of the front building of Terminal 3 and the E/F Boarding Areas ("Pier C").
- On January 13, 2014, ENAC informed ADR of the authorization of the Ministry of Infrastructure and Transport for the redrafting of the investment program for the period 2012 - 2016.
- On January 29, 2014 an ENAC-ADR meeting was held for the monitoring of the investments made and on planning for 2014. On this occasion, the Body positively judged how the Company had essentially observed the commitments undertaken - subject to limited discrepancies caused by external elements, not dependent on the management company - and had pledged to continue to do so, despite the presence of a drop in passenger traffic determined by the unfavorable national and global economic situation.

Other events

- On December 31, 2013 the contract expired for the lease of the "advertising" company branch of ADR S.p.A. through which the subsidiary undertaking ADR Advertising S.p.A (51% ADR S.p.A. and 49% IGP Decaux S.p.A) managed, since 2003, the business of the advertising spaces at the Roman airports of Fiumicino and Ciampino. As from January 1, 2014 the components of the company branch (technical assets, personnel and existing contracts) returned to be available to the Parent Company, on a consistent basis with the future management set up.

- On January 30, 2014 ADR finalized the voluntary early repayment of all the banking facilities used – 2012 Term Loan, 2008 EIB and 2003 Banca Intesa – for a total amount of 229.6 million euros. The transaction is part of the company refinancing program started in December with the EMTN bond issue worth 600 million euros with the aim of repaying early most of the pre-existing debt on the first available date (March 2014). The repayment of the bank credit facilities, not subject to any penalty, was by contrast brought forward even further, with the consent of the financial creditors obtained on January 23, so as to reduce the financial expense deriving from the joint existence of new debt and the debt to be repaid.
- On February 8, 2014 the rating agency Moody’s - partly in consideration of the change in the outlook on the Italian Government from negative to stable and essentially acknowledging the solidity of the Planning Agreement and how the consultation with the Granting Body had resulted in a redrafting of the Investment Plan further to the uncertain situation linked to traffic scenarios and the future of the reference carrier - changed the outlook on ADR from stable to positive. At the same time, the ratings on the senior unsecured debt (“Baa3”) and on the EMTN Program (“Baa3”) of the company were confirmed, along with the secured rating of the Romulus Finance instrument (“Baa2”).
- On February 26, 2014, ADR was served a petition by Easyjet Airline Company LTD before the Lazio Regional Administrative Court for the cancellation, subject to suspension, of the passenger boarding fees linked to the establishment of the new fees for transits. By means of the appeal, Easyjet challenged the ENAC provision concerning “Fiumicino Fee Structure” dated December 27, 2013 (and all the presumed documents, to the extent they reform the fees for passenger boarding at Fiumicino airport). According to the petitioners, the reformulation of the fees for the boarding of passengers at Fiumicino - the result of the introduction of a discount of 65% on said fees applied to transit passengers at the airport and the simultaneous increase in the same fee for the outbound passengers - would take on the form of a violation of Italian and EU legislation. In detail, (i) the obligation of consulting the users is alleged as having been violated, (ii) the principle of the orientation with regard to costs is alleged as not having been observed (iii) along with the principle of non-discrimination between users, and (iv) an abuse of dominant position by ADR for discriminatory and excessive prices is alleged to have occurred.
- On March 10, 2014, ADR signed a “Acknowledgement and transactional agreement” with Alitalia/CAI, by means of which it finally closed a number of significant disputes pending for some time (in particular with regard to fees for the Technical Area, for communally used assets and for the use of the Net6000 baggage handling system, as well as other minor ones) and also finalized the regulation of the sub-concession of the so-called Technical Area and of the unregulated airport assets. The sub-concession agreements of the Technical Area and the airport assets are attached to the Transactional document and like the same are subject to certain suspensive and resolution conditions including confirmation of the efficacy of the Planning Agreement and the absence of the insolvency procedures for Alitalia/CAI as of March 30, 2014.

Business Outlook

The leading official sources confirm the economic growth trend of the developing countries for 2014, foreseeing a slight pick up in the European macro-economic scenario and persistence of a situation of economic weakness for Italy. It is foreseeable that this economic context may influence both traffic volumes in 2014 and the traffic mix which the Roman airport system will host.

In this scenario, ADR will continue to pursue its strategy of development of its relationships with intercontinental carriers and destinations, also enhancing the short-mid haul services in Europe seeking to attract carriers with the greatest growth potential.

The infrastructure development plan will be continued, exploiting the know-how available in the Atlantia Group straightaway, along with the on-going improvement of the quality level and the renewal of the commercial offer so as to improve the airport passenger experience.

Alongside, the ADR Group will continue its considerable efforts in searching for maximum efficiency in managing its core business and the operating efficiency so as to ensure greater value for the user, the stakeholders and the shareholders.

With regard to 2014, barring any further deterioration in traffic trends and with a view to the reference carrier Alitalia guaranteeing the operational continuity and observance of the financial deadlines, with respect to 2013, improved operating results and greater financial commitments are foreseeable in relation to the accomplishment of the investment plan.

Agenda

Agenda

Notice is hereby given to Shareholders of the Ordinary General Meeting to be held at the registered offices at 10.00 a.m. on April 14, 2014, in first call, and, if necessary, in second call, on April 15, 2014 at the same time and place, to discuss the following:

Agenda

1. Annual Report 2013, and related and consequent resolutions.
2. Appointment of Directors.

Notice of call has been published in the Official Gazette of the Italian Republic, No. 32, Part II, dated April 15, 2014.

Proposals to the Ordinary General Meeting

Proposals to the Ordinary General Meeting

Dear Shareholders,

the financial statements for the year ended December 31, 2013, report profit of 83,163,140.12 euros Therefore, we hereby propose to:

1. approve the 2013 financial statements, consisting of the Balance Sheet, Income Statement and Notes, and accompanied by the Management Report on Operations, which disclose profit of 83,163,140.12 euros;
2. allocate said profit of 83,163,140.12 euros as follows:

- up to 1.01 euros to dividends, for each of the 62,224,743 shares making up the share capital, for a maximum overall dividend no greater than 62,846,990.43 euros;
- the residual profit undistributed to be carried forward.

The Chairman or the Managing Director will report during the ordinary general meeting on the occurrence of the conditions envisaged by the financial agreements in force regarding the extent of the dividends which can be distributed within the limits of the maximum amounts as above.

Dear Shareholders,

further to the resignation of the Directors Gianni Mion, Carlo Bertazzo and Pierluigi Toti the Board of Directors in the meeting held on February 21, 2014 took steps to appoint, as per Article 2386 of the Italian Civil Code, Gennarino Tozzi whose mandate expires as of the date of today’s meeting.

During the same meeting, the Board of Directors decided - given the proximity of the Meeting called to approve the separate financial statements for the year ended December 31, 2013 - not to go ahead with the co-option of the other two Directors.

We hereby invite you to proceed with the appointment of three Directors.

The Board of Directors

CONSOLIDATED FINANCIAL STATEMENTS AS OF DECEMBER 31, 2013

Consolidated financial statements as of December 31, 2013

Consolidated financial statements of the Aeroporti di Roma Group

Consolidated statement of financial position

ASSETS (THOUSANDS OF EUROS)	NOTES	12.31.2013	OF WHICH TOWARDS RELATED PARTIES	12.31.2012	OF WHICH TOWARDS RELATED PARTIES	01.01.2012
NON-CURRENT ASSETS						
Tangible assets	7.1	9,824		9,272		12,538
Concession fees		1,963,036		2,001,660		2,063,940
Other intangible assets		6,276		3,723		4,201
Intangible assets	7.2	1,969,312		2,005,383		2,068,141
Equity investments	7.3	2,205		2,215		2,213
Other non-current financial assets	7.4	4,885		9,555		769
Deferred tax assets	7.5	136,685		137,702		116,217
Other non-current assets	7.6	466		26,573		24,165
TOTAL NON-CURRENT ASSETS		2,123,377		2,190,700		2,224,043
CURRENT ASSETS						
Inventories		2,358		2,363		11,346
Assets for contract work in progress		255		359		497
Trade receivables		200,900	*1,763*	171,641	*2,375*	191,270
Commercial activities	7.7	203,513	*1,763*	174,363	*2,375*	203,113
Other current financial assets	7.4	26,166		45,577	*43,153*	59,515
Current tax assets	7.8	7,946	*7,629*	11,022	*8,213*	0
Other current assets	7.9	31,075	*4,707*	9,597	*482*	6,755
Cash and cash equivalents	7.10	789,310		393,511	*168,990*	174,521
TOTAL CURRENT ASSETS		1,058,010	*14,099*	634,070	*223,213*	443,904
ASSETS HELD FOR SALE		0		0		
TOTAL ASSETS		**3,181,387**	***14,099***	**2,824,770**	***223,213***	**2,667,947**

SHAREHOLDERS' EQUITY AND LIABILITIES (THOUSANDS OF EUROS)	NOTES	12.31.2013	OF WHICH TOWARDS RELATED PARTIES	12.31.2012	OF WHICH TOWARDS RELATED PARTIES	01.01.2012
SHAREHOLDERS' EQUITY						
GROUP SHAREHOLDERS' EQUITY						
Share capital		62,225		62,225		62,225
Reserves and retained earnings		796,448		555,927		541,681
Net income for the year		89,648		235,756		23,205
		948,321		**853,908**		**627,111**
MINORITY INTERESTS IN SHAREHOLDERS' EQUITY						
Share capital and reserves		775		564		147
Net income for the year		264		212		416
		1,039		**776**		**563**
TOTAL SHAREHOLDERS' EQUITY	7.11	**949,360**		**854,684**		**627,674**
LIABILITIES						
NON-CURRENT LIABILITIES						
Provisions for employee benefits	7.12	21,262		21,334		20,969
Provisions for renovation of airport infrastructure	7.13	180,384		167,284		131,455
Other allowances for risks and charges	7.14	38,562		53,465		63,550
Allowances for non current provisions		240,208		242,083		215,974
Bonds		840,920		626,639		1,117,698
Medium/long-term loans		0		89,086		97,471
Financial instruments - derivatives		130,645		132,321	132,321	128,617
Non-current financial liabilities	7.15	971,565		848,046	132,321	1,343,786
TOTAL NON-CURRENT LIABILITIES		1,211,773		1,090,129	132,321	1,559,760
CURRENT LIABILITIES						
Provisions for employee benefits	7.12	403		0		
Provisions for renovation of airport infrastructure	7.13	107,129		97,055		97,814
Other allowances for risks and charges	7.14	14,492		17,604		14,543
Allowances for current provisions		122,024		114,659		112,357
Trade payables	7.16	151,478	*5,426*	109,740	*5,870*	135,387
Trade liabilities		151,478	*5,426*	109,740	*5,870*	135,387
Current share of medium/long-term financial liabilities		607,491		523,542		89,135
Financial instruments - derivatives		253		111		305
Other current financial liabilities		0		0	*601*	0
Current financial liabilities	7.15	607,744		523,653	*601*	89,440
Current tax liabilities	7.8	17,765		4,628		18,761
Other current liabilities	7.17	121,243	*737*	127,276	*712*	124,568
TOTAL CURRENT LIABILITIES		1,020,254	*6,163*	879,956	*7,183*	480,513
LIABILITIES ASSOCIATED TO ASSETS HELD FOR SALE		0		0		
TOTAL LIABILITIES		**3,181,387**	***6,163***	**2,824,769**	***139,504***	**2,667,947**

Consolidated income statement

(THOUSANDS OF EUROS)	NOTES	2013	OF WHICH TOWARDS RELATED PARTIES	2012	OF WHICH TOWARDS RELATED PARTIES
REVENUES					
Revenues from airport management		664,391	9,643	543,663	12,060
Revenues from construction services		25,444		9,141	
Other operating income		26,160	4,345	6,476	149
TOTAL REVENUES	8.1	715,995	13,988	559,280	12,209
COSTS					
Consumption of raw materials and consumables	8.2	(34,587)	(24,591)	(38,902)	(26,688)
Service costs	8.3	(189,674)	(4,385)	(143,419)	(7,168)
Payroll costs	8.4	(113,428)		(108,351)	(748)
Concession fees		(28,757)		(8,110)	
Expenses for leased assets		(3,016)		(3,376)	
Allocation to (use of) the provisions for renovation of airport infrastructure		(8,635)		(22,461)	
Allocation to the allowances for risks and charges		(14,420)		(2,610)	
Other costs		(26,231)		(28,866)	
Other operating costs	8.5	(81,059)		(65,423)	
Depreciation of tangible assets	7.1	(4,441)		(4,338)	
Amortization of intangible concession fees	7.2	(61,343)		(61,340)	
Amortization of other intangible assets	7.2	(2,562)		(2,871)	
Amortization and depreciation		(68,346)		(68,549)	
(Write-downs) Value recoveries		(5)		(10)	
TOTAL COSTS		(487,099)	(28,976)	(424,654)	(34,604)
OPERATING INCOME (EBIT)		**228,896**		**134,626**	
Financial income		1,861		9,749	7,111
Financial expense		(76,808)		(89,921)	(17)
Foreign exchange gains (losses)		5,358		(5,937)	
FINANCIAL INCOME (EXPENSE)	8.6	(69,589)		(86,109)	7,094
INCOME (LOSS) BEFORE TAXES		159,306		48,517	
Income taxes	8.7	(69,394)		(23,131)	(25,129)
NET INCOME (LOSS) FROM CONTINUING OPERATIONS		**89,912**		**25,386**	
Net income (loss) from discontinued operations	8.8	0		210,582	
NET INCOME FOR THE YEAR		**89,912**		**235,968**	
of which					
Group income		89,648		235,756	
Minority interests		264		212	

Consolidated statement of comprehensive income

(THOUSANDS OF EUROS)	NOTES	2013	2012
NET INCOME FOR THE YEAR		**89,912**	**235,968**
Gains (losses) from fair value measurement of cash flow hedges	7.15	6,596	(9,448)
Tax effect		(1,814)	2,598
Other components of the comprehensive income statement that can be reclassified in the income statement, net of the tax effect		**4,782**	**(6,850)**
Income (loss) from actuarial valuation of employee benefits	7.12	(805)	(3,206)
Tax effect		221	882
Other components of the comprehensive income statement that will not be subsequently reclassified in the income statement, net of the tax effect		**(584)**	**(2,324)**
TOTAL OTHER COMPONENTS OF THE COMPREHENSIVE INCOME STATEMENT, NET OF THE TAX EFFECT		4,198	(9,174)
COMPREHENSIVE INCOME FOR THE YEAR		**94,110**	**226,794**
of which			
Comprehensive income attributable to the Group		93,846	226,582
Comprehensive income attributable to minority interests		264	212

Statement of changes in consolidated equity

(THOUSANDS OF EUROS)	SHARE CAPITAL	LEGAL RESERVE	SHARE PREMIUM RESERVE	CASH FLOW HEDGE RESERVE	OTHER RESERVES AND RETAINED EARNINGS	NET INCOME FOR THE YEAR	TOTAL	MINORITY INTERESTS IN SHAREHOLDERS' EQUITY	TOTAL SHAREHOLDERS' EQUITY
BALANCE AS OF DECEMBER 31, 2011	62,225	12,462	667,389		8,377	41,491	791,945	603	792,548
Adoption of IFRS				(43,219)	(103,328)	(18,287)	(164,835)	(40)	(164,875)
BALANCE AS OF JANUARY 1, 2012	62,225	12,462	667,389	(43,219)	(94,951)	23,204	627,110	563	627,673
Net income for the year						235,756	235,756	212	235,968
Other components of comprehensive income:									
Gains (losses) from fair value measurement of cash flow hedges, net of the tax effect				(6,850)			(6,850)	0	(6,850)
Gains (losses) from actuarial estimates, net of the tax effect					(2,324)		(2,324)	0	(2,324)
Total net income for the year				(6,850)	(2,324)	235,756	226,582	212	226,794
Profit allocation					23,204	(23,204)	0	0	0
Other changes					216	0	216	0	216
BALANCE AS OF DECEMBER 31, 2012	62,225	12,462	667,389	(50,069)	(73,855)	235,756	853,908	775	854,683
Net income for the year						89,648	89,648	264	89,912
Other components of comprehensive income:									
Gains (losses) from fair value measurement of cash flow hedges, net of the tax effect				4,782			4,782		4,782
Gains (losses) from actuarial estimates, net of the tax effect					(584)		(584)		(584)
Total net income for the year				4,782	(584)	89,648	93,846	264	94,110
Profit allocation					235,756	(235,756)	0		0
Other changes					567		567		567
BALANCE AS OF DECEMBER 31, 2013	**62,225**	**12,462**	**667,389**	**(45,287)**	**161,884**	**89,648**	**948,321**	**1,039**	**949,360**

Consolidated statement of cash flows

(THOUSANDS OF EUROS)	NOTES	2013	2012
Net income for the year		**89,912**	**235,968**
Adjusted by:			
Amortization and depreciation	7.1/7.2	68,346	68,549
Allocation to the provisions for renovation of airport infrastructure		101,433	58,973
Financial expenses from discounting provisions	8.6	15,072	12,929
Change in other provisions		(2,504)	7,878
Write-down (revaluation) of non-current financial assets and equity investments		10	10
(Gains) losses on disposal of non-current assets, net of the transfer costs and the tax effect		0	(206,051)
Net change of the deferred tax (assets) liabilities		(576)	(16,286)
Other non-monetary costs (revenues)		12,243	9,935
Changes in the working capital and other changes		10,869	(38,995)
NET CASH FLOW FROM OPERATING ACTIVITIES (A)		294,805	132,910
Investments in tangible assets	7.1	(4,876)	(2,436)
Investments in intangible assets	7.2	(27,969)	(8,912)
Works for renovation of airport infrastructure		(92,798)	(36,512)
Equity investments		0	(3)
Gains from divestment of tangible and intangible assets and equity investments		19	2,212
Net change of other non-current assets		9	(2,407)
Gains from divestment of consolidated equity investments and divisions		0	206,014
NET CASH FLOW FROM INVESTMENT ACTIVITIES (B)		(125,615)	157,956
Issue of bonds	7.15	592,245	0
Opening of medium/long-term loans	7.15	156,000	0
Repayment of bonds		0	0
Repayment of medium/long-term loans		(524,271)	(74,022)
Net change of other current and non-current financial liabilities		(11,147)	149
Net change of current and non-current financial liabilities		13,783	1,996
NET CASH FLOW FROM FINANCING ACTIVITIES (C)		226,610	(71,877)
NET CASH FLOW FOR THE YEAR (A+B+C)		**395,800**	**218,989**
Cash and cash equivalents at the start of the year	7.10	393,510	174,521
Cash and cash equivalents at the end of the year	7.10	789,310	393,510

Additional information to the statement of cash flows

(THOUSANDS OF EUROS)		2013	2012
Net income taxes paid (reimbursed)		53,823	67,840
Interest income collected		1,866	3,993
Interest payable and commissions paid		53,847	69,166

Notes to consolidated financial statements

1. General information

Aeroporti di Roma S.p.A. (hereafter the “Company” or “ADR” or “the Parent Company”) manages the Roman airport system on an exclusive basis under the concession signed between the Italian Civil Aviation Authority (“ENAC”) and ADR. On December 21, 2012 the Prime Minister approved the new Planning Agreement signed between ADR and ENAC on October 25, 2012, based on which ADR is entrusted with managing the airport system directly and indirectly through the subsidiary undertakings, which specific activities are assigned to.

The registered office of the Parent Company is in Fiumicino, Via dell’Aeroporto di Fiumicino 320, while the secondary office is in Ciampino, Via Appia Nuova 1651. The duration is currently set until December 31, 2050.

Following the merger of Gemina S.p.A. (“Gemina”) into Atlantia S.p.A. (“Atlantia”), on the date of presenting the financial statements, Atlantia is the shareholder that directly holds the majority of the shares of ADR (no. of shares 59,681,505, equal to 95.913% of the capital) and exercises the management and coordination towards the company.

These consolidated financial statements of ADR and its subsidiary undertakings (the “ADR Group”) were approved by the Board of Directors of the company during the meeting of March 6, 2014 and subject to audit by Reconta Ernst & Young S.p.A.

The consolidated financial statements were prepared in the assumption of going-concern.

2. Form and content of the consolidated financial statements

The consolidated financial statements for the year ended December 31, 2013 were prepared pursuant to art. 2 of Italian Legislative Decree no. 38/2005, in compliance with the International Financial Reporting Standards (IFRS) issued by the International Accounting Standards Board and endorsed by the European Commission, in force on the balance sheet date, which include the interpretations issued by the International Financial Reporting Interpretations Committee (IFRIC) as well as the previous International Accounting Standards (IAS) and the interpretations of the Standard Interpretations Committee (SIC) still in force on the same date. For simplicity reasons, the set of all the standards and interpretations listed above is defined below as “IFRS”.

Previously the Group prepared its financial statements according to the Italian accounting standards; after a bond issue on the Irish market occurred in December 2013, ADR has become a company with financial instruments that are admitted to trading on a regulated market of the European Union and, therefore, pursuant to the combined provisions of articles 2, 3 and 4 of the Italian Legislative Decree 38/2005, it is obliged to prepare the financial statements and the consolidated financial statements in compliance with IFRS. Therefore, these consolidated financial statements for the year ended on December 31, 2013 are the first that the Group prepares according to IFRS; for details on the transition to IFRS, reference is made to Note 14.

The consolidated financial statements comprise statement of financial position, income statement, statement of comprehensive income, statement of changes in shareholders’ equity, statement of cash flows and these explanatory notes, applying the provisions of IAS 1 “Presentation of Financial Statements” and the general criterion of the historical cost, with the exception of the financial statement items that according to IFRS are recognized at their fair value, as stated in the valuation criteria of the individual items. The statement of financial position is presented on the basis of the statement that provides for a distinction between current and non-current assets and liabilities, while these are classified on the basis of their nature in the income statement. The statement of cash flows was prepared by applying the indirect method. IFRS were applied consistently with the indications of the “Framework for the Preparation and Presentation of Financial Statements” and no issues emerged that required derogations pursuant to IAS 1.

All the values are expressed in thousands of euros, unless otherwise stated. Euro is the functional currency of the parent company and the subsidiary undertakings and the currency of presentation of the financial statements.

For each item in the consolidated financial statements, the corresponding value of the previous year is reported for comparison purposes.

3. Consolidation area and principles

The consolidated financial statements include the financial statements of ADR and its subsidiary undertakings for the year ending December 31, 2013.

Consolidated in particular are the entities in which the Parent Company exercises the control both by virtue of the shares directly or indirectly held to obtain the majority of votes in the meeting and due to exercise of a prevailing influence expressed by the power to make financial and managerial choices for the entity while obtaining the related benefits.

The controlled entities are included in the consolidation area as of the date when control is acquired by the Group and are excluded from the area as of the date when control is lost by the Group. Annex 1 “List of equity investments” lists the companies included in the consolidation area.

The result of the comprehensive income statement relating to a subsidiary undertaking is attributed to the minorities, even if this implies a negative balance for minority interests. The variations in the interest of the parent company in a subsidiary undertaking that do not imply the loss of control are recorded as capital transactions. If the parent company loses the control of a subsidiary undertaking, it:

- cancels the assets (including goodwill) and the liabilities of the subsidiary undertaking;
- cancels the carrying values of all the minority shareholdings in the former subsidiary undertaking;
- cancels the accumulated exchange rate differences recorded in the shareholders’ equity;
- records the fair value of the payment received;
- records the fair value of all the shareholdings in the former subsidiary undertaking;
- records the profit or loss in the income statement;
- reclassifies the pertaining share of the parent company of the components previously recorded in the comprehensive income statement in the income statement or in the retained earnings, as the case may be.

Compared to December 2012, the exclusion of the subsidiary undertaking ADR Retail S.r.l. (“ADR Retail”) from the area of consolidation, sold to third parties at the end of September 2012, is reported.

For consolidation purposes, the accounting situations of the subsidiary undertakings were used, approved by the relevant Board of Directors and the Sole Directors, adjusted on the basis of the IFRS standards adopted by the Group.

The main consolidation principles are described below:

- all assets and liabilities, charges and income of companies consolidated using the line-by-line method are fully included in the consolidated financial statements;
- the carrying value of the equity investments is set off against the corresponding share of shareholders' equity in the investee companies, attributing to the single asset and liability items their current value at the date of acquisition of control;
- where necessary, adjustments have been made to the financial statements of subsidiary undertakings to bring their accounting criteria in line with those adopted by the Group;
- minority interests in the shareholders' equity of subsidiary undertakings are indicated separately from the Group shareholders' equity;
- intercompany profits and losses still to be realized, as well as significant sums relating to payables and receivables and costs and revenues relating to consolidated companies have been eliminated;
- adjustments made to eliminate items of a purely tax nature, as well as other consolidation adjustments, take account, where applicable, of the related deferred taxation;
- dividends received by subsidiary undertakings during the period and recorded in the Parent Company's income statement as income from equity investments are eliminated against retained earnings.

Business combinations

Business combinations are recorded by using the acquisition method. The cost of an acquisition is valued as the sum of the transferred consideration, measured at fair value on the acquisition date, and the amount of the minority interest in the acquired company. For each business combination, the Group defines whether to measure the minority interest in the acquired company at fair value or in proportion to the share of the minority interest in the net assets that can be identified in the acquired company. The acquisition costs are written off in the year and classified under administrative expenses.

When the Group acquires a business, it classifies or designates the financial assets acquired or the liabilities assumed in accordance with the contractual terms, the economic conditions and the other relevant conditions in place on the acquisition date. This includes the check to establish whether an incorporated derivative must be separated from the primary agreement.

If the business combination is created in several phases, the shareholding previously held is measured at the fair value on the acquisition date and any resulting profit or loss is recorded in the income statement.

Any potential consideration due is recorded by the purchaser at fair value on the acquisition date. The change in fair value of the potential consideration classified as asset or liability, as a financial instrument contemplated by IAS 39, must be recorded in the income statement or in the statement of the other components of the comprehensive income statement. In the cases where the potential consideration is not within the scope of IAS 39, it is measured in accordance with the appropriate IFRS. If the potential consideration is classified in the shareholders' equity, its value is not recalculated and its subsequent settlement is recorded in the shareholders' equity.

4. Discontinued operations

As part of the strategy to focus on the core business, selling procedures in the following businesses were finalized during 2012:

- direct retail, managed by the wholly owned subsidiary undertaking ADR Retail S.r.l., which on April 2, 2012 ADR transferred the relevant company branch to; this company was sold to third parties with effect from September 30, 2012;
- "vehicle maintenance", ADR company branch, sold to third parties effective from November 1, 2012.

Pursuant to IFRS 5 – *Non-current assets held for sale and discontinued operations,* these businesses were qualified in the year 2012, with the data compared as "*discontinued operations*". As a consequence, both the result from the sale, net of the ancillary costs and the tax effect, and the contribution from the two businesses to the consolidated result of operations of 2012, until the date of possession, was presented in item Net income (loss) from discontinued operations, rather than being included in the relevant items of the consolidated income statement of operations.

5. Accounting standards applied

Described below are the most important accounting standards and valuation criteria applied in preparing the financial statements for the year ended December 31, 2013. For complete information, reference is also made to Note 14 regarding the transition to the International Financial Reporting Standards.

Tangible assets

The tangible assets are recorded at historical cost, inclusive of any directly attributable accessory charges.

The cost of tangible assets whose use is limited over time is systematically depreciated on a straight-line basis in each year based on the estimated economic-technical life. If significant parts of these tangible assets have different useful lives, these components are recorded separately. Depreciation is recorded from the time the fixed asset is available for use, or is potentially capable of providing the economic benefits associated therewith. The annual depreciation rates applied are:

- Plant and machinery: from 7% to 25%;
- Equipment: from 10% to 25%;
- Other assets: from 10% to 25%.

In the presence of specific indicators regarding the risk of failed recovery of the book value of tangible assets, these undergo an impairment test, as described in the specific paragraph.

Tangible assets are no longer shown in the financial statements after their transfer or if no future economic benefit exists expected from the use; any deriving profit or loss (calculated as the difference between the transfer value, net of sale costs, and the book value) is recorded in the income statement of the year of sale.

Any ordinary maintenance costs are charged to the income statement.

Intangible assets

Intangible assets are assets without physical substance, controlled by the company and able to produce future economic benefits and goodwill acquired in business combinations.

An asset is classified as intangible when there is the possibility of distinguishing it from the goodwill. This condition is normally met when: (i) the intangible asset arises from contractual or legal rights, or (ii) the asset is separable, i.e. can be sold, transferred, rented or exchanged autonomously or as an integral part of other assets. The company controls an asset if it has the power to obtain future economic benefits generated by the underlying assets and to restrict the access of others.

Except for the “concession fees”, intangible assets are stated at cost as determined by the methods indicated for tangible assets, only when the latter can be reliably valued and when these assets can be identified, are controlled by the company and can generate future economic benefits.

For the intangible assets represented by the Concession fees, the recording value may include: a) the fair value of the construction and/or improvement services provided to the concessionaire (measured as illustrated in the standard regarding “construction contracts and services being executed”), net of the parts represented as financial assets, corresponding to the portions in the form of contribution; b) the rights acquired by third parties, in case costs are incurred to obtain concessions from the Grantor or third parties.

As described in Note 14 Transition to the International Financial Reporting Standards (IFRS), for the transition to IFRS, IFRS 3 – Business Combinations, was not applied retroactively to the acquisitions made before January 1, 2004; consequently, the carrying value of tangible assets on that date, determined on the basis of the previous accounting standards, were maintained for these acquisitions.

Intangible assets with a definite useful life are amortized starting from the time when they are available for use, based on their residual possibility of use with respect to the residual useful life. On the other hand, concession fees are amortized throughout the entire concession, with a criterion that reflects the methods with which the economic benefits will be received by the company, with the use of constant rates determined with reference to the expiry of the concession on June 30, 2044. The amortization starts from the time when the fees in question start to generate the relevant economic benefits. The other intangible assets are amortized in three years.

The profit or loss deriving from the sale of an intangible asset is the difference between the sale value, net of sale costs, and the carrying value, and is recorded in the income statement of the year of sale.

Equity investments

Equity investments in other companies, which can be classified in the category of financial assets held for sale as defined in IAS 39, are initially recorded at cost, as determined on the settlement date, as it represents the fair value, inclusive of the directly attributable transaction costs.

Subsequently, these equity investments are measured at fair value, if this can be determined, with the effects being attributed to the comprehensive income statement and thus in a specific shareholders’ equity reserve. At the time of an impairment loss, or when this is recognized, the profits and losses in this reserve are posted in the income statement.

Any losses in value identified as described in the section regarding “Impairment of assets (impairment test)”, are restored in the other components of the comprehensive income statement if the reasons for the write-downs made cease to apply.

If the fair value cannot be determined in a reliable manner, the equity investments classified under financial assets held for resale are valued at cost, adjusted by the impairment losses; in this case the losses in value are not subject to reinstatement.

Equity investments in associated companies and joint ventures are valued according to the net equity method, with the portion of profits or losses of the year accrued for the Group being recorded in the income statement, except for the effects related to other changes in the shareholders' equity of the investment, reflected directly in the comprehensive income statement of the Group. The risk deriving from possible losses that exceed the carrying value of the equity investment is recorded in a specific liability fund proportionally to the investor's commitment to fulfilling the legal or implicit obligations towards the investee or in any case covering its losses. When they have no significant effects on the statement of financial position and on the results of operations, the equity investments in associated undertakings are recorded at cost, adjusted to reflect any loss in value. When the reasons for the write-down cease, the equity investments are revalued within the limits of the write-downs made.

Construction contracts and services being executed

The construction contracts being executed are assessed on the basis of the contractual payments accrued with reasonable certainty in connection with the work progress using the percentage of completion criterion determined with the methodology of physical measurement of the works executed in order to attribute the revenues and the economic result of the contract to the years of accrual proportionally to the work progress report. The positive or negative difference between the value of the contracts performed and the value of the advances received is posted as an asset or liability in the statement of financial position, respectively, in consideration also of possible write-downs made for risks related to the failed recognition of the works executed for the principals.

The revenues from the contract, in addition to the contractual consideration, include the variations, the price reviews and any claims to the extent these are likely to represent actual revenues that can be determined reliably.

In case a loss is expected from the execution of the contract activities, this is immediately recorded in full in the accounts, regardless of the progress made in the contract.

The construction services in favor of the grantor pertaining to the concession agreement held by ADR are specifically recorded in the income statement based on the progress of the works. Revenues for construction and/or improvement services in particular, which represent the consideration due for the activity performed, are measured at their fair value, calculated on the basis of the total costs incurred, which mainly comprise the costs of external services and the costs of benefits for the employees devoted to these activities.

These revenues from construction services are set off against a financial asset or the "airport concession" entered among concession fees as intangible assets as shown in this paragraph.

Inventories

Inventories are valued at the lower of acquisition or production cost and the net realizable value that can be obtained from their sale during normal operations. The acquisition cost is determined by applying the weighted average cost method.

Receivables and payables

Receivables are initially recognized at fair value and then valued at the amortized cost by using the effective interest rate method, net of any impairment related to the sum considered non-performing and recorded in the specific provisions for doubtful accounts.

These flows consider the expected recovery terms, the likely salvage value, any guarantees as well as the costs that are estimated to be incurred to recover the receivables. The original value of the receivables is reinstated in the next years as the reasons for its adjustment cease to apply. In this case the value reinstatement is recorded in the income statement cannot exceed the amortized costs that the credit would have had in the absence of previous adjustments.

Payables are initially recorded at cost, corresponding to the fair value of the liability, net of any directly attributable transaction costs. After initial recording, payables are valued with the amortized cost criterion by using the effective interest rate method. Trade receivables and payables whose expiration falls within the normal commercial terms are not discounted.

Cash and cash equivalents

Cash and cash equivalents are recorded at par value and include the values that meet the requirements of high liquidity, availability on demand or in a very short term, good outcome and negligible risks of change in their value.

Financial instruments - derivatives

All derivative financial instruments are recorded in the statement of financial position based on their fair value, determined on the date when the period ends.

Derivatives are classified as hedging instruments when the relationship between the derivative and the subject of the hedge is formally documented and the hedge has a high hedge ranging between 80% and 125%, as initially and periodically checked.

For the instruments hedging against the risk of change in the cash flows of the assets and/or liabilities being hedged (cash flow hedge), the changes in fair value are recorded in the income statement in consideration of the relevant deferred tax effect; the ineffective part of the hedge is recorded in the income statement.

The changes in the fair value of derivatives that do not meet the conditions for qualification pursuant to IAS 39, as hedging financial instruments are recorded in the income statement.

Other financial assets and liabilities

Any financial assets which the Group intends and has the ability to maintain until maturity, based on the provisions of IAS 39, and the financial liabilities are recorded at cost, as measured on the settlement date, represented by the fair value of the initial remuneration, increased in the case of assets and decreased in the case of liabilities, by any transaction costs that are directly attributable to the acquisition of the assets and the issue of the financial liabilities. After initial recording, these financial assets and liabilities are valued with the amortized cost criterion by using the effective interest rate method.

Any financial assets held with the intention of obtaining a profit in the short term are recorded and valued at fair value, with recognition of the effects in the income statement; any financial assets other than those above are classified as financial instruments available for sale, recorded and valued at fair value with recognition of the effects in the comprehensive income statement. Financial instruments included in these categories have never been reclassified.

Financial assets and liabilities are no longer shown in the financial statements when, consequently to their sale or redemption, the Group is no longer involved in their management nor is liable for the risks and benefits related to these sold/redeemed instruments.

Fair value measurements

Fair value is the price that would be obtained from the sale of an asset or that would be paid for the transfer of a liability in a regular market transaction (i.e. in case of involuntary liquidation or a sale at a loss) on the measurement date (exit price).

The fair value of an asset or liability is determined by adopting the valuations that market operators would use to determine the price of the asset or liability. The fair value measurement also supposes that the asset or liability is exchanged in the main market or, in its absence, in the most advantageous market the company has access to.

The calculation of the fair value of a financial asset requires the inclusion of a fair value adjustment factor referred to the counterparty risk called CVA - Credit Valuation Adjustment. This credit risk must be quantified in the same way in which a market operator would determine it to define the purchase price of a financial asset. The termination of the fair value of a financial liability, as explicitly provided for by IFRS 13, also requires the quantification of a fair value adjustment factor referred to the own credit risk, i.e. DVA (Debit Valuation Adjustment).

In determining the fair value, a hierarchy of criteria is defined which is based on the origin, type and quality of the information used for the calculation. Such classification is aimed at establishing a hierarchy in terms of reliability of the fair value, with precedence given to the use of parameters that can be observed in the market and reflect the assumptions that the market participants would use to value the assets/liabilities. The fair value hierarchy includes the following levels: (i) level 1: inputs represented by listed prices (unchanged) in active markets for identical assets or liabilities with access on the measurement date; (ii) level 2: inputs other than the listed prices included in level 1, which can be observed, directly or indirectly, for the assets or liabilities to be measured; (iii) level 3: inputs that cannot be observed for assets or liabilities.

In the absence of market prices available, the fair value is determined by using the measurement techniques that suit the specific case and maximize the use of important observable inputs, minimizing the use of non observable inputs.

Employee benefits

The liabilities relating to short term benefits granted to employees, disbursed during the employment relationship, are recorded for the amount accrued at year end.

The liabilities related to benefits granted to employees and paid during or after the termination of the employment relationship through defined contribution plans, mainly consisting of the Severance Indemnities of the Group companies accrued until December 31, 2006 (or, where applicable, until the next date of adhesion to the complementary compensation fund), are recorded in the year when the right arises, net of any advances paid; these are calculated on the basis of actuarial assumptions and measured on an accrual basis in line with the services needed to obtain the benefits; the liabilities are valued by independent actuaries.

The actuarial gains and losses relating to defined benefit plans are recorded in the statement of comprehensive income and are not subject to subsequent attribution to the income statement; the cost for interest is recorded in income statement under financial income (expense).

Provisions for renovation of airport infrastructure and Other allowances for risks and charges

Provisions for renovation of airport infrastructure for renovation of airport infrastructure, consistently with the conventional obligations in place, include, at year end, the allocations regarding extraordinary maintenance, recoveries and replacements to be carried out in the future and aimed at ensuring the necessary functionality and safety of the airport infrastructure. The allocations to this provision are calculated on the basis of the level of use of the infrastructure, indirectly reflected in the date set for their replacement/renewal in the last business plan approved. The determination of the values in this item takes account also of a financial component to be applied on the basis of the time passing between the various renewal cycles with the aim of guaranteeing the suitability of the allocated funds.

The Other allowances for risks and charges include the allocations arising from current obligations of a legal or implicit nature, deriving from past events, and the fulfillment of which will probably require the employment of resources, of which the amount cannot be reliably estimated.

Provisions are allocated based on a best estimate of the costs required for fulfilling the obligation at the year-end date or to transfer it to third parties

If discounting produces a significant effect, allocations are determined by discounting the financial flows expected in the future at a discount rate that reflects the current market change of the current value of cost of money, and the specific risks related to the liability. When discounting, the increase in the allocation due to time passing is recorded as financial expense.

Assets held for sale and liabilities associated to assets held for sale

Assets held for sale and liabilities associated to assets held for sale, whose carrying value will be recovered mainly through the sale rather than through their continuous use, are presented separately from the other assets and liabilities in the Statement of financial position. Immediately before being classified as held for sale, they are posted on the basis of the specific reference IFRS applicable to each asset and liability and subsequently recorded at the lower between the carrying value and the presumed fair value, net of the relevant costs of sale. Any loss is immediately recorded in the income statement.

Regarding exposure in the income statement, disposed operations or operations being disposed are classifiable as “discontinued operations” when they meet the requirements below:

- they represent an important independent operational branch or geographical area of operation;
- they are part of a single coordinated plan to discontinue an important branch or geographical area;
- they are subsidiary undertakings acquired exclusively in order to be sold at a later stage.

The economic effects of these transactions, net of the related tax effects, are recorded under a single item in the income statement, with reference to the date in the year of comparison.

Impairment of assets (impairment test)

At year-end, the carrying value of tangible, intangible and financial assets and of equity investments is tested to find any indication of impairment of these assets.

If these indications exist, the recoverable amount of these assets is estimated to determine the amount of any write-down to be recorded. The Group has no goodwill or intangible assets with an indefinite useful life to be subject to impairment test every year.

If the recoverable value of an asset cannot be estimated individually, the estimate of the recoverable value is included within the framework of the unit generating financial flows the asset belongs to.

This test estimates the recoverable value of the asset (represented by the greater of the likely market value, net of sale costs, and the value in use) and compares it with the relevant net book value. If the latter is higher, the asset is written down until reaching the recoverable value. In determining the value in use, the financial flows expected in the future after taxation are discounted by using a discount rate, after taxation, which reflects the current market estimate referred to the cost of capital in connection with the time and specific risks of the asset.

Losses of value are recorded in the income statement and classified differently depending on the nature of written down asset. These losses in value are reinstated, within the limits of the write-down made, if the reasons that generated them ceased to apply, except for goodwill.

In the case of equity instruments classified as held for sale, the objective indication of an impairment loss would include a significant or prolonged reduction in the fair value of the instrument below its cost. The term 'significant' is valued in comparison to the original cost of the instrument and the term 'prolonged' in comparison to the period when the fair value stood below the original cost. Where there is an evident value reduction, the cumulative loss – measured by the difference between the purchase cost and the current fair value, minus the losses due to the reduction in value of the financial asset previously recorded in the statement of income/(loss) for the year – is reversed from the comprehensive income statement and recorded in the income statement. The increases in their fair value following the reduction in value are directly recorded in the comprehensive income statement.

Revenues

Revenues are measured on an accrual basis to the extent to which it is possible to reliably determine their fair value and the related economic benefits are likely to be enjoyed. Depending on the type of transaction, revenues are recorded on the basis of the specific criteria reported below: a) the revenues from the sale of assets when the significant risks and benefits of the ownership of the same are transferred to the purchaser; b) the revenues from service provisions based on the stage of completion of the activities. If the value of revenues cannot be reliably determined, the revenues are recorded until reaching the costs incurred that are deemed as recoverable; c) the rental income and the royalties in the accrual period, based on the contractual agreements signed; d) interest income is measured on an accrual basis, calculated on the amount of the relevant financial assets, using the effective interest rate; e) dividends are measured when the right of the shareholders to receive their payment arises.

Costs

Costs are valued at the fair value of the amount paid or to be paid, and are recognized in the income statement on an accrual basis and in correlation with any related revenues. Any expense related to transactions of share capital increase is recorded as reduction in the shareholders' equity.

Share-Based Payments

The cost of the services provided by the employees, associated and/or directors of the Group, remunerated through stock option plans, is calculated on the basis of the fair value of the rights assigned, valued by independent actuaries on the date the plan is transferred. This fair value is entered in the income statement, counterbalanced by the shareholders' equity reserve, in the period of accrual set by the plan.

The cost or revenue in the income statement represents the change in the accumulated cost recorded at the beginning and end of the year. No cost is recorded for the fees which do not reach a definitive accrual, except for those fees with conferment subject to market conditions or a condition of non accrual; these are treated as if they had accrued, regardless of the fact that the market conditions or the other non-accrual conditions they are subject to are respected or not, notwithstanding that all the other performance and/or service conditions must be met.

If the conditions of the plan are changed, the minimum cost to be recorded is the one which would have been obtained in the absence of the change to the same plan. In addition, a cost is recorded for each change which means an increase in the total fair value of the payment plan, or that is in any case favorable for the employees; this cost is valued with reference to the amendment date.

Income taxes

The tax on the income of the year is calculated based on the tax expenses to be paid, in compliance with current legislation.

Deferred tax assets and liabilities resulting from temporary differences between the financial statements value of assets and liabilities, calculated by applying the criteria described in this section, and their tax value, deriving from the application of current legislation, are recorded: a) the former, only if sufficient taxable income is likely to allow the recovery; b) the latter, if any, in any case.

Deferred tax assets and liabilities are measured based on the tax rates that are expected to be applied in the year when these assets will be created or these liabilities will be settled, considering the rates in force and those already issued, or substantially in force, at the balance sheet date.

Deferred tax assets and liabilities are recorded in the income statement, with the exception of those relating to items that are directly recorded in shareholders' equity. In that case, also prepaid and/or deferred taxes are charged to shareholders' equity.

Deferred tax assets and liabilities are offset where there is a legal right that allows current tax assets to be offset against current tax liabilities, and the deferred taxes refer to the same taxable entity and to the same tax authority.

Estimates and valuations

According to IFRS, the preparation of the financial statements requires estimates and valuations to be made, which affect the determination of the book value of assets and liabilities as well as the information provided in the explanatory notes, also with reference to the assets and liabilities potentially existing at the end of the year. These estimates and assumptions are used, in particular, to determine the cash flows used as basis for the impairment of the assets (including the valuation of receivables), allowances for risks and charges, employee benefits, the fair value of financial assets and liabilities, deferred tax assets and liabilities.

Therefore, the actual results recorded may differ from these estimates; furthermore, the estimates and valuations are reviewed and updated periodically and the effects deriving from any variation are immediately reflected in the financial statements.

Conversion of the items in foreign currencies

Any transaction in a currency other than the euro is recorded at the exchange rate of the date of the transaction. The related monetary assets and liabilities denominated in currencies other than the euro are subsequently adjusted at the exchange rate in force on the date of closing the year of reference.

Non-monetary assets and liabilities denominated in currency and recorded at historical cost are converted by using the exchange rate in force on the date the transaction is first recorded.

Information by industry segment

The Group is engaged in one sector only, i.e. the development and management of airport infrastructures. Thus the Group's operations are subject to reporting and analysis by management as an individual unit. Consequently, with reference to the provisions of IFRS 8, no (financial and/or economic) segment information is provided for the business sectors, as this is not applicable.

Accounting standards and newly issued interpretations, revisions and amendments to existing standards not yet in force or not yet endorsed by the European Union.

No new accounting standards or interpretations came into force in 2013, or amendments to the accounting standards and interpretations already in force, which significantly affected the consolidated financial statements. IFRS 13 - Fair Value Measurement - came into effect, which resulted in the following changes for the Group: (i) the disclosure regarding the three fair value hierarchy levels, currently only requested by IFRS 7 for financial instruments, which IFRS 13 extends to all the assets and liabilities valued at fair value in the accounts; (ii) the calculation of the fair value of a financial asset requires the inclusion of a fair value adjustment factor referred to the counterparty risk called CVA - Credit Valuation Adjustment. This credit risk must be quantified in the same way in which a market operator would determine it to define the purchase price of a financial asset. The determination of the fair value of a financial liability, as explicitly provided for by IFRS 13, also now requires the quantification of a fair value adjustment factor referred to the own credit risk), i.e. DVA (Debit Valuation Adjustment).

As requested by IAS 8 "Accounting Policies, Changes in Accounting Estimates and Errors", stated below are the new accounting standards and interpretations, in addition to the amendments to the already applicable standards and interpretations not yet in force or not yet endorsed by the European Union (EU), which may be applied in the future to the financial statements of the Group.

IFRS 9 - Financial Instruments

On November 12, 2009, the IASB issued the first part of IFRS 9, which changes recognition and measurement criteria of financial assets, currently governed by IAS 39. On October 28, 2010, the

IASB published a reviewed version of IFRS 9, which contains the provisions regarding the recognition and measurement of financial liabilities. On November 19, 2013, the IASB published the document “IFRS 9 Financial Instruments - Hedge Accounting and amendments to IFRS 9, IFRS 7 and IAS 39” regarding the requirements of the new hedge accounting model. Once its drafting is completed, IFRS 9 will supersede the current IAS 39, although the date its application will be started cannot be foreseen yet.

IFRS 9 provides for two categories of classification for financial assets; two possible valuation criteria are also set: the amortized cost and the fair value.

The classification is carried out on the basis of both the management model adopted for the financial asset and the contractual characteristics of the cash flows of the asset. The initial recognition and valuation at amortized cost require that both conditions below be complied with:

- the management model for the financial asset implies the holding of the same with the aim of collecting the related financial flows, and
- the financial asset contractually generates, on pre-set dates, the financial flows only representing the return of the same financial asset.

  If one of the two conditions above is not met, the financial asset is initially recorded and subsequently valued at fair value.

  All financial assets represented by shares are valued at fair value. The new standard, unlike IAS 39, does not provide for exceptions to this general rule; consequently, there is no possibility for valuation at cost for all unlisted shares, for which the fair value cannot be determined reliably.

  A financial asset that meets the requirements for classification and valuation at amortized cost may, at the time of the initial recognition, be designated as financial asset at fair value with attribution of the existing variations in the income statement, if this measurement allows the asymmetrical valuation or recording (“accounting mismatch”) to be eliminated or reduced significantly, which would otherwise result in the valuation of assets or liabilities or the recognition of the related profits or losses according to a different base.

  In case of investments in equity instruments for which the recording and valuation at amortized cost is not possible, when these are investments in shares not held for trading but rather of strategic nature, according to the new standard, the entity may irrevocably choose, at the time of the initial recognition, to value them at fair value with attribution of the next changes in the comprehensive income statement.

  Regarding financial assets, the provisions of the current IAS 39 are confirmed by the new IFRS 9, also with reference to the new valuation, at amortized cost or at fair value, with recording in the income statement in specific circumstances.

The changes compared to the current provisions of IAS 39 mainly concern:

- the representation of the changes in fair value attributable to the credit risk associated to the liability, for which IFRS 9 provides recognition in the comprehensive income statement for some type of financial liabilities, rather than in the income statement like the changes in fair value attributable to other types of risks;
- elimination of the option to value at amortized cost the financial liabilities consisting of derivatives with delivery of unlisted equities. Due to this change, all derivative instruments must be valued at fair value.

  The new hedge accounting model introduces important changes compared to the current provisions of IAS 39. The new elements in particular concern:

- the wider range of types of risks being covered to which the non-financial assets or liabilities are exposed, with the possibility of designating an aggregated exposure as hedged subject, which includes any derivative instrument;

- the possibility of designating also a financial instrument valued at fair value as hedged instrument, with recognition of the effects in the income statement;
- the different accounting methods for forward contracts and option contracts, when included in a hedge accounting context;
- the changes to the methods of predisposition of the tests on the effectiveness of the hedging ratios, as it introduces the principle of “economic relationship” between the hedged item and the hedging instrument; moreover, the retrospective valuation of the effectiveness of the hedge is no longer required;
- the possibility of “re-balancing” an existing hedge if valid risk management objectives remain.

The completion of the new IFRS 9 requires the development of the part relating to the impairment of financial assets, a draft of which (called ED/2013/3) was issued for discussion in March 2013.

IFRS 9 is being studied by the European Union as part of the overall assessment by the same EU of the entire project to review and replace IAS 39.

IFRS 10 - Consolidated Financial Statements, IAS 27 - Separate Financial Statements and IFRS 12 - Disclosure of Interests in Other Entities

On May 12, 2011 the IASB issued the new accounting standard IFRS 10, completing the project associated with redefining the concept of control and overcoming the discrepancies found in applying this concept; while IAS 27 – Consolidated and Separate Financial Statements, defines the control on an entity as the power to make certain financial and managerial choices of an entity while obtaining the relevant benefits, SIC 12 – Consolidation - Special Purpose Entities”, interpreted the requirements of IAS 27 by placing more emphasis on the risks and benefits.

The new standard IFRS 10, which was issued at the same time as IAS 27 – Separate Financial Statements, replaces the old IAS 27 and SIC 12 and contains a new definition of control as well as the methodologies to be used to prepare the financial statements according to IFRS, already contained in the old IAS 27 and which were not amended. According to IFRS 10 an investor controls an entity when it is exposed, or holds rights, to variable returns on its investment in the entity and has the ability to change these returns through its power on the entity. Therefore, control is based on the three elements: (i) power on the entity, (ii) exposure or right to variable returns on the investment of the entity, and (iii) ability to use the power over the entity to influence the returns on the investment. Based on IFRS 10, the concept of control must be applied to the following circumstances:

- in case of voting rights or similar rights that give power to the investor, including situations in which the investor holds less than the majority of the voting rights and in case of potential voting rights;
- when the entity is organized in such a way that all the voting rights are not the dominating factor in defining the control of the entity, as in the case of the voting rights having an impact on administrative aspects only, and the important assets of the entity are affected essentially by contractual relationships;
- in agency relationships;
- when the investor has control over specific assets of the entity.

Finally, IFRS 10 refers to the new IFRS 12 – Disclosure of Interests in Other Entities (issued at the time of the other new standards stated) regarding information to be provided in the statements as regards equity investments owned in other companies. This last standard contains a series of obligations as to the information the entity drawing up the financial statements must provide as regards equity investments in subsidiary undertakings and associates as well as the joint arrangements (under the new IFRS 11 illustrated below).

The new IAS 27 – Separate Financial Statements – only governs the methods of reporting and disclosure for investments in subsidiary undertakings as well as the requirements for the preparation by the entity of the financial statements for the year; the new standard did not introduce any changes with regard to these aspects, as it actually re-proposes a specific part of the previous IAS 27.

The new standards IFRS 10, IFRS 12 and IAS 27 were endorsed by the EU in December 2012, with their mandatory adoption being set for the year starting on January 1, 2014 at the latest.

IFRS 11 - Joint Arrangements

On May 12, 2011, IASB, at the same time as issuing the new standards IFRS 10, IFRS 12 and IAS 27 mentioned above, issued the new accounting standard IFRS 11 to conclude the project already started in 2005 to review IAS 31 – Interests in Joint Ventures, also to account for the new concept of control established by IFRS 10. The new standard replaces IAS 31 and SIC 13 – Jointly Controlled Entities – Non-monetary Contributions by Venturers.

According to IFRS 11 the entity that is a party to a joint arrangement must determine the type of arrangement in which it is involved by assessing its rights and obligations deriving from the arrangement. A joint arrangement is an arrangement of which two or more parties have joint control; the standard defines joint control as the contractually agreed sharing of control of an arrangement, which exists only when decisions about the relevant activities (which significant influence the returns of the arrangement) require the unanimous consent of the parties sharing control. According to IFRS 11, joint arrangements can be classified into two types:

- a joint operation is a joint arrangement whereby the parties that have joint control of the arrangement have rights to the assets (and obligations for the liabilities), relating to the arrangement;
- a joint venture is a joint arrangement whereby the parties have rights to the net assets of the arrangement, such as, for example, in case of companies with their own legal personality.

  For the identification of the type of arrangement an entity is involved it, it must analyze the rights and obligations deriving from the same arrangement, in consideration of the structure and legal form of the agreement, in addition to the contractual terms established by the parties and, if relevant, any facts or circumstances. From an accounting standpoint, according to IFRS 11, a joint operation accounts for the assets, liabilities, revenues and expenses deriving from the arrangement, to be measured on the basis of the IFRS standards applicable to these items. For a joint venture, on the other hand, the new standard requires that these are accounted for using the equity method in accordance with IAS 28; thus the option contained in IAS 31, of adoption of the proportionate consolidation, was eliminated

IFRS 11 was endorsed by the EU in December 2012, with their mandatory adoption being set for the year starting on January 1, 2014 at the latest.

IAS 28 - Investments in Associates and Joint Ventures

On May 12, 2011, IASB, at the same time as issuing the new standards IFRS 10, IFRS 11, IFRS 12 and IAS 27 mentioned above, issued the new accounting standard IAS 28 - Investments in Associates and Joint Ventures, also to account for some changes introduced by the abovementioned standards. The new standard replaces the old IAS 28 – Investments in Associates, without making substantial changes; the new standard does not amend the concept of significant influence already contained in the old IAS 28 but introduces the obligation to apply the net equity method to the valuation of equity investments in joint ventures, as established by the new IFRS 11. The methods of application of the net equity method already established by the old IAS 28 have been confirmed.

The adoption of this new standard is mandatory from January 1, 2014 at the latest, as established at the time of endorsement by the EU (in December 2012), like the other standards IFRS 10, IFRS 11, IFRS 12 and IAS 27.

IAS 32 - Offsetting Financial Assets and Financial Liabilities – Amendments to IAS 32

The amendments clarify the meaning of when an entity “currently has a legally enforceable right to set off” financial assets and financial liabilities. The amendments also explain the application of the IAS 32 offsetting criterion in case of settlement systems (such as central clearing house systems) which apply gross settlement mechanisms that are not simultaneous. The amendment clarifies that the right to set off must not only be legally enforceable in the normal course of business but must also be legally enforceable in the event of default and the event of bankruptcy or insolvency of the counterparties to the contract. It was also clarified that the right to set off must not be contingent on a future event. The IAS 32 offsetting criteria require the entity to intend either to settle on a net basis, or to realize the asset and settle the liability simultaneously. These amendments will become effective for the years starting from January 1, 2014 or subsequently.

IAS 36 - Recoverable Amount Disclosures for Non-Financial Assets

On December 19, 2013 the EU endorsed the changes to IAS 36 “Impairment of Assets - Recoverable Amount Disclosures for Non-Financial Assets” published by IASB on May 29, 2013. The changes are aimed at clarifying that the information to be provided with regard to the recoverable value of the assets, when this value is based on the fair value net of the costs of disposal, only concerns the assets whose value was reduced.

Moreover, the changes establish some simplifications of the disclosures and establish:

- the obligation to indicate the recoverable value of the assets or the cash generating units (CGU) only of impairment or recovery is entered for a previous write-down;
- a less extensive disclosure obligation in case of impaired assets if the recoverable value was determined according to the fair value method net of the estimated sales costs.

The changes shall be applied retrospectively from the years starting from January 1, 2014.

IAS 39 - Novation of Derivatives and Continuation of Hedge Accounting

On December 19, 2013 the EU endorsed the changes to IAS 39 “Financial Instruments: Recognition and Measurement - Novation of Derivatives and Continuation of Hedge Accounting” published by IASB on June 27, 2013. The changes concern the introduction of some exemptions from the hedge accounting requirements defined by IAS 39 in case an existing derivative must be replaced with a new derivative that has a central counterparty (Central Counterparty – CCP), directly or indirectly, by law or regulation. The change was inspired by the introduction of the European Market Infrastructure Regulation (EMIR) relating to over-the-counter (OTC) derivatives, which is aimed at implementing a central clearing for some classes of OTC derivatives (as requested by the G20 in September 2009).

The changes introduced shall be applied retrospectively from the years starting from January 1, 2014.

IFRIC 21 - Levies

In May 2013, the IASB issued IFRIC interpretation 21 - Levies. The interpretation is applicable to all levies other than those that are within the scope of other standards (e.g., IAS 12 Income Taxes) and fines or other penalties for breaches of legislation. Levies are defined in the interpretation as "outflows of resources embodying economic benefits imposed by government on entities in accordance with legislation". The interpretation clarifies that an entity recognizes a liability for a levy when the activity that triggers payment, as identified by the relevant legislation, occurs. It also clarifies that a levy liability is accrued progressively only if the activity that triggers payment occurs over a period of time. For a levy that is triggered upon reaching a minimum threshold, the liability must be recognized as estimated before the specified minimum threshold is reached.

The interpretation is applicable from the years starting from January 1, 2014. The interpretation has not been endorsed by the European Union yet.

Annual Improvements to IFRS: 2010-2012 and 2011-2013

On December 12, 2013 the IASB published the documents "Annual Improvements to IFRSs: 2010 – 2012 cycle" and "Annual Improvements to IFRSs: 2011 – 2013 cycle" which implement the changes to the standards with regard to the annual improvement process, focusing on the changes deemed necessary but not urgent.

The main changes that may be important for the Group concern:

- IFRS 2 - Share-Based Payments: changes were made to the definitions of "vesting condition" and "market condition", and the definitions of "performance condition" and "service condition" were added for the recognition of share-based benefit plans;
- IFRS 3 – Business Combinations: the changes clarify that a potential consideration classified as asset or liability must be recognized at fair value at each reporting date, with the effects being attributed to the income statement, regardless of the fact that the potential remuneration is a financial instrument or a non-financial asset or liability. It is also clarified that the standard in question is not applicable to all the operations for the establishment of a joint venture;
- IFRS 8 – Operating segments: the changes require a disclosure of the considerations by management in applying the criteria of combination of operating segments, including a description of the aggregated operating segments and the economic indicators considered to determine whether these operating segments have "similar economic characteristics" or not. Moreover, the reconciliation between the total assets of the operating segments and the total assets of the entity must be provided only if the total of the assets of the operating segments is regularly provided by the Company Management;
- IFRS 13 – Fair Value Measurement: the Basis for Conclusions of the standard was changed in order to clarify that with the issue of IFRS 13, and the consequent changes to IAS 39 and IFRS 9, the possibility remains valid of accounting for short-term payables and receivables without recording the discounting effects if these are immaterial.

  The date of effect of the changes proposed is set for the years starting on July 1, 2014 or a subsequent date. These changes have not been endorsed by the European Union yet.

The ADR Group is assessing the possible impact deriving from the application of all the newly issued standards and interpretations, as well as for all the reviews and amendments to the existing standards.

6. Concession Agreement

Concessionary Relationship

ADR's corporate purpose is the construction and management of airports or of a part thereof, and the exercise of any activity related or complementary to air traffic of any type or specialty. This aim is achieved on the basis of the Concession Report issued by ENAC.

The concessionaire ADR ensures the management and development of the Roman airport system ("Leonardo da Vinci" at Fiumicino and "G.B. Pastine" at Ciampino) in accordance with international, European and national regulations as well as the Regulations of ENAC that govern the operation of the airport open to civil traffic.

The original Management Agreement 2820/74 was in force until December 21, 2012. After that date, a new Single Deed - Planning Agreement was approved with specific Council of Ministers Presidential Decree. In a single document this regulates both the relations regarding the airport management concession and the criteria to determine and periodically update the fees applicable to the so-called "regulated services".

The principle remains in place according to which the management must be inspired by financial and organizational criteria pursuant to Law no. 755 of November 10, 1973 and subsequent amendments.

Duration of the Concession

The term of the concession expires on June 30, 2044 in compliance with art. 14 of Law no. 359 of August 8, 1992, and art. 1-quater of Law no. 351 of August 3, 1995, as set forth in the reports by the Ministry of Transport and Navigation on September 12, 1994 and January 23, 1998.

The causes for revocation, default or termination of the concessionary relationship are specified in the new Agreement under articles 18, 19 and 20 as well as art. 20 bis for the effects set for the natural expiry as of June 30, 2044.

Subject matter of the Concession

Law 755/73 (art. 1) sets forth the subject of the concession, consisting in the single management of the Capital's airport system, to be carried out under the supervision of the Ministry of Transport (now ENAC - Italian Civil Aviation Authority - pursuant to Italian Legislative Decree 250/1997) according to the provisions of the Navigation Code and regulations currently in force.

ADR also provides security screening services for passengers and carry-on and checked baggage, always based on the concession regime.

Income

Pursuant to art. 6, paragraph 1, of Law 755/73, “all revenues of the State, which derive from the management of the two airports, belong to the company holding the concession”.

Art. 10 of the Planning Agreement lists in detail the income of the concessionaire, providing also the “fair fee” to be paid to it by anyone carrying out non-aeronautical activities for a profit, also occasionally, within the airports under concession that is not remunerated otherwise.

This article also specifies the income deriving from or connected to commercial activities that are not included in the tariff discipline of the Planning Agreement.

It regulates the so-called “regulated consideration”, i.e. the airport services originally identified in the “Reordering framework regarding the tariff system for airport services rendered on an exclusive basis” proposed by the Minister of Transport and Navigation in conjunction with the Minister of Finance and approved with CIPE resolution no. 86 of August 4, 2000 and replaced by Resolution no. 51/08. These fees include the airport fees and all the fees for the services rendered on an exclusive basis.

Concession fees

Italian Law Decree 251/95, converted into Law 351/95 introduced the obligation to pay a concession fee.

The reference parameter for calculating the fee (“WLU” - Work Load Unit) was adopted following the Decree of the State Property Office of June 30, 2003. The WLU corresponds to one passenger or 100 kg of cargo or post and is calculated using the data reported in the statistical yearbook of the Ministry for Infrastructure and Transport - ENAC (Italian Civil Aviation Authority). This fee quantification method was confirmed for the three year period 2010 - 2012 and subsequently for the three year period 2013 – 2015 with subsequent Decrees of the State Property Office.

According to art. 2, paragraph 4 of the Planning Agreement, if, consequently to regulatory provisions and/or administrative measures, the amount of the concession fee was to be changed compared to the one in force at the time of the stipulation, or if forms of taxation were introduced with an equivalent effect on the Concessionaire’s account, the latter shall be entitled to a specific increase to cover the greater disbursement.

ADR also pays ENAC a fee for the concession of the baggage and passenger security checking services pursuant to Ministerial Decree no. 85/99. The amount is set to 0.07 euros per outgoing passenger (Ministerial Decree of July 13, 2005). The obligation to make this payment is reported also under art. 2, paragraph 5 of the Planning Agreement.

The asset regime

Art. 12 of the Planning Agreement governs the regime of possession of assets by the Concessionaire. The same is to be interpreted together with the provisions in articles 703 and 41 of the Navigation Code.

Additional rules contained in the Planning Agreement contribute to defining the legal treatment of the assets (e.g. art. 9 paragraph 7 and art. 20 bis) which, though conditioned by the pertinence of the principle of correlation for the use to perform regulated activities or alternatively commercially (unregulated) activities, does not significantly differ from the pre-existing regime. In particular:

- the assets received under concession at the time of establishing the concessionaire or subsequently created by the concessionaire by virtue of laws of the State with public funds, are possessed by the concessionaire under the right of use regime as these are government property; these assets are summarized in the table below:

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012
Assets received under the concession at Fiumicino	119,812	119,812
Assets received under the concession at Ciampino	29,293	29,293
Assets completed on behalf of the State (*)	697,343	692,023
TOTAL	**846,448**	**841,128**

(*) value of the construction services for works financed, realized and reported to the Italian Civil Aviation Authority

- the assets acquired/created by the Concessionaire with funding from its accounts and used to perform activities subject to fee regulation are possessed under the concession ownership regime. This leads to the obligation to hand them over to the Grantor upon the natural expiry of the concession; this action will be in any case conditioned by the repayment of their value to be established according to the new convention rules;
- the same treatment applies to the goods acquired/created by the Concessionaire with funding from its accounts but used to perform (unregulated) commercial activities, provided these are related to real estate;
- for commercial movable properties, the ownership title is full; the Grantor is granted a right to purchase (art. 20 bis 4.d) upon the natural expiry of the concession, which can be exercised by paying the former concessionaire their residual carrying value.

Based on the Planning Agreement, at the natural expiration of the concession, ENAC will send ADR a fee equal to the residual value of the investments made. The residue value will be taken from the regulatory accounts. To date the ADR Group does not have assets in service whose residual value from the regulatory accounts exceeds a zero.

7. Information on the items of the consolidated statement of financial position

7.1 Tangible assets

(THOUSANDS OF EUROS)	12.31.2012			CHANGES			12.31.2013		
	COST	ACC. DEPR.	NET VALUE	INVESTMENTS	DEPRECIATION	OTHER CHANGES	COST	ACC. DEPR.	NET VALUE
Plant and machinery	43,061	(36,757)	6,304	442	(2,473)	42	43,094	(38,779)	4,315
Industrial and commercial equipment	9,488	(8,449)	1,039	525	(814)	64	10,069	(9,255)	814
Other assets	31,271	(29,427)	1,844	1,046	(1,154)	81	20,920	(19,103)	1,817
Work in progress and advances	85	0	85	2,863	0	(70)	2,878	0	2,878
TOTAL TANGIBLE ASSETS	**83,905**	**(74,633)**	**9,272**	**4,876**	**(4,441)**	**117**	**76,961**	**(67,137)**	**9,824**

(THOUSANDS OF EUROS)	1.1.2012			CHANGES			12.31.2012		
	COST	ACC. DEPR.	NET VALUE	INVESTMENTS	DEPRECIATION (*)	OTHER CHANGES	COST	ACC. DEPR.	NET VALUE
Plant and machinery	43,455	(35,357)	8,098	1,307	(3,033)	(68)	43,061	(36,757)	6,304
Industrial and commercial equipment	9,827	(8,419)	1,408	144	(425)	(88)	9,488	(8,449)	1,039
Other assets	31,964	(29,825)	2,139	895	(1,081)	(109)	31,271	(29,427)	1,844
Work in progress and advances	893	0	893	90	0	(898)	85	0	85
TOTAL TANGIBLE ASSETS	**86,139**	**(73,601)**	**12,538**	**2,436**	**(4,539)**	**(1,163)**	**83,905**	**(74,633)**	**9,272**

(*) including the depreciation classified in Net income (loss) from discontinued operations

Tangible assets, equaling 9,824 thousand euros (9,272 thousand euros as of December 31, 2012) rose in the year 552 thousand euros, partly offset by depreciation for the year, 4,441 thousand euros.

Investments of 4,876 thousand euros (2,436 thousand euros in 2012), mainly refer to:

- within the category Plant and machinery (442 thousand euros) to baggage inspection equipment (250 thousand euros) and transport vehicles (43 thousand euros);
- within the category Industrial and commercial equipment (525 thousand euros) to security equipment (444 thousand euros);
- within the category Other assets (1,046 thousand euros) to electronic machinery (665 thousand euros);
- within the category “work in progress and advances” (2,863 thousand euros) to snow removal means and deicer (1,755 thousand euros).

During the year no significant changes took place in the estimated useful life of the assets.

The guarantees provided by the ADR Group to some financers, concerning movable property (such as plant, machinery and instruments, etc.), are described in Note 9 - Guarantees and covenants on medium-long term liabilities of these Explanatory Notes.

7.2 Intangible assets

(THOUSANDS OF EUROS)		12.31.2012			CHANGES			12.31.2013	
	COST	ACC. AMORT.	NET VALUE	INVESTMENTS	AMORTIZATION	OTHER CHANGES	COST	ACC. AMORT.	NET VALUE
Concession fees									
Airport management concession - rights acquired	2,167,966	(615,531)	1,552,435	0	(49,283)	0	2,167,966	(664,814)	1,503,152
Airport management concession - investments in infrastructure	549,390	(100,165)	449,225	23,455	(12,060)	(736)	572,076	(112,192)	459,884
	2,717,356	(715,696)	2,001,660	23,455	(61,343)	(736)	2,740,042	(777,006)	1,963,036
Other intangible assets	39,265	(35,542)	3,723	4,514	(2,562)	601	44,380	(38,104)	6,276
TOTAL INTANGIBLE ASSETS	**2,756,621**	**(751,238)**	**2,005,383**	**27,969**	**(63,905)**	**(135)**	**2,784,422**	**(815,110)**	**1,969,312**

(THOUSANDS OF EUROS)		1.1.2012			CHANGES			12.31.2012	
	COST	ACC. AMORT.	NET VALUE	INVESTMENTS	AMORTIZATION (*)	OTHER CHANGES	COST	ACC. AMORT.	NET VALUE
Concession fees									
Airport management concession - rights acquired	2,167,966	(566,248)	1,601,718	0	(49,283)	0	2,167,966	(615,531)	1,552,435
Airport management concession - investments in infrastructure	551,564	(89,342)	462,222	7,154	(12,057)	(8,094)	549,390	(100,165)	449,225
	2,719,530	(655,590)	2,063,940	7,154	(61,340)	(8,094)	2,717,356	(715,696)	2,001,660
Other intangible assets	36,743	(32,542)	4,201	1,758	(3,069)	833	39,265	(35,542)	3,723
TOTAL INTANGIBLE ASSETS	**2,756,273**	**(688,132)**	**2,068,141**	**8,912**	**(64,409)**	**(7,261)**	**2,756,621**	**(751,238)**	**2,005,383**

(*) including the amortization classified in Net income (loss) from discontinued operations

Intangible assets, equal to 1,969,312 thousand euros (2,005,383 thousand euros as of December 31, 2012) reduced by 36,071 thousand euros mainly due to the amortization for the year, equal to 63,905 thousand euros, only partly offset by the investments equal to 27,969 thousand euros.

Concession fees include the concession relating to managing the Rome's airport system; for further information on the concession relationship reference should be made to Note 5. In detail:

- Airport management concession - rights acquired: represents the value of the airport management concession, and reflects the difference between the price paid for ADR's shares by Leonardo S.p.A. (incorporated in Leonardo effective January 1, 2001) compared to the pro-rata value of shareholders' equity.
- Airport management concession - investments in infrastructure: includes the activities to create new infrastructure and/or improve and enhance the existing airport infrastructure carried out by the ADR Group.

The investments in the Airport management concession - investments in infrastructure equal 23,455 thousand euros (7,154 thousand euros in 2012) and relate to construction services carried out in the year on infrastructure in concession. In applying IFRIC12, in the income statement the costs connected to these investments are recorded, as well as the fair value of the related construction services carried out.

Worth noting are:

- works to create departure area F (formerly Pier C) for 7.9 million euros;
- sewer and water network works for 2.9 million euros;
- work at boarding area A for 2.8 million euros;
- works on runways and aprons for 2.7 million euros.

The impairment test, carried out based on the Group's estimated cash flows referring to the business plan which is based on the assumptions reported below, showed a recoverable value of the intangible fixed assets of the ADR Group significantly higher than the carrying amount. The method to calculate this value is the so-called *"Discounted Unlevered Free Cash Flow"* and the discounting rate applied to the discount of the unlevered cash flows equals 6.44%. The latter was calculated with the Capital Asset Pricing Model method, with the following airports as comparables, whose shares are listed on the main European financial markets: Aeroport de Paris; Zurich Airport; Wien Airport; Fraport; Copenhagen Airport; SAVE. The comparables were chosen by replicating the ENAC investigation to determine the Regulatory WaCC currently applied in the fee structure.

ADR's two main business areas, aeronautical and non-aeronautical, were considered as one single Cash Generating Unit for both their strict interconnection and the fact that one single value was assigned to the concession.

The forecasts are based on the following main assumptions:

- creation of inclusive investments for extraordinary maintenance for about 10.5 billion euros at 2044, of which about 1.9 billion euros by 2021, with the aim of increasing the accommodation capacity of Fiumicino Sud and the requalification of Ciampino as "city airport" and, by 2044, 6.4 billion euros to build the new airport area of Fiumicino Nord; the exclusion from ADR's economic-financial plan of Viterbo airport is confirmed, as this is no longer included in the national airport development plan;
- forecast passenger traffic up to more than 49 million at the end of the first regulatory period (2021) in the hypothesis of AZ maintaining the current role as hub carrier in FCO, possibly in industrial partnership with a leading carrier; for 2044 traffic is predicted at 98 million, up by 3% on average for the period 2013-2044;
- a fee structure based on the "price cap" (RAB based) method with clear correlation of the costs with the revenues admitted and certain rules for the short and long period, in "dual till" regime;
- identification, in the first five regulatory years (2012/2016), of a capital remuneration admitted for regulatory purposes of 11.91% (real pre-tax WaCC), with clear indication of the calculation methods in the subsequent five years.

The Other intangible assets, equal to 6,276 thousand euros (3,723 thousand euros as of December 31, 2012), include the rights to use the property rights, concessions, licenses, trademarks and similar rights. The investments for the year, equal to 4,514 thousand euros, mainly refer to the implementation of airport systems, the evolutionary maintenance of the accounting system and the acquisition of licenses.

7.3 Equity investments

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
ASSOCIATED UNDERTAKINGS			
Consorzio E.T.L. (in liquidation)	0	10	(10)
Ligabue Gate Gourmet Roma S.p.A. (insolvent)	0	0	0
Consorzio Agere	3	3	0
	3	**13**	**(10)**
OTHER COMPANIES			
Aeroporto di Genova S.p.A.	894	894	0
S.A.CAL. S.p.A.	1,307	1,307	0
Leonardo Energia – Società Consortile a r.l.	1	1	0
	2,202	**2,202**	**0**
TOTAL	**2,205**	**2,215**	**(10)**

In the year 2013 Equity investments decreased by 10 thousand euros consequently to the devaluation of the investment in Consorzio E.TL. in liquidation

For further information regarding the performance of the investee companies in 2013, reference should be made to the section "Equity investments" in the Management Report on Operations.

The guarantees provided by the ADR Group to some financers, concerning the shares and stakes held by ADR in the capital of the subsidiary undertakings, are described in Note 9 - Guarantees and covenants on medium-long term liabilities of these Explanatory Notes.

7.4 Other current and non-current financial assets

The Other non-current financial assets, equal to 4,885 thousand euros (9,555 thousand euros as of December 31, 2012), refer to medium/long-term financial prepayments The reduction of 4.7 million euros is mainly attributable to the reclassification, for 9.7 million euros, of the ancillary charges relating to the bank Term Loan of May 2012 (then disbursed in February 2013), valued at the amortized cost in the account, partly offset by the ancillary charges incurred for 4.9 million euros in relation to the new Revolving Credit Facility granted to ADR in December 2013;

The Other current financial assets, equal to 26,166 thousand euros (45,577 thousand euros as of December 31, 2012), include the following main items:

- the balance of the Debt Service Reserve Account of 24,876 thousand euros (43,150 thousand euros as of December 31, 2012). It should be borne in mind that, in accordance with ADR's loan agreements, the “Debt Service Reserve Account” is a term current account in the name of the Security Agent in which the Company is obliged to keep a sum as security for debt servicing in relation to the bank loans and the obligations of Romulus Finance, to be adjusted every six months (periods March 20 – September 19 and September 20 – March 19). The decreased balance of the mentioned account compared to the end of 2012 (-18.3 million euros) is due to the lower gross debt and thus the financial expense, after the repayment of Tranche A1 (see Note 7.15).

- current financial prepayments for 1,257 thousand euros (2,425 thousand euros as of December 31, 2012) relating to the AMBAC Assurance UK premium for 1,139 thousand euros (2,307 thousand euros as of December 31, 2012), the monoline insurance that secured the bonds issued by Romulus Finance, and the premium paid to Intesa Sanpaolo (formerly BIIS), the bank that guaranteed the loan granted by EIB to ADR (118 thousand euros as of December 31, 2012) for 118 thousand euros.

7.5 Deferred tax assets

The Deferred tax assets, equal to 136,685 thousand euros (137,702 thousand euros as of December 31, 2012), are shown net of deferred tax liabilities that can be offset. The nature of the temporary differences that determined the net deferred tax assets is illustrated in the table below.

(THOUSANDS OF EUROS)	12.31.2012	CHANGES DURING THE PERIOD				12.31.2013
		PROVISIONS	RELEASES	DEFERRED TAX ASSETS/DEFERRED TAX LIABILITIES ON INCOME AND CHARGES RECORDED IN THE SHAREHOLDERS' EQUITY	RATE CHANGE EFFECT	
DEFERRED TAX ASSETS						
Allocations to (use of) the provisions for renovation of airport infrastructure	86,228	27,953	(10,596)			103,585
Allocations to allowance for obsolete and slow moving goods	32	9	(30)			11
Allocations to provisions for doubtful accounts	16,634	2,541	(407)			18,768
Staff provisions	3,537	3,130	(1,999)	222		4,890
Amortized cost and Derivative instruments	19,684	0	(356)	(1,814)		17,514
Allowances for risks and charges	17,892	491	(10,293)			8,090
Other	1,241	557	(682)			1,116
TOTAL DEFERRED TAX ASSETS	145,248	34,681	(24,363)	(1,592)		153,974
DEFERRED TAX LIABILITIES THAT CAN BE OFFSET						
Application of IFRIC 12	7,545	11,890	(2,146)			17,289
Other	1	0	(1)			0
TOTAL DEFERRED TAX LIABILITIES	7,546	11,890	(2,147)			17,289
TOTAL NET DEFERRED TAX ASSETS	**137,702**	**22,791**	**(22,216)**	**(1,592)**		**136,685**

The main changes of 2013 refer to the allocation and use of the provisions for renovation of airport infrastructure and the effects of applying IFRIC 12 on the fixed assets.

7.6 Other non-current assets

Other non-current assets, equal to 466 thousand euros, refer to guarantee deposits. The balance as of December 31, 2012, equal to 26,573 thousand euros, included 26,098 thousand euros deriving from the payment of the sums posted provisionally with regard to the current litigation with the Customs Office (duty free shop).

Regarding the sentence of the Supreme Court filed in September 2013, the abovementioned credit was:

- reclassified under Other current assets for 9,580 thousand euros equal to the best estimate of the taxes (and the relevant collection charges and interest) regarding the period 1/1/1993-3/23/1995, recognized as limited by the Supreme Court;
- zeroed for 16,517 thousand euros (with the use of the tax provision as counter-entry) consequently to the unfavorable sentence of the Supreme Court with reference to the taxes after March 1995.

For further information reference should be made to Note 7.14.

7.7 Commercial activities

Commercial activities, equal to 203,513 thousand euros (174,363 thousand euros as of December 31, 2012), include:

- inventories (equal to 2,358 thousand euros, 2,363 thousand euros as of December 31, 2012) comprising consumable materials, clothing, spare parts, fuel, telephone material, etc. The guarantees provided by ADR to some financers, concerning the inventories are described in Note 9 - Guarantees and covenants on medium-long term liabilities of these Explanatory Notes;
- assets for contract work in progress (equal to 255 thousand euros, 359 thousand euros as of December 31, 2012) referred to the work in progress for design and work management of ADR Engineering towards third parties;
- trade receivables (equal to 200,900 thousand euros, 171,641 thousand euros as of December 31, 2012) are broken down in the table below:

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Due from clients	262,413	223,291	39,122
Due from parent companies	56	426	(370)
Receivables for construction services	15,096	18,840	(3,744)
Other trade receivables	1,007	459	548
TOTAL TRADE RECEIVABLES, GROSS OF THE PROVISIONS FOR DOUBTFUL ACCOUNTS	278,572	243,016	35,556
Provisions for doubtful accounts	(69,660)	(63,368)	(6,292)
Provisions for overdue interest	(8,012)	(8,007)	(5)
TOTAL PROVISIONS FOR DOUBTFUL ACCOUNTS	(77,672)	(71,375)	(6,297)
TOTAL TRADE RECEIVABLES	**200,900**	**171,641**	**29,259**

“Due from clients” (gross of provisions for doubtful accounts) total 262,413 thousand euros and include trade receivables from customers and Public Bodies deriving from the supply of utilities and services. The increase of 39.1 million euros is attributable to the effect of applying the new tariffs – which increased from March 9, 2013 – and the increase in the passenger surcharge – from July +2 euros per outbound passenger – as well as the effects connected to the heightened financial tension that, in the final part of the year, concerned the main national carrier and that was immediately translated into an increase in the exposure at year end, subsequently solved.

The balance includes amounts due to the ADR Group from Alitalia Group companies under special administration, totaling 20.3 million euros. For the amounts due from Alitalia S.p.A. under special administration, worth remembering is that in 2011 the surety of 6.3 million euros was enforced, issued by Alitalia/CAI to secure the amounts due to ADR from Alitalia S.p.A. under special administration (as well as to the aircraft owned by lessors, obliged in a fair manner) in order to allow the aircraft owned by the lessors to reach Alitalia/CAI free from claims of seizure for protection purposes made by ADR. The amount enforced and collected was posted under the Other current liabilities.

The receivables for construction services (gross of the provisions for doubtful accounts), equal to 15,096 thousand euros, include the receivables for invoices issued and to be issued for work in progress, largely relating to the state-financed portion of construction works in departure area F (formerly Pier C).

The Other trade receivables (1,007 thousand euros and 459 thousand euros as of December 31, 2012) refer to prepaid expenses of a commercial nature and advances to suppliers.

The table below shows the age of the trade receivables.

(THOUSANDS OF EUROS)	TOTAL RECEIVABLES	RECEIVABLES THAT ARE NOT PAST DUE AND NOT WRITTEN-DOWN	RECEIVABLES WRITTEN-DOWN, NET OF THE PROVISIONS FOR DOUBTFUL ACCOUNTS	PAST DUE RECEIVABLES NOT WRITTEN-DOWN		
				FROM 0 TO 90 DAYS	BETWEEN 90 AND 365 DAYS	> 1 YEAR
12.31.2013	**200,900**	95,735	51,360	27,830	5,240	20,735
12.31.2012	**171,641**	87,720	42,845	15,948	3,993	21,135

The table below shows the movements of the provisions for doubtful accounts:

(THOUSANDS OF EUROS)	12.31.2012	INCREASES	DECREASES	12.31.2013
Provisions for doubtful accounts	63,368	10,433	(4,141)	69,660
Provisions for overdue interest	8,007	15	(10)	8,012
TOTAL PROVISIONS FOR DOUBTFUL ACCOUNTS	**71,375**	**10,448**	**(4,151)**	**77,672**

The book value of trade receivables is close to the relevant fair value.

The guarantees provided by the ADR Group to some financers, concerning the receivables are described in Note 9 - Guarantees and covenants on medium-long term liabilities of these Explanatory Notes.

7.8 Current tax assets and liabilities

The table below shows in detail the assets and liabilities for current taxes at the start and end of the year.

	ASSETS			LIABILITIES		
(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE	12.31.2013	12.31.2012	CHANGE
Due from parent companies for tax consolidation	7,629	8,213	(584)	0	0	0
IRES	299	317	(18)	15,776	3,017	12,759
IRAP	18	2,492	(2,474)	1,989	1,611	378
TOTAL	**7,946**	**11,022**	**(3,076)**	**17,765**	**4,628**	**13,137**

Current tax assets, equal to 7,946 thousand euros (11,022 thousand euros as of December 31, 2012), comprise 7,629 thousand euros of the receivable from the parent company Atlantia for the application for refund regarding the higher IRES paid in the taxation periods 2007-2011 due to the non deduction of IRAP on staff costs.

Current tax liabilities, equal to 17,765 thousand euros (4,628 thousand euros as of December 31, 2012), derive from the estimated IRES and IRAP tax burden for the year, net of the advances already paid.

7.9 Other current assets

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Due from parent companies	4,225	0	4,225
Due from associated undertakings	482	482	0
Due from tax authorities	23,752	5,786	17,966
Due from others	2,616	3,329	(713)
TOTAL OTHER CURRENT ASSETS	**31,075**	**9,597**	**21,478**

“Due from parent companies”, equal to 4,225 thousand euros, refers to the tax indemnity issued by the parent company for the dispute with the Customs Office in relation to its enforcement upon the finalization of ADR’s conviction, with the ruling of the Supreme Court mentioned in Note 7.6.

“Due from tax authorities”, equal to 23,752 thousand euros (5,786 thousand euros as of December 31, 2012), mainly includes:

- the VAT credit for 13,712 thousand euros, up by 8.3 million euros with respect to December 31, 2012;
- due from tax authorities for 9,580 thousand euros reclassified by the item Other current assets, equal to the best estimate of the taxes (and the relevant collection charges and interest) regarding the period 1/1/1993-3/23/1995, recognized as limited by the Supreme Court (see Note 7.6);

The table below shows the age of the Other current assets.

(THOUSANDS OF EUROS)	TOTAL RECEIVABLES	RECEIVABLES THAT ARE NOT PAST DUE AND NOT WRITTEN-DOWN	RECEIVABLES WRITTEN-DOWN, NET OF THE PROVISIONS FOR DOUBTFUL ACCOUNTS	PAST DUE RECEIVABLES NOT WRITTEN-DOWN		
				FROM 0 TO 90 DAYS	BETWEEN 90 AND 365 DAYS	> 1 YEAR
12.31.2013	**31,075**	29,653	0			1,422
12.31.2012	**9,597**	8,175	0			1,422

7.10 Cash and cash equivalents

Cash and cash equivalents amount to 789,310 thousand euros and have increased by 395,800 thousand euros compared with December 31, 2012. This increase is the result of different components: the crediting of the funds from the new bond issue concluded by ADR in December 2013 (the resources came from bank account constrained until the conditions for use occur in

2014), the positive operating cash flow and, with the minus sign, the repayment of Tranche A1 of the Romulus Finance bonds taking place in February 2013.

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Bank and post office deposits	789,173	393,382	395,791
Cash and notes in hand	137	128	9
TOTAL CASH AND CASH EQUIVALENTS	**789,310**	**393,510**	**395,800**

Bank deposits include, in particular, the following current accounts governed by loan agreements with banking institutes and the Romulus Finance bond issue, subject to special use constraints:

- the "Recoveries Account", in which any cash deriving from extraordinary transactions and insurance claims must be deposited; the balance of the account was equal to 0 on December 31, 2013 (0.7 million euros at December 31, 2012);
- the "loan collateral", with a balance equal to 37.9 million euros allocated to the collateralization of *Tranches* A2 and A3 of the Romulus Finance bonds and the bank loans with falling due sooner (2015). This amount was credited on this account on the application date of September 2013, in compliance with the explicit rules of the so-called contractual retention regime. On the account at December 31, 2012, in relation to the retention regime in force in 2012, 100.5 million euros were deposited, which were then used in February to repay Tranche A1 Romulus Finance bonds, to which they had been previously constrained.

Another two accounts opened in 2012, characterized by the same constraint for the use since linked to the outcome of the extraordinary sales transaction of ADR Retail and with a total balance of 218.7 million euros at December 31, 2012, were entirely used in February to repay Tranche A1 in compliance with the constraint for which they were constituted.

As of December 31, 2013, the residual amount of 25.6 million euros (unchanged compared to December 31, 2012) was held in an ADR current account not subject to the constraints or guarantees deriving from the financial contracts (even in case of cash sweep or retention regime). This residual amount derives from free cash flow generated before 2008 and never distributed may, therefore, be used for the payment of dividends under ordinary circumstances.

The guarantees provided by the ADR Group to some financers concerning the cash on hand in banks are described in Note 9 - Guarantees and covenants on medium-long term liabilities of these Explanatory Notes.

7.11 Shareholders' equity

The shareholders' equity of the ADR Group as of December 31, 2013 amounts to 948,321 thousand euros (853,908 thousand euros as of December 31, 2012), while the minority interests in shareholders' equity amount to 1,039 thousand euros (776 thousand euros as of December 31, 2012) and refer to the third-party shareholders of ADR Advertising.

The shareholders' equity is analyzed as follows:

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Share capital	62,225	62,225	0
Share premium reserve	667,389	667,389	0
Legal reserve	12,462	12,462	0
Cash flow hedge reserve	(45,287)	(50,069)	4,782
Other reserves and retained earnings	161,884	(73,855)	235,739
Net income for the year	89,648	235,756	(146,108)
TOTAL GROUP SHAREHOLDERS' EQUITY	948,321	853,908	94,413
Share capital and reserves	775	564	211
Net income for the year	264	212	52
TOTAL MINORITY INTERESTS IN SHAREHOLDERS' EQUITY	1,039	776	263
TOTAL SHAREHOLDERS' EQUITY	**949,360**	**854,684**	**94,676**

The changes taking place in the year are highlighted in the table entered among the accounting statements.

As of December 31, 2013 ADR's share capital, wholly subscribed and paid up, amounts to 62,224,743 euros, represented by 62,224,743 shares with a par value of 1 euro each.

ADR's legal reserve represents the part of profits which, according to the contents of art. 2430 of the Italian Civil Code, may not be distributed as dividends. The reserve reached the maximum amount required by law.

The cash flow hedge reserve includes the measurement at fair value of the cash flow hedge derivatives; for more details reference is made to Note 7.15.

Information on incentive plans based on financial instruments

On March 1, 2012 the ordinary general meeting of the shareholders of the former parent company Gemina (merged with Atlantia with effect December 1, 2013) had approved the general lines and the regulation framework of a stock option plan pursuant to art. 114-bis of Leg. Decree no. 58 of February 24, 1998 called "Stock option plan 2012" ("Plan").

The Plan was reserved for employees, associates and directors holding special offices at former Gemina and its subsidiary undertakings identified at the unquestionable judgment of the Board of Directors, on the proposal of the Human Resource and Remuneration Committee, among the subjects holding key strategic positions within the former Gemina Group, concerning the respective positions held.

According to the Plan, a maximum number of 23,000,000 free options ("Options"), not transferable inter vivos would be attributed free of charge during the three annual cycles (2012, 2013 and 2014). Each Option would assign the beneficiaries, under the conditions set by the Regulation, the right, at the company's discretion, to (i) purchase one own share of the Company (already in its portfolio or acquired subsequently), or (ii) subscribe a new share.

The Options that may be attributed would accrue after a vesting period of thirty eight months and can be exercised on condition of attaining the performance objectives according to the terms and conditions specified in the Regulation.

The number of Options that could be exercised will be in any case calculated according to the Regulation in application of a mathematical algorithm that, among other things, would account for the current value determined on the date of assigning the options and the price to exercise them, based on a limitation of the capital gain that can be realized.

The exercise price of the Options would correspond to the arithmetic mean of the official price of the ordinary shares of the company on each day of listing on the Screen Traded Stock Market managed by Borsa Italiana S.p.A. in the period passing from the day before the offer date to the same day of the previous month (both included), which may be adjusted according to the Regulation.

The characteristics of the plan were specified in a specific document pursuant to art. 84-bis of Consob Regulation no. 11971/1999 and subsequent amendments and additions.

On March 1, 2012, with reference to the first tranche, the Board of Directors identified 20 beneficiaries to be assigned a total of 4,371,444 at an exercise price of 0.631 euros. The beneficiaries adhered to the Plan in April 2012. The options would accrue after a vesting period of thirty eight months (April 1, 2012- May 31, 2015) and could be exercised based on the achievement of the performance objectives.

The unit fair price of the assigned rights equals 0.22 euros (for a total of 0.9 million euros) as determined by an independent expert using the Monte Carlo model and the following main assumptions:

- term set to exercise the options: 4.75 years
- risk-free interest rate 4.96%,
- expected volatility: 52%.

The Shareholders' meeting of the former parent company Gemina on April 30, 2013, accepting the proposal put forward by the Board of Directors, on the indication of the Remuneration and Human Resources Committee and in order to take into account the need to define a remuneration system for the top management that is consistent with the long-term remuneration policy and objectives of the Group resulting from the merger, approved the early closure of the incentive plan with reference to the 2013 and 2014 conferment cycles and the assignment, for the beneficiaries of the 2012 conferment cycle, of the right of early exercise of the options already attributed according to the same plan, subject to the effective merger of Gemina and Atlantia occurred on December 1, 2013.

The residual cost of plan at the original fair value, equal to 567 thousand euros, was entered in the income statement of the ADR Group under the staff costs, counterbalanced by an increase in the specific shareholders' equity reserve, classified under "other reserves".

Reconciliation of net income for the year and ADR's shareholders' equity with the consolidated figures

	SHAREHOLDERS' EQUITY		NET INCOME FOR THE YEAR	
(THOUSANDS OF EUROS)	12.31.13	12.31.12	2013	2012
ADR S.p.A. FINANCIAL STATEMENT VALUES	**977,543**	**894,221**	**83,163**	**226,627**
Recognition in the consolidated financial statements of the shareholders' equity and the income for the year of the consolidated equity investments, net of the share pertaining to third party shareholders	37,487	30,480	7,186	13,746
Cancellation of the carrying value of the consolidated equity investments	(9,544)	(9,451)	0	0
Cancellation, net of the related tax effects, of the inter-company gains		0	0	(3,743)
Other adjustments	(56,126)	(60,566)	(437)	(662)
VALUE OF CONSOLIDATED FINANCIAL STATEMENTS (GROUP PORTION)	948,321	853,908	89,648	235,756
VALUE OF CONSOLIDATED FINANCIAL STATEMENTS (THIRD PARTY PORTION)	1,039	776	264	212
VALUES OF CONSOLIDATED FINANCIAL STATEMENTS	**949,360**	**854,684**	**89,912**	**235,968**

7.12 Provisions for employee benefits

Provisions for employee benefits are 21,665 thousand euros, of which 21,262 thousand euros non-current (21,334 thousand euros as of December 31, 2012), and consist of an employee severance indemnity provision, governed by art. 2120 of the Italian Civil Code, which includes the estimate of the bond, determined based on actuarial techniques, relating to the amount to be paid to ADR employees when terminating the employment relationship. The change in the employee severance indemnity provision is shown in the following table.

(THOUSANDS OF EUROS)		2013
INITIAL VALUE OF THE EMPLOYEE SEVERANCE INDEMNITY PROVISION		**21,334**
Current cost	91	
Interest payable	532	
Total costs recorded in the income statement		623
Liquidation / Releases		(1,073)
Actuarial gains/losses from changes in the demographic assumptions	(47)	
Actuarial gains/losses from changes in the financial assumptions	797	
Effect of past experience	56	
Total actuarial gains/losses recognized in the comprehensive income statement		806
Other changes		(25)
FINAL VALUE OF THE EMPLOYEE SEVERANCE INDEMNITY PROVISION		**21,665**
of which:		
non-current share		21,262
current share		403

Summarized below are the main assumptions made for the actuarial estimate process regarding the employee severance indemnities at December 31, 2013:

FINANCIAL ASSUMPTIONS	2013	2012
Discounting rate	2.5%	2.9%
Inflation rate	2.0%	2.0%
Annual rate of increase in employee severance indemnities	3.0%	2.7%
Annual rate of pay increase	0.04%	2.5%
Annual turnover rate	1.3%	1.2%
Annual rate of disbursement of advances	1.6%	1.4%

The discounting rate used to determine the current value of the obligation was determined in accordance with paragraph 78 of IAS 19, with reference to the average return curve deriving from the index IBOXX Eurozone Corporates AA 7-10 with duration based on the average permanence of the collective measurement subject.

DEMOGRAPHIC ASSUMPTIONS	2013/2012
Mortality	ISTAT indices reduced to 85%
Inability	INPS tables reduced to 70%
Retirement	General Compulsory Insurance requirements

The effects of the obligation for the employee severance indemnities deriving from a reasonably possible change in the main actuarial assumptions at year end are indicated below:

(THOUSANDS OF EUROS)	1.0% INCREASE	1.0% DECREASE	0.25% INCREASE	0.25% DECREASE
Annual turnover rate	21,668	21,657		
Inflation rate			21,976	21,356
Discounting rate			21,182	22,161

The weighted average duration of the obligations for the defined benefit plans for the employees at year end is 11 years and the service costs predicted for 2014 equal 98 thousand euros.

The disbursements predicted for the next five years are as follows:

(THOUSANDS OF EUROS)	
1st year	844
2nd year	792
3rd year	978
4th year	1,364
5th year	1,845

The amount of the contributions expected to be allocated to the defined benefit plans in the subsequent year is equal to zero.

7.13 Provisions for renovation of airport infrastructure (non-current and current share)

The Provisions for renovation of airport infrastructure, equal to 287,513 thousand euros (264,339 thousand euros at December 31, 2012), of which 107,129 thousand euros for the current share (97,055 at December 31, 2012), include the current value of the updated estimate of the charges to be incurred for extraordinary maintenance recoveries and replacements in the face of the contractual obligation set by the airport concession signed by the granting Administration with the aim of ensuring the due functionality and safety of the airport infrastructure.

Reported below is the analysis of the changes during the year.

(THOUSANDS OF EUROS)	12.31.2012	PROVISIONS	DISCOUNTING EFFECT	DECREASES FOR THE REVERSAL OF FUNDS IN EXCESS	OPERATING USES	12.31.2013
Provisions for renovation of airport infrastructure	264,339	101,433	14,539		(92,798)	287,513
of which:						
current share	97,055					107,129
non-current share	167,284					180,384

7.14 Other allowances for risks and charges (current and non-current share)

The Other allowances for risks and charges are equal to 53,054 thousand euros (71,069 thousand euros at December 31, 2012), of which 14,492 thousand euros for the current share (17,604 at December 31, 2012). Reported below is the analysis of the breakdown of the item and the changes during the year.

(THOUSANDS OF EUROS)	12.31.2012	PROVISIONS	DECREASES FOR THE REVERSAL OF FUNDS IN EXCESS	OPERATING USES	12.31.2013
Tax provisions	26,097	12,121	(9,580)	(16,517)	12,121
Provisions for current and potential disputes	42,564	2,299	(3,125)	(2,989)	38,749
Insurance deductibles	1,787		(7)	(212)	1,568
Restructuring	596				596
To cover investee companies' losses	25	5		(10)	20
TOTAL OTHER ALLOWANCES FOR RISKS AND CHARGES	**71,069**	**14,425**	**(12,712)**	**(19,728)**	**53,054**
of which:					
current share	17,604				14,492
non-current share	53,465				38,562

The tax provisions, equal to 12,121 thousand euros (26,097 thousand euros as of December 31, 2012), recorded the changes below:

- re-absorption in the income statement of 9,580 thousand euros, equal to the best estimate of the taxes (and the relevant collection charges and interest) regarding the period 1/1/1993-3/23/1995, recognized as limited by the Supreme Court, as part of the dispute with the Customs office (duty free);
- use of the provision for 16,517 thousand euros (with the reduction of tax credits by the same amount as counter-entry), consequently to the unfavorable sentence of the Supreme Court with reference to the taxes after March 1995;
- allocation of 12,121 thousand euros in relation to the risk of a negative outcome of the pending cases regarding the dispute with UTF (now the Customs Office) on the tax and additional fee on electricity for the period 2002-2005 and 2007-2010, following the unfavorable decisions of the Supreme Court on some dispute already considered by the Court.

The provisions for current and potential disputes of 38,749 thousand euros (42,564 thousand euros at December 31, 2012) include the estimated charges that are expected to be incurred in connection with the disputes in progress at year end. These provisions were used in 2013 for 2,989 thousand euros mainly for the settlement of two disputes; the provisions were also re-absorbed for an overall value of 3,125 thousand euros after some risk positions ceased.

For further information on the current disputes reference should be made to Note 10.5.

7.15 Financial liabilities (current and non-current share)

(THOUSANDS OF EUROS)	12.31 2013					12.31.2012		
	BOOK VALUE	CURRENT SHARE	NON-CURRENT SHARE	BETWEEN 1 AND 5 YEARS	OVER 5 YEARS	BOOK VALUE	CURRENT SHARE	NON-CURRENT SHARE
MEDIUM/LONG-TERM FINANCIAL LIABILITIES								
Bonds	1,215,699	374,779	840,920	0	840,920	1,126,423	499,784	626,639
Medium/long-term loans	228,589	228,589	0	0		97,564	8,478	89,086
Accrued expenses medium/long-term financial liabilities	4,123	4,123	0			15,280	15,280	0
TOTAL MEDIUM/LONG-TERM FINANCIAL LIABILITIES	1,448,411	607,491	840,920	0	840,920	1,239,267	523,542	715,725
FINANCIAL INSTRUMENTS - DERIVATIVES	130,898	253	130,645	0	130,645	132,432	111	132,321
OTHER CURRENT FINANCIAL LIABILITIES	0	0	0	0	0	0	0	0
TOTAL FINANCIAL LIABILITIES	**1,579,309**	**607,744**	**971,565**	**0**	**971,565**	**1,371,699**	**523,653**	**848,046**

Bonds

	12.31.2012				CHANGES	12.31.2013
(THOUSANDS OF EUROS)	BOOK VALUE	NEW LOANS RAISED	REPAYMENTS	EXCHANGE RATE DIFFERENCES	AMORTIZED COST EFFECT	BOOK VALUE
Bonds	1,126,423	600,000	(500,000)	(5,354)	(5,370)	1,215,699
current share	499,784					374,779
non-current share	626,639					840,920

Bonds are equal to 1,215,699 thousand euros (1,126,423 thousand euros at December 31, 2012). The change in the year, equal to +89,276 thousand euros, refers mainly to the combined effect of:

- the issue, on December 10, 2013, of a new bond loan for 600,000 thousand euros valid on the EMTN (Euro Medium Term Note) Program;
- repayment, as of the expiry date of February 2013, of Tranche A1 of the bonds issued by the vehicle Romulus Finance, equal to 500.0 million euros.

Reported below is the main information regarding the bond issues.

(THOUSANDS OF EUROS)

NAME	ISSUER	PAR VALUE	CURRENCY	BOOK VALUE	INTEREST RATE	COUPON	REPAYMENT	DURATION	EXPIRY
A2	Romulus Finance	200,000	euros	199,882	Euribor 3m + 0.90%	quarterly	expiring in	12 years	02/2015
A3	Romulus Finance	175,000	euros	174,897	Euribor 3m + 0.90%	quarterly	expiring in	12 years	02/2015
A4 (*)	Romulus Finance	215,000 GBP	GBP	248,637	5,441%	every six months	expiring in	20 years	02/2023
€600,000,000 3.250% Notes exp. 02.20.2021	ADR	600,000	euros	592,283	fixed 3.25%	yearly	expiring in	7 years and 2 months	02.20.2021
TOTAL BONDS				**1,215,699**					

(*) This is the par value of debt; the book value recorded in the financial statements (248.6 million euro) is affected by the adoption of the amortized cost method, the adjustment to the exchange rate at year end of Class A4 in Pound Sterling, net of bonds A4 currently held by ADR, equal to 4 million Pound Sterling.

Romulus Finance is the Special Purpose Entity (SPE) established pursuant to law no. 130 of April 30, 1999 on securitization and controlled by two entities governed by Dutch legislation. Via this vehicle, on February 14, 2003 the creditor banks of ADR securitized part of the previous loan granted to ADR on August 2, 2001 for a total of 1,725 million euros, through the issue of 1,265 million euros in bonds listed on the Luxembourg Stock Exchange and underwritten by institutional investors.

The issue of bonds is arranged into three residual classes of which two are in euro (A2 and A3) and one (A4) in Pound Sterling. The bonds issued by Romulus regarding Classes A2, A3 and A4 are secured by the monoline insurance company, Ambac Assurance UK Limited; from April 2011 the insurance company is no longer subject to rating.

The level of ADR's rating affects the amount of the premium paid to Ambac for the surety on the bonds, but not the interest rate applied to each Class of bond.

The description of the collateral granted by ADR (and some subsidiary undertakings) and the main covenants in favor of the financers to guarantee the Romulus Finance bonds is reported in Note 9 - Guarantees and covenants on medium/long-term liabilities of these Explanatory Notes.

The new drawings refer to the senior unsecured bond issue for 600 million euros dated December 10, 2013 as part of the important plan adopted by ADR to refinance its financial debt.

The securities representing the bond issue were placed with qualified investors listed in the regulated market of the Irish stock exchange.

The bonds were issued by ADR with validity on its medium-term bond issue plan (Euro Medium Term Note Program - EMTN Program) approved by ADR in November 2013 for an overall amount of 1.5 billion euros.

Through this issue ADR will refinance in advance most of the medium/long-term financial indebtedness maturing in the future, and particularly: Tranches A2 and A3 of the Romulus Finance bonds, the bank loan stipulated in 2012, the EIB loan and the Banca Intesa Sanpaolo facility (hereafter described in more detail), for a total principal amount of about 605 million euros, plus the interest accrued and any early repayment costs. Tranches A2 and A3 of Romulus Finance bonds were consequently classified as current payables.

The placement of the bond issued under the EMTN program was dealt with – in their capacity as Joint Lead Managers – by Barclays Bank plc, BNP Paribas, Crédit Agricole Corporate and Investment Bank, Mediobanca – Banca di Credito Finanziario S.p.A., Natixis, The Royal Bank of Scotland plc, Société Générale and UniCredit Bank.

The senior unsecured bond issue was rated “BBB+”, “Baa3” and “BBB+” by the agencies Standard & Poor's, Moody's and Fitch, respectively.

The fair value of the bond issues is reported in the table below.

(THOUSANDS OF EUROS)		12.31 2013		12.31.2012
	BOOK VALUE	FAIR VALUE	BOOK VALUE	FAIR VALUE
Fixed rate	840,920	868,633	753,456	745,061
Floating rate	374,779	374,085	372,967	345,111
TOTAL BOND ISSUES	**1,215,699**	**1,242,718**	**1,126,423**	**1,090,172**

The fair value of the bond issues was determined on the basis of the market values available at December 31, 2013; in particular, the future interest flows were discounted on the basis of the standard discounting curves regarding liabilities (6-month Euribor and 6-month Libor GBP). A spread was also considered on the discounting curves to express the counterparty risk, in line with the situation on the recording date. It is worth noticing how, between the two dates compared in the table, the credit spread effect is such to determine an increase in fair value, partly justified by the substantial improvement of the creditworthiness of the ADR Group during 2013, which peaked with the further upgrade received by rating agencies and the limited interest rate obtained and contained in the last bond issue.

Medium/long-term loans

(THOUSANDS OF EUROS)	12.31.2012			CHANGES	12.31.2013
	BOOK VALUE	NEW LOANS RAISED	REPAYMENTS	AMORTIZED COST EFFECT	BOOK VALUE
Medium/long-term loans	**97,564**	156,000	(24,271)	(704)	**228,589**
non-current share	89,086				0
current share	8,478				228,589

Medium/long-term loans are equal to 228,589 thousand euros (97,564 thousand euros as of December 31, 2012). The change in the year, equal to +131,025 thousand euros, refers mainly to the combined effect of:

- disbursement, on February 18, 2013, for 156,000 thousand euros of the Term loan subscribed in May 2012 and subsequently subjected to mandatory partial early repayment in correspondence with the application dates of September 2013 (due to the retention regime) for 15,771 thousand euros;
- repayment of 8,500 thousand euros of the Intesa Sanpaolo amortizing facility (formerly BIIS) corresponding to the installments falling due in March and September 2013.

The table below reports the analysis of the loans, with indication of their maturity and rate; the values include both the non-current shares and the shares posted under current financial liabilities excluding the interest rates classified under current shares.

(THOUSANDS OF EUROS)					12.31.2013				
FINANCER	NAME	AMOUNT GRANTED	AMOUNT USED (PAR VALUE)	BOOK VALUE	CURRENCY	RATE	REPAYMENT	DURATION	EXPIRY
Syndicate of banks	Term Loan Facility	140,229	140,229	139,255	euros	variable index-linked to the Euribor + margin	expiring in	2 years	02/2015
Syndicate of banks	Revolving Credit Facility	250,000		0	euros	variable index-linked to the Euribor + margin	revolving	5 years	12/2018
Banca Intesa Sanpaolo	BOPI Facility	9,350	9,350	9,344	euros	variable index-linked to the Euribor + margin	after 5 years in six-month installments	12 years	03/2015
EIB	EIB Term Loan	80,000	80,000	79,990	euros	variable index-linked to the Euribor + margin	expiring in	10 years	02/2018
TOTAL MEDIUM/LONG-TERM LOANS			**229,579**	**228,589**					

The Term Loan Facility represents the residual amount at December 31 of the term loan facility made available to ADR on May 31, 2012 by a syndicate of eight banks for an overall opening principal amount of 400 million euros falling due in February 2015. This term loan facility was used in February 2013 for 156 million euros (so for an amount that is considerably lower than the sum originally made available by the syndicate of banks) to repay Tranche A1 of the payable to Romulus Finance falling due for 500 million euros. The lower amount of the bank loan needed, compared to the amount originally requested, is also due to the cash contribution deriving, among other things, from the transfer of ADR Retail in the year 2012 and thus greater cash available to ADR. In this context, it was possible to move 50 million euros committed in the original Term Loan Facility to increase the commitment of the Revolving Facility, also documented in the loan agreement of May 31, 2013. Thus the Revolving Facility available rose in February 2013 to 150 million euros (from the original 100 million). The original residual amount of the loan totaling 500 million (400 million euros for the term facility and 100 million euros for the revolving facility) not used/moved at 20 February 2013 was definitively cancelled.

The syndicate of banks for this loan comprises: Banca Nazionale del Lavoro S.p.A., Barclays Bank Plc, Crédit Agricole Corporate & Invest Bank, Mediobanca – Banca di Credito Finanziario S.p.A. (Mediobanca), Natixis S.A., The Royal Bank of Scotland N.V., UniCredit S.p.A. and Société Générale - Milan Branch.

On December 16, 2013, ADR subscribed, as part of the refinancing project mentioned above, a new revolving facility for 250 million euros for five years, which replaced the abovementioned revolving facility for 150 million euros granted in 2012 by the same syndicate of banks and falling due in 2015. Also this new revolving facility, like the new ADR debt deriving from the first bond issue as part of the EMTN Program, is of the senior unsecured type and is aimed at ensuring, for the next five years, a suitable cash support to the Company's development plans.

The BOPI Facility was granted on February 19, 2003 by Intesa Sanpaolo (formerly BIIS - Banca Infrastrutture Innovazione e Sviluppo, formerly Banca OPI) and guaranteed by CDC IXIS Financial Guaranty Europe (now CIFG). This credit facility, initially granted for 85,000 thousand euros, was decreased constantly, in line with the set amortization plan and any mandatory early repayments.

The EIB Term Loan credit facility was disbursed by the EIB (European Investment Bank) on May 27, 2008 for 80,000 thousand euros. This facility is guaranteed by Intesa Sanpaolo (formerly BIIS).

The interest rates applied to the Term Loan Facility, the Revolving Facility and the OPI Facility vary in terms of the level of ADR's rating, whilst the loan granted by the EIB is not affected by the rating.

As already mentioned, the issue of 600 million euros as part of the EMTN program will allow ADR to refinance in advance most of the pre-existing medium/long-term debt in place at December 31, 2013: Tranches A2 and A3 of the Romulus Finance bonds, the bank loan stipulated in 2012, the EIB loan and the Banca Intesa Sanpaolo facility, for a total amount of about 605 million euros, plus the interest accrued and any early repayment costs. These loans were consequently classified under current liabilities.

The description of the collateral granted by ADR (and some subsidiary undertakings) and the main covenants in favor of the financers to guarantee the Romulus Finance deriving from the Romulus Finance loan, the Term Loan/Revolving Loan 2012, the EIB loan and the Banca Intesa Sanpaolo Loan is reported in Note 9 - Guarantees and covenants on medium/long-term liabilities of these Explanatory Notes.

The fair value of the medium/long-term bond issues is reported in the table below.

(THOUSANDS OF EUROS)	12.31 2013		12.31.2012	
	BOOK VALUE	FAIR VALUE	BOOK VALUE	FAIR VALUE
Fixed rate	0	0	0	0
Floating rate	228,589	225,614	97,564	89,564
TOTAL MEDIUM/LONG-TERM LOANS	**228,589**	**225,614**	**97,564**	**89,564**

The fair value of the loans reported in the table was determined on the basis of the market values at December 31, 2013; in particular, the future interest flows were discounted on the basis of the standard discounting curve 6-month Euribor. A spread was also considered on the discounting curve to express the counterparty risk, in line with the situation on the recording date.

Derivatives with negative fair value

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012
Foreign currency hedging derivatives	67,132	61,571
Interest rate hedging derivatives	63,646	70,750
Interest accrual	120	111
TOTAL DERIVATIVES WITH NEGATIVE FAIR VALUE	**130,898**	**132,432**
non-current share	130,645	132,321
current share	253	111

Foreign currency hedging derivatives

The ADR Group uses hedging derivatives for exchange rate risks to mitigate any future increases in outgoing cash flows attributable to unfavorable changes in exchange rates. Specifically, one component of the cross currency swap allows the cash flows in euro regarding the payment of interest and the redemption of the A4 bond in Pounds Sterling to be stabilized.

Interest rate hedging derivatives

ADR uses an interest rate swap to manage its exposure to unfavorable changes in the market interest rate.

The hedging policy, an integral part of the loan agreements entered into by ADR until May 31, 2012 (included), requires that at least 50% of all debt be hedged against fluctuations in interest rates.

At December 31, 2013, 58.7% of ADR's lines of credit have fixed interest rates (at December 31, 2012: 52.2%).

On February 20, 2013, at the same time as the disbursement of the term loan mentioned above, Interest Rate Swap agreements were entered into with six counterparties (UniCredit, Mediobanca, Barclays, Natixis, BNP, Société Générale) for a notional capital of 25.33 million euros each, for a total amount of 152 million euros. In September 2013 this amount was reduced to 140 million euros following a partial unwind needed to rebalance the loan exposure due to the already mentioned partial repayment of the Term Loan.

Activating these agreements has increased the interest rate risk protection level to 69.6% of the total debt (63.6% at December 31, 2012).

Below is a table summarizing the outstanding derivative contracts of the ADR Group at December 31, 2013.

									FAIR VALUE OF THE DERIVATIVE		CHANGE IN FAIR VALUE	
CONCESSIONAIRE	COMPANY	INSTRUM.	TYPE.	RISK COVERED	DATE SUBSC.	EXP.	NOTIONAL VALUE COVERED	RATE APPLIED	AT 12.31.2013	AT 12.31.2012	TO THE INCOME STATEMENT	TO OCI
Mediobanca, UniCredit	Romulus Finance	CCS	CF	I	02/2013	02/2023	325,019	It receives a fixed rate of 5.441% and pays 3 month euribor + 90bps until 12/2009, then pays a fixed rate of 6.4%	(63,512)	(70,750)	507	6,731
				C					(67,132)	(61,571)	(5,561)	0
									(130,644)	(132,321)	(5,054)	6,731
UniCredit, Mediobanca, Barclays, Natixis, BNP, Société Générale	ADR	IRS	CF	I	02/2013	06/2014	140,000	It receives 3 month Euribor. It pays a fixed rate of 0.48%	(134)	0	0	(134)
					Total				**(130,778)**	**(132,321)**	**(5,054)**	**6,597**
					Tax effect							(1,814)
					TOTAL NET OF THE TAX EFFECT (*)							**4,783**
					of which:							
					Foreign currency hedging derivatives				(67,132)	(61,571)		
					Interest rate hedging derivatives				(63,646)	(70,750)		

(*) Change in the hedging reserve

CF: Cash Flow Value Hedge - C: exchange rate - I: interest

For the valuation techniques and the inputs used to determine the fair value of the derivatives reference is made to Note 10.4 Information on fair value measurement.

7.16 Trade payables

Trade payables are equal to 151,478 thousand euros (109,740 thousand euros at December 31, 2012).

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Due to suppliers	137,937	98,711	39,226
Due to associated undertakings	971	971	0
Due to parent companies	312	(0)	312
Deferred income	2,050	2,295	(245)
Advances received	10,208	7,763	2,445
TOTAL TRADE PAYABLES	**151,478**	**109,740**	**41,738**

Trade payables, equal to 137,937 thousand euros, rose by 39,226 thousand euros mainly due to the greater investments and renewals made in the last part of 2013 compared to the previous year.

7.17 Other current liabilities

The Other current liabilities are equal to 121,243 thousand euros (127,276 thousand euros at December 31, 2012). The item is analyzed in the table below.

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Payables for taxes other than income taxes	70,312	43,785	26,527
Payables for firefighting services	7,023	51,140	(44,117)
Due to personnel	10,293	9,803	490
Due to social security agencies	6,988	7,133	(145)
Payables for security deposits	8,725	8,988	(263)
Other payables	17,902	6,427	11,475
TOTAL OTHER CURRENT LIABILITIES	**121,243**	**127,276**	**(6,033)**

The Payables for taxes other than income taxes are equal to 70,312 thousand euros (43,785 thousand euros at December 31, 2012) and mainly include:

- payable for the passenger surcharges for 59,910 thousand euros (38,887 thousand euros at December 31, 2012). This amount was paid the following month after collection of municipal surcharge from carriers, while the outstanding amount due is recorded in a contra-entry under receivables. The surcharge on the passenger boarding fee charged to the carriers equals 7.5 euros per passenger, of which 5 euros allocated to INPS and one euro (commissarial surcharge) for the commissarial management of the Municipality of Rome. The increase of 21 million euros in the payable for the surcharge compared to the end of 2012 is attributable to the municipal surcharge on passenger fees allocated to INPS, increased by 3 euros from the current 5 euros from July 1, 2013, in compliance with Law 92/2012;
- payable of 6,683 thousand euros posted in connection with some unfavorable rulings issued by the Supreme Court with reference to the period 2002-2006 in relation to the dispute with the UTF (now the Customs Office) concerning taxation of the consumption, excise tax and surcharge on electricity.

The Payables for firefighting services equal 7,023 thousand euros, down by 44.1 million euros mainly due to the effect of the transaction signed in September 2013 between ADR and the Ministers of the Interior and the Economy as regards litigation for the firefighting service and the consequent payment of 36.7 million euros. These effects were partly offset by the portion pertaining to the year.

The Other payables, equal to 17,902 thousand euros, include 14,115 thousand euros (3,540 thousand euros at December 31, 2012) of the payable to ENAC for the concession fee. The increase of 10.6 million euros in the payable to ENAC derives from the increase in the concession fee set at the time of Planning Agreement coming into force.

8. Information on the items of the consolidated income statement

8.1 Revenues

Revenues in 2013 equal 715,995 thousand euros (559,280 thousand euros in 2012) and are broken down as follows:

(THOUSANDS OF EUROS)	2013	2012
AERONAUTICAL		
Airport fees	338,235	178,964
Centralized infrastructures	15,792	41,622
Security services	73,101	68,328
Other	30,646	32,762
	457,774	**321,676**
NON-AERONAUTICAL		
Sub-concessions and utilities:		
properties and utilities	56,837	63,051
shops	95,216	93,506
Car parks	27,475	29,768
Advertising	12,381	16,007
Refreshments	0	3,825
Other	14,708	15,830
	206,617	**221,987**
REVENUES FROM AIRPORT MANAGEMENT	664,391	543,663
REVENUES FROM CONSTRUCTION SERVICES	25,444	9,141
OTHER OPERATING INCOME	26,160	6,476
TOTAL REVENUES	**715,995**	**559,280**

Revenues from airport management, equal to 664,391 thousand euros, rose by 22.2% compared to 2012 due to the combined effect of the 42.3% growth of aeronautical activities, in connection with the fee increase deriving from the Planning Agreement, and the 6.9% decrease in the aeronautical segment. The trend of non-aeronautical activities is mainly related to the write off of revenues from canteens and the performance of real estate activities, car parks and advertising. For a detailed analysis of revenues, reference should be made to the paragraph "The ADR Group's activities" of the Management Report on Operations.

The revenues from construction services equal to 25,444 thousand euros (9,141 thousand euros in 2012) refer to revenues from construction services for self-funded works for 22,756 thousand euros (5,398 thousand euros in 2012) and revenues from construction services for works funded by the government (Pier C) for 2,688 thousand euros (3,743 thousand euros in 2012). Consistently with the accounting model adopted, according to the application of accounting standard IFRIC 12, these revenues, which represent the consideration due for the activity performed, are measured at fair value, determined on the basis of the total costs incurred (external costs mainly).

Other operating income equal to 26,160 thousand euros (6,476 thousand euros in 2012) is broken down as follows:

(THOUSANDS OF EUROS)	2013	2012
Grants and subsidies	294	197
Gains on disposals	3	11
Other:		
Reabsorption of funds:		
- provisions for overdue interest	1	13
- other allowances for risks and charges	12,712	7
Expense recoveries	3,950	3,365
Damages and compensation from third parties	1,567	1,207
Other income	7,633	1,676
TOTAL	**26,160**	**6,476**

The Other allowances for risks and charges were reabsorbed in 2013 for 12,712 thousand euros; for more details reference is made to Note 7.14.

The item Other income includes the amount due to the parent company for 4,225 thousand euros, for the tax indemnity issued for the dispute with the Customs Office in relation to its enforcement upon the finalization of ADR's conviction

8.2 Consumption of raw materials and consumables

The item Consumption of raw materials and consumables is equal to 34,587 thousand euros (38,902 thousand euros in 2012). The details are reported in the table below.

(THOUSANDS OF EUROS)	2013	2012
Fuel and lubricants	3,245	4,145
Electricity	28,442	30,780
Consumables and various spare parts	2,900	3,977
TOTAL	**34,587**	**38,902**

The reduction of 4,315 thousand euros mainly relates to the purchase price of electricity, consequently to the lower consumption and lower prices.

8.3 Service costs

Service costs equal 189,674 thousand euros (143,419 thousand euros in 2012). The details are reported in the table below.

(THOUSANDS OF EUROS)	2013	2012
Costs for maintenance	30,032	29,381
Costs for renovation of airport infrastructure	91,827	36,738
External service costs	7,364	14,770
Costs for construction services	19,252	8,892
Cleaning and disinfestations	17,752	17,242
Professional services	13,335	12,537
Firefighting services	7,964	8,280
Other costs	17,194	15,851
Remuneration of Directors and Statutory Auditors	773	576
Adjustments of costs for services of previous years	(15,819)	(848)
TOTAL SERVICE COSTS	**189,674**	**143,419**

The increase of 46,225 thousand euros is essentially attributable to the higher costs incurred for construction services (+10.4 million euros) and the renovation of airport infrastructure (+55.1 million euros), partly offset by the greater adjustments of costs for services of the previous years for 15.0 million euros.

The item Adjustments of costs for services of previous years includes 15.4 million euros regarding the positive effect of the transaction performed by ADR and the Ministers of the Interior and the Economy as regards litigation for the firefighting service. As part of this transaction ADR recognized that it owes 70% of the sum accrued until March 8, 2013 as consideration for the firefighting service, against an amount allocated in the accounts totaling 52.5 million euros. For further information reference should be made to Note 10.5.

8.4 Payroll costs

Payroll costs equal 113,428 thousand euros (108,351 thousand euros in 2012). The details are reported in the table below.

(THOUSANDS OF EUROS)	2013	2012
Salaries and wages	84,786	82,156
Social security charges	24,061	23,676
Post-employment benefits	5,148	5,210
Previous years payroll costs adjustments	(2,222)	(3,808)
Other costs	1,655	1,117
TOTAL PAYROLL COSTS	**113,428**	**108,351**

Payroll costs increased by 5.1 million euros due to the higher average headcount of the Group employed in operations (+71.9 fte) compared to 2012 (net of the personnel from the businesses sold of direct retail and vehicle maintenance), in relation to the plans to strengthen the technical areas and the increase in the seasonal personnel employed in the operational facilities.

The table below shows the average headcount of the ADR Group (broken down by treatment):

AVERAGE HEADCOUNT	2013	2012 (*)	CHANGE
Managers	47.5	42.9	4.6
Administrative staff	183.9	182.8	1.1
White-collar	1,476.4	1,571.2	(94.8)
Blue-collar	444.0	521.1	(77.1)
TOTAL	**2,151.8**	**2,318.0**	**(166.2)**

(*) including the average headcount of the businesses sold until the date of sale

The following table also shows the average number of employees by Company:

AVERAGE HEADCOUNT	2013	2012 (*)	CHANGE
ADR S.p.A.	1,032.5	1,376.4	(343.9)
ADR Engineering S.p.A.	33.7	33.0	0.7
ADR Tel S.p.A.	15.0	15.9	(0.9)
ADR Advertising S.p.A.	7.8	8.8	(1)
ADR Assistance S.r.l.	274.6	279.0	(4.4)
ADR Security S.r.l.	731.3	466.0	265.3
ADR Retail S.r.l.	0.0	100.5	(100.5)
ADR Mobility S.r.l.	56.9	38.4	18.5
TOTAL	**2,151.8**	**2,318.0**	**(166.2)**

(*) including the average headcount of the businesses sold until the date of sale

8.5 Other operating costs

The other operating costs equal 81,059 thousand euros (65,423 thousand euros in 2012). The details are reported in the table below.

(THOUSANDS OF EUROS)	2013	2012
Concession fee	28,757	8,110
Expenses for leased assets	3,016	3,376
Allocation to (use of) the provisions for renovation of airport infrastructure	8,635	22,461
Allocations to allowances for risks and charges	14,420	2,610
Other costs:		
Allocations to provisions for doubtful accounts	10,433	20,905
Indirect taxes and levies	13,087	4,856
Other expenses	2,711	3,105
TOTAL OTHER OPERATING COSTS	**81,059**	**65,423**

The item Concession fees, equal to 28,757 thousand euros, rose by 20.6 million euros because, with the enforcement of the Planning Agreement, the concession fee, which was previously reduced by 75% pursuant to Law 248/2005, is due entirely.

The item Allocation to (use of) the provisions for renovation of airport infrastructure includes the allocation to the provisions for renovation of airport infrastructure, recorded net of the uses against the costs incurred in the year (mainly service costs); these costs are classified in the corresponding item of the income statement. For more details reference should be made to Note 7.13.

The Allocations to allowances for risks and charges are equal to 14,420 thousand euros; for more details reference is made to Note 7.14.

Provisions for doubtful accounts, equal to 10,433 thousand euros reflect an updated assessment of the recoverability of ADR's trade receivables. This item decreased by 10.5 million euros compared to 2012, a year that was still affected by some disputes regarding some fees, based on the uncertain interpretation of the regulatory framework before the Planning Agreement came into force.

The item Indirect taxes and levies rose by 8,231 thousand euros, of which 6.7 million euros refer to consumption tax, excise duty and additional fees on electricity, recorded in connection with the unfavorable ruling of the Supreme Court for the years 2002-2006 with regard to the dispute with UTF and 1.1 million euros regarding the registration tax paid on the transaction deed on the consideration for the Fire Corps.

8.6 Financial incomes (expenses)

The item financial incomes (expenses) equals -69,589 thousand euros (-86,109 thousand euros in 2012). The tables below provide details on the financial income and expense.

Financial incomes

(THOUSANDS OF EUROS)	2013	2012
Interest income		
Interest on bank deposits and loans	1,186	2,029
Income on derivatives		
Valuation of derivatives	507	5,744
Other income		
Interest on overdue current receivables	24	0
Interest from clients	4	56
Other incomes	140	1,920
TOTAL FINANCIAL INCOMES	**1,861**	**9,749**

Interest on bank deposits and loans, totaling 1,186 thousand euros, rose by 843 thousand euros compared to 2012, due to lower average liquidity held during the period and the reduction in interest rates.

Financial expenses

(THOUSANDS OF EUROS)	2013	2012
FINANCIAL EXPENSES FROM DISCOUNTING PROVISIONS FOR RENOVATION OF AIRPORT INFRASTRUCTURE	14,539	12,610
Interest on outstanding bonds	31,417	58,043
Interest on medium/long-term loans	8,940	7,376
Effects of applying the amortized cost method	11,978	5,664
Other financial interest expenses	46	433
TOTAL FINANCIAL INTEREST EXPENSE	52,381	71,516
Valuation of derivatives	5,561	0
IRS differentials	3,779	4,250
TOTAL EXPENSES ON DERIVATIVES	9,340	4,250
Financial expenses from discounting employee benefits	533	319
Other expenses	15	1,226
TOTAL OTHER COSTS	548	1,545
TOTAL FINANCIAL EXPENSES	**76,808**	**89,921**

The Financial expenses from discounting provisions for renovation of airport infrastructure, equal to 14,539 thousand euros, include the financial component for the discounting of the provision and rose by 1,929 thousand euros consequently to the change in the rate applied.

The Interest on outstanding bonds amounts to 31,417 thousand euros, of which 1,175 thousand euros refer to the new bond issue of December 2013. The reduction of 26.6 million euros is due to the repayment of Tranche A1 of Romulus Finance bonds, in addition to the reduction of the interest paid on Tranches A2 and A3 with a floating rate.

The expenses for Valuation of derivatives refer to the change occurred in the year in the cross currency swap contracts aimed at covering the bonds issued in currencies other than the euro, as illustrated in Note 7.15. These expenses balance the corresponding exchange gains deriving from the changed value of these liabilities, and excluding the Foreign exchange gains (losses).

Foreign exchange gains (losses)

(THOUSANDS OF EUROS)	2013	2012
Foreign exchange gains	5,567	122
Foreign exchange losses	(209)	(6,059)
TOTAL FOREIGN EXCHANGE GAINS (LOSSES)	**5,358**	**(5,937)**

The Exchange rate gains, substantially deriving from the change in the exchange rate of the bonds issued in currencies other than the euro, are indirectly neutralized by the expenses for valuation of derivatives illustrated above, referring to the change occurred in the year in the fair value of the cross currency swap contracts aimed at covering the same bonds, as illustrated in Note 7.15.

8.7 Income taxes

The income taxes equal 69,394 thousand euros (23,131 thousand euros in 2012). The item is analyzed in the table below.

(THOUSANDS OF EUROS)	2013	2012
CURRENT TAXES		
Expense (income) from tax consolidation	0	28,819
IRES	52,329	3,029
IRAP	17,843	15,231
	70,172	**47,079**
DIFFERENCES ON CURRENT TAXES OF PREVIOUS YEARS		
Income taxes of previous years	(203)	(7,662)
	(203)	**(7,662)**
DEFERRED TAX ASSETS AND LIABILITIES		
Deferred tax assets	(9,130)	(13,225)
Deferred tax liabilities	8,555	(3,061)
	(575)	**(16,286)**
TOTAL INCOME TAXES	**69,394**	**23,131**

In 2013 the item “current taxes – IRES” includes the tax burden of all the companies of the ADR Group, while the reference period referred to the subsidiary undertakings ADR Advertising, ADR Retail, ADR Mobility and ADR Security that did not participate in the tax consolidation of the Gemina Group (now Atlantia). It should be remembered that, for the 2010-2012 three-year period, ADR and the other Group companies (ADR Engineering, ADR Tel, ADR Assistance and ADR Sviluppo), along with the consolidating company, Gemina, have opted to participate in the tax consolidation regime introduced by the Tremonti Reform. This agreement was not renewed in 2013.

For more details on the calculation of prepaid taxes reference should be made to Note 7.5.

“Income taxes relating to previous years” in 2012 included the amount requested to repay for the tax periods 2007-2011, in relation to the lower IRES due for the analytical deduction of IRAP paid on payroll costs.

Finally, it should be noted that, given the absence of clear indications on the availability of tax provisions, non-operating income of 1,610 thousand euros has been prudently omitted from income statement data. This sum relates to an IRES rebate deriving from the 10% deduction of IRAP regarding the years from 2004 to 2007. Rebate applications were submitted by the consolidating company, ADR, for the years from 2004 to 2006, and by the consolidating company, Gemina, for 2007, on February 1, 2010 and February 24, 2010, respectively.

The incidence of the taxes for the year on the pre-tax result equals 32.8% (65.6% in 2012). The analysis of the difference between the theoretical and the actual tax rate for IRES is reported below:

(THOUSANDS OF EUROS)	TAXABLE AMOUNT	2013 TAX	TAXABLE AMOUNT	2012 TAX
NET INCOME (LOSS) FROM CONTINUING OPERATIONS BEFORE TAXES	**159,306**		**48,517**	
THEORETICAL RATE		27.5%		27.5%
Theoretical IRES		**43,809**		**13,342**
Permanent differences	23,628	6,498	15,309	4,210
Temporary differences	7,355	2,022	51,983	14,296
Actual IRES		**52,329**		**31,848**
EFFECTIVE RATE		**32.8%**		**65.6%**

8.8. Net income (loss) from discontinued operations

The balance of Net income from discontinued operations stood at 210,583 million euros in 2012 (0 million euros in 2013) and included the gain from the sale of the subsidiary undertaking ADR Retail which, net of the tax effect and the ancillary costs incurred on the sale (totaling 13.9 million euros) amounts to 206.3 million euros.

Against a value of the investment in the consolidated financial statements of about 8 million euros, the consideration for the transfer equaled 228.2 million euros, equal to the offered price of 229.4 million euros, net of the adjustment of 1.2 million euros carried out based on contractual agreements in relation to the company's financial position on the effective date of the transfer (September 30, 2012).

The abovementioned item includes the result from the sale of the vehicle maintenance branch and the economic results of the period, net of the tax effect, regarding the businesses of direct retail and vehicle maintenance.

(THOUSANDS OF EUROS) INCOME (LOSS) FROM DISCONTINUED OPERATIONS	2012
Direct Retail:	
Economic result (net of the tax effect)	4,056
Gains on disposal (net of the transfer costs and the tax effect)	206,274
Vehicle maintenance:	
Economic result (net of the tax effect)	477
Losses on disposal (net of the transfer costs and the tax effect)	(225)
TOTAL	**210,582**

The economic result for the period and the financial position on the date of transfer are reported below in detail.

Direct Retail

(THOUSANDS OF EUROS)	DIRECT RETAIL
	JAN.-SEPT. 2012
Revenues	**46,476**
External operating costs	(39,811)
Amortization and depreciation of fixed assets	(309)
Provisions for risks and charges	(77)
Operating income (loss)	**6,279**
Financial income (expense)	**22**
Income taxes	(2,245)
Net income (loss) for the period	**4,056**

(THOUSANDS OF EUROS)	
	09.30.2012
ASSETS	
Intangible assets	6,204
Tangible assets	204
TOTAL NON-CURRENT ASSETS	6,408
Inventories	10,684
Trade receivables	1,046
Other receivables	3,856
Cash and cash equivalents	7,803
TOTAL CURRENT ASSETS	**23,389**
TOTAL ASSETS	**29,797**
LIABILITIES	
Employee benefits	1,208
Tax provisions and provisions for risks and charges	1,608
TOTAL NON-CURRENT LIABILITIES	**2,816**
Trade payables	14,889
Other current liabilities	4,132
TOTAL CURRENT LIABILITIES	19,021
TOTAL LIABILITIES	**21,837**

Vehicle maintenance

(THOUSANDS OF EUROS)	VEHICLE MAINTENANCE
	JAN.-OCT. 2012
Revenues	**7,595**
External operating costs	(6,649)
Amortization and depreciation of fixed assets	(89)
Operating income (loss)	**857**
Financial income (expense)	**-**
Income taxes	(380)
Net income (loss) for the period	**477**

(THOUSANDS OF EUROS)	
	10/30/2012
ASSETS	
Tangible assets	202
TOTAL NON-CURRENT ASSETS	202
Inventories	955
Cash and cash equivalents	331
TOTAL CURRENT ASSETS	1,286
TOTAL ASSETS	**1,488**
LIABILITIES	
Employee benefits	1,064
TOTAL NON-CURRENT LIABILITIES	1,064
Other current liabilities	286
TOTAL CURRENT LIABILITIES	286
TOTAL LIABILITIES	**1,350**

9. Guarantees and covenants on the medium/long-term financial liabilities

Medium/long-term loans subscribed by ADR until May 31, 2012 (included) and the Romulus Finance bonds – under Note 7.15 – are guaranteed by:

- a lien (in the form of a mortgage) on the plant, machinery, capital goods and goods constituting ADR's and ADR Mobility's inventory, as well as any receivables deriving from the sale of these assets;
- a lien on all receivables by ADR, ADR Mobility and ADR Security and, more generally, any right deriving from the contracts with clients and the insurance policies;
- a lien on ADR's, ADR Mobility's and ADR Security's bank current accounts;
- a lien on ADR's shareholdings in ADR Tel, ADR Advertising and ADR Assistance, ADR Mobility and ADR Security;
- "ADR Deed of Charge" (a lien under British law on loans, hedging agreements and insurance policies governed by British law).

These guarantees will remain valid until the related bank loans and the Romulus loan (and thus the outstanding bonds) are extinguished.

A large number of contractual regulations (commitments and covenants) govern the management of ADR's borrowings since the privatization of the Company. These commitments are more stringent due to ADR's financial debt until May 31, 2012 (included).

The operation to refinance Tranche A2 and A3 of Romulus Finance bonds, the bank Term Loan stipulated in 2012, the EIB loan and the Banca Intesa Sanpaolo facility – through the EMTN Program and the replacement of the revolving facility of May 31, 2012 with that of December 16, 2013 – which will end by the first quarter of 2014, has many new elements. For the first time since 2003 ADR has a new unsecured debt with a system of covenants that is aligned to the standard applied to investment grade companies and thus redeemed by the previous Romulus structure. After the repayment, Tranche A4 falling due in 2023 will be the only one connected to it until its repayment, which will exist together with the new debt governed by the contractual terms and conditions that are typical of investment grade companies. Relations among the various categories of ADR's creditors will continue to be governed by the pre-existing inter-credit agreement of February 20, 2003 (so-called ADR STID) as amended on November 29, 2013.

Moreover, with the mentioned consent to the waiver for the refinancing obtained in November 2013 by the ADR's creditors as part of ADR STID, a series of changes were made to the contracts of the Romulus structure, with the multiple objective, among other things, of allowing different types of creditors and credit facilities to coexist while also intervening on other contractual provisions that, in the original format of 2003, could have hindered the commitments taken by the company when signing the Planning Agreement, with special reference to the investment plan.

Consequently, from March 20, 2014, after the repayment of the facilities that are part of the refinancing program mentioned above, the system of covenants described below will only apply to Tranche A4 of Romulus Finance bonds, where expressly indicated, also the new Revolving line:

- financial assets may only be acquired with the permission of creditors or via a “non-recourse vehicle”, and in any case only using authorized borrowing or liquidity;
- income from the sale of financial assets may be used for investment or, if not used within 12 months of collection, must be used to repay borrowings;
- dividends may only be distributed if specific financial ratios exceed contractually pre-established thresholds, and if no events of default or trigger events have occurred;
- further loans may only be undertaken (exceeding by 300 million euros the debt at June 30, 2013) if the above financial ratios exceed determined thresholds (higher than those required under normal lending conditions) and if the rating awarded to ADR is greater than pre-defined minimum levels;
- if a maturing line of credit is not repaid at least 12 months before the maturity date, any surplus cash flow generated during this period must be allocated on a priority basis (based on defined proportions) to the repayment of borrowing, which is known as a retention regime. However, if determined financial ratios are not met 24 months ahead of maturity, a 24-month retention regime may come into force;
- if the financial covenants are below certain predetermined minimum thresholds, or if the rating is below the sub-investment grade level, or if other specific contractually defined critical situations occur, further restrictive measures relating to cash flow management are set in motion in order to protect creditors from the risk of default by ADR.

Moreover, the loan agreements that govern Romulus Finance bonds and the new Revolving facility provide for the compliance with financial covenants that measure: (i) the Debt Service Coverage Ratio (DSCR), measuring the ratio between available cash flow and debt servicing and (ii) the Leverage Ratio, that is the ratio between net debt and gross operating income. Romulus Finance agreements only include another index (CLCR) measuring the ratio between discounted future cash flows and net debt.

These ratios are checked twice a year, on the application dates of March 20 and September 20, by applying the calculation methods of the respective ratios to the relative data at December 31 and June 30.

The respect of certain thresholds that are higher than the specific levels allows the distribution of the dividends and the resorting to further borrowing; if, on the other hand, the ratios fall below specific minimum thresholds, a trigger event or an event of default may occur.

As mentioned, the entire contractual documentation of the EMTN Program and the one governing the new revolving facility of 250 million euros (including the covenants’ structure) was prepared in consideration of the market practice applicable to transactions of this kind to investment grade companies.

The closing data at December 31, 2013 confirms, based on the simulations carried out, the respect of these financial ratios that, in connection with the Romulus Finance loan, will be finalized in time for the Shareholders’ Meeting to approve the Financial Statements for 2013.

The rating assigned to ADR’s secured debt (basically to the Romulus Finance bond issue) by both agencies indicated in the agreements (Moody’s and Standard and Poor’s) at the end of 2013 allowed ADR to leave the restrictive condition of the Trigger Event and the Cash Sweep regime, governed by the Romulus Finance loan agreement and applicable only to this from March 20, 2014.

The only restrictive conditions currently in force and deriving from the mentioned re-negotiation of Romulus Finance agreements concern: (i) the distribution of dividends limited to the current rating level at 50% of the net profits and (ii) the subscription of a new additional loan limited to 300 million euros, which may be entered into without the consent of any financial creditor (including expressly Romulus Finance).

For further information on compliance with the covenants, reference is made to the description in the Management Report on Operations, paragraph "Risks related to outstanding loan agreements".

10. Other guarantees, commitments and risks

10.1 Guarantees

The ADR Group at December 31, 2013 had the following guarantees in place:

- guarantees issued as part of the loan agreements mentioned in Note 9;
- the sureties issued to clients and third parties are equal to zero (0.4 million euros as of December 31, 2012).

10.2 Commitments

The commitments on purchases of the ADR Group amount to 95.8 million euros.

Commitments on purchases also include ADR's commitment, as an operator of airport infrastructures, to draw up and implement noise reduction and abatement plans, as required by noise pollution legislation (Law no. 477/1995) and the Ministerial Decree of November 29, 2000, for Fiumicino and Ciampino airports.

To this end ADR is currently assessing whether or not the relevant limits have been exceeded, and if so will proceed with preparation of the necessary noise reduction and abatement plans. Such commitments are difficult to quantify and are, by necessity, determined on the basis of interpretations, given that there are no specific indications of the activities to be considered as "maintenance" and "extension" of infrastructures, which form the basis for calculation pursuant to Law no. 447/1995 (the framework law on noise pollution).

In view of the above, ADR, based on available estimates regarding the investments made on the date of these Statements, judges its overall commitment to be no more than 43.6 million euros. This figure relates to extension activities only, and does not include maintenance. The figure may be calculated with more certainty depending on the interpretation which will be given pursuant to current legislation and once the specific projects have been carried out on the types of interventions to be done. This sum is thus conditional on subsequent events and on the effective program of works to be carried out.

10.3 Management of financial risks

Credit risk

As of December 31, 2013, the ADR Group's maximum exposure to credit risk is equal to the carrying value of the financial assets shown in the financial statements, as well as the nominal value of the guarantees provided for third parties' debt or commitments.

The greatest credit risk is that relating to trade receivables arising from its transactions with customers. The risk of customers' default is dealt with by making provisions in a specific allowance for doubtful accounts, whose balance is reviewed from time to time. The ADR Group's policy in this respect involves the making of provisions for each position, depending on the age of the receivable, the creditworthiness of the individual customer, the progress in the receivable management and collection process.

The Group's commercial policies set out the procedure illustrated below for the creation of trade receivables:

- cash payment is required in transactions with consumers (multilevel and long-term parking lots, first aid, etc.) and with occasional counterparties (e.g. club memberships, luggage porters, taxi access management, etc.);
- cash payment or prepayment is required from occasional carriers without a satisfactory credit profile or collateral;
- credit terms are extended to loyal customers considered reliable (carriers with medium-term operational plans and sub-concessionaires). However, these customers' creditworthiness is monitored and, where necessary, collateral is required.

Economic and financial relations towards the new Alitalia – Italian airline – continue to be critical in terms of both the credit risk and the disputes, which focus on the refusal to recognize the value of a series of services that, though provided, are not paid or recognized. The credit situation for invoices issued by the ADR Group at December 31, 2013 is illustrated below:

		LOAN		TO MATURE		PAST DUE
(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	12.31.2013	12.31.2012	12.31.2013	12.31.2012
Alitalia - Compagnia Aerea Italiana S.p.A.	94,285	61,344	46,443	32,009	47,842	29,335
AirOne S.p.A.	1,263	1,650	226	911	1,037	739
ALITALIA / AIRONE	**95,548**	**62,994**	**46,669**	**32,920**	**48,879**	**30,074**
EAS S.p.A. - current (*)	308	308	0	0	308	308
ALITALIA GROUP/CAI-AIRONE-EAS	**95,856**	**63,302**	**46,669**	**32,920**	**49,187**	**30,382**

(*) excluding receivables for Goods for common use

The table includes:

- the receivable for the handling system of transit baggage (NET 6000), accrued until March 9, 2013 (when the tariffs of the Planning Agreement came into force), which at December 31, 2013 equaled 10.2 million euros; Alitalia is the main user of the plant, generating approximately 90% of the activity. For information on the circumstances that led to the failure to collect this fee, reference should be made to the dedicated section on litigation;
- receivables for the sub-concession of the Technical Area equal to 6.9 million euros, - plus local property taxes for 4.5 million euros. Regarding this service, ADR deems a legitimate review of the economic terms of the sub-concession agreement applicable, which based on preliminary understandings, subsequently disregarded by Alitalia, would lead to an additional credit equal to 5.0 million euros;

Moreover, as of December 31, 2013, receivables are ascertained to use Goods for Common Use for the years from 2009 to March 2013 equaling 6.6 million euros, also totally challenged by Alitalia-CAI. In any case ADR launched actions with the other handlers challenging this charge (mainly towards EAS – today Alitalia – and Aviapartner), for which outcome is expected shortly.

Negotiations are underway for the out-of-court settlement of the above mentioned challenged items.

Liquidity risk

The liquidity risk is the risk that the financial resources available may be insufficient to cover the expiring obligations. In consideration of ADR group's ability to generate cash flows, the diversification of the sources of financing and the availability of lines of credit, the Company believes to have access to sufficient sources of finance to meet the planned financial requirements.

As of December 31, 2013 the ADR Group had a liquidity reserve estimated at 1,039.3 thousand euros, comprising:

- 789.3 million euros refer to cash and cash equivalents:
- 250.0 million euros of unused credit facilities (for more details see Note 7.15).

The tables below represent the payments that are contractually due in relation to the financial and trade liabilities, including interest payments.

					12.31.2013
(THOUSANDS OF EUROS)	TOTAL CONTRACTUAL FLOWS	WITHIN THE YEAR	FROM 1 TO 2 YEARS	FROM 3 TO 5 YEARS	MORE THAN 5 YEARS
Bonds	1,495,813	395,230	33,232	99,773	967,578
Medium/long-term loans	226,748	226,748	0	0	0
Derivatives	128,936	14,299	14,032	42,095	58,510
TOTAL	**1,851,497**	**636,277**	**47,264**	**141,868**	**1,026,088**

					12.31.2012
(THOUSANDS OF EUROS)	TOTAL CONTRACTUAL FLOWS	WITHIN THE YEAR	FROM 1 TO 2 YEARS	FROM 3 TO 5 YEARS	MORE THAN 5 YEARS
Bonds	1,284,525	543,335	19,172	418,048	303,970
Medium/long-term loans	142,856	6,244	52,950	3,303	80,359
Derivatives	133,195	7,140	7,235	20,539	98,281
TOTAL	**1,560,576**	**556,719**	**79,357**	**441,890**	**482,610**

Interest rate and exchange rate risk

The ADR Group uses interest rate derivatives, with the objective to mitigate, at acceptable terms and conditions, the potential effects of changes in interest rates on its operating performance.

The Group's hedging policy has already been illustrated in the previous Note 7.15 to which reference is made.

As regards debt, Tranche A4 of the bonds issued by Romulus Finance, equal to 215 million pounds sterling, was covered, for the entire duration (year 2023) by a currency swap in euro. The characteristics of this derivative instrument are described in Note 7.15.

The Group does not have any other transaction in foreign currency in place.

Sensitivity analysis

RATE RISK EXPOSURE AND SENSITIVITY ANALYSIS	FAIR VALUE MEASUREMENT		INCOME STATEMENT				SHAREHOLDERS' EQUITY			
			SHOCK UP + 10BPS/+10%		SHOCK DOWN - 10BPS/-10%		SHOCK UP + 10BPS/+10%		SHOCK DOWN - 10BPS/-10%	
	12.31.2013	12.31.2012	12.31.2013	12.31.2012	12.31.2013	12.31.2012	12.31.2013	12.31.2012	12.31.2013	12.31.2012
Financial liabilities at floating rate (cash flow sensitivity)	(599,699)	(475,088)	(600)	(475)	600	475				
Derivative instruments treated in hedge accounting	(128,348)	(131,091)								
- fair value			22,641	23,067	(27,598)	(28,193)	6,130	9,946	(5,047)	(9,028)
- cash flow			700	126	(112)	(20)				
Derivative instruments not treated in hedge accounting	(2,431)	(2,473)								
- fair value			428	437	(523)	(534)				
- cash flow										
TOTAL	**(730,478)**	**(608,652)**	**23,169**	**23,155**	**(27,633)**	**(28,272)**	**6,130**	**9,946**	**(5,047)**	**(9,028)**

The main sources of exposure of the ADR Group to the interest rate and exchange rate risk are related to the bonds and loans in place in the short, medium and long term and the existing derivative instruments. In particular, the potential impacts on the income statement for the year 2014 (2013 for the comparison) related to the rate risks are:

- potential change of the financial expense and differentials regarding the derivative instruments in place;
- the potential change of the fair value of the derivative instruments in place.

The ADR Group has estimated the potential impacts on the consolidated income statement produced by a shock of the interest rates, by using internal assessment models based on generally accepted logics. In particular:

- for the loans and bonds with a floating rate, a parallel change of +10 basis points (+0.1%) and - 10 basis points (-0.1%) of the term rate structure was hypothesized;
- for the derivative loans, simulating a parallel change of +10 basis points (+0.1%) and - 10 basis points (-0.1%) of the term rate structure;
- a change in the EUR/GBP exchange rate of +/- 10%.

The assumptions regarding the size of the changes in the market parameters used to simulate the shocks were formulated on the basis of an analysis of the historical evolution of such parameters with reference to a timeframe of 12 months.

The effects highlighted in the table in particular report the change, compared to the base scenario, in the shareholders' equity and income statement in the hypotheses of Shock Up and Shock Down in the different market data.

10.4 Information on fair value measurements

Below is the fair value measurement at year end and the classification according to the fair value hierarchy of the assets and liabilities valued at fair value on a recurring basis (there are no assets or liabilities valued at fair value on a non recurring basis):

				12.31.2013
(THOUSANDS OF EUROS)	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL
Hedging derivatives	0	130,778	0	**130,778**

The only financial instruments of the Group valued at fair value are the derivative instruments described in Note 7.15. These derivative instruments are included in “level 2” of the “fair value hierarchy” defined by IFRS 7, with the fair value measured on the basis of the valuation techniques that refer to the parameters that can be observed in the market, other than the price of the financial instrument.

During 2013 no transfer took place between the various fair value hierarchy levels.

With reference to the financial liabilities, for which note 7.15 indicates the fair value, this fair value, calculated according to the techniques stated in the above mentioned notes, is included in level 2 of the “fair value hierarchy” defined by IFRS 7.

10.5 Litigation

Administrative, civil and labor litigation is followed by the ADR Group through its internal legal department which has provided, for the preparation of the accounts, a complete and exhaustive breakdown of the different civil, administrative and arbitration proceedings outstanding as of that date. As regards litigation as a whole, the Company carried out a valuation of the risk of negative outcomes leading to the creation of a specific allowance under “Allowances for risks and charges” to cover the cost of litigation likely to result in a negative outcome and for which a reasonable estimate of the amount involved could be made. The disputes for which a negative outcome was merely possible, given the different legal interpretations, were not the object of provisions in accordance with the principles and procedures governing the preparation of financial statements. Furthermore, there are a limited number of civil proceedings underway, for which no provisions were made, as the impact of any negative outcome for the ADR Group, while negligible, could not be measured.

Tax litigation

The most significant disputes involving the Parent Company, ADR, are shown below. These are the same as those described in the Company's statutory financial statements, given that no significant disputes involving other Group companies, which might lead to potential liabilities not recorded in the financial statements, are reported.

Litigation with the Customs Office - Electricity

- In 2006 the Tax Office of Rome (UTF - now the Customs Office) issued demands for payment of a total of 13 million euros (including interests, expenses and sanctions), regarding failure to pay the tax on electricity consumption and the related surcharge for the period 2002-2006 in addition to notifications of administrative irregularities. The disputes relate to the alleged sale to third parties of electricity acquired by ADR, as well as the refusal to recognize the favorable terms applied in accordance with art. 52 of the Consolidated Customs Act to entities qualifying for inclusion in the category “industrial operators”. ADR appealed the demands in question before the Provincial Tax Commission, defined with a favorable outcome for the company. In the appeals against the sentences presented by the Customs Office, the Lazio Regional Tax Commission confirmed the outcome in first instance. The Attorney General's Office contested the sentences issued by the Regional Tax Commission and ADR took formal legal action.

Following the hearings of March 5 and June 25, 2013, the Supreme Court filed nineteen sentences that accept the reasons for appeal proposed by the Government Legal Service, rejecting those proposed by the company on cross-appeal.

In short, the Supreme Court, recognizing the erroneousness of the rulings by the Regional Tax Commission, deemed the claims by the Customs Office to be legitimate with regard to both the transfer of energy to third parties and the denied inclusion in the category of "industrial operators".

- Similarly with the audit undertaken, for the years 2002-2006, by the former Rome Tax Office, in 2011, the Customs Office audited ADR on its taxation of the consumption, excise tax and surcharge on electricity in the period 2007-2010. Following this audit, the Customs Office notified the company, in October 2012, of a demand for payment and the imposition of administrative sanctions totaling 5.3 million euros. The company, given the favorable outcome of the dispute concerning the period 2002 – 2006, appealed to the Provincial Tax Commission, with a request to suspend the collection. The Tax Office notified the company of the tax assessment for the VAT due on the challenged taxation of the consumption for 2007 for a total of 0.3 million euros. On October 11, 2013 the sentence of the Provincial Tax Commission was filed, which accepts, subject to reunion, the appeals lodged against the assessments issued by the Customs Office and the Inland Revenue for the taxation period 2007. In light of the development of the contested dispute for the period 2002 – 2006, the Tax Authorities will certainly propose to appeal against this decision.

  On September 20, 2013, the Tax Office notified the tax assessment for the VAT due on the challenged taxation of the consumption for 2008 for a total of 0.2 million euros for which an appeal was lodged at the Provincial Tax Commission.

Litigation with the Customs Office - Duty Free Shop

In 2007, the Rome Customs District Office notified ADR of reported irregularities in the sales carried out at its duty free shops in the period 1/1/1993 – 1/31/1998 to passengers traveling within the EU that exceeded duty free allowances in terms of amount and value, ordering payment regarding VAT, excise duties and tobacco duties, as a result of the findings set out for a total of 22.3 million euros. ADR appealed before the Provincial Tax Commission, which was rejected with a ruling of the Commission in April 2009. Therefore the Customs Office activated the procedure to collect the sum due, equal to 26.1 million euros (including interest and expenses), which ADR paid by installment. ADR lodged an appeal against the sentence submitted in first instance, rejected with sentence of May 2010 of the Provincial Tax Commission for Rome. This further adverse development has given additional weight to the risk of a negative outcome, regardless of the fact that the position of the Company and its tax experts expressed during the legal proceedings, which maintains that there are no grounds for the imposition of such taxation, is unchanged. Moreover, the Company is convinced of the substantial and formal legitimacy of its behavior. Therefore, in preparing the financial statements for 2010, it was decided to allocate provisions based on the estimated amount of taxes assessed, thereby bringing the tax provisions into line with the tax payable, inclusive of interest and ancillary charges. ADR, which firmly maintains its position that there are no grounds for the imposition of such taxation and is convinced of the substantial and formal legitimacy of its behavior, appealed to the Supreme Court. On March 5, 2013 the hearing was held to discuss the appeal to the Supreme Court; downstream of the debate, the Company is waiting for the sentence to be filed.

On September 6, 2013 the sentence of the Supreme Court was filed with which only the sixth reason of appeal concerning the provision made of the taxes ascertained by the Customs Office for the period prior to March 23, 1995 was accepted. Therefore, the Supreme Court rejected the other grounds for appeal, repealing the appealed sentence limited to the sixth reason, referring the case to the relevant Regional Tax Commission, which, with a different composition, will have to conform to the principles of law issued as regards the partial limitation of the accepted reason.

Due to this ruling, the company has the right to partially recover from the Tax Authorities the sums already paid for taxes, default interest, collection fees and extension interest, for an amount estimated at 9.6 million, with analysis referred to the Regional Tax Commission, with which, on January 3, 2014, the Reinstatement deed with referral to the Supreme Court of Cassation was filed.

Tax Indemnity

In 2002, when IRI obtained the consent to sell to the Macquarie Group 44.74% of ADR, the entities Gemina, Impregilo S.p.A. and Falck S.p.A. replaced the same IRI and directly assumed the commitment towards ADR (with a 50.0%, 13.10% and 36.90% share, respectively) to compensation as issued by IRI during the privatization of ADR, aimed at covering 51.166% of the losses that the company may incur for tax claims relating to deeds and declarations concerning periods prior to the privatization that took place in July of 2000. The dispute between ADR and the Customs Office refers to the period of 1993/1998 and is covered by the mentioned guarantee that can be enforced upon the finalization of ADR’s conviction. Impregilo S.p.A. and Falck S.p.A. repudiate the validity of the guarantee; ADR has brought a case against the latter companies to obtain the payment of the sums due conditionally to the definitive sentence convicting ADR. With sentence of October 2012, the Court of Rome accepted ADR’s application, against which Impregilo S.p.A. and Falck S.p.A. have appealed. At a first hearing in September 27, 2013, the case was adjourned until November 10, 2017 for final judgment.

Tax Police Audit

Concluding the auditing activities regarding Direct Taxation for the taxation period 2008, started on May 15, 2013 by the Rome Tax Police Unit Headquarters, the company was served a Tax Audit Report. This report contains three findings concerning the determination of the deductible portion of the provisions for doubtful accounts, the deduction of costs that are not pertinent and the requalification of the costs regarding the Ambac premium as charges assimilated to interest expense. On December 19, 2013 the Revenue Agency served the relevant assessment notices, the term of which is currently pending to propose the appeals before the Provincial Tax Commission.

ICI

The Municipality of Fiumicino notified ADR S.p.A. two tax assessments, challenging the failure to declare and pay the local property tax for 2001 and 2002 regarding Hilton Rome Airport Hotel. The Company, considering that there are valid arguments in favor of its non-liability to pay this tax, has appealed against these tax assessments to the Provincial Tax Commission for Rome. On December 20, 2010 the Provincial Tax Commission for Rome deposited the sentence that rejected ADR's appeal against the assessment notice for 2002. Due to the limited degree of investigation of the legal issues at stake in this case, the Company intends to appeal against the sentence of the Provincial Tax Commission for Rome. On December 23, 2011 the Provincial Tax Commission for Rome deposited the sentence that accepted ADR's appeal against the assessment notice for 2001. The municipality of Fiumicino lodged an appeal against the sentence handed down by the Provincial Tax Commission for Rome.

On May 5, 2011 the Municipality of Fiumicino notified ADR another two tax assessments for the years 2005 and 2006. The company, in line with the action for 2001 and 2002, has appealed against these tax assessments to the Provincial Tax Commission for Rome.

On October 7, 2013 the Municipality of Fiumicino notified ADR five tax assessments, challenging the failure to pay the local property tax for 2007-2011 regarding the Hilton Rome Airport Hotel and the failure to pay the local property tax for the other buildings only for the years 2007-2009.

On November 12, 2013 the company lodged an appeal for the cancellation of the mentioned notices for the purpose of self-protection, in relation to the disputes regarding the buildings other than the Hilton Rome Airport Hotel. In the absence of a prompt response from the municipal administration, the company challenged the notices with appeals before the Provincial Tax Commission. On January 2 and 7, 2014 the municipality of Fiumicino notified the deed of cancellation of the tax assessments already served on October 7, 2013, partially accepting the appeal for cancellation proposed by the company with contextual re-issue of the same for the Hilton Rome Airport Hotel and the buildings that are part of the so-called Alitalia Technical Area. Also for these new tax assessments the company will appeal before the Provincial Tax Commission.

Administrative, civil and labor litigation

The most significant disputes involving the Parent Company, ADR, are shown below. These are the same as those described in the Company's statutory financial statements, given that no significant disputes involving other Group companies, which might lead to potential liabilities not recorded in the financial statements, are reported.

Airport fees and regulated tariffs

- With regard to the preparatory phase for the Planning Agreement 2005-2009, in 2005 ADR appealed to Lazio Regional Administrative Court for an annulment of the decisions and considerations contained in the notes issued by the Ministry of Infrastructure and Transport and the Economy, in which the right is denied to include any component of the purchase cost of the airport management concession for Fiumicino and Ciampino to be used in determining the airport fees it will charge. The appeal also included a claim for damages from the ministries, in view of the delay the above document had caused in finalizing the Planning Agreement. An announcement of the date of the relevant hearing is awaited. In March 2013 the abetment deed issued by the Lazio Regional Administrative Court was received; ADR did not object also in view of the Planning Agreement stipulated in December 2012.
- ADR has contested a letter from the Civil Aviation Authority dated April 13, 2010 and a memorandum from the Ministry of Transport of May 13, 2010 before the Lazio Regional Administrative Court. These notifications stipulate that EU fees should be applied to all flights to and from the territory of the Swiss Confederation (conversely ADR applies non-EU fees for these flights). The Civil Aviation Authority's assertion is based on the fact that the Agreement between the EU and Swiss Confederation of January 21, 1999 (which came into force on June 1, 2002) placed Swiss carriers on an equal footing with EU ones, and therefore ADR is discriminating against Swiss carriers. The Company, on the other hand, maintains that no discrimination is involved as the application of airport fees, and related amounts, is governed in Italy by the Ministerial Decree of November 14, 2000 which is based on the air space a flight passes through (within or beyond the European Union) rather than the carrier that operates it. With sentence of June 2012, the Lazio Administrative Court declared the appeal inadmissible “having to exclude that the notes being appealed against express orders taken”, excluding from its sphere the determination on the measure of the airport fees due to Switzerland, ascertaining, on this point, the jurisdiction of the Ordinary Judge. The total maximum amount to be potentially returned is estimated at around 12.7 million euros plus interest (as of June 2013). Obviously, the fees claimed by carriers would in turn be verified in a court of law.

On this subject, in July 2011, Swiss International Airlines Ltd ("Swiss") summoned ADR to return the sum of 5.2 million euros (including interest, subsequently reduced to 1.8 million euros, due to a material error made in the initial quantification) equal to the amount paid in excess by Swiss from 2002 to 2009 for landing and take-off fees. In August 2011, ADR was notified a similar deed, again by Swiss, with a request equal to 3.5 million euros (including interest) concerning the passenger boarding fees.

- In July 2011 ADR was notified, in its capacity as involved party, the appeal lodged before the Lazio Regional Administrative Court by IBAR and ten airlines for the cancelation of the letter of May 11, 2011 with which ENAC declared that, with reference to the fee to use the automatic handling system of transit baggage "NET6000", the cost connection limit just for 2011 is "equal to 1.87 euros per piece of baggage". The applicant did not made a request for suspensive relief and a date for the relevant hearing has yet to be set.
- In relation to the failed payment from January 2011 for the use of the NET6000 system by the numerous airlines, at the end of 2011 ADR filed the relevant appeals for injunctions to recover its expired credit regarding fees until September 2011 for 3.8 million euros, of which 3.6 million euros from Alitalia. In June 2012 Alitalia was notified a second injunction for 1.8 million euros regarding the invoices issued until January 2012, only partially paid by Alitalia, which arbitrarily reduced the remuneration from 1.87 euros to 0.30 euros per passenger. On November 6, 2012 ADR filed a third injunction against Alitalia for 1.9 million euros regarding the invoices issued until September 2012, net of the payments made by Alitalia for a value of 0.38 euros per passenger. On November 27, 2012 the Judge rejected the injunction. On April 29, 2013 Alitalia was summoned in relation to the amounts concerning the third rejected injunction, with the addition of those amounts relating to the period October 2012 – March 2013, for a total value, net of the advance payments made by Alitalia for 0.38 euros per passenger, equal to 4.2 million euros. On August 2, 2013, Alitalia was summoned once against by ADR in connection with the invoices expired on May 31, 2013 for 411 thousand euros, calculated net of the payments made by Alitalia for 0.38 euros per passenger.
- On February 27, 2013, ADR was notified three appeals (Assohandlers, Assaereo and Codacons) to Lazio Regional Administrative Court contesting the Planning Agreement, the Prime Ministerial Decree of December 21, 2012 and all the other conditioning, connected and consequent deeds. On February 28, 2013 a similar appeal to Lazio Regional Administrative Court was notified by the Municipality of Viterbo, with a claim for damages. For the first three proceedings Assaeroporti has filed an appeal of opposition. On March 20, 2013 the hearing was held for the appeals filed by Assohandlers and Assaereo. The plaintiffs renounced any discussion about the suspension. The relevant hearing was thus scheduled for December 18, 2013. At the hearing of April 10, 2013 the Lazio Administrative Court did not grant the suspension requested by Codacons and set the related hearing for December 18, 2013. The Codacons lodged an appeal before the Council of State against the ordinance that rejected the precautionary measure. On June 19, 2013 ruling no. 2303/2013 was filed, with which the Council of State rejected Codacons' appeal. At the hearing of December 18, 2013 the discussion of the case was adjourned until March 12, 2014. In this hearing the appeals were withdrawn.
- On April 29 ADR was notified three extraordinary appeals to the Head of State promoted by Aicai, DHL, UPS and TNT; Lufthansa, Austrian Airlines and Swiss; Consorzio Airport Cargo Operators and other 14 shippers, respectively. All appeals contest the Single Deed, the Prime Ministerial Decree of approval, the Additional Deed and all the other assumed and connected deeds, with similar arguments to those of the previous appeals to Lazio Administrative Court, in addition to specific disputes regarding the increased tax on goods. On May 2, 2013 ADR was notified a similar extraordinary appeal to the Head of State filed by the handling company

Consulta, with the same reasons as the previous ones, including the request for precautionary measures.

ADR objected to all the appeals with the Head of State, demanding that these are decided during the legal proceedings before the Lazio Regional Administrative Court. Subsequently to this objection, Consulta, Consorzio Airport Cargo Operators and another 14 shippers, Lufhtansa, Austrian and Swiss took formal action before the Lazio Regional Administrative Court; ADR did the same.

Sect. III Ter of Lazio Regional Administrative Court has scheduled the council meeting to deal with the suspension claim for August 28, 2013. For the appeal put forward by AICAI (and others), also referred to Sect. III Ter, the council meeting was set for August 29, 2013. In the hearing of August 28, 2013, the Chairman of the Regional Administrative Court acknowledged the withdrawal of the request for suspension by the appellants and deleted the appeals in question from the register of suspensions. The appellants were invited to file requests for withdrawal to set the scope of the hearing of December 18, 2013 before the first Section of the Lazio Regional Administrative Court (hearing already set by the same court for judgment with reference to the appeals lodged by Assohandlers, Assoaereo and Codacons). At the hearing of December 18, 2013 the discussion of the case was adjourned until March 12, 2014 and, in this hearing, the case was adjourned until the hearing of July 19, 2014.

On November 13, 2013 ADR was served an appeal by the Regional Agency for the Environmental Protection of Lazio (ARPA) towards the Ministry for the Environment, Land and Sea, the Minister of Cultural Heritage, Activities and Tourism, the Lazio Regional Authority, ENAC, the municipality of Fiumicino, Roma Capitale and ADR.

With this appeal ARPA challenged the interministerial decree of the Ministry of the Environment-Ministry of Cultural Heritage of environmental impact assessment (VIA) of August 8, 2013 regarding the “Aeroporto Leonardo da Vinci – Progetto di completamento di Fiumicino Sud” project and any other presupposed, connected and consequential deed (including the favorable opinion with provisions no. 1156 of January 25, 2013 formulated by the Technical Commission for the Assessment of the Environmental Impact VIA/VAS), demanding the partial cancellation in the parts in which it establishes fulfillments on ARPA’s account regarding the provisions associated with the environmental compatibility check of the Project of completion of Fiumicino Sud.

Airport fuel supply fees

- IBAR (Italian Board Airlines Representatives) and 6 carriers lodged an appeal with the Lazio Administrative Court, against the Civil Aviation Authority’s memorandum of September 15, 2006, with which the Civil Aviation Authority communicated the results of the controls carried out at airports managed by full-service operators “in order to analyze the correlation between costs and the flat rates charged by airport operators to oil companies”. An announcement of the date of a hearing to discuss the matter is awaited.
- ENI has brought a claim before the Rome Civil Court against its own client airlines in order to ascertain the obligation to pay oil companies the amounts that the company owes to airport operators and to order the carriers to pay ENI the amounts accrued to this effect since October 2005. In the same claim, ENI has also brought a secondary claim against airport operators, including ADR, in order to ascertain that the concession fees paid by ENI to airport operators should not be calculated on the basis of the amount of fuel supplied to airlines. Moreover, as specifically regards ADR, ENI requests that the Company be ordered to pay an amount corresponding to the sum paid since October 2005, totaling 0.2 million euros, and that it be

determined that ENI does not owe ADR the amount of 1.1 million euros (as determined for the period up to May 2006), which is as yet unpaid. The issue of the sentence is awaited.

- AirOne has taken out legal proceedings at the Civil Tribunal of Rome against Tamoil, its jet fuel supplier, as well as certain airport operators including ADR claiming the illegality of the fees charged to oil companies by operators in return for the use of airport infrastructure, which these companies subsequently "pass on" to carriers. Consequently, Airone also requests that Tamoil – together with the above airport operators – be ordered to repay the sum paid by Airone since 2003, amounting to 2.9 million euros. With no definitive sentence in 2012, the Judge provided an expert to examine the case. In the hearing of February 14, 2014 the trial was adjourned to September 25, 2014.

Catering company fees

- IBAR (Italian Board Airlines Representatives), together with 13 carriers, on the one hand, and Assaero and Volare, on the other hand, in separate requests, appealed to the Lazio Regional Administrative Court, with concomitant request for suspensive relief, for the cancellation of Civil Aviation Authority rulings of June 5, 2007, regarding the setting of fees for the catering carried out at Rome and Milan airports, respectively. The plaintiffs have withdrawn their request for suspension. Subsequently, IBAR put forward additional grounds and requested the Regional Administrative Court to acknowledge the illegitimacy of the most recent rulings issued by the Civil Aviation Authority regarding the matter. With sentence no. 2719/2013 Lazio Regional Administrative Court rejected the appeal proposed by IBAR. As regards the appeal proposed by Assaero, with sentence no. 8153/2013 Lazio Administrative Court accepted the appeal and cancelled the contested rulings.

Concession fees

- In 2003 ADR lodged an appeal with Lazio Regional Administrative Court against the Executive Decree of June 30, 2003 which established the new methods for calculating annual fees due from the full-service airport operators. In a parallel civil court judgment, with sentence of 2007 the Court of Rome, accepting ADR's request, declared that any amounts greater than the concession fees due for the years 2003-2005 are not due to the Italian Civil Aviation Authority. The state property office lodged an appeal, which was fully rejected with sentence no. 2454/2012. Following the appeal of the counterparties, the sentence is now pending with the Supreme Court.

Fire prevention fund

- In November 2009 ADR appealed before the Lazio Administrative Court, without suspensive relief, the Civil Aviation Authority directive of July 2009 which included a table indicating the amounts of the contributions due from each operator for the fire prevention fund. In 2010 additional grounds were provided against the subsequent Civil Aviation Authority directive of December 2009, which reiterated the request to operators to make the related payments as soon as possible. An announcement of the date of the relevant hearing is awaited.

  With a sentence in 2010, the Tax Commission ruled on an appeal lodged by thirteen airport operators (not including ADR which, like other operators, opted to contest the directive before the above-mentioned Lazio Regional Administrative Court), declaring that the appellants were not obliged, from January 1, 2009 to pay the fire prevention fund contribution "given that such contributions, as demonstrated, are to be allocated for purposes other than those laid down by law". With sentence 2011 the Regional Tax Commission (2nd instance), accepting the appeal of the authorities, reformed the abovementioned 1st instance sentence.

In September 2012, the Ministers of Interior and Economy and Finance notified ADR an injunction, demanding the payment of 34.3 million euros plus interest concerning the years 2007-2010 to the so-called fire prevention fund. ADR, like the other operators who were notified with injunctions, refused. At the first hearing of the parties on March 7, 2013, the Judge took it under advisement on the provisional execution demand of the injunction, put forward by the Attorney's Office. As the outcome of the hearing for the first appearance, with ruling filed on April 11, 2013, the application for provisional execution of the injunction requested by the Ministries. At the hearing of July 11, 2013, the Judge adjourned the case to July 17, 2014.

On September 9, 2013 a transaction was signed with which ADR recognized that it owes the Ministries the overall amount of 36.7 million euros, equal to 70% of the sum accrued until March 8, 2013 as consideration for the firefighting service (equal to a total of 52.5 million euros). The amount was paid on September 10, 2013. Given the mentioned fulfillment, the civil proceedings were extinguished by both Parties and ADR renounced the mentioned appeal proposed before the Lazio Regional Administrative Court.

Noise abatement measures

- In relation to Ministerial Decree of November 29, 2000 regarding the criteria to draw up noise reduction and abatement plans and to make provisions in line with forecast penalties if such limits should be exceeded, all the airport operators filed appeals before the Council of State to obtain an annulment of Lazio Regional Administrative Court's sentence of 2002.

  With sentence of 2004, the appeals were partially rejected. The Council of State has decided that airport operators have an obligation to reduce noise pollution under two conditions: i) identification of the boundaries of the areas concerned; ii) verification, according to a precise schedule, of instances when noise pollution limits are exceeded outside the areas covered by the regulations with reference to be made to the limits established in municipal zoning bylaws or, in their absence, by art. 6, paragraph 1, of the Prime Ministerial Decree of March 1, 1991. Within the areas covered by the regulations, on the other hand, emission limits are only applicable "for all noise sources other than airport infrastructures". The limits established by the Ministerial Decree of October 31, 1997 remain in force. These limits "provide for three areas (zones A, B and C) with various levels of LVA (the indicator used to measure airport noise emissions and different from the "Noise Equivalent level"). The obligation to make financial provisions to cover the cost of adopting noise reduction and abatement measures, regardless of whether or not the above limits have been exceeded, derives from Framework Law no. 447/95 and not the Ministerial Decree to which the appeal judge's sentence refers, as the latter is merely a repetition of the legal provisions referred to. The Ministry of the Environment "assumes that the obligation to make provisions is valid regardless of whether or not the noise emission limits have been exceeded"; at the same time "all issues regarding the reasonableness of such obligation, even where limits have not been exceeded, are beyond the scope of this action, by which the appellants have appealed a regulation that merely requires communication of the provisions made". The above sentence, moreover, does not exclude the possibility that the issue of "the reasonableness" (or otherwise) of the above regulation establishing the obligation to make provisions may be appealed by airport operators before the relevant courts.
- ADR appealed to the Lazio Regional Administrative Court requesting cancellation of the proceedings of July 1, 2010 by which the Services Conference, convened to define and approve acoustic zoning for said airport, with which the mentioned Service Conference approved acoustic zoning Proposal no. 2 for Ciampino airport. No request for suspensive relief was made and a date for the relevant hearing has yet to be fixed.

Building plan

- In March 2012, the Lazio Regional Administrative Court accepted the appeal with which, in 2003, ADR had appealed against the deeds of the municipal office of Fiumicino that modified the existing Building plan with the possibility of building in the area near the airport ("Quadrante Ovest" and "Fiumicino Nord"). With this decision, ADR's interest was recognized, together with its active authorization to safeguard the suitable and necessary conditions of the territory for air traffic development.

  The owners of the land concerned and the municipal office of Fiumicino appealed to the Council of State. With sentence of February 22, 2013, the Council of State accepted the appeals substantially on procedural grounds.

Bankruptcy proceedings involving clients

- A series of sentences passed by the Bankruptcy Court in Rome have declared the following companies bankrupt: Alitalia S.p.A. under special administration, Volare S.p.A. under special administration, Alitalia Express S.p.A. under special administration, Alitalia Servizi S.p.A. under special administration, Alitalia Airport S.p.A. under special administration, between the end of 2011 and the first few months of 2012 the insolvencies were filed. ADR proposed a denial of insolvency for Alitalia under special administration and Alitalia Airport under special administration. Moreover, after viewing the first plan for partial distribution for which the Judge had ordered the filing, on May 28, 2013 ADR proposed a complaint, requesting a partial amendment, subject to allocation of the amounts corresponding to the credit being challenged of 2.8 million euros, downgraded from the preference status to the unsecured status. With measure communicated on January 10, 2014, the complaint was rejected by the Delegated Judge; an appeal against this measure is being lodged before the court.
- In 2009 Volare Airlines S.p.A. under special administration and Air Europe S.p.A. under special administration entered into civil proceedings in order to obtain cancellation of payments made to ADR during the year prior to the carrier's entry into bankruptcy and an order requiring ADR to pay back a sum of 6.7 million euros and 1.8 million euros. With sentences of June 2011, the Court ordered ADR to pay the requested amounts; the company lodged an appeal. Regarding the ruling for Volare Airlines under special administration, with sentence filed on July 2012, the Appeal Court of Milan rejected ADR's appeal. In order to avoid the enforceable proceeding, ADR paid 7.4 million euros (including interests and expenses). The hearing for Air Europe is adjourned until March 6, 2014 to pronounce the final judgment.
- In 2011 Livingston S.p.A. under special administration, entered into civil proceedings in order to obtain cancellation of payments made to ADR during the six months prior to the carrier's entry into bankruptcy, requiring the company to pay back a sum of 1.0 million euros. With ruling no. 310/2013, the court of Busto Arsizio accepted the revocation application of Livingston, ordering ADR to return 960 thousand euros plus interest, revaluation and legal costs. In December 2013 the transaction was finalized with the Commissioner with which ADR committed to pay a comprehensive amount of 700 thousand euros in 6 monthly tranches.
- In August 2011 the companies of the Alitalia group under special administration entered into civil proceedings before the Court of Rome in order to obtain cancellation of payments made to ADR during the six months prior to the carrier's entry into bankruptcy. The cancelled payments total about 2 million euros. The hearings for final judgment are scheduled between March and September 2014 after the postponements requested jointly by the Parties due to the settlement hypothesis reached, with regard to the favorable opinion already expressed by the Supervisory Committee of July 11, 2013; the authorization is still awaited from the Supervisory Bodies for the procedures.

Labor disputes

- A group of 16 parties summoned ADR and the bankrupt Ligabue Gourmet, thereby challenging the validity of ADR's sale of the West catering business unit to Ligabue, with a claim for damages around 9.8 million euros. The dispute was settled in favor of ADR by a sentence in June 2010. 14 parties have appealed and ADR has taken formal legal action. A further hearing has been fixed for December 2, 2014.

Tenders

- ATI Alpine Bau, which was awarded the contract for works relating to the upgrading of Runway 3 at Fiumicino airport, appealed sentence of 2006 handed down by Rome's Civil Court. This sentence ordered ADR to pay 1.2 million euros, plus legal interest from the time of the claim. The appeal reiterates the claims for damages made in first instance (66 million euros, including legal interest accrued from the time of the claim). With partial judgment of July 2012, the Court of Appeal arranged an expert, still in charge, adjoining the case until January 28, 2014. The conclusions were specified at the hearing of January 28, 2014, and the Judge did not make a decision on the case, agreeing to the terms to file the legal briefs.
- In 2005 Fondedile Costruzioni S.r.l. lodged an appeal against sentence of 2004 of the Civil Court of Rome. This appeal reiterates the claim submitted in first instance for 3.6 million euros, as well as legal and overdue interest and revaluation, regarding higher charges and damages incurred during the execution of construction works on a service tunnel at Fiumicino airport. The issue of the sentence is awaited.
- ATI NECSO Entrecanales – Lamaro Appalti has appealed to the Supreme Court against the sentence of the Court of Appeal, which in 2011 fully rejected the claim for damages for 9.8 million euros, plus interest, revaluation and costs, in relation to claims posted in the contract accounts relating to the contract for work on the extension and restructuring of Satellite Ovest (Satellite West) at Fiumicino airport. A hearing to discuss the case has not been scheduled yet.
- In January 2012 the ATI Salini – Ircop appealed to the Lazio Administrative Court against ADR for the cancellation, with prior suspension, of the rulings to exclude the ATI, due to an anomaly in the economic bid, from the procedure to entrust the upgrading works of Runway 2 at Fiumicino airport, as well as for the acknowledgement of the damages deriving from the failed awarding. With sentence of December 14, 2012, the Regional Administrative Court rejected the claim of the ATI. The Parties that were unsuccessful at 1st instance proposed an appeal with the Council of State, insisting on the claim for damages. An announcement of the date of a hearing to discuss the matter is awaited.
- With reference to the evolution of the negotiations with ATI Cimolai, which was awarded with the construction works at departure area F (formerly Pier C), it is noted that, with the signature of the Planning Agreement, the main assumption is met to entirely restart all the works previously slowed down in connection with the failed finalization of the tariff agreement. The full resumption was materialized with the agreement entered into between ADR and ATI on August 7, 2013. This agreement also states the new contractual terms to finalize the work.

Claims for damages

In 2011 ADR received a claim for damages for 27 million dollars for direct damages (the indirect ones are still being defined) from AXA Assicurazioni, who insures Ryanair, for the damage suffered by aircraft B737-800 E-IDYG as a consequence of the emergency landing due to a bird strike taking place on November 10, 2008 at Ciampino airport. ADR declines any responsibility for the event. Should the survey being conducted by the competent authorities reveal ADR's clear responsibility, the compensation would be covered by the third-party liability insurance policy of the Airport Operator.

In the Group's judgment, current litigation and other potential disputes should not give rise to liabilities greater than the amount that has already been provided for.

11. Transactions with related parties

The transactions performed by the ADR Group with related parties were carried out in the interest of the Group and are part of ordinary operations. Such transactions are regulated at market conditions, i.e. the conditions that would be applied between two independent parties.

During the year no significant transactions or transactions that significantly affected the Group's financial position or results took place.

Trade transactions and other transactions

(THOUSANDS OF EUROS)	12.31.2013		2013		12.31.2012		2012	
	ASSETS	LIABILITIES	REVENUES	COSTS	ASSETS	LIABILITIES	REVENUES	COSTS
PARENT COMPANIES								
Atlantia	12,242	165	4,225		8,639	354	807	(25,877)
TOTAL RELATIONS WITH PARENT COMPANIES	12,242	165	4,225		8,639	354	807	(25,877)
ASSOCIATED UNDERTAKINGS								
Ligabue Gate Gourmet S.p.A. (insolvent)	482	968			482	968		
TOTAL RELATIONS WITH ASSOCIATED UNDERTAKINGS	482	968			482	968		
RELATED PARTIES								
Leonardo Energia	250	3,853	297	(24,230)	21	4,072	172	(26,488)
Fiumicino Energia	32		162		16		157	
Spea Ingegneria Europea SpA		121		(141)				
AD Moving		20		(20)				
Telepass S.p.A.	24	66			202			(149)
Pavimental S.p.A.				(275)		39		
Autogrill S.p.A.	1,069	103	9,304	(547)	1,351	218	8,290	(258)
United Colors Communications		130		(130)				
UniCredit Group					9		1,241	(68)
Mediobanca S.p.A.								(284)
Assicurazioni Generali S.p.A.								(2,708)
Worldwide United (Singapore) Ltd								(15)
Changi Airport Planners and Engineers Pte.Ltd						219		(200)
Sagat Engineering S.r.l.								(59)
WDFG Italia S.r.l.					350		1,542	
KEY MANAGEMENT PERSONNEL		737		(3,633)		712		(3,627)
TOTAL RELATIONS WITH RELATED PARTIES	1,375	5,030	9,763	(28,976)	1,949	5,260	11,402	(33,856)
TOTAL	**14,099**	**6,163**	**13,988**	**(28,976)**	**11,070**	**6,582**	**12,209**	**(59,733)**

The relations of a different nature with Gemina (now Atlantia) mainly refer to the residual credit deriving from the tax consolidation in 2012 (this was not renewed in 2013) and the credit regarding the tax indemnity issued within the framework of the dispute with the Customs Office for customs duties.

The main relations with other related parties break down as follows:

- Fiumicino Energia S.r.l.: a company owned by Atlantia that manages the gas-fired co-generation plant at Fiumicino airport for the production of electricity. Via a business unit lease contract, operation of the co-generation plant was entrusted to Leonardo Energia - Società consortile a r.l., which is owned by ADR and Fiumicino Energia S.r.l., with respective shareholdings of 10% and 90%. Based on the agreements existing between ADR and Fiumicino Energia in 2023 the co-generation plant will be transferred free of charge to the Parent Company. The limited liability consortium, which also operates the thermal energy plant at Fiumicino, under a sub-concession from ADR, provides electric and thermal energy to ADR;
- Autogrill S.p.A. (indirect subsidiary undertaking of Edizione S.r.l. which, indirectly, holds a sufficient interest in Atlantia): revenues from retail sub-concessions, royalties, utilities, car parks and sundry services;
- Telepass (a subsidiary undertaking of Atlantia): costs related to the Telepass system used in the car parks managed by ADR Mobility.

The remuneration due to the parties in charge of planning, managing and controlling the company and thus the executive directors and not and the managers with strategic responsibilities (so-called key management personnel) in office at December 31, 2013 amount to 3,633 thousand euros and include the amount pertaining to remuneration (the remuneration is indicated regarding the directors that in the year covered the position, also for a portion of the year), employment compensation, non-monetary benefits, bonuses and other incentives for assignments at ADR.

Financial relations

(THOUSANDS OF EUROS)	12.31.2013		2013		12.31.2012		2012	
	ASSETS	LIABILITIES	INCOME	EXPENSE	ASSETS	LIABILITIES	INCOME	EXPENSE
RELATED PARTIES								
UniCredit Group					168,990	88,712	4,972	(17)
Mediobanca S.p.A.					43,153	44,178	2,139	
Telepass S.p.A.						32		
TOTAL RELATIONS WITH RELATED PARTIES	**0**	**0**	**0**	**0**	**212,143**	**132,922**	**7,111**	**(17)**

Mediobanca and the UniCredit Group were included in the related parties in 2012 and until April 30, 2013 as members of Gemina Shareholders' Agreement, dissolved on April 30, 2013. The ADR Group had several relations in connection with the role played by the latter in ADR's existing loan agreements.

12. Other information

Events and non-recurring, atypical or unusual transactions

During 2013, no non-recurring, atypical or unusual transactions were performed with third parties.

Remuneration of independent auditors

In accordance with art. 149-12 of the Issuers' Regulations, which apply to ADR as it is a company controlled by a listed company (Atlantia S.p.A.), a breakdown of the fees paid to the ADR Group's principal independent auditors is shown in the table below (€/000):

TYPE OF SERVICE	SERVICE PROVIDER	RECIPIENT	REMUNERATION 2013
Auditing	Reconta Ernst & Young S.p.A.	ADR	124
Certification services	Reconta Ernst & Young S.p.A.	ADR	29
Other Services (*)	Reconta Ernst & Young S.p.A.	ADR	677
Auditing	Reconta Ernst & Young S.p.A.	ADR Engineering S.p.A. ADR Tel S.p.A. ADR Assistance S.r.l. ADR Security S.r.l. ADR Mobility S.r.l. ADR Advertising S.p.A. Romulus Finance S.r.l.	101
Other services (*)	Reconta Ernst & Young S.p.A.	ADR Engineering S.p.A. ADR Tel S.p.A. ADR Assistance S.r.l. ADR Security S.r.l. ADR Mobility S.r.l. ADR Advertising S.p.A. Romulus Finance S.r.l.	5
TOTAL			**936**

(*) Auditing activities related to the EMTN program, Comfort letter on the issue of the bonds, Subscription of Income Tax Return and 770 forms, Agreed upon procedures on data and accounting information

(*) Subscription of Income Tax Return and 770 forms

13. Subsequent events

- On December 31, 2013 the contract expired for the lease of the “advertising” company branch of ADR through which the subsidiary undertaking ADR Advertising S.p.A (51% ADR and 49% IGP Decaux S.p.A) managed, since 2003, the business of the advertising spaces at the Roman airports of Fiumicino and Ciampino. As from January 1, 2014 the components of the company branch (technical assets, personnel and existing contracts) returned to be available to the Parent Company in accordance with the management structure that is not mediated by dedicated companies.
- On January 30, 2014 ADR finalized the voluntary early repayment of all the banking facilities used – 2012 Term Loan, 2008 EIB and 2003 Banca Intesa – for a total amount of 229.6 million euros. The transaction is part of the company refinancing program started in December with the EMTN bond issue worth 600 million euros with the aim of repaying early most of the pre-existing debt on the first available date (March 2014). The repayment of the bank credit facilities, not subject to any penalty, was by contrast brought forward even further, with the consent of the financial creditors obtained on January 23, so as to reduce the financial expense deriving from the joint existence of new debt and the debt to be repaid.
- On February 8, 2014 the rating agency Moody’s - partly in consideration of the change in the outlook on the Italian Government from negative to stable and essentially acknowledging the solidity of the Planning Agreement and how the consultation with the Granting Body had resulted in a redrafting of the Investment Plan further to the uncertain situation linked to traffic scenarios and the future of the reference carrier - changed the outlook on ADR from stable to positive. At the same time, the ratings on the senior unsecured debt (“Baa3”) and on the EMTN Program (“Baa3”) of the company were confirmed, along with the secured rating of the Romulus Finance instrument (“Baa2”).

14. Transition to the International Financial Reporting Standards (IFRS)

As illustrated in Note 2 “Form and content of the consolidated financial statements”, the consolidated financial statements for the year ended December 31, 2013 were the first to be prepared pursuant to art. 2 of Italian Legislative Decree no. 38/2005, in compliance with the International Financial Reporting Standards (IFRS) issued by the International Accounting Standards Board and endorsed by the European Commission, in force at the balance sheet date, which include the interpretations issued by the International Financial Reporting Interpretations Committee (IFRIC) as well as the previous International Accounting Standards (IAS) and the interpretations of the Standard Interpretations Committee (SIC) still in force on the same date.

The previous consolidated financial statements for the year ended December 31, 2012, were prepared according to the Italian accounting standards; after a bond issue on the Irish market occurred in December 2013, ADR has become a company with financial instruments that are admitted to trading on a regulated market of the European Union and, therefore, pursuant to the combined provisions of articles 2, 3 and 4 of the Italian Legislative Decree 38/2005, it has become obliged to prepare the separate and consolidated financial statements in compliance with IFRS.

To this end, for the preparation of the abovementioned document and the presentation of the financial data and the necessary comparative information, the data as of January 1, 2012 and December 31, 2012 were also presented for comparative purposes.

In defining the value of the assets and liabilities in the phase of transition of the Consolidated Financial Statements, the Company decided, in agreement with the provisions of IFRS 1 - First-time Adoption of International Financial Reporting Standards, to give continuity to the values resulting from the consolidated financial statements of the parent company Gemina S.p.A.. On this point it must be remembered that, during the year 2013, Gemina S.p.A. was merged into Atlantia S.p.A.; the statutory, accounting and fiscal effects of such merger are effective from December 1, 2013, pursuant to the provisions of the deed of merger.

In order to illustrate the effects of the transition to the IFRS on the Consolidated Financial Statements of ADR, this document provides the reconciliations provided for by paragraph no. 24 of IFRS 1. Such information concerns the impact that the conversion to IFRS determined, with reference to the year 2012, on the statement of financial position, the results for the period and the financial flows presented. For this purpose the following documents were drawn up:

- the notes regarding the rules for the first-time application of IFRS and the other selected standards, including the assumptions of the directors on the standards and IFRS interpretations in force and the accounting policies adopted at the time of preparing the first complete consolidated financial statements drawn up according to IFRS as of December 31, 2013;
- the statements of reconciliation of the balance sheets at January 1 and December 31, 2012 reported in the financial statements drawn up according to the previous accounting standards with those deriving from applying IFRS;
- the statements of reconciliation of the economic results reported in the financial statements drawn up according to the previous accounting standards (year 2012) with those deriving from applying IFRS;

- the notes to the abovementioned statements of reconciliation;
- the statements of reconciliation between the shareholders' equity according to the previous accounting standards and that measured in compliance with IFRS on the dates below:
  - date of transition to IFRS (January 1, 2012);
  - date of closing of the last year when the financial statements were drawn up in compliance with the previous accounting standards (December 31, 2012).

Such statements were prepared only for the purposes of the transition project for the preparation of the first complete consolidated financial statements according to IFRS endorsed by the European Commission and do not provide the comparative data and the necessary explanatory notes that would be requested for a complete presentation of the financial position and the results from operations of the ADR Group in compliance with IFRS.

Notes concerning the first-time application rules

The opening balance sheet as of January 1, 2012, the income statement for the year 2012 and the statement of financial position as of December 31, 2012 were prepared in compliance with the entire hierarchy of the pronouncements issued by the IASB, including IAS, IFRS and the interpretations issued by the IFRIC or the previous SIC, as endorsed by the European Union.

The effects of the transition to IFRS derive from the changes to the accounting standards and, as a consequence, as requested by IFRS 1, are reflected in the opening shareholders' equity on the transition date (January 1, 2012).

In moving to IFRS, the estimates previously made according to the Italian accounting standards were maintained except for the adoption of the IFRS that do not require estimates to be formulated according to different methods.

First-time adoption rules, accounting options adopted when first adopting IFRS and the IFRS selected by the ADR Group.

The reprocessing of the opening Consolidated statement of financial position at January 1, 2012 and the accounting statements of the Consolidated Financial Statements for the year ending December 31, 2012 has, among other things, requested that the ADR Group made the following choices out of the options provided by IFRS.

Methods of presenting the accounting statements

The criterion adopted for the Statement of Financial Position was the "current/non-current" one (generally applied to industrial and commercial scenarios), while the layout adopted for the Income Statement was that with the costs classified by nature; this criterion implied the reclassification of the historical statements predisposed according to the arrangement set by Italian Legislative Decree 127/1991.

Optional exemptions provided for by IFRS 1 for the first-time application of IFRS (January 1,2012):

- business combinations: for the purpose of applying IFRS to all the transactions of business combination, the acquisition method provided for by IFRS 3 is applied from January 1, 2012 according to the prospective method. The ADR Group did not apply IFRS 3 to the business combinations that took place before January 1, 2012. When moving to IFRS, in any case the Group performed the complete consolidation of the subsidiary undertaking ADR Sviluppo Srl, not consolidated on the basis of the previous accounting standards;
- valuation of properties, plants and machinery and the assets valued at fair value or, alternatively, at the cost revalued as value replacing the cost: the cost method was adopted by the ADR Group for all the categories of assets;
- employee benefits: the ADR Group entirely recognized the actuarial gains and losses accumulated for the defined benefit plans in the opening balance sheet at January 1, 2012;
- date of designating the financial instruments as instruments at fair value through the income statement or as held for sale: as allowed by IFRS 1, the designation of a financial instrument as financial asset “valued at fair value through profit or loss” or “held for sale” was made on the transition date (January 1, 2012);
- share-based payments: the provisions of IFRS 2 are applied from January 1, 2012 according to the retrospective method;
- service concession: the ADR Group applied the transition provisions of IFRIC 12.

Mandatory exemptions provided for by IFRS 1 for the first-time application of IFRS (January 1, 2012):

- reversal of financial assets and liabilities: if non derivative assets and/or liabilities relating to transactions that took place before January 1, 2012 were eliminated from the corporate assets according to the previous accounting standards (so-called derecognition), such assets and/or liabilities were not recognized and thus eliminated in the opening consolidated financial statements as of January 1, 2012;
- estimates: the estimates formulated previously according to the previous accounting standards were maintained in the opening consolidated financial statements as of January 1, 2012.

Accounting treatments selected within the framework of the accounting options provided for by IFRS:

- inventories: according to the provisions of IAS 2, the cost of inventories must be determined by adopting the FIFO method or the weighted average cost method. The ADR Group chose to use the weighted average cost method per individual movement;
- valuation of tangible and intangible assets: after the initial recognition at cost, according to IAS 16 and IAS 38 these assets must be valued at cost (and amortized) or at fair value. The ADR Group chose to adopt the cost method.

Consolidated statement of financial position as of January 1, 2012

ASSETS (THOUSANDS OF EUROS)	NOTES	ITALIAN ACCOUNTING STANDARDS	RECLASSIFICATIONS	ADJUSTMENTS	ACCOUNTING STANDARDS IFRS
NON-CURRENT ASSETS					
Tangible assets	(1)	189,075	0	(176,537)	12,538
Concession fees	(2)	1,601,718	0	462,222	2,063,940
Other intangible assets	(3)	262,893	0	(258,692)	4,201
Intangible assets		1,864,611	0	203,530	2,068,141
Equity investments	(4)	2,313	0	(100)	2,213
Other non-current financial assets	(5)	0	0	769	769
Deferred tax assets	(6)	40,624	0	75,593	116,217
Other non-current assets	(7)	26,923	0	(2,758)	24,165
TOTAL NON-CURRENT ASSETS		2,123,546	0	100,497	2,224,043
CURRENT ASSETS					
Inventories		11,346	0	0	11,346
Assets for contract work in progress	(8)	7,148	(6,651)	0	497
Trade receivables	(9)	183,529	7,741	0	191,270
Commercial activities		202,023	1,090	0	203,113
Other current financial assets	(10)	56,112	3,773	(370)	59,515
Current tax assets		0	0	0	0
Other current assets	(11)	12,000	(5,245)	0	6,755
Cash and cash equivalents	(12)	174,425	0	96	174,521
TOTAL CURRENT ASSETS		444,560	(382)	(274)	443,904
TOTAL ASSETS		**2,568,106**	**(382)**	**100,222**	**2,667,947**

SHAREHOLDERS' EQUITY AND LIABILITIES (THOUSANDS OF EUROS)	NOTES	ITALIAN ACCOUNTING STANDARDS	RECLASSIFICATIONS	ADJUSTMENTS	ACCOUNTING STANDARDS IFRS
SHAREHOLDERS' EQUITY					
Share capital		62,225	0	0	62,225
Reserves and retained earnings		688,228	0	(146,547)	541,681
Net income for the year		41,492	0	(18,287)	23,205
GROUP SHAREHOLDERS' EQUITY		791,945	0	(164,834)	627,111
Share capital and reserves		179	0	(32)	147
Net income for the year		424	0	(8)	416
MINORITY INTERESTS IN SHAREHOLDERS' EQUITY		603	0	(40)	563
TOTAL SHAREHOLDERS' EQUITY		**792,548**	**0**	**(164,874)**	**627,674**
LIABILITIES					
NON-CURRENT FINANCIAL LIABILITIES					
Provisions for employee benefits	(13)	24,792	0	(3,823)	20,969
Provisions for renovation of airport infrastructure	(14)	0	6,240	125,215	131,455
Other allowances for risks and charges		69,790	(6,240)	0	63,550
Allowances for non current provisions		94,582	0	121,392	215,974
Bonds	(15)	0	1,200,019	(82,321)	1,117,698
Medium/long-term loans	(15)	1,297,869	(1,200,019)	(379)	97,471
Financial instruments - derivatives	(16)	0	0	128,617	128,617
Non-current financial liabilities		1,297,869	0	45,917	1,343,786
TOTAL NON-CURRENT LIABILITIES		1,392,451	0	167,309	1,559,760
CURRENT LIABILITIES					
Provisions for renovation of airport infrastructure	(14)	0	0	97,814	97,814
Other allowances for risks and charges		14,543	0	0	14,543
Allowances for current provisions		14,543	0	97,814	112,357
Trade payables	(17)	133,077	2,310	0	135,387
Current share of medium/long-term financial liabilities	(18)	89,274	(114)	(25)	89,135
Financial instruments - derivatives	(19)	191	114	0	305
Current financial liabilities		89,465	0	(25)	89,440
Current tax liabilities		18,761	0	0	18,761
Other current liabilities	(20)	127,261	(2,692)	(1)	124,568
TOTAL CURRENT LIABILITIES		383,107	(382)	97,788	480,513
TOTAL LIABILITIES		**2,568,106**	**(382)**	**100,223**	**2,667,947**

Consolidated statement of financial position as of December 31, 2012

ASSETS (THOUSANDS OF EUROS)	NOTES	PREVIOUS STANDARDS	RECLASSIFICATIONS	ADJUSTMENTS	VALUES ACCORDING TO IFRS
NON-CURRENT ASSETS					
Tangible assets	(1)	177,039	0	(167,767)	9,272
Concession fees	(2)	1,552,435	0	449,225	2,001,660
Other intangible assets	(3)	262,409	109	(258,795)	3,723
Intangible assets		1,814,844	109	190,430	2,005,383
Equity investments	(4)	2,316	0	(100)	2,216
Other non-current financial assets	(5)	0	0	9,555	9,555
Deferred tax assets	(6)	45,613	0	92,089	137,702
Other non-current assets	(7)	29,330	0	(2,758)	26,572
TOTAL NON-CURRENT ASSETS		2,069,142	109	121,449	2,190,700
CURRENT ASSETS					
Inventories		2,363	0	0	2,363
Assets for contract work in progress	(8)	8,117	(7,758)	0	359
Trade receivables	(9)	163,758	7,883	0	171,641
Commercial activities		174,238	125	0	174,363
Other current financial assets	(10)	43,648	2,425	(496)	45,577
Current tax assets		11,022	0	0	11,022
Other current assets	(11)	12,661	(3,064)	0	9,597
Cash and cash equivalents	(12)	393,418	0	92	393,510
TOTAL CURRENT ASSETS		634,987	(514)	(404)	634,069
ASSETS HELD FOR SALE		0	0	0	0
TOTAL ASSETS		**2,704,129**	**(405)**	**121,045**	**2,824,769**

SHAREHOLDERS' EQUITY AND LIABILITIES (THOUSANDS OF EUROS)	NOTES	PREVIOUS STANDARDS	RECLASSIFICATIONS	ADJUSTMENTS	VALUES ACCORDING TO IFRS
SHAREHOLDERS' EQUITY					
Share capital		62,225	0	0	62,225
Reserves and retained earnings		729,720	0	(173,792)	555,928
Net income for the year		262,879	0	(27,123)	235,756
GROUP SHAREHOLDERS' EQUITY		1,054,824	0	(200,915)	853,909
Share capital and reserves		603	0	(40)	563
Net income for the year		224	0	(12)	212
MINORITY INTERESTS IN SHAREHOLDERS' EQUITY		827	0	(52)	775
TOTAL SHAREHOLDERS' EQUITY		**1,055,651**	**0**	**(200,967)**	**854,684**
LIABILITIES					
NON-CURRENT FINANCIAL LIABILITIES					
Provisions for employee benefits	(13)	22,091	0	(757)	21,334
Provisions for renovation of airport infrastructure	(14)	0	0	167,284	167,284
Other allowances for risks and charges		53,465	0	0	53,465
Allowances for non current provisions		75,556	0	166,527	242,083
Bonds	(15)	0	700,019	(73,380)	626,639
Medium/long-term loans	(15)	789,369	(700,019)	(265)	89,085
Financial instruments - derivatives	(16)	0	0	132,321	132,321
Non-current financial liabilities		789,369	0	58,676	848,045
TOTAL NON-CURRENT LIABILITIES		864,925	0	225,203	1,090,128
CURRENT LIABILITIES					
Provisions for renovation of airport infrastructure	(14)	0	0	97,055	97,055
Other allowances for risks and charges		17,604	0	0	17,604
Allowances for current provisions		17,604	0	97,055	114,659
Trade payables	(17)	107,948	1,792	0	109,740
Current share of medium/long-term financial liabilities	(18)	523,899	(111)	(246)	523,542
Financial instruments - derivatives	(19)	0	111	0	111
Current financial liabilities		523,899	0	(246)	523,653
Current tax liabilities		4,629	0	0	4,629
Other current liabilities	(20)	129,473	(2,197)	0	127,276
TOTAL CURRENT LIABILITIES		783,553	(405)	96,809	879,957
TOTAL LIABILITIES		**2,704,129**	**(405)**	**121,045**	**2,824,769**

Consolidated income statement 2012

(THOUSANDS OF EUROS)	NOTES	PREVIOUS STANDARDS	RECLASSIFICATIONS	ADJUSTMENTS	VALUES ACCORDING TO IFRS
REVENUES					
Revenues from airport management		598,178	(54,515)	0	543,663
Revenues from construction services		2,832	910	5,399	9,141
Other operating income		23,911	(19,845)	2,410	6,476
TOTAL REVENUES	(21)	624,921	(73,450)	7,809	559,280
COSTS					
Consumption of raw materials and consumables		(72,349)	33,447	0	(38,902)
Service costs	(22)	(102,944)	(34,948)	(5,527)	(143,419)
Payroll costs	(23)	(122,137)	13,128	658	(108,351)
Concession fees		(8,110)	0	0	(8,110)
Expenses for leased assets		(3,379)	3	0	(3,376)
Allocation to (use of) the provisions for renovation of airport infrastructure	(24)	0	45,110	(67,571)	(22,461)
Allocation to the allowances for risks and charges		(2,687)	77	0	(2,610)
Other costs		(32,717)	4,211	(360)	(28,866)
Other operating costs	(22)	(46,893)	49,401	(67,931)	(65,423)
Depreciation of tangible assets		(20,946)	201	16,407	(4,338)
Amortization of intangible concession fees		(49,284)	0	(12,056)	(61,340)
Amortization of other intangible assets		(48,675)	197	45,607	(2,871)
Amortization and depreciation	(25)	(118,905)	398	49,958	(68,549)
(Write-downs) Value recoveries		(10)	0	0	(10)
TOTAL COSTS		(463,238)	61,426	(22,842)	(424,654)
OPERATING INCOME (EBIT)		**161,683**	**(12,024)**	**(15,033)**	**134,626**
Financial income	(26)	2,608	1,792	5,349	9,749
Financial expense	(27)	(70,375)	(1,193)	(18,353)	(89,921)
Foreign exchange gains (losses)	(28)	28	(22)	(5,943)	(5,937)
FINANCIAL INCOME (EXPENSE)		(67,739)	577	(18,947)	(86,109)
EXTRAORDINARY INCOME (EXPENSE)		216,580	(216,580)	0	0
INCOME (LOSS) BEFORE TAXES		**310,524**	**(228,027)**	**(33,980)**	**48,517**
Income taxes		(47,421)	13,267	11,023	(23,131)
NET INCOME (LOSS) FROM CONTINUING OPERATIONS		**263,103**	**(214,760)**	**(22,957)**	**25,386**
Net income (loss) from discontinued operations	(29)	0	214,760	(4,178)	210,582
NET INCOME FOR THE YEAR		**263,103**	**0**	**(27,135)**	**235,968**
of which:					
Group income		262,879	0	(27,123)	235,756
Minority interests		224	0	(12)	212

Consolidated statement of comprehensive income

(THOUSANDS OF EUROS)	2012
NET INCOME FOR THE YEAR	**235,968**
Gains (losses) from fair value measurement of cash flow hedges	(9,448)
Tax effect	2,598
Other components of the comprehensive income statement that can be reclassified in the income statement, net of the tax effect	(6,850)
Gains (losses) from actuarial valuation of employee benefits	(3,206)
Tax effect	882
Other components of the comprehensive income statement that will not be subsequently reclassified in the income statement, net of the tax effect	(2,324)
TOTAL OTHER COMPONENTS OF THE COMPREHENSIVE INCOME STATEMENT, NET OF THE TAX EFFECT	(9,174)
COMPREHENSIVE INCOME FOR THE YEAR	**226,794**
of which:	
Comprehensive income attributable to the Group	226,582
Comprehensive income attributable to minority interests	212

Notes

Consolidated statement of financial position

1. Tangible assets

According to Italian accounting standards, the concession fees are recorded under tangible fixed assets. According to the concession agreement, the Grantor retains the control of the activities under the Agreement and ADR has the right to manage the infrastructure on an exclusive basis and charge passengers a fee to use the public asset granted to it, created and improved, and which it will continue to manage on behalf of the grantor for a set time period as defined by the Planning Agreement.

According to IFRS, these activities are included in the scope of application of IFRIC 12 ("Service Concession Arrangements"), applied to the agreements for services under concession in which the grantor is a public entity and the concessionaire is a private entity, if the following conditions are respected:

a) the grantor controls or regulates what services the concessionaire must provide using the infrastructure, to whom and at what price; and
b) the grantor controls - through its ownership or in another way - any residual interest in the infrastructure at the end of the term of the arrangement.

This IFRIC is considered to be applicable to the Planning Agreement in place for the ADR Group; according to it, the concessionaire must not post the infrastructure under the tangible assets as it does not have control over it, but only the right to manage it to provide the service, in agreement with the terms and methods defined with the grantor. This right is classified as a financial asset or as an intangible asset, depending on whether or not there is an unconditioned right to receive remuneration regardless of the actual use of the infrastructure, rather than the right to charge the users for use of the service. In the event that the arrangement contains a combination of the two cases, the mixed model is applied.

The mixed model is applicable to the Airport Management Concession held by the ADR Group; principally, the construction and improvement works are remunerated through the tariffs for the use of the service using the intangible asset model, and the financial asset model is only marginally applicable.

Based on the provisions of the abovementioned IFRIC, all the fixed assets which are to be returned to the grantor on conclusion of the concession were classified in intangible fixed assets for the purposes of the transition to IFRS.

2. Concession fees

"Concession fees" include the value of the development and construction services provided by the ADR Group on the infrastructure that must be returned to the grantor upon conclusion of the concession on June 30, 2044.

Based on Italian accounting standards, the investments in infrastructure relating to concessions are classified under tangible or intangible fixed assets regardless of the nature of the same investments. According to IFRIC 12, such infrastructure is recorded as intangible fixed asset in consideration of the fact that ADR has the license to charge a fee to the passengers to use the same infrastructure. Concession fees are amortized throughout the entire concession, with a criterion that reflects the methods with which the economic benefits will be received by the company, with the use of constant rates determined with reference to the expiry of the concession in 2044. In applying IFRIC12, in the income statement the costs connected to these investments are recorded, as well as the fair value of the related construction services carried out.

The net amount of the airport management concession recorded by the Company according to IFRS equals 449,225 thousand euros at December 31, 2012 (462,221 thousand euros at January 1, 2012).

3. Other intangible assets

The adjustment of the item “Other intangible assets” at the time of the transition to IFRS includes:

- leasehold improvements on the assets under concession or created on behalf of third parties: according to the Italian accounting standards, these costs are capitalized and amortized on the basis of their residual possibility of use, which is generally shorter than the duration of the concession. According to IFRS, such improvements are included in the scope of application of IFRIC 12 and classified in a separate item of the accounts;
- the transaction costs incurred to obtain the loans, according to Italian accounting standards, are capitalized and amortized on the basis of the duration of the loan they refer to; based on IFRS, these costs are recognized in the relevant loans and amortized by applying the effective interest rate method;
- the start-up and expansion costs relating to the construction expenses and the development costs capitalized and amortized by the Group according to Italian accounting standards: these costs do not satisfy the entering criteria set by IFRS and therefore must be eliminated with a reduction in the shareholders’ equity as balancing entry.

4. Equity investments

The adjustment of the item “Equity investments” refers entirely to the investment in ADR Sviluppo S.r.l., not consolidated on the basis of the Italian accounting standards as deemed negligible (100 thousand euros as of January 1, 2012 and December 31, 2012). This equity investment was consolidated entirely based on IFRS.

5. Other non-current financial assets

The adjustment of 9,555 thousand euros at December 31, 2012 (769 thousand euros at January 1, 2012) includes the ancillary charges for the loans incurred by the Company for the financial liability underlying a loan not yet disbursed at the end of 2012 and amortized by applying the effective interest rate method.

Based on Italian accounting standards, these costs were classified in the item “Other intangible assets” and amortized in the period of amortization of the underlying financial liability.

6. Deferred tax assets

The adjustment of item “Deferred tax assets” is recorded on the basis of the temporary difference between assets and liabilities according to the Italian accounting standards and the corresponding value determined in accordance with IFRS.

7. Other non-current assets

The “Other non-current assets” include a share of the A4 bonds issued by the Special Purpose Entity (SPE) vehicle established pursuant to law no. 130 of April 30, 1999 on securitization, Romulus Finance, acquired by ADR on February 13, 2009. This bond, with a par value of 4 million pounds sterling, was purchased for 2,758 thousand euros (equivalent to 2.4 million pounds sterling).

According to IFRS, the vehicle Romulus Finance is entirely consolidated by the ADR Group. Consequently, the financial assets issued by Romulus Finance and subscribed by ADR for 2,758 thousand euros, both at January 1, 2012 and December 31, 2012, are considered as intercompany balances and eliminated as a balancing entry for the relevant financial liabilities of Romulus Finance, equal to 4,901 thousand euros. The premium obtained by ADR in previous years is thus cancelled at the time of the consolidation.

8. Assets for contract work in progress

The reclassification in “Assets for contract work in progress” includes:

- a decrease of 8,068 thousand euros as of December 31, 2012 (equal to 6,978 thousand euros as of January 1, 2012) for work in progress regarding the creation of departure area F (former new Pier C), funded by the Ministry of Transport and included in the scope of IFRIC 12, which were reclassified under “Trade receivables” according to IFRS;
- an increase of 310 thousand euros as of December 31, 2012 (equal to 327 thousand euros as of January 1, 2012) for works performed at third parties, reclassified by “Trade receivables” according to IFRS.

9. Trade receivables

The reclassification of item “Trade receivables” is broken down mainly as stated below:

- an increase, as of December 31, 2012, of 7,554 thousand euros for work in progress (6,596 thousand euros as of January 1, 2012), regarding the work in progress funded by the Ministry of Transport according to IFRIC 12. These amounts are offset by 514 thousand euros as of December 31, 2012 and 382 thousand euros as of January 1, 2012, respectively, for advances from clients, classified in “Trade receivables” according to IFRS;
- a decrease of 310 thousand euros as of December 31, 2012 (327 thousand euros as of January 1, 2012) for works performed at third parties, reclassified under “Assets for contract work in progress”;
- an increase of 639 thousand euros as of December 31, 2012 and 1,472 thousand euros as of January 1, 2012 relating to accrued income classified under “Other current assets” according to IFRS.

10. Other current financial assets

The adjustment of this item is mainly due to the reversal of the premium related to the bonds issued by the vehicle Romulus Finance and accounted for by ADR when this vehicle was entirely consolidated according to IFRS.

The reclassification of 2,425 thousand euros as of December 31, 2012 (3,773 thousand euros as of January 1, 2012) is described in the Note below “Other current assets”.

11. Other current assets

The reclassification of “Other current assets” is mainly broken down as follows:

- 639 thousand euros as of December 31, 2012 (1,472 thousand euros as of January 1, 2012) relating to accrued income classified under “Trade receivables” according to IFRS.

- 2,425 thousand euros as of December 31, 2012 (3,773 thousand euros as of January 1, 2012) relating to accruals and prepayments on the insurance premiums paid to AMBAC and Intesa San Paolo and the bond issued by Romulus Finance and reclassified under “Current financial assets”.

12. Cash and cash equivalents

The adjustment of the item “Cash and cash equivalents” of 92 thousand euros as of December 31, 2012 and 96 thousand euros as of January 1, 2012 represents the effect of the consolidation, based on IFRS, of the subsidiary undertaking ADR Sviluppo Srl.

This equity investment was not consolidated in the accounts prepared according to the previous accounting standards.

13. Provisions for employee benefits

The Italian accounting standards require the recognition of the liability for the employee severance indemnities based on the par value of debt accrued according to the statutory provisions in force at year-end.

According to IFRS, the employee severance indemnities are included in the category of the defined benefit plans subject to actuarial valuations (mortality, predictable changes in remuneration, etc.) in order to express the current value of the benefit to be disbursed at the end of the employment relationship, due to the employees at the balance sheet date.

For IFRS purposes, all the actuarial gains and losses were recorded on the date of transition to IFRS.

14. Provisions for renovation of airport infrastructure (current and non-current share)

According to IFRS, the Group records “Provisions for renovation of airport infrastructure” of 264,339 thousand euros as of December 31, 2012 and 223,029 thousand euros as of January 1, 2012, of which 167,284 thousand euros and 125,215 thousand euros relating to the non-current share, respectively, and 97,055 thousand euros and 97,814 thousand euros regarding the long-term share.

These provisions are allocated to cover the estimate of the necessary costs, in compliance with the obligations set by the Planning Agreement and the relevant Investment Plan to ensure appropriate operation and security of the airport infrastructure throughout the term of the concession agreement. These amounts are recorded according to IFRIC 12.

15. Medium/long-term loans and bonds

According to IFRS, the Special Purpose Entity Romulus Finance was consolidated by applying the integral method; consequently, the payable of the Parent Company to Romulus Finance, equal to 700,019 thousand euros (1,200,019 thousand euros as of January 1, 2012) was cancelled as a balancing entry for the receivable from the Parent Company; due to such full consolidation, for the purpose of the transition to IFRS, the payable to Romulus Finance is substantially reclassified from “Medium/long-term loans” to “Bonds”.

The transition costs incurred to obtain the loan are recorded, according to IAS 39, as a reduction from the relevant financial liability, measured at amortized costs, applying the actual interest rate method. The transition costs amount to 265 thousand euros as of December 31, 2012 (379 thousand euros as of January 1, 2012) for “Medium/long-term loans” and 6,999 thousand euros (10,004 thousand euros as of January 1, 2012) for “Bonds”; according to the Italian accounting standards, these costs are capitalized in “Other intangible assets” and amortized on the basis of the duration of the loan.

Furthermore, at the time of the full consolidation of Romulus Finance as highlighted above, the intercompany balance were eliminated for 4,809 thousand euros as of December 31, 2012 (4,690 thousand euros as of January 1, 2012).

The effects of applying the cash flow hedge method (decrease of 61,572 thousand euros as of December 31, 2012 and 67,627 thousand euros as of January 1, 2012) in “Bonds” are also described in the paragraph below “Financial instruments - derivatives”.

16. Financial instruments - derivatives

According to Italian accounting standards, derivative financial instruments are usually represented as “off balance sheet” items, while according to IAS 39 these must be necessarily recorded in the accounts and posted at fair value. The methods of representation of the accounting effects change depending on the intended use of the derivative instrument:

- fair value hedge instruments must be posted under assets (liabilities); the derivative and the relevant underlying element are valued at fair value and the relevant changes in value are accounted for in the income statement;
- cash flow hedge instruments must be posted under assets (liabilities); the derivative is valued at fair value and the changes in value are accounted for directly in a shareholders’ equity reserve, for the hedging component, which is released in the income statement in the years when the underlying financial flows occur;
- the derivative instruments to manage the interest rate and exchange rate risk that do not satisfy the formal requirements to be considered as hedging instruments for IFRS purposes, are posted in the income statement under financial assets (liabilities) and the changes in value are recorded in the income statement.

The application of the cash flow hedge method resulted in the ADR Group recording, in a negative shareholders’ equity reserve, the fair value of the existing hedging financial instruments, with a net negative effect of 70,749 thousand euros as of December 31, 2012 (60,990 thousand euros as of January 1, 2012), and precisely an increase of 61,572 thousand euros (67,627 thousand euros as of January 1, 2012) in “Bonds”, counterbalanced by an increase of 132,321 thousand euros (128,617 thousand euros as of January 1, 2012) in the liability item short-term “Financial instruments - derivatives”.

Furthermore, according to IFRS, the Company fully consolidates the vehicle Romulus, with the consequent elimination of the intercompany balances for 4,809 thousand euros (4,690 thousand euros as of January 1, 2012).

17. Trade payables

The reclassification of the item “Trade payables” is broken down as follows:

- a decrease for advances received, reclassified as a reduction of the relevant work in progress funded by the Ministry of Transport for IFRS purposes; for 514 thousand euros as of December 31, 2012 and 382 thousand euros as of January 1, 2012;
- an increase of 2,306 thousand euros for accrued expenses and deferred income, classified in the item “Other current liabilities” according to the Italian accounting standards.

18. Current share of medium/long-term financial liabilities

The reclassification made according to IFRS refers to the derivative financial instruments recorded with the consolidation of Romulus Finance.

The IFRS adjustment is recognized after the application of the amortized cost method according to IAS 39.

19. Financial instruments - derivatives

The reclassification recorded for IFRS purposes represents the balancing entry of the reclassification exposed previously in relation to the consolidation of Romulus Finance.

20. Other current liabilities

The reclassification in “Other current liabilities” mainly comprises the combined effects of:

- decreases for accrued expenses and deferred income reclassified in the item “Trade payables” based on IFRS (equal to 2,295 thousand euros as of December 31, 2012 and 2,753 thousand euros as of January 1, 2012);
- increase due to the consolidation of Romulus Finance (98 thousand euros as of December 31, 2012 and 61 thousand euros as of January 1, 2012).

Consolidated income statement

To better understand the reconciliation of the data in the consolidated income statement, it is specified that the amounts included in the Column “Reclassifications” as of December 31, 2012 mainly consist of costs and revenues regarding the sold businesses ADR Retail and “vehicle maintenance”, which, according to IFRS, were reclassified in the item “Net income (loss) from discontinued operations”.

The table below shows, for the year ending December 31, 2012, the impact of the reclassifications deriving from the application of IFRS 5:

(THOUSANDS OF EUROS)	IFRS 5
REVENUES	54,071
COSTS	
Raw materials and other materials	(33,437)
Service costs	(2,488)
Payroll costs	(9,338)
Other operating costs	(1,274)
Amortization and depreciation	(398)
TOTAL OPERATING COSTS	(46,935)
FINANCIAL INCOME (EXPENSE)	22
EXTRAORDINARY INCOME (EXPENSE)	210,227
Income taxes	2,625
Net income (loss) from discontinued operations	214,760
Net impact on net income (loss) for the period	**0**

21. Revenues from construction services and Other operating income

According to IFRS, the ADR Group records an adjustment of revenues, according to IFRIC 12, of 7,809 thousand euros as of December 31, 2012. In particular, the revenues from construction and improvement services, which represent the remuneration due for the activity carried out on the assets under concession, are valued at fair value, calculated on the basis of the total costs incurred (which mainly include the costs for materials and internal services, the costs for benefits to employees involved in other activities and, depending on the case, the financial expense attributable as well as the possible margin on services provided with structures within the ADR Group, as this represents the market value of the same services).

The relevant costs are included in the other lines of operating costs for 5,736 thousand euros. According to Italian accounting standards, these costs are capitalized directly within the relevant fixed assets (also see the previous notes (1) and (3) for more information regarding the differences recorded at the time of the transition to the International Financial Reporting Standards according with IFRIC 12.

22. Service costs and Other operating costs

The adjustments according to international accounting standards derive from the combined effect of:

- the construction and maintenance costs (classified in the item "Service costs") and other costs (classified in "Other operating costs"), in compliance with IFRIC 12, as already previously commented, according to Italian accounting standards are capitalized directly in fixed assets these refer to;
- the reversal of construction expenses and development costs, capitalized in accordance with the Italian accounting standards;
- expenses incurred for the consolidation of ADR Sviluppo, in accordance with IFRS.

23. Payroll costs

The IFRS adjustment as of December 31, 2012, which amounted to 658 thousand euros, is due to the effect of the actuarial valuation of the employee severance indemnities for 874 thousand euros, in accordance with IAS 19 and the adjustment of the stock option reserve for 216 thousand euros, according to IFRS 2 (Share-based payments).

The reclassification conducted at the time of transition to the International Financial Reporting Standards, which amounts to 13,128 thousand euros as of December, 31 2012, is mainly due to:

- 9,338 thousand euros for costs and revenues relating to discontinued operations reclassified in "Net income (loss) from discontinued operations" (see Note 29 for more information);
- 2,468 thousand euros as of December 31, 2012 for the reallocation in the correct income statement item of other operating costs.

24. Allocation to (use of) the provisions for renovation of airport infrastructure

According to IFRS, the adjustment of 67,571 thousand euros is recorded in compliance with IFRIC 12 and represents the provisions for the year, net of the uses, needed to align the provisions to the estimate of the necessary costs, in compliance with the obligations set by the Planning Agreement and the relevant Investment Plan to ensure appropriate operation and security of the airport infrastructure throughout the term of the concession agreement.

25. Amortization and depreciation

IFRS adjustments for item "Amortization and depreciation" refer to:

- 44,285 thousand euros as of December 31, 2012 for the accumulated effect of applying IFRIC 12;

- 5,652 thousand euros for the elimination of the amortization costs, due to the application of the amortized cost method;
- the elimination of start-up and expansion costs for the remainder.

26. Financial income

In compliance with IFRS the ADR Group applies the cash flow hedge to the derivative financial instruments, with an effect on the “financial income” of 5,744 thousand euros as of December 31, 2012.

The IFRS adjustment includes the elimination of the premium and the interest regarding the vehicle Romulus Finance for 395 thousand euros as of December 31, 2012 when consolidating such SPE.

27. Financial expense

The adjustments and reclassifications made at the time of the transition to IFRS refer to the net effect of the following changes and concern:

- The financial expenses from discounting provisions for renovation of airport infrastructure: based on IFRS, the ADR Group records 12,610 thousand euros relating to the financial portion of the allocation to the Provisions for renovation of airport infrastructure, recorded in accordance with IFRIC 12;
- Financial interest expense: The adjustment made at the time of transaction to IFRS for 5,397 thousand euros refers to accrued liabilities with reference to the swap in place with Mediobanca/UniCredit. It refers to the following elements: (i) increase regarding the recording of the transaction costs incurred to loans, in accordance with the amortized cost method; (ii) decrease relating to the cancellation of the premium regarding the bonds issued by Romulus Finance, in accordance with IFRS;
- Other financial expense: The adjustment made at the time of transition to IFRS for 347 thousand euros refers to the net effect of the following changes: (i) increase after the actuarial valuation of the employee severance indemnities according to IAS 19; (i) decrease after the elimination of the additional costs of the bond issue to the vehicle Romulus Finance. The IFRS reclassification amounts to 1,193 thousand euros relating to bank commissions.

28. Foreign exchange gains (losses)

The reclassification conducted at the time of transition to the international financial reporting standards, which amounts to 5,943 thousand euros as of December 31, 2012, refers to the adjustment to the exchange rate at year end of the A4 bonds issued in pounds sterling.

29. Net income (loss) from discontinued operations

According to IFRS, discontinued operations are reclassified in “Net income (loss) from discontinued operations” for 214,760 thousand euros as of December 31, 2012.

The IFRS adjustment, which amounts to 4,178 thousand euros as of December 31, 2012, is due to the different book value of the sold businesses, according to the Italian accounting standards, which generated differences in the gains from the sale.

Statement of reconciliation between the consolidated shareholders' equity as of January 1 and December 31, 2012 and the income (loss) for 2012

Below is the reconciliation of the shareholders' equity of the Group as of January 1 and December 31, 2012 and the income (loss) for 2012, between the situation prepared on the basis of the Italian accounting standards and the situation drawn up according to IFRS.

(THOUSANDS OF EUROS)	SHAREHOLDERS' EQUITY AT 01.01.2012	INCOME (LOSS) FOR THE YEAR (*)	STOCK OPTIONS RESERVE	STATEMENT OF COMPREHENSIVE INCOME	SHAREHOLDERS' EQUITY AS OF 12.31.2012
GROUP SHAREHOLDERS' EQUITY ACCORDING TO ITALIAN ACCOUNTING STANDARDS	**791,945**	**262,879**	**0**	**0**	**1,054,824**
Minority interests	603	224			827
SHAREHOLDERS' EQUITY ACCORDING TO ITALIAN ACCOUNTING STANDARDS	**792,548**	**263,103**	**0**	**0**	**1,055,651**
Adjustments regarding:					
APPLICATION OF IFRIC 12:					
Elimination of Intangible assets	(245,138)	5,880			(239,258)
Elimination of Tangible assets	(176,537)	8,770			(167,767)
Concession fees	462,222	(12,997)			449,225
Provisions for renovation of airport infrastructure	(223,029)	(41,310)			(264,339)
TOTAL EFFECTS OF APPLYING IFRIC 12	(182,482)	(39,657)	0	0	(222,139)
Fair value measurement on derivative financial instruments (cash flow hedge)	(60,990)	(311)		(9,448)	(70,749)
Application of the amortized cost method	(2,381)	(14)			(2,395)
Romulus Finance consolidation	1,571	(7)			1,564
Actuarial valuation of the provisions for employee benefits	3,823	(76)	216	(3,206)	757
Elimination of other intangible fixed assets	(4)	(82)			(86)
Deferred taxation on IFRS adjustments	75,593	13,016		3,480	92,089
Change in the consolidation area (ADR Sviluppo)	(4)	(4)			(8)
TOTAL IFRS ADJUSTMENTS	(164,874)	(27,135)	216	(9,174)	(200,967)
SHAREHOLDERS' EQUITY ACCORDING TO IFRS	**627,674**	**235,968**	**216**	**(9,174)**	**854,684**

(*) It includes the result from continuing operations and discontinued operations

The Board of Directors

Annexes

Annex 1 - List of equity investments

NAME	REGISTERED OFFICE	ASSETS	CURRENCY	SHARE CAPITAL (EURO)	SHAREHOLDERS	% HELD	% ADR GROUP INTEREST	CONSOLIDATION METHOD OR VALUATION CRITERION
PARENT COMPANY								
Aeroporti di Roma S.p.A.	Fiumicino (Rome)	Airport management	Euros	62,224,743				
SUBSIDIARY UNDERTAKINGS								
ADR Engineering S.p.A.	Fiumicino (Rome)	Airport engineering	Euros	774,690	Aeroporti di Roma S.p.A.	100	100	Line-by-line
ADR Tel S.p.A.	Fiumicino (Rome)	Telephony	Euros	600,000	Aeroporti di Roma S.p.A. ADR Sviluppo S.r.l.	99 1	100	Line-by-line
ADR Advertising S.p.A. (1)	Fiumicino (Rome)	Management of advertising spaces	Euros	1,000,000	Aeroporti di Roma S.p.A.	51	51	Line-by-line
ADR Assistance S.r.l.	Fiumicino (Rome)	Assistance to passengers with reduced mobility (PRM)	Euros	6,000,000	Aeroporti di Roma S.p.A.	100	100	Line-by-line
ADR Sviluppo S.r.l.	Fiumicino (Rome)	Real estate management	Euros	100,000	Aeroporti di Roma S.p.A.	100	100	Line-by-line
ADR Mobility S.r.l.	Fiumicino (Rome)	Management of parking and car parks	Euros	1,500,000	Aeroporti di Roma S.p.A.	100	100	Line-by-line
ADR Security S.r.l.	Fiumicino (Rome)	Security and control services	Euros	400,000	Aeroporti di Roma S.p.A.	100	100	Line-by-line
SPECIAL PURPOSE ENTITY								
Romulus Finance S.r.l.	Conegliano (Treviso)	Credit securitization	Euros	10,000	n/a	-		Line-by-line
ASSOCIATED UNDERTAKINGS								
Consorzio E.T.L. – European Transport Law (in liquidation)	Rome	Study of European Transport Rules	Euros	82,633	Aeroporti di Roma S.p.A.	25		Valued at cost
Consorzio Agere	Rome	Participation in tenders	Euros	10,000	ADR Engineering	33		Valued at cost
Ligabue Gate Gourmet Roma S.p.A. (insolvent)	Tessera (Venice)	Airport catering	Euros	103,200	Aeroporti di Roma S.p.A.	20		Valued at cost
OTHER INVESTMENTS								
S.A.CAL. S.p.A.	Lamezia Terme (Catanzaro)	Airport management	Euros	7,755,000	Aeroporti di Roma S.p.A.	16.57		Valued at cost
Aeroporto di Genova S.p.A.	Genova Sestri	Airport management	Euros	7,746,900	Aeroporti di Roma S.p.A.	15		Valued at cost
Leonardo Energia – Società Consortile a r.l.	Fiumicino (Rome)	Electricity production	Euros	10,000	Aeroporti di Roma S.p.A.	10		Valued at cost

1) Equity investment held in the ordinary share capital of the company (500,000 euros). The interest in the overall shares amounts to 1,000,000 euros (25.5%).

Report of the independent auditors

Building a better working world

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Independent auditors' report
pursuant to art. 14 and 16 of Legislative Decree n. 39 dated 27 January 2010
(Translation from the original Italian text)

To the Shareholders of Aeroporti di Roma S.p.A.

1. We have audited the consolidated financial statements of Aeroporti di Roma S.p.A. and its subsidiaries (the "Aeroporti di Roma Group") as of 31 December 2013 and for the year then ended, comprising the statement of financial position, the statement of income, the statement of comprehensive income, the statement of changes in equity, the statement of cash flows and the related explanatory notes. The preparation of these financial statements in accordance with International Financial Reporting Standards as adopted by the European Union and with art. 9 of Legislative Decree n. 38/2005, is the responsibility of Aeroporti di Roma S.p.A.'s Directors. Our responsibility is to express an opinion on these financial statements based on our audit.

2. We conducted our audit in accordance with auditing standards recommended by CONSOB (the Italian Stock Exchange Regulatory Agency). In accordance with such standards, we planned and performed our audit to obtain the information necessary to determine whether the consolidated financial statements are materially misstated and if such financial statements, taken as a whole, may be relied upon. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, as well as assessing the appropriateness of the accounting principles applied and the reasonableness of the estimates made by Directors. We believe that our audit provides a reasonable basis for our opinion.

   The consolidated financial statements include the corresponding figures of the prior year and the statement of financial position at January 1, 2012, which are presented for comparative purposes and are prepared in conformity with the same accounting principles used as of 31 December 2013 and for the year then ended. In addition, explanatory Note 14 illustrates the effects of the transition to the International Financial Reporting Standards as adopted by European Union. We have examined the information presented in such note for the purpose of expressing our opinion on the consolidated financial statements as of 31 December 2013 and for the year then ended.

3. In our opinion, the consolidated financial statements of the Aeroporti di Roma Group at 31 December 2013 have been prepared in accordance with International Financial Reporting Standards as adopted by the European Union and with art. 9 of Legislative Decree n. 38/2005; accordingly, they present clearly and give a true and fair view of the financial position, the results of operations and the cash flows of **the Aeroporti di Roma Group** for the year then ended.

4. The Directors of Aeroporti di Roma S.p.A. are responsible for the preparation of the Report on Operations, in accordance with the applicable laws and regulations. Our responsibility is to express an opinion on the consistency of the Report on Operations with the financial statements, as required by the law. For this purpose, we have performed the procedures required under Auditing Standard 001 issued by the Italian Accounting Profession (CNDCEC) and recommended by CONSOB. In our opinion, the Report on Operations is consistent with the consolidated financial statements of **the Aeroporti di Roma Group** at 31 December 2013.

Rome, 17 March 2014

Reconta Ernst & Young S.p.A.
Signed by: Luigi Facci, partner

This report has been translated into the English language solely for the convenience of international readers.

SEPARATE FINANCIAL STATEMENTS AS OF DECEMBER 31, 2013

Financial statements for the year ending December 31, 2013

Financial statements of Aeroporti di Roma S.p.A.

Statement of financial position

ASSETS (THOUSANDS OF EUROS)	NOTES	12.31.2013	OF WHICH TOWARDS RELATED PARTIES:	12.31.2012	OF WHICH TOWARDS RELATED PARTIES:	01.01.2012
NON-CURRENT ASSETS						
Tangible assets	6.1	8,527		7,437		10,153
Concession fees		1,973,431		2,012,735		2,078,711
Other intangible assets		5,961		4,065		4,840
Intangible assets	6.2	1,979,392		2,016,800		2,083,551
Equity investments	6.3	11,740		11,750		9,551
Other non-current financial assets	6.4	8,198		12,842		3,922
Deferred tax assets	6.5	125,670		125,767		107,167
Other non-current assets	6.6	463		26,572		24,166
TOTAL NON-CURRENT ASSETS		2,133,990		2,201,168		2,238,510
CURRENT ASSETS						
Inventories		2,233		2,230		11,346
Trade receivables		200,700	13,002	169,900	13,716	190,180
Commercial activities	6.7	202,933	13,002	172,130	13,716	201,526
Other current financial assets	6.4	26,175		45,876	43,153	59,482
Current tax assets	6.8	7,081	7,081	10,288	7,803	0
Other current assets	6.9	29,904	4,707	8,662	482	6,221
Cash and cash equivalents	6.10	770,205	878	381,229	162,193	174,395
TOTAL CURRENT ASSETS		1,036,298	25,668	618,185	227,347	441,624
ASSETS HELD FOR SALE		0		0		0
TOTAL ASSETS		**3,170,288**	**25,668**	**2,819,353**	**227,347**	**2,680,134**

SHAREHOLDERS' EQUITY AND LIABILITIES (THOUSANDS OF EUROS)	NOTES	12.31.2013	OF WHICH TOWARDS RELATED PARTIES:	12.31.2012	OF WHICH TOWARDS RELATED PARTIES:	01.01.2012
SHAREHOLDERS' EQUITY						
Share capital		62,225		62,225		62,225
Reserves and retained earnings		832,155		605,369		568,497
Net income for the year		83,163		226,627		39,686
TOTAL SHAREHOLDERS' EQUITY	6.11	**977,543**		**894,221**		**670,408**
LIABILITIES						
NON-CURRENT LIABILITIES						
Provisions for employee benefits	6.12	14,878		15,084		19,713
Provisions for renovation of airport infrastructure	6.13	179,644		167,284		131,455
Other allowances for risks and charges	6.14	38,562		51,580		62,969
Allowances for non current provisions		233,084		233,948		214,137
Bonds		592,283		0		0
Medium/long-term loans		339,931	339,931	803,199	714,112	1,324,207
Financial instruments - derivatives		0		0		0
Non-current financial liabilities	6.15	932,214		803,199		1,324,207
TOTAL NON-CURRENT LIABILITIES		1,165,298	339,931	1,037,147	714,112	1,538,344
CURRENT LIABILITIES						
Provisions for employee benefits	6.12	359		0		0
Provisions for renovation of airport infrastructure	6.13	106,137		97,055		97,814
Other allowances for risks and charges		11,283		18,212		14,538
Allowances for current provisions		117,779		115,267		112,352
Trade payables	6.16	174,163	41,714	130,450	34,875	160,837
Trade liabilities		174,163	41,714	130,450	34,875	160,837
Current share of medium/long-term financial liabilities		607,181	374,779	522,666	499,784	74,633
Financial instruments - derivatives		142		0		191
Other current financial liabilities		1,301	1,301	1,899	1,899	855
Current financial liabilities	6.15	608,624	376,080	524,565	501,683	75,679
Current tax liabilities	6.8	13,882		0		1,502
Other current liabilities	6.17	112,999	737	117,703	712	121,012
TOTAL CURRENT LIABILITIES		1,027,447	418,531	887,985	537,270	471,382
LIABILITIES ASSOCIATED TO ASSETS HELD FOR SALE		0		0		0
TOTAL LIABILITIES		**3,170,288**	**758,462**	**2,819,353**	**1,251,382**	**2,680,134**

Income statement

(THOUSANDS OF EUROS)	NOTES	2013	OF WHICH TOWARDS RELATED PARTIES:	2012	OF WHICH TOWARDS RELATED PARTIES:
REVENUES	7.1				
Revenues from airport management		646,568	*44,920*	528,839	*44,442*
Revenues from construction services		25,050		8,949	
Other operating income		28,198	*7,425*	9,191	*2,387*
TOTAL REVENUES		699,816	*52,345*	546,979	*46,829*
COSTS					
Consumption of raw materials and consumables	7.2	(34,190)	*(24,222)*	(37,497)	*(26,488)*
Service costs	7.3	(252,067)	*(83,091)*	(186,031)	*(59,688)*
Payroll costs	7.4	(65,339)	*(3,264)*	(72,726)	*(3,427)*
Concession fees		(28,757)		(8,110)	
Expenses for leased assets		(3,153)	*(788)*	(3,008)	
Allocation to (use of) the provisions for renovation of airport infrastructure		(6,903)		(22,461)	
Allocations to allowances for risks and charges		(12,121)		(2,111)	
Other costs		(24,681)		(29,603)	
Other operating costs	7.5	(75,615)	*(788)*	(65,293)	
Depreciation of tangible assets	6.1	(3,707)		(3,489)	
Amortization of intangible concession fees	6.2	(61,699)		(61,651)	
Amortization of other intangible assets	6.2	(2,298)		(2,500)	
Amortization and depreciation		(67,704)		(67,640)	
(Write-downs) Value recoveries		(5)		(10)	
TOTAL COSTS		(494,920)	*(111,365)*	(429,197)	*(89,603)*
OPERATING INCOME (EBIT)		**204,896**		**117,782**	
Financial income	7.6	7,645	*5,985*	4,371	*1,380*
Financial expense	7.6	(69,766)	*(33,909)*	(88,615)	*(61,793)*
Foreign exchange gains (losses)	7.6	(69)		80	
FINANCIAL INCOME (EXPENSE)		(62,190)	*(27,924)*	(84,164)	*(60,413)*
INCOME (LOSS) BEFORE TAXES		**142,706**		**33,618**	
Income taxes	7.7	(59,543)		(17,573)	*(24,160)*
NET INCOME (LOSS) FROM CONTINUING OPERATIONS		**83,163**		**16,045**	
Net income (loss) from discontinued operations	7.8	0		210,582	
NET INCOME FOR THE YEAR		**83,163**		**226,627**	

Statement of comprehensive Income

(THOUSANDS OF EUROS)	NOTES	2013	2012
NET INCOME FOR THE YEAR (A)		**83,163**	**226,627**
Effective part of the income (loss) on cash flow hedges	6.15	(134)	0
Tax effect of the other gains (losses)		37	0
Other components of the comprehensive income statement that can be reclassified in the income statement, net of the tax effect		**(97)**	**0**
Actuarial gains (losses) on employee benefits recognized in Shareholders' equity	6.12	(427)	(2,335)
Tax effect of other actuarial gains (losses)		117	642
Other components of the comprehensive income statement that will not be subsequently reclassified in the income statement, net of the tax effect		**(310)**	**(1,693)**
TOTAL OTHER COMPONENTS OF THE COMPREHENSIVE INCOME STATEMENT, NET OF THE TAX EFFECT		**(407)**	**(1,693)**
TOTAL COMPREHENSIVE INCOME (LOSS)		**82,756**	**224,934**

Statement of changes in equity

(THOUSANDS OF EUROS)	SHARE CAPITAL	LEGAL RESERVE	SHARE PREMIUM RESERVE	CASH FLOW HEDGE RESERVE	OTHER RESERVES AND RETAINED EARNINGS	NET INCOME FOR THE YEAR	TOTAL SHAREHOLDERS' EQUITY
BALANCE FOR THE YEAR ENDING DECEMBER 31, 2011	**62,225**	**12,462**	**667,389**	**0**	**43,809**	**39,686**	**825,571**
Adoption of IFRS					(155,163)		(155,163)
BALANCE AS OF JANUARY 1, 2012	**62,225**	**12,462**	**667,389**	**0**	**(111,354)**	**39,686**	**670,408**
Net income for the year						226,627	226,627
Other components of comprehensive income:							
Gains (losses) from actuarial estimates, net of the tax effect					(1,693)		(1,693)
Total net income for the year					(1,693)	226,627	224,934
Profit allocation					39,686	(39,686)	0
Other changes	0	0	0	0	(1,121)	0	(1,121)
BALANCE AS OF DECEMBER 31, 2012	**62,225**	**12,462**	**667,389**	**0**	**(74,482)**	**226,627**	**894,221**
Net income for the year						83,163	83,163
Other components of comprehensive income:							
Gains (losses) from fair value measurement of cash flow hedges, net of the tax effect				(97)			(97)
Gains (losses) from actuarial estimates, net of the tax effect					(310)		(310)
Total net income for the year				(97)	(310)	83,163	82,756
Profit allocation					226,627	(226,627)	0
Other changes	0	0	0	0	566	0	566
BALANCE AS OF DECEMBER 31, 2013	**62,225**	**12,462**	**667,389**	**(97)**	**152,401**	**83,163**	**977,543**

Statement of cash flows

(THOUSANDS OF EUROS)	NOTES	2013	2012
Net income for the year		**83,163**	**226,627**
Adjusted by:			
Amortization and depreciation	6.1/6.2	67,704	67,640
Allocation to the provisions for renovation of airport infrastructure		102,486	61,331
Financial expenses from discounting provisions		14,909	12,875
Change in other provisions		(4,075)	6,336
Write-down (revaluation) of non-current financial assets and equity investments		10	10
(Gains) losses on disposal of non-current assets, net of the transfer costs and the tax effect		0	(209,570)
Net change of the deferred tax (assets) liabilities		251	(15,944)
Other non-monetary costs (revenues)		11,010	4,342
Changes in the working capital and other changes		13,632	(42,215)
NET CASH FLOW FROM OPERATING ACTIVITIES (A)		289,090	111,432
Investments in tangible assets	6.1	(4,796)	(1,404)
Investments in intangible assets	6.2	(27,437)	(7,019)
Works for renovation of airport infrastructure		(95,583)	(38,871)
Equity investments		0	(3)
Gains from divestment of tangible and intangible assets and equity investments and divisions		848	215,623
Net change of other non-current assets		12	(2,407)
NET CASH FLOW FROM INVESTMENT ACTIVITIES (B)		(126,956)	165,919
Issue of bonds	6.15	592,245	0
Opening of medium/long-term loans	6.15	156,000	0
Repayment of medium/long-term loans	6.15	(524,271)	(74,022)
Net change of other current and non-current financial liabilities		(10,581)	0
Net change of current and non-current financial liabilities		14,047	2,461
NET CASH FLOW FROM FINANCING ACTIVITIES (C)		227,440	(71,561)
NET CASH FLOW FOR THE YEAR (A+B+C)		389,574	205,790
Cash and cash equivalents at the start of the year	6.10	379,330	173,540
Cash and cash equivalents at the end of the year	6.10	768,904	379,330

Reconciliation of cash and cash equivalents

(THOUSANDS OF EUROS)		2013	2012
Net cash and cash equivalents at the start of the year		379,330	173,540
Cash and cash equivalents		381,229	174,395
Current accounts with subsidiary undertakings		(1,899)	(855)
Net cash and cash equivalents at the start of the year		768,904	379,330
Cash and cash equivalents		770,205	381,229
Current accounts with subsidiary undertakings		(1,301)	(1,899)

Additional information to the statement of cash flows

(THOUSANDS OF EUROS)		2013	2012
Net income taxes paid (reimbursed)		42,203	65,774
Interest income collected		1,883	4,008
Interest payable and commissions paid		53,805	69,142
Dividends received		5,920	0

Notes to financial statements of Aeroporti di Roma S.p.A.

1. General information

Aeroporti di Roma S.p.A.[1] (hereafter the "Company" or "ADR") manages the Roman airport system on an exclusive basis under the concession granted to the company with law no. 755 of November 13, 1973, and Management Agreement no. 2820 of June 30, 1974. This deed governs the relationships between the concessionaire and ENAC and the Government Bodies such as the Italian civil aviation and the government authorities. On December 21, 2012 the Prime Minister approved the new Planning Agreement signed between Aeroporti di Roma S.p.A. ("ADR") and ENAC (Italian Civil Aviation Authority) on October 25, 2012. ADR manages the airport system directly and indirectly through the subsidiary undertakings, which specific activities are assigned to.

The registered office of the Company is in Fiumicino, Via dell'Aeroporto di Fiumicino 320, while the secondary office is in Ciampino, Via Appia Nuova 1651. The duration is currently set until December 31, 2050.

Following the merger of Gemina S.p.A. ("Gemina") into Atlantia S.p.A. ("Atlantia"), on the date of presenting the financial statements, Atlantia is the shareholder that directly holds the majority of the shares of ADR (no. of shares 59,681,505, equal to 95.913% of the capital) and exercises the management and coordination towards the company. The notice regarding management and coordination required by art. 2497 bis of the Italian Civil Code is reported in Annex 2.

ADR, by holding significant majority equity investments in other companies, also prepares the consolidated financial statements of the Group, published together with these financial statements.

These financial statements were approved by the Board of Directors of the company during the meeting of March 6, 2014 and subject to audit by Reconta Ernst & Young S.p.A.

The financial statements were prepared in the assumption of going-concern.

[1] Leonardo S.p.A. (now ADR) was incorporated on January 25, 2000[1] for the purpose of acquiring holdings in airport management companies. As a result of the privatization of ADR, on July 31, 2000 Leonardo S.p.A. acquired 51.148% of the share capital of ADR, an airport management company founded on February 12, 1974, from IRI S.p.A. (now Fintecna S.p.A.). This equity investment was increased to 95.860% following the public offerings (obligatory and residual) launched by Leonardo S.p.A., in order to acquire the remaining shares of ADR, pursuant to art. 106 of Legislative Decree 58/98. The offerings were concluded on November 6, 2000 and March 23, 2001. Other shares in ADR S.p.A. were purchased on the open market. Therefore, with effect from March 29, 2001, in accordance with the action taken by the Italian Stock Exchange, Borsa Italiana S.p.A., ADR's shares, which had been quoted since July 24, 1997, were subsequently delisted. The deed for the ensuing merger of ADR and Leonardo was drawn up on May 16, and came into effect on May 21, 2001, under the terms of art. 2503 of the Italian Civil Code. At the time of the merger of ADR with Leonardo S.p.A., the latter changed its name to ADR.

The merger adjustments were posted to the financial statements of the acquiring company, with effect from January 1, 2001, for both statutory and fiscal purposes.

2. Form and content of the financial statements

The financial statements for the year ended December 31, 2013 were prepared pursuant to articles 2 and 4 of Italian Legislative Decree no. 38/2005, in compliance with the International Financial Reporting Standards (IFRS) issued by the International Accounting Standards Board and endorsed by the European Commission, in force on the balance sheet date, which include the interpretations issued by the International Financial Reporting Interpretations Committee (IFRIC) as well as the previous International Accounting Standards (IAS) and the interpretations of the Standard Interpretations Committee (SIC) still in force on the same date. For simplicity reasons, the set of all the standards and interpretations listed above is defined below as "IFRS".

Previously ADR prepared its financial statements according to the Italian accounting standards; after a bond issue on the Irish market occurred in December 2013, ADR has become a company with financial instruments that are admitted to trading on a regulated market of the European Union and, therefore, pursuant to the combined provisions of articles 2, 3 and 4 of the Italian Legislative Decree 38/2005, it is obliged to prepare the separate and consolidated financial statements in compliance with IFRS. Therefore, these financial statements for the year ended on December 31, 2013 are the first that the ADR prepares according to IFRS; for details on the transition to IFRS, reference is made to Note 13.

The financial statements comprise the accounting statements (statement of financial position, income statement, statement of comprehensive income, statement of changes in shareholders' equity, statement of cash flows) and these explanatory notes, applying the provisions of IAS 1 "Presentation of Financial Statements" and the general criterion of the historical cost, with the exception of the financial statement items that according to IFRS are recognized at their fair value, as stated in the valuation criteria of the individual items. The statement of financial position is presented on the basis of the statement that provides for a distinction between current and non-current assets and liabilities, while these are classified on the basis of their nature in the income statement. The statement of cash flows was prepared by applying the indirect method. IFRS were applied consistently with the indications of the "Framework for the Preparation and Presentation of Financial Statements" and no issues emerged that required derogations pursuant to IAS 1.

All the values are expressed in thousands of euros, unless otherwise stated. The euro is both the ADR's functional currency and the currency of presentation of the financial statements

For each item in the accounting statements, the corresponding value of the previous year is reported for comparison purposes.

3. Discontinued operations

As part of the strategy to focus on the core business, selling procedures in the following businesses were finalized during 2012:

- direct retail, managed by the wholly owned subsidiary undertaking ADR Retail S.r.l., which on April 2, 2012 ADR transferred the relevant company branch to; this company was sold to third parties with effect from September 30, 2012;
- "vehicle maintenance", ADR company branch, sold to third parties effective from November 1, 2012.

Pursuant to IFRS 5 – *Non-current assets held for sale and discontinued operations,* these businesses were qualified in the year 2012, with the data compared as "*discontinued operations*". As a consequence, both the result from the sale, net of the ancillary costs and the tax effect, and the contribution from the two businesses to the result of operations of ADR for 2012, until the date of possession, was presented in item Net income (loss) from discontinued operations, rather than being included in the relevant items of the consolidated income statement of operations.

4. Accounting standards applied

Described below are the most important accounting standards and valuation criteria applied in preparing the financial statements for the year ended December 31, 2013. For complete information, reference is also made to Note 13 regarding the transition to the International Financial Reporting Standards.

Tangible assets

The tangible assets are recorded at historical cost, inclusive of any directly attributable accessory charges.

The cost of tangible assets whose use is limited over time is systematically depreciated on a straight-line basis in each year based on the estimated economic-technical life. If significant parts of these tangible assets have different useful lives, these components are recorded separately. Depreciation is recorded from the time the fixed asset is available for use, or is potentially capable of providing the economic benefits associated therewith. The annual depreciation rates applied are:

- Plant and machinery: from 7% to 25%;
- Equipment: from 10% to 25%;
- Other assets: from 10% to 25%.

In the presence of specific indicators regarding the risk of failed recovery of the book value of tangible assets, these undergo an impairment test, as described in the specific paragraph.

Tangible assets are no longer shown in the financial statements after their transfer or if no future economic benefit exists expected from the use; any deriving profit or loss (calculated as the difference between the transfer value, net of sale costs, and the book value) is recorded in the income statement of the year of sale.

Any ordinary maintenance costs are charged to the income statement.

Intangible assets

Intangible assets are assets without physical substance, controlled by the company and able to produce future economic benefits and goodwill acquired in business combinations.

An asset is classified as intangible when there is the possibility of distinguishing it from the goodwill. This condition is normally met when: (i) the intangible asset arises from contractual or legal rights, or (ii) the asset is separable, i.e. can be sold, transferred, rented or exchanged autonomously or as an integral part of other assets. The company controls an asset if it has the power to obtain future economic benefits generated by the underlying assets and to restrict the access of others.

Except for the “concession fees”, intangible assets are stated at cost as determined by the methods indicated for tangible assets, only when the latter can be reliably valued and when these assets can be identified, are controlled by the company and can generate future economic benefits.

For the intangible assets represented by the Concession fees, the recording value may include: a) the fair value of the construction and/or improvement services provided to the concessionaire (measured as illustrated in the standard regarding “construction contracts and services being executed”), net of the parts represented as financial assets, corresponding to the portions in the form of contribution; b) the rights acquired by third parties, in case costs are incurred to obtain concessions from the Grantor or third parties.

As described in Note 13 Transition to the International Financial Reporting Standards (IFRS), for the transition to IFRS, IFRS 3 – Business Combinations, was not applied retroactively to the acquisitions made before January 1, 2004; consequently, the carrying value of tangible assets on that date, determined on the basis of the previous accounting standards, were maintained for these acquisitions.

Intangible assets with a definite useful life are amortized starting from the time when they are available for use, based on their residual possibility of use with respect to the residual useful life. On the other hand, concession fees are amortized throughout the entire concession, with a criterion that reflects the methods with which the economic benefits will be received by the company, with the use of constant rates determined with reference to the expiry of the concession on June 30, 2044. The amortization starts from the time when the fees in question start to generate the relevant economic benefits. The Other intangible fixed assets are amortized in three years.

The profit or loss deriving from the sale of an intangible asset is the difference between the sale value, net of sale costs, and the carrying value, and is recorded in the income statement of the year of sale.

Equity investments

Equity investments in subsidiary undertakings, associates and joint ventures are valued at purchase cost, inclusive of directly attributable accessory charges, rectified in the presence of any losses in value identified as described in the section regarding “Impairment of assets”, which are recorded in the income statement. The same are restored if the reasons for the write-downs made cease to apply.

The term “subsidiary undertakings” means all companies over which ADR has the power to determine, either directly or indirectly, the financial and operating policies in order to obtain benefits from their activities.

Investments in associates are those in which ADR is capable of exercising a significant influence, but not control or joint control, by contributing to the financial and operating decision-making policies of the investee.

The assets in other companies can be classified in the category of financial assets held for sale as defined in IAS 39 and are initially recorded at cost, as determined on the settlement date, as it represents the fair value, inclusive of the directly attributable transaction costs.

Subsequently, these equity investments are measured at fair value, if this can be determined, with the effects being attributed to the comprehensive income statement and thus in a specific shareholders’ equity reserve. At the time of an impairment loss, or when this is recognized, the profits and losses in this reserve are posted in the income statement.

Any losses in value identified as described in the section regarding “Impairment of assets”, are restored in the other components of the comprehensive income statement if the reasons for the write-downs made cease to apply.

If the fair value cannot be determined in a reliable manner, the equity investments classified under financial assets held for resale are valued at cost, adjusted by the impairment losses; in this case the losses in value are not subject to reinstatement.

Construction contracts and services being executed

The construction contracts being executed are assessed on the basis of the contractual payments accrued with reasonable certainty in connection with the work progress using the percentage of completion criterion determined with the methodology of physical measurement of the works executed in order to attribute the revenues and the economic result of the contract to the years of accrual proportionally to the work progress report. The positive or negative difference between the value of the contracts performed and the value of the advances received is posted as an asset or liability in the statement of financial position, respectively, in consideration also of possible write-downs made for risks related to the failed recognition of the works executed for the principals.

The revenues from the contract, in addition to the contractual consideration, include the variations, the price reviews and any claims to the extent these are likely to represent actual revenues that can be determined reliably.

In case a loss is expected from the execution of the contract activities, this is immediately recorded in full in the accounts, regardless of the progress made in the contract.

The construction services in favor of the grantor pertaining to the concession agreement held by ADR are specifically recorded in the income statement based on the progress of the works. Revenues for construction and/or improvement services in particular, which represent the consideration due for the activity performed, are valued at their fair value, calculated on the basis of the total costs incurred, which mainly comprise the costs of external services and the costs of employee benefits devoted to these activities.

These revenues from construction services are set off against a financial asset or the “airport concession” entered among concession fees as intangible assets as shown in this paragraph.

Inventories

Inventories are valued at the lower of acquisition or production cost and the net realizable value that can be obtained from their sale during normal operations. The acquisition cost is determined by applying the weighted average cost method.

Receivables and payables

Receivables are initially recognized at fair value and then valued at the amortized cost by using the effective interest rate method, net of any impairment related to the sum considered non-performing and recorded in the specific provisions for doubtful accounts.

These flows consider the expected recovery terms, the likely salvage value, any guarantees as well as the costs that are estimated to be incurred to recover the receivables. The original value of the receivables is reinstated in the next years as the reasons for its adjustment cease to apply. In this case the value reinstatement is recorded in the income statement cannot exceed the amortized costs that the credit would have had in the absence of previous adjustments.

Payables are initially recorded at cost, corresponding to the fair value of the liability, net of any directly attributable transaction costs. After initial recording, payables are valued with the amortized cost criterion by using the effective interest rate method. Trade receivables and payables whose expiration falls within the normal commercial terms are not discounted.

Cash and cash equivalents

Cash and cash equivalents are recorded at par value and include the values that meet the requirements of high liquidity, availability on demand or in a very short term, good outcome and negligible risks of change in their value.

Financial instruments - derivatives

All derivative financial instruments are recorded in the statement of financial position based on their fair value, determined on the date when the period ends.

Derivatives are classified as hedging instruments when the relationship between the derivative and the subject of the hedge is formally documented and the hedge has a high hedge ranging between 80% and 125%, as initially and periodically checked.

For the instruments hedging against the risk of change in the cash flows of the assets and/or liabilities being hedged (cash flow hedge), the changes in fair value are recorded in the income statement in consideration of the relevant deferred tax effect; the ineffective part of the hedge is recorded in the income statement.

The changes in the fair value of derivatives that do not meet the conditions for qualification pursuant to IAS 39, as hedging financial instruments are recorded in the income statement.

Other financial assets and liabilities

Any financial assets which ADR intends and has the ability to maintain until maturity, based on the provisions of IAS 39, and the financial liabilities are recorded at cost, as measured on the settlement date, represented by the fair value of the initial remuneration, increased in the case of assets and decreased in the case of liabilities, by any transaction costs that are directly attributable to the acquisition of the assets and the issue of the financial liabilities. After initial recording, these financial assets and liabilities are valued with the amortized cost criterion by using the effective interest rate method.

Any financial assets held with the intention of obtaining a profit in the short term are recorded and valued at fair value, with recognition of the effects in the income statement; any financial assets other than those above are classified as financial instruments available for sale, recorded and valued at fair value with recognition of the effects in the comprehensive income statement. Financial instruments included in these categories have never been reclassified.

Financial assets and liabilities are no longer shown in the financial statements when, consequently to their sale or redemption, ADR is no longer involved in their management nor is liable for the risks and benefits related to these sold/redeemed instruments.

Fair value measurements

Fair value is the price that would be obtained from the sale of an asset or that would be paid for the transfer of a liability in a regular market transaction (i.e. in case of involuntary liquidation or a sale at a loss) on the measurement date (exit price).

The fair value of an asset or liability is determined by adopting the valuations that market operators would use to determine the price of the asset or liability. The fair value measurement also supposes that the asset or liability is exchanged in the main market or, in its absence, in the most advantageous market the company has access to.

The calculation of the fair value of a financial asset requires the inclusion of a fair value adjustment factor referred to the counterparty risk called CVA - Credit Valuation Adjustment. This credit risk must be quantified in the same way in which a market operator would determine it to define the purchase price of a financial asset. The termination of the fair value of a financial liability, as explicitly provided for by IFRS 13, also requires the quantification of a fair value adjustment factor referred to the own credit risk, i.e. DVA (Debit Valuation Adjustment).

In determining the fair value, a hierarchy of criteria is defined which is based on the origin, type and quality of the information used for the calculation. Such classification is aimed at establishing a hierarchy in terms of reliability of the fair value, with precedence given to the use of parameters that can be observed in the market and reflect the assumptions that the market participants would use to value the assets/liabilities. The fair value hierarchy includes the following levels: (i) level 1: inputs represented by listed prices (unchanged) in active markets for identical assets or liabilities with access on the measurement date; (ii) level 2: inputs other than the listed prices included in level 1, which can be observed, directly or indirectly, for the assets or liabilities to be measured; (iii) level 3: inputs that cannot be observed for assets or liabilities.

In the absence of market prices available, the fair value is determined by using the measurement techniques that suit the specific case and maximize the use of important observable inputs, minimizing the use of non observable inputs.

Employee benefits

The liabilities relating to short term benefits granted to employees, disbursed during the employment relationship, are recorded for the amount accrued at year end.

The liabilities related to benefits granted to employees and paid during or after the termination of the employment relationship through defined contribution plans, mainly consisting of the Severance Indemnities of the ADR accrued until December 31, 2006 (or, where applicable, until the next date of adhesion to the complementary compensation fund), are recorded in the year when the right arises, net of any advances paid; these are calculated on the basis of actuarial assumptions and measured on an accrual basis in line with the services needed to obtain the benefits; the liabilities are valued by independent actuaries.

The actuarial gains and losses relating to defined benefit plans are recorded in the statement of comprehensive income and are not subject to subsequent attribution to the income statement; the cost for interest is recorded in income statement under financial income (expense).

Provisions for renovation of airport infrastructure and other allowances for risks and charges

Provisions for renovation of airport infrastructure for renovation of airport infrastructure, consistently with the conventional obligations in place, include, at year end, the allocations regarding extraordinary maintenance, recoveries and replacements to be carried out in the future and aimed at ensuring the necessary functionality and safety of the airport infrastructure. The allocations to this provision are calculated on the basis of the level of use of the infrastructure, indirectly reflected in the date set for their replacement/renewal in the last business plan approved. The determination of the values in this item takes account also of a financial component to be applied on the basis of the time passing between the various renewal cycles with the aim of guaranteeing the suitability of the allocated funds.

The Other allowances for risks and charges include the allocations arising from current obligations of a legal or implicit nature, deriving from past events, and the fulfillment of which will probably require the employment of resources, of which the amount cannot be reliably estimated.

Provisions are allocated based on a best updated estimate of the costs required for fulfilling the obligation at the year-end date or to transfer it to third parties

If discounting produces a significant effect, allocations are determined by discounting the financial flows expected in the future at a discount rate that reflects the current market change of the current value of cost of money, and the specific risks related to the liability. When discounting, the increase in the allocation due to time passing is recorded as financial expense.

Assets held for sale and liabilities associated to assets held for sale

Assets held for sale and liabilities associated to assets held for sale, whose carrying value will be recovered mainly through the sale rather than through their continuous use, are presented separately from the other assets and liabilities in the Statement of financial position. Immediately before being classified as held for sale, they are posted on the basis of the specific reference IFRS applicable to each asset and liability and subsequently recorded at the lower between the carrying value and the presumed fair value, net of the relevant costs of sale. Any loss is immediately recorded in the income statement.

Regarding exposure in the income statement, disposed operations or operations being disposed are classifiable as “discontinued operations” when they meet the requirements below:

- they represent an important independent operational branch or geographical area of operation;
- they are part of a single coordinated plan to discontinue an important branch or geographical area;
- they are subsidiary undertakings acquired exclusively in order to be sold at a later stage.

The economic effects of these transactions, net of the related tax effects, are recorded under a single item in the income statement, with reference to the date in the year of comparison.

Impairment of assets (impairment test)

At year-end, the carrying value of tangible, intangible and financial assets and of equity investments is tested to find any indication of impairment of these assets.

If these indications exist, the recoverable amount of these assets is estimated to determine the amount of any write-down to be recorded. ADR has no goodwill or intangible assets with an indefinite useful life to be subject to impairment test every year.

If the recoverable value of an asset cannot be estimated individually, the estimate of the recoverable value is included within the framework of the unit generating financial flows the asset belongs to.

This test estimates the recoverable value of the asset (represented by the greater of the likely market value, net of sale costs, and the value in use) and compares it with the relevant net book value. If the latter is higher, the asset is written down until reaching the recoverable value. In determining the value in use, the financial flows expected in the future after taxation are discounted by using a discount rate, after taxation, which reflects the current market estimate referred to the cost of capital in connection with the time and specific risks of the asset.

Losses of value are recorded in the income statement and classified differently depending on the nature of written down asset. These losses in value are reinstated, within the limits of the write-down made, if the reasons that generated them ceased to apply, except for goodwill.

In the case of equity instruments classified as held for sale, the objective indication of an impairment loss would include a significant or prolonged reduction in the fair value of the instrument below its cost. The term ‘significant’ is valued in comparison to the original cost of the instrument and the term ‘prolonged’ in comparison to the period when the fair value stood below the original cost. Where there is an evident value reduction, the cumulative loss – measured by the difference between the purchase cost and the current fair value, minus the losses due to the reduction in value of the financial asset previously recorded in the statement of income/(loss) for the year – is reversed from the comprehensive income statement and recorded in the income statement. The increases in their fair value following the reduction in value are directly recorded in the comprehensive income statement

Revenues

Revenues are measured on an accrual basis to the extent to which it is possible to reliably determine their fair value and the related economic benefits are likely to be enjoyed. Depending on the type of transaction, revenues are recorded on the basis of the specific criteria reported below: a) the revenues from the sale of assets when the significant risks and benefits of the ownership of the same are transferred to the purchaser; b) the revenues from service provisions based on the stage of completion of the activities. If the value of revenues cannot be reliably determined, the revenues are recorded until reaching the costs incurred that are deemed as recoverable; c) the rental income and the royalties in the accrual period, based on the contractual agreements signed; d) interest income is measured on an accrual basis, calculated on the amount of the relevant financial assets, using the effective interest rate; e) dividends are measured when the right of the shareholders to receive their payment arises.

Costs

Costs are valued at the fair value of the amount paid or to be paid, and are recognized in the income statement on an accrual basis and in correlation with any related revenues. Any expense related to transactions of share capital increase is recorded as reduction in the shareholders’ equity.

Share-based payments

The cost of the services provided by the employees, associated and/or directors of ADR, remunerated through stock option plans, is calculated on the basis of the fair value of the rights assigned, valued by independent actuaries on the date the plan is transferred. This fair value is entered in the income statement, counterbalanced by the shareholders' equity reserve, in the period of accrual set by the plan.

The cost or revenue in the income statement represents the change in the accumulated cost recorded at the beginning and end of the year. No cost is recorded for the fees which do not reach a definitive accrual, except for those fees with conferment subject to market conditions or a condition of non accrual; these are treated as if they had accrued, regardless of the fact that the market conditions or the other non-accrual conditions they are subject to are respected or not, notwithstanding that all the other performance and/or service conditions must be met.

If the conditions of the plan are changed, the minimum cost to be recorded is the one which would have been obtained in the absence of the change to the same plan. In addition, a cost is recorded for each change which means an increase in the total fair value of the payment plan, or that is in any case favorable for the employees; this cost is valued with reference to the amendment date.

Income taxes

The tax on the income of the year is calculated based on the tax expenses to be paid, in compliance with current legislation.

Deferred tax assets and liabilities resulting from temporary differences between the financial statements value of assets and liabilities, calculated by applying the criteria described in this section, and their tax value, deriving from the application of current legislation, are recorded: a) the former, only if sufficient taxable income is likely to allow the recovery; b) the latter, if any, in any case.

Deferred tax assets and liabilities are measured based on the tax rates that are expected to be applied in the year when these assets will be created or these liabilities will be settled, considering the rates in force and those already issued, or substantially in force, on the date of the financial statements.

Deferred tax assets and liabilities are recorded in the income statement, with the exception of those relating to items that are directly recorded in shareholders' equity. In that case, also prepaid and/or deferred taxes are charged to shareholders' equity.

Deferred tax assets and liabilities are offset where there is a legal right that allows current tax assets to be offset against current tax liabilities, and the deferred taxes refer to the same taxable entity and to the same tax authority.

Estimates and valuations

According to IFRS, the preparation of the financial statements requires estimates and valuations to be made, which affect the determination of the book value of assets and liabilities as well as the information provided in the explanatory notes, also with reference to the assets and liabilities potentially existing at the end of the year. These estimates and assumptions are used, in particular, to determine the cash flows used as basis for the impairment of the assets (including the valuation of receivables), allowances for risks and charges, employee benefits, the fair value of financial assets and liabilities, deferred tax assets and liabilities.

Therefore, the actual results recorded may differ from these estimates; furthermore, the estimates and valuations are reviewed and updated periodically and the effects deriving from any variation are immediately reflected in the financial statements.

Conversion of the items in foreign currencies

Any transaction in a currency other than the euro is recorded at the exchange rate of the date of the transaction. The related monetary assets and liabilities denominated in currencies other than the euro are subsequently adjusted at the exchange rate in force on the date of closing the year of reference.

Non-monetary assets and liabilities denominated in currency and recorded at historical cost are converted by using the exchange rate in force on the date the transaction is first recorded.

Accounting standards and newly issued interpretations, revisions and amendments to existing standards not yet in force or not yet endorsed by the European Union.

The new accounting standards or interpretation and amendments to the accounting standards and interpretations that came in force in 2013 are described in the paragraphs above.

As requested by IAS 8, stated below are the new accounting standards and interpretations, in addition to the amendments to the already applicable standards and interpretations not yet in force or not yet endorsed by the European Union (EU), which may be applied in the future to the financial statements of ADR.

No new accounting standards or interpretations came into force in 2013, or amendments to the accounting standards and interpretations already in force, which significantly affected the financial statements. IFRS 13 - Fair Value Measurement - came into effect, which resulted in the following changes for the Company: (i) the disclosure regarding the three fair value hierarchy levels, currently only requested by IFRS 7 for financial instruments, which IFRS 13 extends to all the assets and liabilities valued at fair value in the accounts; (ii) the calculation of the fair value of a financial asset requires the inclusion of a fair value adjustment factor referred to the counterparty risk called CVA - Credit Valuation Adjustment. This credit risk must be quantified in the same way in which a market operator would determine it to define the purchase price of a financial asset. The determination of the fair value of a financial liability, as explicitly provided for by IFRS 13, also now requires the quantification of a fair value adjustment factor referred to the own credit risk), i.e. DVA (Debit Valuation Adjustment).

As requested by IAS 8 “Accounting Policies, Changes in Accounting Estimates and Errors”, stated below are the new accounting standards and interpretations, in addition to the amendments to the already applicable standards and interpretations not yet in force or not yet endorsed by the European Union (EU), which may be applied in the future to the financial statements of the Company.

IFRS 9 - Financial Instruments

On November 12, 2009, the IASB issued the first part of IFRS 9, which changes recognition and measurement criteria of financial assets, currently governed by IAS 39. On October 28, 2010, the IASB published a reviewed version of IFRS 9, which contains the provisions regarding the recognition and measurement of financial liabilities. On November 19, 2013, the IASB published the document “IFRS 9 Financial Instruments - Hedge Accounting and amendments to IFRS 9, IFRS 7 and IAS 39” regarding the requirements of the new hedge accounting model. Once its drafting is completed, IFRS 9 will supersede the current IAS 39, although the date its application will be started cannot be foreseen yet.

IFRS 9 provides for two categories of classification for financial assets; two possible valuation criteria are also set: the amortized cost and the fair value.

The classification is carried out on the basis of both the management model adopted for the financial asset and the contractual characteristics of the cash flows of the asset. The initial recognition and valuation at amortized cost require that both conditions below be complied with:

- the management model for the financial asset implies the holding of the same with the aim of collecting the related financial flows, and
- the financial asset contractually generates, on pre-set dates, the financial flows only representing the return of the same financial asset.

If one of the two conditions above is not met, the financial asset is initially recorded and subsequently valued at fair value.

All financial assets represented by shares are valued at fair value. The new standard, unlike IAS 39, does not provide for exceptions to this general rule; consequently, there is no possibility for valuation at cost for all unlisted shares, for which the fair value cannot be determined reliably.

A financial asset that meets the requirements for classification and valuation at amortized cost may, at the time of the initial recognition, be designated as financial asset at fair value with attribution of the existing variations in the income statement, if this measurement allows the asymmetrical valuation or recording ("accounting mismatch") to be eliminated or reduced significantly, which would otherwise result in the valuation of assets or liabilities or the recognition of the related profits or losses according to a different base.

In case of investments in equity instruments for which the recording and valuation at amortized cost is not possible, when these are investments in shares not held for trading but rather of strategic nature, according to the new standard, the entity may irrevocably choose, at the time of the initial recognition, to value them at fair value with attribution of the next changes in the comprehensive income statement.

Regarding financial assets, the provisions of the current IAS 39 are confirmed by the new IFRS 9, also with reference to the new valuation, at amortized cost or at fair value, with recording in the income statement in specific circumstances.

The changes compared to the current provisions of IAS 39 mainly concern:

- the representation of the changes in fair value attributable to the credit risk associated to the liability, for which IFRS 9 provides recognition in the comprehensive income statement for some type of financial liabilities, rather than in the income statement like the changes in fair value attributable to other types of risks;
- elimination of the option to value at amortized cost the financial liabilities consisting of derivatives with delivery of unlisted equities. Due to this change, all derivative instruments must be valued at fair value.

The new hedge accounting model introduces important changes compared to the current provisions of IAS 39. The new elements in particular concern:

- the wider range of types of risks being covered to which the non-financial assets or liabilities are exposed, with the possibility of designating an aggregated exposure as hedged subject, which includes any derivative instrument;
- the possibility of designating also a financial instrument valued at fair value as hedged instrument, with recognition of the effects in the income statement;
- the different accounting methods for forward contracts and option contracts, when included in a hedge accounting context;

- the changes to the methods of predisposition of the tests on the effectiveness of the hedging ratios, as it introduces the principle of “economic relationship” between the hedged item and the hedging instrument; moreover, the retrospective valuation of the effectiveness of the hedge is no longer required;
- the possibility of “re-balancing” an existing hedge if valid risk management objectives remain.

The completion of the new IFRS 9 requires the development of the part relating to the impairment of financial assets, a draft of which (called ED/2013/3) was issued for discussion in March 2013.

IFRS 9 is being studied by the European Union as part of the overall assessment by the same EU of the entire project to review and replace IAS 39.

IFRS 10 - Consolidated Financial Statements, IAS 27 – Separate Financial Statements and IFRS 12 – Disclosure of Interests in Other Entities

On May 12, 2011 the IASB issued the new accounting standard IFRS 10, completing the project associated with redefining the concept of control and overcoming the discrepancies found in applying this concept; while IAS 27 – Consolidated and Separate Financial Statements, defines the control on an entity as the power to make certain financial and managerial choices of an entity while obtaining the relevant benefits, SIC 12 – Consolidation - Special Purpose Entities”, interpreted the requirements of IAS 27 by placing more emphasis on the risks and benefits.

The new standard IFRS 10, which was issued at the same time as IAS 27 – Separate Financial Statements, replaces the old IAS 27 and SIC 12 and contains a new definition of control as well as the methodologies to be used to prepare the financial statements according to IFRS, already contained in the old IAS 27 and which were not amended. According to IFRS 10 an investor controls an entity when it is exposed, or holds rights, to variable returns on its investment in the entity and has the ability to change these returns through its power on the entity. Therefore, control is based on the three elements: (i) power on the entity, (ii) exposure or right to variable returns on the investment of the entity, and (iii) ability to use the power over the entity to influence the returns on the investment.

Based on IFRS 10, the concept of control must be applied to the following circumstances:

- in case of voting rights or similar rights that give power to the investor, including situations in which the investor holds less than the majority of the voting rights and in case of potential voting rights;
- when the entity is organized in such a way that all the voting rights are not the dominating factor in defining the control of the entity, as in the case of the voting rights having an impact on administrative aspects only, and the important assets of the entity are affected essentially by contractual relationships;
- in agency relationships;
- when the investor has control over specific assets of the entity.

Finally, IFRS 10 refers to the new IFRS 12 – Disclosure of Interests in Other Entities (issued at the time of the other new standards stated) regarding information to be provided in the statements as regards equity investments owned in other companies. This last standard contains a series of obligations as to the information the entity drawing up the financial statements must provide as regards equity investments in subsidiary undertakings and associates as well as the joint arrangements (under the new IFRS 11 illustrated below).

The new IAS 27 – Separate Financial Statements – only governs the methods of reporting and disclosure for investments in subsidiary undertakings as well as the requirements for the preparation by the entity of the financial statements for the year; the new standard did not introduce any changes with regard to these aspects, as it actually re-proposes a specific part of the previous IAS 27.

The new standards IFRS 10, IFRS 12 and IAS 27 were endorsed by the EU in December 2012, with their mandatory adoption being set for the year starting on January 1, 2014 at the latest.

IFRS 11 - Joint Arrangements

On May 12, 2011, IASB, at the same time as issuing the new standards IFRS 10, IFRS 12 and IAS 27 mentioned above, issued the new accounting standard IFRS 11 to conclude the project already started in 2005 to review IAS 31 – Interests in Joint Ventures, also to account for the new concept of control established by IFRS 10. The new standard replaces IAS 31 and SIC 13 – Jointly Controlled Entities – Non-monetary Contributions by Venturers.

According to IFRS 11 the entity that is a party to a joint arrangement must determine the type of arrangement in which it is involved by assessing its rights and obligations deriving from the arrangement. A joint arrangement is an arrangement of which two or more parties have joint control; the standard defines joint control as the contractually agreed sharing of control of an arrangement, which exists only when decisions about the relevant activities (which significant influence the returns of the arrangement) require the unanimous consent of the parties sharing control. According to IFRS 11, joint arrangements can be classified into two types:

- a joint operation is a joint arrangement whereby the parties that have joint control of the arrangement have rights to the assets (and obligations for the liabilities), relating to the arrangement;
- a joint venture is a joint arrangement whereby the parties have rights to the net assets of the arrangement, such as, for example, in case of companies with their own legal personality.

For the identification of the type of arrangement an entity is involved it, it must analyze the rights and obligations deriving from the same arrangement, in consideration of the structure and legal form of the agreement, in addition to the contractual terms established by the parties and, if relevant, any facts or circumstances.

From an accounting standpoint, according to IFRS 11, a joint operation accounts for the assets, liabilities, revenues and expenses deriving from the arrangement, to be measured on the basis of the IFRS standards applicable to these items. For a joint venture, on the other hand, the new standard requires that these are accounted for using the equity method in accordance with IAS 28; thus the option contained in IAS 31, of adoption of the proportionate consolidation, was eliminated

IFRS 11 was endorsed by the EU in December 2012, with their mandatory adoption being set for the year starting on January 1, 2014 at the latest.

IAS 28 - Investments in Associates and Joint Ventures

On May 12, 2011, IASB, at the same time as issuing the new standards IFRS 10, IFRS 11, IFRS 12 and IAS 27 mentioned above, issued the new accounting standard IAS 28 - Investments in Associates and Joint Ventures, also to account for some changes introduced by the abovementioned standards. The new standard replaces the old IAS 28 – Investments in Associates, without making substantial changes; the new standard does not amend the concept of significant influence already contained in the old IAS 28 but introduces the obligation to apply the net equity method to the valuation of equity investments in joint ventures, as established by the new IFRS 11. The methods of application of the net equity method already established by the old IAS 28 have been confirmed.

The adoption of this new standard is mandatory from January 1, 2014 at the latest, as established at the time of endorsement by the EU (in December 2012), like the other standards IFRS 10, IFRS 11, IFRS 12 and IAS 27.

IAS 32 - Offsetting Financial Assets and Financial Liabilities – Amendments to IAS 32

The amendments clarify the meaning of when an entity "currently has a legally enforceable right to set off" financial assets and financial liabilities. The amendments also explain the application of the IAS 32 offsetting criterion in case of settlement systems (such as central clearing house systems) which apply gross settlement mechanisms that are not simultaneous. The amendment clarifies that the right to set off must not only be legally enforceable in the normal course of business but must also be legally enforceable in the event of default and the event of bankruptcy or insolvency of the counterparties to the contract. It was also clarified that the right to set off must not be contingent on a future event. The IAS 32 offsetting criteria require the entity to intend either to settle on a net basis, or to realize the asset and settle the liability simultaneously.

These amendments will become effective for the years starting from January 1, 2014 or subsequently

IAS 36 - Recoverable Amount Disclosures for Non-Financial Assets

On December 19, 2013 the EU endorsed the changes to IAS 36 "Impairment of Assets - Recoverable Amount Disclosures for Non-Financial Assets" published by IASB on May 29, 2013. The changes are aimed at clarifying that the information to be provided with regard to the recoverable value of the assets, when this value is based on the fair value net of the costs of disposal, only concerns the assets whose value was reduced.

Moreover, the changes establish some simplifications of the disclosures and establish:

- the obligation to indicate the recoverable value of the assets or the cash generating units (CGU) only of impairment or recovery is entered for a previous write-down;
- a less extensive disclosure obligation in case of impaired assets if the recoverable value was determined according to the fair value method net of the estimated sales costs.

The changes shall be applied retrospectively from the years starting from January 1, 2014.

IAS 39 - Novation of Derivatives and Continuation of Hedge Accounting

On December 19, 2013 the EU endorsed the changes to IAS 39 "Financial Instruments: Recognition and Measurement - Novation of Derivatives and Continuation of Hedge Accounting" published by IASB on June 27, 2013. The changes concern the introduction of some exemptions from the hedge accounting requirements defined by IAS 39 in case an existing derivative must be replaced with a new derivative that has a central counterparty (Central Counterparty – CCP), directly or indirectly, by law or regulation. The change was inspired by the introduction of the European Market Infrastructure Regulation (EMIR) relating to over-the-counter (OTC) derivatives, which is aimed at implementing a central clearing for some classes of OTC derivatives (as requested by the G20 in September 2009).

The changes introduced shall be applied retrospectively from the years starting from January 1, 2014.

IFRIC 21 - Levies

In May 2013, the IASB issued IFRIC interpretation 21 - Levies. The interpretation is applicable to all levies other than those that are within the scope of other standards (e.g., IAS 12 Income Taxes) and fines or other penalties for breaches of legislation. Levies are defined in the interpretation as "outflows of resources embodying economic benefits imposed by government on entities in accordance with legislation". The interpretation clarifies that an entity recognizes a liability for a levy when the activity that triggers payment, as identified by the relevant legislation, occurs. It also clarifies that a levy liability is accrued progressively only if the activity that triggers payment occurs over a period of time. For a levy that is triggered upon reaching a minimum threshold, the liability must be recognized as estimated before the specified minimum threshold is reached.

The interpretation is applicable from the years starting from January 1, 2014. The interpretation has not been endorsed by the European Union yet.

Annual Improvements to IFRS: 2010-2012 e 2011-2013

On December 12, 2013 the IASB published the documents "Annual Improvements to IFRSs: 2010 – 2012 cycle" and "Annual Improvements to IFRSs: 2011 – 2013 cycle" which implement the changes to the standards with regard to the annual improvement process, focusing on the changes deemed necessary but not urgent.

The main changes that may be important for the Company concern:

- IFRS 2 - Share-Based Payments: changes were made to the definitions of "vesting condition" and "market condition", and the definitions of "performance condition" and "service condition" were added for the recognition of share-based benefit plans;
- IFRS 3 – Business Combinations: the changes clarify that a potential consideration classified as asset or liability must be recognized at fair value at each reporting date, with the effects being attributed to the income statement, regardless of the fact that the potential remuneration is a financial instrument or a non-financial asset or liability. It is also clarified that the standard in question is not applicable to all the operations for the establishment of a joint venture;
- IFRS 8 – Operating segments: the changes require a disclosure of the considerations by management in applying the criteria of combination of operating segments, including a description of the aggregated operating segments and the economic indicators considered to determine whether these operating segments have "similar economic characteristics" or not. Moreover, the reconciliation between the total assets of the operating segments and the total assets of the entity must be provided only if the total of the assets of the operating segments is regularly provided by the Company Management;
- IFRS 13 – Fair Value Measurement: the Basis for Conclusions of the standard was changed in order to clarify that with the issue of IFRS 13, and the consequent changes to IAS 39 and IFRS 9, the possibility remains valid of accounting for short-term payables and receivables without recording the discounting effects if these are immaterial.

The date of effect of the changes proposed is set for the years starting on July 1, 2014 or a subsequent date. These changes have not been endorsed by the European Union yet.

ADR is assessing the possible impact deriving from the application of all the newly issued standards and interpretations, as well as for all the reviews and amendments to the existing standards.

5. Concession Agreement

Concessionary Relationship

ADR's corporate purpose is the construction and management of airports or of a part thereof, and the exercise of any activity related or complementary to air traffic of any type or specialty. This aim is achieved on the basis of the Concession Report issued by ENAC.

The concessionaire ADR ensures the management and development of the Roman airport system ("Leonardo da Vinci" at Fiumicino and "G.B. Pastine" at Ciampino) in accordance with international, European and national regulations as well as the Regulations of ENAC that govern the operation of the airport open to civil traffic.

The original Management Agreement 2820/74 was in force until December 21, 2012. After that date, a new Single Deed - Planning Agreement was approved with specific Council of Ministers Presidential Decree. In a single document this regulates both the relations regarding the airport management concession and the criteria to determine and periodically update the fees applicable to the so-called "regulated services".

The principle remains in place according to which the management must be inspired by financial and organizational criteria pursuant to Law no. 755 of November 10, 1973 and subsequent amendments.

Duration of the Concession

The term of the concession expires on June 30, 2044 in compliance with art. 14 of Law no. 359 of August 8, 1992, and art. 1-quater of Law no. 351 of August 3, 1995, as set forth in the reports by the Ministry of Transport and Navigation on September 12, 1994 and January 23, 1998.

The causes for revocation, default or termination of the concessionary relationship are specified in the new Agreement under articles 18, 19 and 20 as well as art. 20 bis for the effects set for the natural expiry as of June 30, 2044.

Subject matter of the Concession

Law 755/73 (art. 1) sets forth the subject of the concession, consisting in the single management of the Capital's airport system, to be carried out under the supervision of the Ministry of Transport (now ENAC - Italian Civil Aviation Authority - pursuant to Italian Legislative Decree 250/1997) according to the provisions of the Navigation Code and regulations currently in force.

ADR also provides security screening services for passengers and carry-on and checked baggage, always based on the concession regime.

Income

Pursuant to art. 6, paragraph 1, of Law 755/73, "all revenues of the State, which derive from the management of the two airports, belong to the company holding the concession".

Art. 10 of the Planning Agreement lists in detail the income of the concessionaire, providing also the "fair fee" to be paid to it by anyone carrying out non-aeronautical activities for a profit, also occasionally, within the airports under concession that is not remunerated otherwise.

This article also specifies the income deriving from or connected to commercial activities that are not included in the tariff discipline of the Planning Agreement.

It regulates the so-called “regulated consideration”, i.e. the airport services originally identified in the “Reordering framework regarding the tariff system for airport services rendered on an exclusive basis” proposed by the Minister of Transport and Navigation in conjunction with the Minister of Finance and approved with CIPE resolution no. 86 of August 4, 2000 and replaced by Resolution no. 51/08. These fees include the airport fees and all the fees for the services rendered on an exclusive basis.

Concession fees

Italian Law Decree 251/95, converted into Law 351/95 introduced the obligation to pay a concession fee.

The reference parameter for calculating the fee (“WLU” - Work Load Unit) was adopted following the Decree of the State Property Office of June 30, 2003. The WLU corresponds to one passenger or 100 kg of cargo or post and is calculated using the data reported in the statistical yearbook of the Ministry for Infrastructure and Transport - ENAC (Italian Civil Aviation Authority). This fee quantification method was confirmed for the three year period 2010 - 2012 and subsequently for the three year period 2013 – 2015 with subsequent Decrees of the State Property Office.

According to art. 2, paragraph 4 of the Planning Agreement, if, consequently to regulatory provisions and/or administrative measures, the amount of the concession fee was to be changed compared to the one in force at the time of the stipulation, or if forms of taxation were introduced with an equivalent effect on the Concessionaire’s account, the latter shall be entitled to a specific increase to cover the greater disbursement.

ADR also pays ENAC a fee for the concession of the baggage and passenger security checking services pursuant to Ministerial Decree no. 85/99. The amount is set to 0.07 euros per outgoing passenger (Ministerial Decree of July 13, 2005). The obligation to make this payment is reported also under art. 2, paragraph 5 of the Planning Agreement.

The asset regime

Art. 12 of the Planning Agreement governs the regime of possession of assets by the Concessionaire. The same is to be interpreted together with the provisions in articles 703 and 41 of the Navigation Code.

Additional rules contained in the Planning Agreement contribute to defining the legal treatment of the assets (e.g. art. 9 paragraph 7 and art. 20 bis) which, though conditioned by the pertinence of the principle of correlation for the use to perform regulated activities or alternatively commercially (unregulated) activities, does not significantly differ from the pre-existing regime. In particular:

- the assets received under concession at the time of establishing the concessionaire or subsequently created by the concessionaire by virtue of laws of the State with public funds, are possessed by the concessionaire under the right of use regime as these are government property; these assets are summarized in the table below:

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012
Assets received under the concession at Fiumicino	119,812	119,812
Assets received under the concession at Ciampino	29,293	29,293
Assets completed on behalf of the State (*)	697,343	692,023
TOTAL	**846,448**	**841,128**

(*) value of the construction services for works financed, realized and reported to the Italian Civil Aviation Authority

- the assets acquired/created by the Concessionaire with funding from its accounts and used to perform activities subject to fee regulation are possessed under the concession ownership regime. This leads to the obligation to hand them over to the Grantor upon the natural expiry of the concession; this action will be in any case conditioned by the repayment of their value to be established according to the new convention rules;
- the same treatment applies to the goods acquired/created by the Concessionaire with funding from its accounts but used to perform (unregulated) commercial activities, provided these are related to real estate;
- for commercial movable properties, the ownership title is full; the Grantor is granted a right to purchase (art. 20 bis 4.d) upon the natural expiry of the concession, which can be exercised by paying the former concessionaire their residual carrying value.

Based on the Planning Agreement, at the natural expiration of the concession, ENAC will send ADR a fee equal to the residual value of the investments made. The residue value will be taken from the regulatory accounts. To date the Company does not have assets in service whose residual value from the regulatory accounts exceeds a zero.

6. Information on the items of the statement of financial position

6.1 Tangible assets

(THOUSANDS OF EUROS)	12.31.2012			CHANGES			12.31.2013		
	COST	ACC. DEPR.	NET VALUE	INVESTMENTS	DEPRECIATION	OTHER CHANGES	COST	ACC. DEPR.	NET VALUE
Plant and machinery	36,761	(32,322)	4,439	368	(1,758)	0	36,961	(33,912)	3,049
Industrial and commercial equipment	9,385	(8,358)	1,027	525	(812)	69	9,979	(9,170)	809
Other assets	30,446	(28,624)	1,822	1,041	(1,137)	80	20,108	(18,302)	1,806
Work in progress and advances	149	0	149	2,863	0	(149)	2,863	0	2,863
TOTAL TANGIBLE ASSETS	**76,741**	**(69,304)**	**7,437**	**4,797**	**(3,707)**	**(0)**	**69,911**	**(61,384)**	**8,527**

(THOUSANDS OF EUROS)	1.1.2012			CHANGES			12.31.2012		
	COST	ACC. DEPR.	NET VALUE	INVESTMENTS	DEPRECIATION (*)	OTHER CHANGES	COST	ACC. DEPR.	NET VALUE
Plant and machinery	37,926	(32,014)	5,912	866	(2,161)	(178)	36,761	(32,322)	4,439
Industrial and commercial equipment	9,734	(8,335)	1,399	144	(420)	(96)	9,385	(8,358)	1,027
Other assets	31,488	(29,409)	2,079	249	(1,032)	526	30,446	(28,624)	1,822
Work in progress and advances	763	0	763	149	0	(763)	149	0	149
TOTAL TANGIBLE ASSETS	**79,911**	**(69,758)**	**10,153**	**1,408**	**(3,613)**	**(511)**	**76,741**	**(69,304)**	**7,437**

(*) including the depreciation classified in Net income (loss) from discontinued operations

Tangible assets, equaling 8,527 thousand euros (7,437 thousand euros as of December 31, 2012) rose in the year by 1,090 thousand euros, partly offset by the depreciation for the year of 3,707 thousand euros.

Investments of 4,797 thousand euros (1,408 thousand euros in 2012), mainly refer to:

- within the category Plant and machinery (368 thousand euros) to baggage inspection equipment (250 thousand euros) and transport vehicles (43 thousand euros);
- within the category Industrial and commercial equipment (525 thousand euros) to security equipment (444 thousand euros);
- within the category Other assets (1,041 thousand euros) to electronic machinery (665 thousand euros);
- within the category “work in progress and advances” (2,863 thousand euros) to snow removal means and deicer (1,755 thousand euros).

During the year no significant changes took place in the estimated useful life of the assets.

The guarantees provided by ADR to some financers, concerning movable property (such as plant, machinery and instruments, etc.) are described in Note 8 - Guarantees and covenants on medium-long term liabilities of these Explanatory Notes.

6.2 Intangible assets

(THOUSANDS OF EUROS)	12.31.2012			CHANGES			12.31.2013		
	COST	ACC. AMORT.	NET VALUE	INVESTMENTS	AMORTIZATION	OTHER CHANGES	COST	ACC. AMORT.	NET VALUE
Concession fees									
Airport management concession - rights acquired	2,179,164	(601,149)	1,578,015	0	(50,095)	0	2,179,164	(651,244)	1,527,920
Airport management concession - investments in infrastructure	532,556	(97,836)	434,720	23,062	(11,604)	(667)	554,918	(109,407)	445,511
TOTAL CONCESSION FEES	2,711,720	(698,985)	2,012,735	23,062	(61,699)	(667)	2,734,082	(760,651)	1,973,431
Other intangible assets	36,848	(32,783)	4,065	4,375	(2,298)	(181)	41,043	(35,082)	5,961
TOTAL INTANGIBLE ASSETS	**2,748,568**	**(731,768)**	**2,016,800**	**27,437**	**(63,997)**	**(848)**	**2,775,125**	**(795,733)**	**1,979,392**

(THOUSANDS OF EUROS)	1.1.2012			CHANGES			12.31.2012		
	COST	ACC. AMORT.	NET VALUE	INVESTMENTS	AMORTIZATION (*)	OTHER CHANGES	COST	ACC. AMORT.	NET VALUE
Concession fees									
Airport management concession - rights acquired	2,179,164	(551,054)	1,628,110	0	(50,095)	0	2,179,164	(601,149)	1,578,015
Airport management concession - investments in infrastructure	538,482	(87,881)	450,601	5,036	(11,556)	(9,361)	532,556	(97,836)	434,720
TOTAL CONCESSION FEES	2,717,646	(638,935)	2,078,711	5,036	(61,651)	(9,361)	2,711,720	(698,985)	2,012,735
Other intangible assets	35,409	(30,569)	4,840	1,983	(2,596)	(162)	36,848	(32,783)	4,065
TOTAL INTANGIBLE ASSETS	**2,753,055**	**(669,504)**	**2,083,551**	**7,019**	**(64,247)**	**(9,523)**	**2,748,568**	**(731,768)**	**2,016,800**

(*) including the amortization classified in Net income (loss) from discontinued operations

Intangible assets, equal to 1,979,392 thousand euros (2,016,800 thousand euros as of December 31, 2012) reduced by 37,408 thousand euros mainly due to the amortization for the year, equal to 63,997 thousand euros, and other changes for -848 thousand euros, only partly offset by the investments equal to 27,437 thousand euros.

Concession fees include the concession relating to managing the Rome's airport system; for further information on the concession relationship reference should be made to Note 5. In detail:

- Airport management concession - rights acquired: represents the value of the airport management concession, acquired at a charge; this value was accounted for at the time of the merger of ADR into Leonardo S.p.A. (now ADR) and expresses the higher price paid by Leonardo S.p.A. for ADR shares compared to the pro-rata value of shareholders' equity of the Company;
- Airport management concession - investments in infrastructure: includes the activities to create new infrastructure and/or improve and enhance the existing airport infrastructure carried out by ADR.

The investments in the Airport management concession - investments in infrastructure equal 23,062 thousand euros (5,036 thousand euros in 2012) and relate to construction services carried out in the year on infrastructure in concession. In applying IFRIC12, in the income statement the costs connected to these investments are recorded, as well as the fair value of the related construction services carried out. Worth noting are:

- works to create departure area F (formerly Pier C) for 7.9 million euros;
- sewer and water network works for 2.9 million euros;
- work at boarding area A for 2.8 million euros;

- works on runways and aprons for 2.7 million euros.

The Other intangible assets, equal to 5,961 thousand euros (4,065 thousand euros as of December 31, 2012), include the rights to use the property rights, concessions, licenses, trademarks and similar rights. The investments for the year, equal to 4,375 thousand euros, mainly refer to the implementation of airport systems, the evolutionary maintenance of the accounting system and the acquisition of licenses.

6.3 Equity investments

The item Equity Investments has a balance of 11,740 thousand euros as of December 31, 2013 (11,750 thousand euros at the end of the previous year). The decrease by 10 thousand euros is consequent to the devaluation of the investment in Consorzio E.TL. in liquidation.

			12.31.2012	CHANGES DURING THE PERIOD					12.31.2013
(THOUSANDS OF EUROS)	GROSS VALUE	ACCUM. DEPR. AND WRITE-DOWNS	NET VALUE	INCR.	DECR.	WRITE-DOWN/ REV.	GROSS VALUE	ACCUM. DEPR. AND WRITE-DOWNS	NET VALUE
SUBSIDIARY UNDERTAKINGS									
ADR Engineering S.p.A.	594	0	594	0	0	0	594	0	594
ADR Assistance S.r.l.	6,000	0	6,000	0	0	0	6,000	0	6,000
ADR Tel S.p.A.	594	0	594	0	0	0	594	0	594
ADR Advertising S.p.A.	255	(205)	50	0	0	0	255	(205)	50
ADR Mobility S.r.l.	1,700	0	1,700	0	0	0	1,700	0	1,700
ADR Security S.r.l.	500	0	500	0	0	0	500	0	500
ADR Sviluppo S.r.l	100	0	100	0	0	0	100	0	100
	9,743	**(205)**	**9,538**	**0**	**0**	**0**	**9,743**	**(205)**	**9,538**
ASSOCIATED UNDERTAKINGS									
Consorzio E.T.L. (in liquidation)	10	0	10	0	0	(10)	10	(10)	0
Ligabue Gate Gourmet Roma S.p.A. (insolvent)	3,883	(3,883)	0	0	0	0	3,883	(3,883)	0
	3,893	**(3,883)**	**10**	**0**	**0**	**(10)**	**3,893**	**(3,893)**	**0**
OTHER COMPANIES									
Aeroporto di Genova S.p.A.	1,394	(500)	894	0	0	0	1,394	(500)	894
S.A.CAL. S.p.A.	1,307	0	1,307	0	0	0	1,307	0	1,307
Leonardo Energia – Società Consortile a r.l.	1	0	1	0	0	0	1	0	1
	2,702	**(500)**	**2,202**	**0**	**0**	**0**	**2,702**	**(500)**	**2,202**
TOTAL EQUITY INVESTMENTS	**16,338**	**(4,588)**	**11,750**	**0**	**0**	**(10)**	**16,338**	**(4,598)**	**11,740**

For further information regarding the performance of Group companies during 2013, reference should be made to the paragraph "Equity investments" in the Management Report on Operations.

Below are the details of the Equity investments held as of December 31, 2013 with indication of the share held and the relevant book value:

NAME	REGISTERED OFFICE	CURRENCY	NUMBER OF SHARES/STAKES	CAPITAL (EURO)	NUMBER OF SHARES/STAKES HELD	% HELD	SHAREHOLDERS' EQUITY AS OF 12.31.2013 (*) (€/000)	NET INCOME (LOSS) FOR THE YEAR 2013 (*) (€000)	BOOK VALUE (€000)
SUBSIDIARY UNDERTAKINGS									
ADR Engineering S.p.A.	Fiumicino (Rome)	euros	1,500	774,690	1,500	100%	6,225	3,276	594
ADR Assistance S.r.l.	Fiumicino (Rome)	euros	1	6,000,000	1	100%	7,122	103	6,000
ADR Tel S.p.A.	Fiumicino (Rome)	euros	600,000	600,000	600,000	99%	6,799	1,619	594
ADR Advertising S.p.A.	Fiumicino (Rome)	euros	1,000,000	1,000,000	255,000	25.50%	1,395	354	50
ADR Mobility S.r.l.	Fiumicino (Rome)	euros	1	1,500,000	1	100%	9,363	7,321	1,700
ADR Security S.r.l.	Fiumicino (Rome)	euros	1	400,000	1	100%	1,793	1,218	500
ADR Sviluppo S.r.l	Fiumicino (Rome)	euros	1	100,000	1	100%	102	(2)	100
TOTAL SUBSIDIARY UNDERTAKINGS									9,538
ASSOCIATED UNDERTAKINGS									
Consorzio E.T.L. (in liquidation)	Rome	euros	1	82,633	1	25%	(58)	(20)	0
Ligabue Gate Gourmet Roma S.p.A. (insolvent)	Tessera (Venice)	euros	20,000	103,200	4,000	20%			0
TOTAL ASSOCIATED UNDERTAKINGS									0
OTHER COMPANIES									
Aeroporto di Genova S.p.A. (*)	Genova Sestri	euros	15,000	7,746,900	2,250	15%	5,499	69	894
S.A.CAL. S.p.A. (*)	Lamezia Terme (Catanzaro)	euros	15,000	7,755,000	2,485	16.57%	8,089	(1,704)	1,307
Leonardo Energia – Società Consortile a r.l.	Fiumicino (Rome)	euros	1	10,000	1	10%	268	0	1
TOTAL OTHER COMPANIES									2,202
TOTAL EQUITY INVESTMENTS									**11,740**

(*) The data relating to the shareholders' equity and the profit for the year of Aeroporto di Genova S.p.A. and S.A.CAL. S.p.A. refer to the year 2012 (last year approved)

The guarantees provided by ADR to some financers, concerning the shares and stakes held by ADR in the capital of the subsidiary undertakings, are described in Note 8 - Guarantees and covenants on medium-long term liabilities of these Explanatory Notes.

6.4 Other current and non-current financial assets

The Other non-current financial assets, equal to 8,198 thousand euros (12,842 thousand euros as of December 31, 2012), refer to:

- medium/long-term financial prepayments for 4,885 thousand euros (9,555 thousand euros as of December 31, 2012). The reduction of 4.7 million euros is mainly attributable to the reclassification, for 9.7 million euros, of the ancillary charges relating to the bank Term Loan of May 2012 (then disbursed in February 2013), valued at the amortized cost in the account, partly offset by the ancillary charges incurred for 4.9 million euros in relation to the new Revolving Credit Facility granted to ADR in December 2013;

- A4 bonds issued by the vehicle, Romulus Finance S.r.l. ("Romulus Finance"), with a par value of 4 million pound sterling, purchased on the market by ADR on February 13, 2009, at a price of 2.8 million euros (equal to 2.4 million pound sterling). The A4 bonds, falling due in February 2023, accrue half-yearly interest at a fixed rate of 5.441%. As of December 31, 2013 these bonds, valued in the accounts with the amortized cost method, are posted for 3,313 thousand euros (3,287 thousand euros at December 31, 2012).

The Other current financial assets, equal to 26,175 thousand euros (45,876 thousand euros as of December 31, 2012), include the following main items:

- the balance of the Debt Service Reserve Account of 24,876 thousand euros (43,150 thousand euros as of December 31, 2012). It should be borne in mind that, in accordance with ADR's loan agreements, the "Debt Service Reserve Account" is a term current account in the name of the Security Agent in which the Company is obliged to keep a sum as security for debt servicing in relation to the bank loans and the Romulus Finance loan, to be adjusted every six months (periods March 20 – September 19 and September 20 – March 19). The decreased balance of the mentioned account compared to the end of 2012 (-18.3 million euros) is due to the lower gross debt and thus the financial expense, after the repayment of Line A1 (see Note 6.15);
- current financial prepayments for 1,257 thousand euros (2,425 thousand euros as of December 31, 2012) relating to the AMBAC Assurance UK premium for 1,139 thousand euros (2,307 thousand euros as of December 31, 2012), the monoline insurance that secured the bonds issued by Romulus Finance, and the premium paid to Intesa Sanpaolo (formerly BIIS), the bank that guaranteed the loan granted by EIB to ADR (118 thousand euros as of December 31, 2012) for 118 thousand euros.

6.5 Deferred tax assets

The Deferred tax assets, equal to 125,670 thousand euros (125,767 thousand euros as of December 31, 2012), are shown net of deferred tax liabilities that can be offset. The nature of the temporary differences that determined the net deferred tax assets is illustrated in the table below.

(THOUSANDS OF EUROS)	12.31.2012	CHANGES DURING THE PERIOD				12.31.2013
		PROVISIONS	RELEASES	DEFERRED TAX ASSETS/DEFERRED TAX LIABILITIES ON INCOME AND CHARGES RECORDED IN THE SHAREHOLDERS' EQUITY	RATE CHANGE EFFECT	
DEFERRED TAX ASSETS						
Allocation to (use of) the Provisions for	86,227	27,304	(10,513)	0	0	103,018
Allocation to allowance for obsolete and slow	32	9	(30)	0	0	11
Allocations to provisions for doubtful accounts	16,142	2,352	(37)	0	0	18,457
Staff provisions	1,397	1,554	(1,397)	0	0	1,554
Amortized cost and Derivative instruments	6,459	0	(702)	37	0	5,794
Allowances for risks and charges	12,468	746	(3,401)	0	0	9,813
Other	7,939	820	(7,589)	117	0	1,287
TOTAL DEFERRED TAX ASSETS	130,664	32,785	(23,669)	154	0	139,934
DEFERRED TAX LIABILITIES THAT CAN BE OFFSET						
Application of IFRIC 12	4,886	11,513	(2,145)	0	0	14,254
Gains	1	0	(1)	0	0	0
Other	10	0	0	0	0	10
TOTAL DEFERRED TAX LIABILITIES	4,897	11,513	(2,146)	0	0	14,264
TOTAL NET DEFERRED TAX ASSETS	**125,767**	**21,272**	**(21,523)**	**154**	**0**	**125,670**

The main changes of 2013 refer to the allocation and use of the provisions for renovation of airport infrastructure and the effects of applying IFRIC 12 on the fixed assets.

6.6 Other non-current assets

Other non-current assets, equal to 463 thousand euros, refer to guarantee deposits. The balance as of December 31, 2012, equal to 26,572 thousand euros, included 26,098 thousand euros deriving from the payment of the sums posted provisionally with regard to the current litigation with the Customs Office (duty free shop).

Regarding the sentence of the Supreme Court filed in September 2013, the abovementioned credit was:

- reclassified under Other current assets for 9,580 thousand euros equal to the best estimate of the taxes (and the relevant collection charges and interest) regarding the period 1/1/1993-3/23/1995, recognized as limited by the Supreme Court;
- zeroed for 16,517 thousand euros (with the use of the tax provision as counter-entry) consequently to the unfavorable sentence of the Supreme Court with reference to the taxes after March 1995.

For further information reference should be made to Note 6.14.

6.7 Commercial activities

Commercial activities, equal to 202,933 thousand euros (172,130 thousand euros as of December 31, 2012), include:

- inventories (equal to 2,233 thousand euros, 2,230 thousand euros as of December 31, 2012) comprising consumable materials, clothing, spare parts, fuel, etc. The guarantees provided by ADR to some financers, concerning the inventories are described in Note 8 - Guarantees and covenants on medium-long term liabilities of these Explanatory Notes;
- trade receivables (equal to 200,700 thousand euros, 169,900 thousand euros as of December 31, 2012) are broken down in the table below:

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Due from clients	249,510	206,359	43,151
Due from subsidiary undertakings	11,308	11,342	(34)
Due from parent companies	56	426	(370)
Receivables for construction services	15,096	18,840	(3,744)
Other trade receivables	970	748	222
TOTAL TRADE RECEIVABLES, GROSS OF THE PROVISIONS FOR DOUBTFUL ACCOUNTS	276,940	237,715	39,225
Provisions for doubtful accounts	(68,227)	(59,808)	(8,419)
Provisions for overdue interest	(8,013)	(8,007)	(6)
TOTAL PROVISIONS FOR DOUBTFUL ACCOUNTS	(76,240)	(67,815)	(8,425)
TOTAL TRADE RECEIVABLES	**200,700**	**169,900**	**30,800**

“Due from clients” (gross of provisions for doubtful accounts) total 249,510 thousand euros and include trade receivables from customers and Public Bodies deriving from the supply of utilities and services. The increase of 43.2 million euros is attributable to the prevailing effect of applying the new tariffs – which increased from March 9, 2013 – and the increase in the passenger surcharge – from July +2 euros per outbound passenger – as well as the effects connected to the heightened financial tension that, in the final part of the year, concerned the main national carrier and that was immediately translated into an increase in the exposure at year end, subsequently solved.

This item includes amounts due to the Company from Alitalia Group companies under special administration, totaling 20.1 million euros. For the amounts due from Alitalia S.p.A. under special administration, worth remembering is that in 2011 the surety of 6.3 million euros was enforced, issued by Alitalia/CAI to secure the amounts due to ADR from Alitalia S.p.A. under special administration (as well as to the aircraft owned by lessors, obliged in a fair manner) in order to allow the aircraft owned by the lessors to reach Alitalia/CAI free from claims of seizure for protection purposes made by ADR. The amount enforced and collected was posted under the Other current liabilities.

Due from subsidiary undertakings, equal to 11,308 thousand euros, are substantially in line with the value of the end of 2012. For more details about these receivables, reference is made to Note 10 Relations with related parties.

The receivables for construction services (gross of the provisions for doubtful accounts), equal to 15,096 thousand euros, include the receivables for invoices issued and to be issued for work in progress, largely relating to the state-financed portion of construction works in departure area F (formerly Pier C).

The other trade receivables (970 thousand euros and 748 thousand euros as of December 31, 2012) refer to prepaid expenses of a commercial nature and advances to suppliers.

The table below shows the age of the trade receivables.

(THOUSANDS OF EUROS)	TOTAL RECEIVABLES	RECEIVABLES THAT ARE NOT PAST DUE AND NOT WRITTEN-DOWN	RECEIVABLES WRITTEN-DOWN, NET OF THE PROVISIONS FOR DOUBTFUL ACCOUNTS	PAST DUE RECEIVABLES NOT WRITTEN-DOWN		
				FROM 0 TO 90 DAYS	BETWEEN 90 AND 365 DAYS	> 1 YEAR
12.31.2013	**200,700**	94,822	50,439	29,459	5,259	20,721
12.31.2012	**169,900**	86,139	41,627	17,162	3,504	21,468

The loans past due for over 1 year and not written-down essentially include the receivables from Alitalia under special administration.

The table below shows the movements of the provisions for doubtful accounts:

THOUSANDS OF EUROS	12.31.2012	INCREASES	DECREASES	12.31.2013
Provisions for doubtful accounts	59,808	9,504	1,085	68,227
Provisions for overdue interest	8,007	16	10	8,013
TOTAL PROVISIONS FOR DOUBTFUL ACCOUNTS	**67,815**	**9,520**	**1,095**	**76,240**

The book value of trade receivables is close to the relevant fair value.

The guarantees provided by ADR to some financers, concerning the receivables are described in Note 8 - Guarantees and covenants on medium-long term liabilities of these Explanatory Notes.

6.8 Current tax assets and liabilities

The table below shows in detail the assets and liabilities for current taxes at the start and end of the year.

	ASSETS			LIABILITIES		
(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE	12.31.2013	12.31.2012	CHANGE
Due from parent companies for tax consolidation	7,081	7,803	(722)	0	0	0
IRES	0	0	0	13,024	0	13,024
IRAP	0	2,485	(2,485)	858	0	858
TOTAL	**7,081**	**10,288**	**(3,207)**	**13,882**	**0**	**13,882**

Current tax assets, equal to 7,081 thousand euros (10,288 thousand euros as of December 31, 2012) and comprise the receivable from the parent company Atlantia for the application for refund regarding the higher IRES paid in the taxation periods 2007-2011 due to the non deduction of IRAP on staff costs. Current tax assets decreased by 3.2 million euros compared to 2012, which ended with an IRES and IRAP credit.

Current tax liabilities, equal to 13,882 thousand euros (0 thousand euros as of December 31, 2012), derive from the estimated IRES and IRAP tax burden for the year, net of the are advances already paid.

6.9 Other current assets

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Receivables from associated undertakings	482	482	0
Receivables from the parent company	4,225	0	4,225
Due from tax authorities	22,812	5,618	17,194
Due from others	2,385	2,562	(177)
TOTAL OTHER CURRENT ASSETS	**29,904**	**8,662**	**21,242**

Receivables from the parent company, equal to 4,225 thousand euros, refer to the tax indemnity issued by the company for the dispute with the Customs Office in relation to its enforcement upon the finalization of ADR's conviction, with the ruling of the Supreme Court mentioned in Note 6.6.

Due from tax authorities, equal to 22,812 thousand euros (5,618 thousand euros as of December 31, 2012), mainly include:

- the VAT credit for 12,825 thousand euros, up by 7.6 million euros with respect to December 31, 2012;
- due from tax authorities for 9,580 thousand euros reclassified by the item Other current assets, equal to the best estimate of the taxes (and the relevant collection charges and interest)

regarding the period 1/1/1993-3/23/1995, recognized as limited by the Supreme Court (see Note 6.6).

The table below shows the age of the Other current assets.

(THOUSANDS OF EUROS)	TOTAL RECEIVABLES	RECEIVABLES THAT ARE NOT PAST DUE AND NOT WRITTEN-DOWN	RECEIVABLES WRITTEN-DOWN, NET OF THE PROVISIONS FOR DOUBTFUL ACCOUNTS	PAST DUE RECEIVABLES NOT WRITTEN-DOWN		
				FROM 0 TO 90 DAYS	BETWEEN 90 AND 365 DAYS	> 1 YEAR
12.31.2013	**29,904**	28,482	0	0	0	1,422
12.31.2012	**8,662**	7,240	0	0	0	1,422

6.10 Cash and cash equivalents

Cash and cash equivalents amount to 770,205 thousand euros and have increased by 388,976 thousand euros compared with December 31, 2012. This increase is the result of different components: the crediting of the funds from the new bond issue concluded by the Company in December 2013 (the resources came from bank account constrained until the conditions for use occur in 2014), the positive operating cash flow and, with the minus sign, the repayment of Tranche A1 of the Romulus Finance loan in February 2013.

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Bank and post office deposits	769,279	381,187	388,092
Cash and notes in hand	48	42	6
Current accounts with the subsidiary undertakings	878	0	878
TOTAL CASH AND CASH EQUIVALENTS	**770,205**	**381,229**	**388,976**

"Bank deposits" include, in particular, the following current accounts governed by loan agreements with banking institutes and Romulus Finance, subject to special use constraints:

- the "Recoveries Account", in which any cash deriving from extraordinary transactions and insurance claims must be deposited; the balance of the account was equal to 0 on December 31, 2013 (0.7 million euros at December 31, 2012);
- the "loan collateral", with a balance equal to 37.9 million euros allocated to the collateralization of Tranches A2 and A3 of the Romulus Finance loan and the bank loans with falling due sooner (2015). This amount was credited on this account on the application date of September 2013, in compliance with the explicit rules of the so-called contractual retention regime. On the account at December 31, 2012, in relation to the retention regime in force in 2012, 100.5 million euros were deposited, which were then used in February to repay Tranche A1 Romulus Finance loan, to which they had been previously constrained.

Another two accounts opened in 2012, characterized by the same constraint for the use "since linked to the outcome of the extraordinary sales transaction of ADR Retail and with a total balance of 218.7 million euros at December 31, 2012, were entirely used in February to repay Tranche A1 in compliance with the constraint for which they were constituted.

As of December 31, 2013, the residual amount of 25.6 million euros (unchanged compared to December 31, 2012) was held in an ADR current account not subject to the constraints or guarantees deriving from the financial contracts (even in case of cash sweep or retention regime). This residual amount derives from free cash flow generated before 2008 and never distributed may, therefore, be used for the payment of dividends under ordinary circumstances.

The guarantees provided by ADR to some financers concerning the cash on hand in banks are described in Note 8 - Guarantees and covenants on medium-long term liabilities of these Explanatory Notes.

6.11 Shareholders' equity

The shareholders' equity of ADR as of December 31, 2013 amounts to 977,543 thousand euros (894,221 thousand euros as of December 31, 2012), broken down as follows:

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Share capital	62,225	62,225	0
Legal reserve	12,462	12,462	0
Share premium reserve	667,389	667,389	0
Cash flow hedge reserve	(97)	0	(97)
Other reserves and retained earnings	152,401	(74,482)	226,883
Net income for the year	83,163	226,627	(143,464)
TOTAL SHAREHOLDERS' EQUITY	**977,543**	**894,221**	**83,322**

The changes taking place in the year are highlighted in the table entered among the accounting statements.

As of December 31, 2013 ADR's share capital, wholly subscribed and paid up, amounts to 62,224,743 euros, represented by 62,224,743 shares with a par value of 1 euro each.

ADR's legal reserve represents the part of profits which, according to the contents of art. 2430 of the Italian Civil Code, may not be distributed as dividends. The reserve reached the maximum amount required by law.

The cash flow hedge reserve includes the measurement at fair value of the cash flow hedge derivatives; for more details reference is made to Note 6.15.

Other reserves and retained earnings, equal to 152,401 thousand euros include: i) the losses deriving from the actuarial write-down of the provisions for employee benefits, net of the tax effect, for -2,003 thousand euros, ii) the transition reserve net of the relevant tax effect, for -155,162 thousand euros, iii) retained earnings for 309,566 thousand euros.

Below is the statement analyzing the capital and the net Shareholders' equity reserves with indication of the related possibility of use, in compliance with the provisions of art. 2427 of the Italian Civil Code and IAS 1 paragraph 76.

(THOUSANDS OF EUROS)	AMOUNT	POSSIBILITY OF USE	AVAILABLE PORTION	SUMMARY OF THE USES MADE IN THE THREE PREVIOUS YEARS	
				TO COVER LOSSES	FOR OTHER REASONS
SHARE CAPITAL	**62,225**	B	0		(85)
RESERVES					
Legal reserve (1)	12,462	A, B	17		
Share premium reserve (2)	667,389	A, B, C	667,389		
Cash flow hedge reserve, net of the tax effects	(97)	B	0		
Other reserves and retained earnings	152,401	A, B, C	152,401		
TOTAL RESERVES	832,155		819,807		
TOTAL CAPITAL AND RESERVES	**894,380**				
Non-distributable amount			0		
Distributable amount			819,807		

(1) of which available the share exceeding one fifth of the capital

(*) distributable for the entire amount, given that the legal reserve has reached the limit as defined by art. 2430 of the Italian Civil Code

Legend: A: for capital increase; B: to cover losses: for distribution to shareholders

Information on incentive plans based on financial instruments

On March 1, 2012 the ordinary general meeting of the shareholders of the former parent company Gemina (merged with Atlantia with effect December 1, 2013) had approved the general lines and the regulation framework of a stock option plan pursuant to art. 114-bis of Leg. Decree no. 58 of February 24, 1998 called “Stock option plan 2012” (“Plan”).

The Plan was reserved for employees, associates and directors holding special offices at former Gemina and its subsidiary undertakings identified at the unquestionable judgment of the Board of Directors, on the proposal of the Human Resource and Remuneration Committee, among the subjects holding key strategic positions within the former Gemina Group, concerning the respective positions held.

According to the Plan, a maximum number of 23,000,000 free options (“Options”), not transferable inter vivos would be attributed free of charge during the three annual cycles (2012, 2013 and 2014). Each Option would assign the beneficiaries, under the conditions set by the Regulation, the right, at the company’s discretion, to (i) purchase one own share of the Company (already in its portfolio or acquired subsequently), or (ii) subscribe a new share.

The Options that may be attributed would accrue after a vesting period of thirty eight months and can be exercised on condition of attaining the performance objectives according to the terms and conditions specified in the Regulation.

The number of Options that could be exercised will be in any case calculated according to the Regulation in application of a mathematical algorithm that, among other things, would account for the current value determined on the date of assigning the options and the price to exercise them, based on a limitation of the capital gain that can be realized.

The exercise price of the Options would correspond to the arithmetic mean of the official price of the ordinary shares of the company on each day of listing on the Screen Traded Stock Market managed by Borsa Italiana S.p.A. in the period passing from the day before the offer date to the same day of the previous month (both included), which may be adjusted according to the Regulation.

The characteristics of the plan were specified in a specific document pursuant to art. 84-bis of Consob Regulation no. 11971/1999 and subsequent amendments and additions.

On March 1, 2012, with reference to the first tranche, the Board of Directors identified 20 beneficiaries to be assigned a total of 4,371,444 at an exercise price of 0.631 euros. The beneficiaries adhered to the Plan in April 2012. The options would accrue after a vesting period of thirty eight months (April 1, 2012- May 31, 2015) and could be exercised based on the achievement of the performance objectives.

The unit fair price of the assigned rights equals 0.22 euros (for a total of 0.9 million euros) as determined by an independent expert using the Monte Carlo model and the following main assumptions:

- term set to exercise the options: 4.75 years
- risk-free interest rate 4.96%,
- expected volatility: 52%.

The Shareholders' meeting of the former parent company Gemina on April 30, 2013, accepting the proposal put forward by the Board of Directors, on the indication of the Remuneration and Human Resources Committee and in order to take into account the need to define a remuneration system for the top management that is consistent with the long-term remuneration policy and objectives of the Group resulting from the merger, approved the early closure of the incentive plan with reference to the 2013 and 2014 conferment cycles and the assignment, for the beneficiaries of the 2012 conferment cycle, of the right of early exercise of the options already attributed according to the same plan, subject to the effective merger of Gemina and Atlantia occurred on December 1, 2013.

The residual cost of the plan at the original fair value, equal to 567 thousand euros, was entered in the income statement of ADR under the staff costs, counterbalanced by an increase in the specific shareholders' equity reserve.

6.12 Provisions for employee benefits (current and non-current share)

Provisions for employee benefits are 15,237 thousand euros, of which 14,878 thousand euros non-current (15,084 thousand euros as of December 31, 2012), and consist of an employee severance indemnity provision, governed by art. 2120 of the Italian Civil Code, which includes the estimate of the bond, determined based on actuarial techniques, relating to the amount to be paid to ADR employees when terminating the employment relationship. The change in the employee severance indemnity provision is shown in the following table.

(THOUSANDS OF EUROS)		2013
INITIAL VALUE OF THE EMPLOYEE SEVERANCE INDEMNITY PROVISION		**15,084**
Current cost	0	
Interest payable	370	
Total costs recorded in the income statement		370
Liquidation / Releases		(712)
Actuarial gains/losses from changes in the demographic assumptions	(2)	
Actuarial gains/losses from changes in the financial assumptions	403	
Effect of past experience	26	
Total actuarial gains/losses recognized in the comprehensive income statement		427
Other changes		68
FINAL VALUE OF THE EMPLOYEE SEVERANCE INDEMNITY PROVISION		**15,237**
of which:		
non-current share		14,878
current share		359

Summarized below are the main assumptions made for the actuarial estimate process regarding the employee severance indemnities at December 31, 2013:

FINANCIAL ASSUMPTIONS	2013	2012
Discounting rate	2.5%	2.9%
Inflation rate	2.0%	2.0%
Annual rate of increase in employee severance indemnities	3.0%	2.7%
Annual rate of pay increase	0.0%	2.5%
Annual turnover rate	1.3%	1.2%
Annual rate of disbursement of advances	1.5%	1.4%

The discounting rate used to determine the current value of the obligation was determined in accordance with paragraph 78 of IAS 19, with reference to the average return curve deriving from the index IBOXX Eurozone Corporates AA 7-10 with duration based on the average permanence of the collective measurement subject.

DEMOGRAPHIC ASSUMPTIONS	2013
Mortality	ISTAT indices reduced to 85%
Inability	INPS tables reduced to 70%
Retirement	General Compulsory Insurance requirements

The effects of the obligation for the employee severance indemnities deriving from a reasonably possible change in the main actuarial assumptions at year end are indicated below:

(THOUSANDS OF EUROS)	1.0% INCREASE	1.0% DECREASE	0.25% INCREASE	0.25% DECREASE
Annual turnover rate	15,240	15,233		
Inflation rate			15,444	15,033
Discounting rate			14,921	15,562

The weighted average duration of the obligations for the defined benefit plans for the employees at year end is 10.5 years and the service costs predicted for 2014 are equal to zero.

The disbursements predicted for the next five years are as follows:

(THOUSANDS OF EUROS)	
1st year	615
2nd year	604
3rd year	734
4th year	924
5th year	1,350

The amount of the contributions expected to be allocated to the defined benefit plans in the subsequent year is equal to zero.

6.13 Provisions for renovation of airport infrastructure (non-current and current share)

The Provisions for renovation of airport infrastructure, equal to 285,781 thousand euros (264,339 thousand euros at December 31, 2012), of which 106,137 thousand euros for the current share (97,055 at December 31, 2012), include the current value of the updated estimate of the charges to be incurred for extraordinary maintenance recoveries and replacements in the face of the contractual obligation set by the airport concession signed by the granting Administration with the aim of ensuring the due functionality and safety of the airport infrastructure.

Reported below is the analysis of the changes during the year.

(THOUSANDS OF EUROS)	12.31.2012	PROVISIONS	DISCOUNTING EFFECT	DECREASES FOR THE REVERSAL OF FUNDS IN EXCESS	OPERATING USES	12.31.2013
Provisions for renovation of airport infrastructure	**264,339**	102,486	14,539	0	(95,583)	**285,781**
of which:						
current share	97,055					106,137
non-current share	167,284					179,644

6.14 Other allowances for risks and charges (current and non-current share)

The Other allowances for risks and charges are equal to 49,845 thousand euros (69,791 thousand euros at December 31, 2012), of which 11,283 thousand euros for the current share (18,212 at December 31, 2012). Reported below is the analysis of the breakdown of the item and the changes during the year.

(THOUSANDS OF EUROS)	12.31.2012	PROVISIONS	DECREASES FOR THE REVERSAL OF FUNDS IN EXCESS	OPERATING USES	12.31.2013
Tax provisions	26,097	12,121	(9,580)	(16,517)	12,121
Provisions for current and potential disputes	41,333	0	(2,943)	(2,804)	35,586
Provisions for internal insurance	1,746	0	(7)	(212)	1,527
Restructuring	591	0	0	0	591
To cover investee companies' losses	25	5	0	(10)	20
TOTAL OTHER ALLOWANCES FOR RISKS AND CHARGES	**69,792**	**12,126**	**(12,530)**	**(19,543)**	**49,845**
of which:					
current share	18,212				11,283
non-current share	51,580				38,562

The tax provisions, equal to 12,121 thousand euros (26,097 thousand euros as of December 31, 2012), recorded the changes below:

- re-absorption in the income statement of 9,580 thousand euros, equal to the best estimate of the taxes (and the relevant collection charges and interest) regarding the period 1/1/1993-3/23/1995, recognized as limited by the Supreme Court, as part of the dispute with the Customs office (duty free);
- use of the provision for 16,517 thousand euros (with the reduction of tax credits by the same amount as counter-entry), consequently to the unfavorable sentence of the Supreme Court mentioned above with reference to the taxes after March 1995;
- allocation of 12,121 thousand euros in relation to the risk of a negative outcome of the pending cases regarding the dispute with UTF (now the Customs Office) on the tax and additional fee on electricity for the period 2002-2005 and 2007-2010, following the unfavorable decisions of the Supreme Court on some dispute already considered by the Court.

The provisions for current and potential disputes of 35,586 thousand euros (41,333 thousand euros at December 31, 2012) include the estimated charges that are expected to be incurred in connection with the disputes in progress at year end. These provisions were used in 2013 for 2,804 thousand euros mainly for the settlement of two disputes; the provisions were also re-absorbed for an overall value of 2,943 thousand euros after some risk positions ceased.

For further information on the current disputes reference should be made to Note 9.5.

6.15 Financial liabilities (current and non-current share)

(THOUSANDS OF EUROS)					12.31 2013			12.31.2012
	BOOK VALUE	CURRENT SHARE	NON-CURRENT SHARE	BETWEEN 1 AND 5 YEARS	OVER 5 YEARS	BOOK VALUE	CURRENT SHARE	NON-CURRENT SHARE
MEDIUM/LONG-TERM FINANCIAL LIABILITIES								
Bonds	592,283	0	592,283	0	592,283	0	0	0
Medium/long-term loans	943,299	603,368	339,931	0	339,931	1,311,462	508,263	803,199
Accrued expenses medium/long-term financial liabilities	3,813	3,813	0			14,403	14,403	0
TOTAL MEDIUM/LONG-TERM FINANCIAL LIABILITIES	**1,539,395**	**607,181**	**932,214**		**932,214**	**1,325,865**	**522,666**	**803,199**
FINANCIAL INSTRUMENTS - DERIVATIVES	**142**	**142**	**0**			**0**	**0**	**0**
OTHER CURRENT FINANCIAL LIABILITIES	**1,301**	**1,301**	**0**			**1,899**	**1,899**	**0**
TOTAL FINANCIAL LIABILITIES	**1,540,838**	**608,624**	**932,214**		**932,214**	**1,327,764**	**524,565**	**803,199**

Bonds

(THOUSANDS OF EUROS)	12.31.2012			CHANGES	12.31.2013
	BOOK VALUE	NEW LOANS RAISED	REPAYMENTS	AMORTIZED COST EFFECT	BOOK VALUE
Bonds	**0**	600,000	0	(7,717)	**592,283**
- non-current share	0				592,283

The new drawings refer to the senior unsecured bond issue for 600 million euros dated December 10, 2013 as part of the important plan adopted by ADR to refinance its financial debt.

The securities representing the bond issue were placed with qualified investors listed in the regulated market of the Irish stock exchange.

The bonds were issued by ADR with validity on its medium-term bond issue plan (Euro Medium Term Note Program - EMTN Program) approved by ADR in November 2013 for an overall amount of 1.5 billion euros.

Through this issue ADR will refinance in advance most of the medium/long-term financial indebtedness maturing in the future, and particularly: Tranches A2 and A3 of the Romulus Finance loan, the bank loan stipulated in 2012, the EIB loan and the Banca Intesa Sanpaolo facility (hereafter described in more detail), for a total principal amount of about 605 million euros, plus the interest accrued and any early repayment costs.

The placement of the bond issued under the EMTN program was dealt with – in their capacity as Joint Lead Managers – by Barclays Bank plc, BNP Paribas, Crédit Agricole Corporate and Investment Bank, Mediobanca – Banca di Credito Finanziario S.p.A., Natixis, The Royal Bank of Scotland plc, Société Générale and UniCredit Bank.

The senior unsecured bond issue was rated “BBB+”, “Baa3” and “BBB+” by the agencies Standard & Poor's, Moody's and Fitch, respectively.

Reported below is the main information regarding the bond issue of December 10, 2013 valid on the EMTN Program.

(THOUSANDS OF EUROS)							12.31.2013	
NAME	PAR VALUE	BOOK VALUE	CURRENCY	INTEREST RATE	COUPON	REPAYMENT	DURATION	EXPIRY
€600,000,000 3.250% Notes exp. February 20, 2021	600,000	592,283	euros	fixed 3.25%	yearly	expiring in	7 years and 2 months	Feb. 20 2021
	600,000	**592,283**						

The fair value of the bond issues is reported in the table below.

(THOUSANDS OF EUROS)		12.31 2013		12.31.2012
	BOOK VALUE	FAIR VALUE	BOOK VALUE	FAIR VALUE
Fixed rate	592,283	588,310	0	0
	592,283	**588,310**	**0**	**0**

The fair value of the bond issue reported in the table was determined on the basis of the market values at December 31, 2013; in particular, the future interest flows were discounted on the basis of the standard discounting curve 6-month Euribor. A spread was also considered on the discounting curve to express the counterparty risk, in line with the situation on the recording date.

Medium/long-term loans

(THOUSANDS OF EUROS)	12.31.2012			CHANGES	12.31.2013
	BOOK VALUE	NEW LOANS RAISED	REPAYMENTS	AMORTIZED COST EFFECT	BOOK VALUE
Medium/long-term loans	1,311,462	156,000	(524,271)	108	943,299
- non-current share	803,199				339,931
- current share	508,263				603,368

Medium/long-term loans are equal to 943,299 thousand euros (1,311,462 thousand euros as of December 31, 2012). The change in the year, equal to -368,163 thousand euros, refers mainly to the combined effect of:

- disbursement, on February 18, 2013, for 156,000 thousand euros of the Term loan subscribed in May 2012 and subsequently subjected to mandatory partial early repayment in correspondence with the application dates of September 2013 (due to the retention regime) for 15,771 thousand euros;
- repayment, as of the expiry date of February 2013, of Tranche A1 of Romulus Finance loan, equal to 500.0 million euros;
- repayment of 8,500 thousand euros of the Intesa Sanpaolo amortizing facility (formerly BIIS) corresponding to the installments falling due in March and September 2013.

The table below reports the analysis of the loans, with indication of their maturity and rate; the values include both the non-current shares and the shares posted under current financial liabilities excluding the interest rates classified under current shares.

(THOUSANDS OF EUROS)			12.31.2013						
FINANCER	NAME	AMOUNT GRANTED	AMOUNT USED (PAR VALUE)	BOOK VALUE	CURRENCY	RATE	REPAYMENT	DURATION	EXP.
Syndicate of banks	Term Loan Facility	140,229	140,229	139,255	Euros	variable index-linked to the Euribor + margin	expiring in	2 years	02/2015
Syndicate of banks	Revolving Facility	250,000		0	Euros	variable index-linked to the Euribor + margin	revolving	5 years	12/2018
Banca Intesa Sanpaolo	BOPI Facility	9,350	9,350	9,344	Euros	variable index-linked to the Euribor + margin	after 5 years in six-month installments	12 years	03/2015
EIB	EIB Term Loan	80,000	80,000	79,990	Euros	variable index-linked to the Euribor + margin	expiring in	10 years	02/2018
Romulus Finance S.r.l.	A2	200,000	200,000	199,882	Euros	variable index-linked to the Euribor + margin	expiring in	12 years	02/2015
Romulus Finance S.r.l.	A3	175,000	175,000	174,897	Euros	variable index-linked to the Euribor + margin	expiring in	12 years	02/2015
Romulus Finance - S.r.l.	A4	325,019	325,019	339,931	Euros	variable index-linked to the Euribor + margin until 12/20/09 and then fixed	expiring in	20 years	02/2023
TOTAL MEDIUM/LONG-TERM LOANS			**929,598**	**943,299**					

The Term Loan Facility represents the residual amount at December 31 of the term loan facility made available to ADR on May 31, 2012 by a syndicate of eight banks for an overall opening principal amount of 400 million euros falling due in February 2015. This term loan facility was used in February 2013 for 156 million euros (so for an amount that is considerably lower than the sum originally made available by the syndicate of banks) to repay Tranche A1 of the payable to Romulus Finance falling due for 500 million euros. The lower amount of the bank loan needed, compared to the amount originally requested, is also due to the cash contribution deriving, among other things, from the transfer of ADR Retail in the year 2012 and thus greater cash available to ADR. In this context, it was possible to move 50 million euros committed in the original Term Loan Facility to increase the commitment of the Revolving Facility, also documented in the loan agreement of May 31, 2013. Thus the Revolving Facility available rose in February 2013 to 150 million euros (from the original 100 million). The original residual amount of the loan totaling 500 million (400 million euros for the term facility and 100 million euros for the revolving facility) not used/moved at 20 February 2013 was definitively cancelled.

The syndicate of banks for this loan comprises: Banca Nazionale del Lavoro S.p.A., Barclays Bank Plc, Crédit Agricole Corporate & Invest Bank, Mediobanca – Banca di Credito Finanziario S.p.A. (Mediobanca), Natixis S.A., The Royal Bank of Scotland N.V., UniCredit S.p.A. and Société Générale - Milan Branch.

On December 16, 2013, ADR subscribed, as part of the refinancing project mentioned above, a new revolving facility for 250 million euros for five years, which replaced the abovementioned revolving facility for 150 million euros granted in 2012 by the same syndicate of banks and falling due in 2015. Also this new revolving facility, like the new ADR debt deriving from the first bond issue as part of the EMTN Program, is of the senior unsecured type and is aimed at ensuring, for the next five years, a suitable cash support to the Company’s development plans.

The BOPI Facility was granted on February 19, 2003 by Intesa Sanpaolo (formerly BIIS - Banca Infrastrutture Innovazione e Sviluppo, formerly Banca OPI) and guaranteed by CDC IXIS Financial Guaranty Europe (now CIFG). This credit facility, initially granted for 85,000 thousand euros, was decreased constantly, in line with the set amortization plan and any mandatory early repayments.

The EIB Term Loan credit facility was disbursed by the EIB (European Investment Bank) on May 27, 2008 for 80,000 thousand euros. This facility is guaranteed by Intesa Sanpaolo (formerly BIIS).
The interest rates applied to the Term Loan Facility, the Revolving Facility and the OPI Facility vary in terms of the level of ADR's rating, whilst the loan granted by the EIB is not affected by the rating.

The loan granted by Romulus Finance in February 2003 arose from the transfer without recourse to this securitization company of the amount due to ADR's original lenders for loans taken out in August 2001. Romulus Finance, a vehicle established pursuant to Law no. 130/99 on securitization and controlled by two Dutch foundations, financed acquisition of the pre-existing bank loan to ADR via the issue of asset-backed bonds amounting to 1,265 million euros, to be listed on the Luxembourg Stock Exchange and subscribed by institutional investors. After the advance repayment of "Loan B", amounting to 65,000 thousand euros and carried out in March 2008, and the repayment in February 2013 of Loan A1, equal to 500,000 thousand euros, the residual nominal debt is 700,019 thousand euros.

As already mentioned, the issue of 600 million euros as part of the EMTN program will allow ADR to refinance in advance most of the pre-existing medium/long-term debt in place at December 31, 2013: Tranches A2 and A3 of the Romulus Finance loan, the bank loan stipulated in 2012, the EIB loan and the Banca Intesa Sanpaolo facility, for a total amount of about 605 million euros, plus the interest accrued and any early repayment costs. These loans were consequently classified under current liabilities.

The description of the collateral granted by ADR (and some subsidiary undertakings) and the main covenants in favor of the financers to guarantee the Romulus Finance deriving from the Romulus Finance loan, the Term Loan/Revolving Loan 2012, the EIB loan and the Banca Intesa Sanpaolo Loan is reported in Note 8 - Guarantees and covenants on medium/long-term liabilities of these Explanatory Notes.

The fair value of the medium/long-term bond issues is reported in the table below.

(THOUSANDS OF EUROS)	12.31 2013		12.31.2012	
	BOOK VALUE	FAIR VALUE	BOOK VALUE	FAIR VALUE
Fixed rate	339,931	391,001	840,929	831,406
Floating rate	603,368	599,699	470,533	434,675
TOTAL MEDIUM/LONG-TERM LOANS	**943,299**	**990,700**	**1,311,462**	**1,266,081**

The fair value of the loans reported in the table was determined on the basis of the market values at December 31, 2013; in particular, the future interest flows were discounted on the basis of the standard discounting curve 6-month Euribor. A spread was also considered on the discounting curve to express the counterparty risk, in line with the situation on the recording date. It is worth noticing how, between the two dates compared in the table, the credit spread effect is such to determine an increase in fair value, partly justified by the substantial improvement of the creditworthiness of the Company during 2013, which peaked with the further upgrade received by rating agencies and the limited interest rate obtained and contained in the last bond issue.

Derivatives with negative fair value

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012
Interest rate hedging derivatives	134	0
Interest accrual	8	0
TOTAL DERIVATIVES WITH NEGATIVE FAIR VALUE	**142**	**0**
non-current share	0	0
current share	142	0

Interest rate hedging derivatives

ADR uses an interest rate swap to manage its exposure to unfavorable changes in the market interest rate.

The hedging policy, an integral part of the loan agreements entered into by ADR until May 31, 2012 (included), requires that at least 50% of all debt be hedged against fluctuations in interest rates.

At December 31, 2013, 60.5% of ADR's lines of credit have fixed interest rates (at December 31, 2012: 63.6%).

On February 20, 2013, at the same time as the disbursement of the term loan mentioned above, Interest Rate Swap agreements were entered into with six counterparties (UniCredit, Mediobanca, Barclays, Natixis, BNP, Societè Generale) for a notional capital of 25.33 million euros each, for a total amount of 152 million euros. In September 2013 this amount was reduced to 140 million euros following a partial unwind needed to rebalance the loan exposure due to the already mentioned partial repayment of the Term Loan.

Activating these agreements has increased the interest rate risk protection level to 69.6% of the total debt (63.6% at December 31, 2012).

Below is a table summarizing the outstanding derivative contracts of ADR at December 31, 2013.

								FAIR VALUE OF THE DERIVATIVE		FAIR VALUE CHANGE	
CONCESSIONAIRE	INSTRUM.	TYPE.	RISK COVERED	SUBSCR. DATE	EXP.	NOTIONAL VALUE COVERED	RATE APPLIED	AT 12.31 2013	AT 12.31 2012	TO THE INCOME STATEMENT	TO OCI
UniCredit, Mediobanca, Barclays, Natixis, BNP, Société Générale	IRS	CF	I	02/2013	06/2014	140,000	It receives 3 month Euribor. It pays a fixed rate of 0.48%	(134)	0	0	(134)

CF: Cash Flow Value Hedge - I: interest

For the valuation techniques and the inputs used to determine the fair value of the derivatives reference is made to Note 9.4 Information on fair value measurement.

Other current financial liabilities

The Other current liabilities are equal to 1,301 thousand euros (1,899 thousand euros at December 31, 2012) and refer to the payables to the subsidiary undertaking for the use of the centralized cash management system. For more details about these payables, reference is made to Note 10 Relations with related parties.

6.16 Trade payables

Trade payables are equal to 174,163 thousand euros (130,450 thousand euros at December 31, 2012).

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Due to suppliers	124,673	90,521	34,152
Due to subsidiary undertakings	36,233	28,911	7,322
Due to associated undertakings	969	969	0
Due to parent companies	165	353	(188)
Deferred income	1,953	1,958	(5)
Advances received	10,170	7,738	2,432
TOTAL TRADE PAYABLES	**174,163**	**130,450**	**43,713**

The Trade payables, equal to 124,673 thousand euros, rose by 34,152 thousand euros mainly due to the greater investments and renewals made in the last part of 2013 compared to the previous year.

6.17 Other current liabilities

The Other current liabilities are equal to 112,999 thousand euros (117,703 thousand euros at December 31, 2012). The item is analyzed in the table below.

(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	CHANGE
Payables for taxes other than income taxes	68,810	40,866	27,944
Payables for firefighting services	7,023	51,140	(44,117)
Payables to personnel	6,880	6,642	238
Due to social security agencies	4,076	3,924	152
Payables for security deposits	8,674	8,988	(314)
Other payables	17,536	6,143	11,393
TOTAL OTHER CURRENT LIABILITIES	**112,999**	**117,703**	**(4,704)**

The Payables for taxes other than income taxes are equal to 68,810 thousand euros (40,866 thousand euros at December 31, 2012) and mainly include:

- payable for the passenger surcharges for 59,910 thousand euros (38,887 thousand euros at December 31, 2012). This amount was paid the following month after collection of municipal surcharge from carriers, while the outstanding amount due is recorded in a contra-entry under receivables. The surcharge on the passenger boarding fee charged to the carriers equals 7.5 euros per passenger, of which 5 euros allocated to INPS and one euro (commissarial surcharge) for the commissarial management of the Municipality of Rome. The increase of 21 million euros in the payable for the surcharge compared to the end of 2012 is attributable to the municipal surcharge on passenger fees allocated to INPS, increased by 3 euros from the current 5 euros from July 1, 2013, in compliance with Law 92/2012;
- payable of 6,683 thousand euros posted in connection with some unfavorable rulings issued by the Supreme Court with reference to the period 2002-2006 in relation to the dispute with the UTF (now the Customs Office) concerning taxation of the consumption, excise tax and surcharge on electricity.

The Payables for firefighting services equal 7,023 thousand euros, down by 44.1 million euros mainly due to the effect of the transaction signed in September 2013 between ADR and the

Ministers of the Interior and the Economy as regards litigation for the firefighting service and the consequent payment of 36.7 million euros. These effects were partly offset by the portion pertaining to the year.

The Other payables, equal to 17,536 thousand euros, include 14,115 thousand euros (3,540 thousand euros at December 31, 2012) of the payable to ENAC for the concession fee. The increase of 10.6 million euros in the payable to ENAC derives from the increase in the concession fee set at the time of Planning Agreement coming into force.

7. Information on the items of the income statement

7.1 Revenues

Revenues in 2013 equal 699,816 thousand euros (546,979 thousand euros in 2012) and are broken down as follows:

(THOUSANDS OF EUROS)	2013	2012
AERONAUTICAL		
Airport fees	338,235	178,964
Centralized infrastructures	15,792	41,622
Security services	73,101	68,328
Other	30,646	32,762
	457,774	321,676
NON-AERONAUTICAL		
Sub-concessions and utilities:		
- properties and utilities	47,521	55,618
- shops	95,216	93,279
- car parks	15,050	10,814
- advertising	10,334	12,891
Car parks	830	10,524
Refreshments	0	4,614
Other	19,843	19,423
	188,794	207,163
REVENUES FROM AIRPORT MANAGEMENT	**646,568**	**528,839**
REVENUES FROM CONSTRUCTION SERVICES	**25,050**	**8,949**
OTHER OPERATING INCOME	**28,198**	**9,191**
TOTAL REVENUES	**699,816**	**546,979**

Revenues from airport management, equal to 646.6 million euros, rose by 22.3% compared to 2012 due to the combined effect of the 42.3% growth of aeronautical activities, in connection with the fee increase deriving from the Planning Agreement, and the 8.9% decrease in the aeronautical segment. The trend of non-aeronautical activities is mainly related to:

- the write off of revenues from canteens,
- the lower revenues from car parks, partly offset by the increase in royalties paid by ADR Mobility as the effect of the transfer of the company branch in April 2012;
- impact on the real estate revenues of the new fee structure adopted after the approval of the Planning Agreement, which summarized in the revenues from fees (aeronautical) a series of fees that were previously assigned to the real estate area.

The revenues from construction services equal to 25,050 thousand euros (8,949 thousand euros in 2012) refer to revenues from construction services for self-funded works for 22,362 thousand euros

(5,206 thousand euros in 2012) and revenues for construction services for works funded by the government (Pier C) for 2,688 thousand euros (3,743 thousand euros in 2012). Consistently with the accounting model adopted, according to the application of accounting standard IFRIC 12, these revenues, which represent the consideration due for the activity performed, are measured at fair value, determined on the basis of the total costs incurred (external costs mainly).

Other operating income equal to 28,198 thousand euros (9,191 thousand euros in 2012) is broken down as follows:

(THOUSANDS OF EUROS)	2013	2012
Grants and subsidies	292	184
Gains on disposals	3	7
Other:		
Reabsorption of funds:		
- provisions for overdue interest	1	13
- other allowances for risks and charges	12,530	0
Expense recoveries	5,705	4,747
Damages and compensation from third parties	1,567	1,207
Other income	8,100	3,033
TOTAL	**28,198**	**9,191**

The Other allowances for risks and charges were re-absorbed in 2013 for 12,530 thousand euros; for more details reference is made to Note 6.14.

The item Other income includes the amount due to the parent company for 4,225 thousand euros, for the tax indemnity issued for the dispute with the Customs Office in relation to its enforcement upon the finalization of ADR's conviction

7.2 Consumption of raw materials and consumables

The item Consumption of raw materials and consumables is equal to 34,190 thousand euros (37,497 thousand euros in 2012). The details are reported in the table below.

(THOUSANDS OF EUROS)	2013	2012
Fuel and lubricants	3,231	4,126
Electricity, gas and water	28,442	30,780
Consumables and various spare parts	2,517	2,591
TOTAL	**34,190**	**37,497**

The reduction of 3,307 thousand euros mainly relates to the purchase price of electricity, consequently to the lower consumption and lower prices.

7.3 Service costs

The costs for raw materials and materials equal 252,067 thousand euros (186,031 thousand euros in 2012). The details are reported in the table below.

(THOUSANDS OF EUROS)	2013	2012
Costs for maintenance	27,013	26,466
Costs for renovation of airport infrastructure	95,583	38,871
External service costs	63,762	56,372
Costs for construction services	23,986	8,700
Cleaning and disinfestations	17,752	17,242
Professional services	13,214	11,589
Firefighting services	7,964	8,280
Other costs	17,070	18,407
Remuneration of Directors and Statutory Auditors	643	458
Adjustments of costs for services of previous years	(14,920)	(354)
TOTAL SERVICE COSTS	**252,067**	**186,031**

The increase of 66,036 thousand euros is essentially attributable to the higher costs incurred for construction services (+15.3 million euros) and the renovation of airport infrastructure (+56.7 million euros), partly offset by the greater adjustments of costs for services of the previous years for 14.6 million euros.

The item Adjustments of costs for services of previous years includes 15.4 million euros regarding the positive effect of the transaction performed by ADR and the Ministers of the Interior and the Economy as regards litigation for the firefighting service. As part of this transaction ADR recognized that it owes 70% of the sum accrued until March 8, 2013 as consideration for the firefighting service, against an amount allocated in the accounts totaling 52.5 million euros. For further information reference should be made to Note 9.5.

7.4 Payroll costs

Payroll costs equal 65,339 thousand euros (72,710 thousand euros in 2012). The details are reported in the table below.

(THOUSANDS OF EUROS)	2013	2012
Salaries and wages	48,771	54,996
Social security charges	13,596	15,469
Post-employment benefits	3,524	3,515
Previous years payroll costs adjustments	(1,462)	(2,288)
Other costs	910	1,034
TOTAL PAYROLL COSTS	**65,339**	**72,726**

The change of the year is essentially related to the lower headcount due to the break up of the company branches made in 2012 (retail in April 2012, security and car parks in May 2012) and the sale of the company branch vehicle maintenance (November 2012).

The table below shows the average headcount of ADR (broken down by treatment):

AVERAGE HEADCOUNT	2013	2012 (*)	CHANGE
Managers	41.9	37.3	4.6
Administrative staff	163.1	162.3	0.8
White-collar	612.1	906.7	(294.6)
Blue-collar	215.4	270.1	(54.7)
TOTAL	**1,032.5**	**1,376.4**	**(343.9)**

(*) including the average headcount of the businesses conferred/sold until the date of sale

7.5 Other operating costs

The other operating costs equal 75,615 thousand euros (65,293 thousand euros in 2012). The details are reported in the table below.

(THOUSANDS OF EUROS)	2013	2012
Concession fees	28,757	8,110
Expenses for leased assets	3,153	3,008
Allocation to (use of) the provisions for renovation of airport infrastructure	6,903	22,461
Allocations to allowances for risks and charges	12,121	2,111
Other costs:		
Allocations to provisions for doubtful accounts	9,504	20,057
Indirect taxes and levies	13,067	4,829
Other expenses	2,110	4,717
TOTAL OTHER OPERATING COSTS	**75,615**	**65,293**

The item Concession fees, equal to 28,757 thousand euros, rose by 20.6 million euros because, with the enforcement of the Planning Agreement, the concession fee, which was previously reduced by 75% pursuant to Law 248/2005, is due entirely.

The item Allocation to (use of) the provisions for renovation of airport infrastructure includes the allocation to the provisions for renovation of airport infrastructure, recorded net of the uses against the costs incurred in the year (mainly service costs); these costs are classified in the corresponding item of the income statement. For more details reference should be made to Note 6.13.

The Allocations to allowances for risks and charges are equal to 12,121 thousand euros; for more details reference is made to Note 6.14.

Provisions for doubtful accounts, equal to 9,504 thousand euros reflect an updated assessment of the recoverability of ADR’s trade receivables. This item decreased by 10.6 million euros compared to 2012, a year that was still affected by some disputes regarding some fees, based on the uncertain interpretation of the regulatory framework before the Planning Agreement came into force.

The item Indirect taxes and levies rose by 8,238 thousand euros, of which 6.7 million euros refer to consumption tax, excise duty and additional fees on electricity, recorded in connection with the unfavorable ruling of the Supreme Court for the years 2002-2006 with regard to the dispute with

UTF and 1.1 million euros regarding the registration tax paid on the transaction deed on the consideration for the Fire Corps.

7.6 Financial incomes (expenses)

The item financial incomes (expenses) equals -62,190 thousand euros (-84,164 thousand euros in 2012). The details are reported in the tables below.

Financial incomes

(THOUSANDS OF EUROS)	2013	2012
Interest income		
Interest on bank deposits and loans	1,143	2,017
Interest from subsidiary undertakings	65	21
Other income		
Interest on overdue current receivables	24	0
Interest from clients and others	2	56
Dividends from subsidiary undertakings	5,920	0
Other income	491	2,277
TOTAL FINANCIAL INCOME	**7,645**	**4,371**

"Interest on bank deposits and loans", totaling 1,143 thousand euros, rose by 874 thousand euros compared to 2012, due to lower average liquidity held during the period and the reduction in interest rates.

The Dividends from subsidiary undertakings, attributed to the year when these are resolved according to international accounting standards, relate to:

- ADR Mobility for 5,400 thousand euros as per 2012 profit allocation approved by the General Meeting of March 15, 2013;
- ADR Security for 520 thousand euros as per 2012 profit allocation approved by the General Meeting of March 20, 2013.

Financial expenses

(THOUSANDS OF EUROS)	2013	2012
FINANCIAL EXPENSES FROM DISCOUNTING PROVISIONS FOR RENOVATION OF AIRPORT INFRASTRUCTURE	**14,539**	**12,610**
FINANCIAL INTEREST EXPENSE		
Interest on outstanding bonds	1,175	0
Interest on medium/long-term loans	42,844	69,147
Interest paid to subsidiary undertakings	4	22
Effects of applying the amortized cost method	10,444	4,163
Other financial interest expense	17	385
	54,484	**73,717**
EXPENSE ON DERIVATIVES		
IRS differentials	373	797
	373	**797**
OTHER EXPENSES		
Financial expenses from discounting employee benefits	370	265
Other expenses	0	1,226
	370	**1,491**
TOTAL FINANCIAL EXPENSES	**69,766**	**88,615**

The Financial expenses from discounting provisions for renovation of airport infrastructure, equal to 14,539 thousand euros, includes the financial component for the discounting of the provision and rose by 1,929 thousand euros consequently to the change in the rate applied.

The Interest on outstanding bonds amount to 1,175 thousand euros and refers to the new bond issue of December 2013.

Interest on medium/long-term loans (42,844 thousand euros) decreased by 26,303 thousand euros due to the repayment of Tranche A1 of the Romulus Finance loan for the reduction of the interest paid on Tranche A2 and A3 and on the bank loans at floating rate reduction; these effects are only partially offset by the greater average exposure to the banks deriving from the disbursement of the Term Loan of February 2013.

Expense on derivatives of 373 thousand euros consist of the negative differential accrued on the interest rate swap agreements entered into in February 2013; in 2012 the balance of 797 thousand euros is attributable to the negative differential on the interest rate collar agreements expired in February 2012.

Foreign exchange gains (losses)

(THOUSANDS OF EUROS)	2013	2012
Foreign exchange gains	2	83
Foreign exchange losses	(71)	(3)
TOTAL FOREIGN EXCHANGE GAINS (LOSSES)	**(69)**	**80**

7.7 Income taxes

The income taxes equal 59,543 thousand euros (17,573 thousand euros in 2012). The item is analyzed in the table below.

(THOUSANDS OF EUROS)	2013	2012
CURRENT TAXES		
Expense (income) from tax consolidation	0	27,849
IRES	45,280	0
IRAP	14,200	12,732
	59,480	**40,581**
DIFFERENCES ON CURRENT TAXES OF PREVIOUS YEARS		
Income taxes of previous years	(188)	(7,065)
	(188)	**(7,065)**
DEFERRED TAX ASSETS AND LIABILITIES		
Deferred tax assets	(9,116)	(13,056)
Deferred tax liabilities	9,367	(2,887)
	251	**(15,943)**
TOTAL INCOME TAXES	**59,543**	**17,573**

It should be remembered that, for the 2010-2012 three-year period, ADR and the other Group companies (ADR Engineering, ADR Tel, ADR Assistance and ADR Sviluppo), along with the consolidating company, Gemina, have opted to participate in the tax consolidation regime introduced by the Tremonti Reform. This agreement was not renewed in 2013.

For more details on the calculation of prepaid taxes reference should be made to Note 6.5.

“Income taxes relating to previous years” in 2012 included the amount requested to repay for the tax periods 2007-2011, in relation to the lower IRES due for the analytical deduction of IRAP paid on payroll costs.

Finally, it should be noted that, given the absence of clear indications on the availability of tax provisions, non-operating income of 1,565 thousand euros has been prudently omitted from income statement data. This sum relates to an IRES rebate deriving from the 10% deduction of IRAP regarding the years from 2004 to 2007. Rebate applications were submitted by the consolidating company, ADR, for the years from 2004 to 2006, and by the consolidating company, Gemina S.p.A., for 2007, on February 1, 2010 and February 24, 2010, respectively.

The incidence of the taxes for the year on the pre-tax result equals 31.7% (82.8% in 2012). The analysis of the difference between the theoretical and the actual tax rate for IRES is reported below:

(THOUSANDS OF EUROS)		2013		2012
	TAXABLE AMOUNT	TAX	TAXABLE AMOUNT	TAX
NET INCOME (LOSS) FROM CONTINUING OPERATIONS BEFORE TAXES	**142,706**		**33,633**	
THEORETICAL RATE		**27.5%**		**27.5%**
Theoretical IRES		**39,244**		**9,245**
Permanent differences	18,756	5,158	17,063	4,692
Temporary differences	3,193	878	50,590	13,912
Actual IRES		**45,280**		**27,849**
EFFECTIVE RATE		**31.7%**		**82.8%**

7.8 Net income (loss) from discontinued operations

The balance of Income (loss) from discontinued operations stood at 210,582 million euros in 2012 (0 million euros in 2013) and included the gain from the sale of the subsidiary undertaking ADR Retail which, net of the tax effect and the ancillary costs incurred on the sale (totaling 13.9 million euros) amounts to 209.8 million euros.

Against a value of the investment in the financial statements of about 4.5 million euros (including the effect deriving from the changed accounting standards), the consideration for the transfer equaled 228.2 million euros, equal to the offered price of 229.4 million euros, net of the adjustment of 1.2 million euros carried out based on contractual agreements in relation to the company's financial position on the effective date of the transfer (September 30, 2012).

The abovementioned item includes the result from the sale of the vehicle maintenance branch and the economic results of the period, net of the tax effect, regarding the two direct retail businesses until the date of disposal of the company branch to the subsidiary undertaking ADR Retail (April 2, 2012) and vehicle maintenance (until the sale date of November 1, 2012).

(THOUSANDS OF EUROS)

INCOME (LOSS) FROM DISCONTINUED OPERATIONS	2012
Direct Retail:	
- economic result (net of the tax effect)	535
- gains on disposal (net of the transfer costs and the tax effect)	209,795
Vehicle maintenance:	
- economic result (net of the tax effect)	477
- losses on disposal (net of the transfer costs and the tax effect)	(225)
TOTAL	**210,582**

The economic result for the period on the date of transfer for direct retail and until the sale date for vehicle maintenance is reported below in detail.

Direct Retail

(THOUSANDS OF EUROS)	DIRECT RETAIL
	JAN.-APRIL 2, 2012
Revenues	**11,920**
External operating costs	(10,882)
Amortization and depreciation of fixed assets	(131)
Operating income (loss)	**907**
Income taxes	(372)
Net income (loss) for the period	**535**

Vehicle maintenance

(THOUSANDS OF EUROS)	VEHICLE MAINTENANCE
	JAN.-OCT. 2012
Revenues	**7,595**
External operating costs	(6,649)
Amortization and depreciation of fixed assets	(89)
Operating income (loss)	**857**
Financial Income (Expense)	**-**
Income taxes	(380)
Net income (loss) for the period	**477**

8. Guarantees and covenants on the medium/long-term financial liabilities

Medium/long-term loans subscribed by ADR until May 31, 2012 (included) – under Note 6.15 – are guaranteed by:

- a lien (in the form of a mortgage) on the plant, machinery, capital goods and goods constituting ADR's and ADR Mobility's inventory, as well as any receivables deriving from the sale of these assets;
- a lien on all receivables by ADR, ADR Mobility and ADR Security and, more generally, any right deriving from the contracts with clients and the insurance policies;
- a lien on ADR's, ADR Mobility's and ADR Security's bank current accounts;
- a lien on ADR's shareholdings in ADR Tel, ADR Advertising and ADR Assistance, ADR Mobility and ADR Security;
- "ADR Deed of Charge" (a lien under British law on loans, hedging agreements and insurance policies governed by British law).

These guarantees will remain valid until the related bank loans and the Romulus loan (and thus the outstanding bonds) are extinguished.

A large number of contractual regulations (commitments and covenants) govern the management of ADR's borrowings since the privatization of the Company. These commitments are more stringent due to ADR's financial debt until May 31, 2012 (included).

The operation to refinance Tranche A2 and A3 of Romulus Finance loan, the bank Term Loan stipulated in 2012, the EIB loan and the Banca Intesa Sanpaolo facility – through the EMTN Program and the replacement of the revolving facility of May 31, 2012 with that of December 16, 2013 – which will end by the first quarter of 2014, has many new elements. For the first time since 2003 ADR has a new unsecured debt with a system of covenants that is aligned to the standard applied to investment grade companies and thus redeemed by the previous Romulus structure. After the repayment, Tranche A4 falling due in 2023 will be the only one connected to it until its repayment, which will exist together with the new debt governed by the contractual terms and conditions that are typical of investment grade companies. Relations among the various categories of ADR's creditors will continue to be governed by the pre-existing inter-credit agreement of February 20, 2003 (so-called ADR STID) as amended on November 29, 2013.

Moreover, with the mentioned consent to the waiver for the refinancing obtained in November 2013 by the ADR's creditors as part of ADR STID, a series of changes were made to the contracts of the Romulus structure, with the multiple objective, among other things, of allowing different types of creditors and credit facilities to coexist while also intervening on other contractual provisions that, in the original format of 2003, could have hindered the commitments taken by the company when signing the Planning Agreement, with special reference to the investment plan.

Consequently, from March 20, 2014, after the repayment of the facilities that are part of the refinancing program mentioned above, the system of covenants described below will only apply to Tranche A4 of Romulus loan, where expressly indicated, also the new Revolving line:

- financial assets may only be acquired with the permission of creditors or via a "non-recourse vehicle", and in any case only using authorized borrowing or liquidity;
- income from the sale of financial assets may be used for investment or, if not used within 12 months of collection, must be used to repay borrowings;
- dividends may only be distributed if specific financial ratios exceed contractually pre-established thresholds, and if no events of default or trigger events have occurred;
- further loans may only be undertaken (exceeding by 300 million euros the debt at June 30, 2013) if the above financial ratios exceed determined thresholds (higher than those required under normal lending conditions) and if the rating awarded to ADR is greater than pre-defined minimum levels;
- if a maturing line of credit is not repaid at least 12 months before the maturity date, any surplus cash flow generated during this period must be allocated on a priority basis (based on defined proportions) to the repayment of borrowing, which is known as a retention regime. However, if determined financial ratios are not met 24 months ahead of maturity, a 24-month retention regime may come into force;
- if the financial covenants are below certain predetermined minimum thresholds, or if the rating is below the sub-investment grade level, or if other specific contractually defined critical situations occur, further restrictive measures relating to cash flow management are set in motion in order to protect creditors from the risk of default by ADR.

Moreover, the loan agreements that govern Romulus Finance loan and the new Revolving facility provide for the compliance with financial covenants that measure: (i) the Debt Service Coverage Ratio (DSCR), measuring the ratio between available cash flow and debt servicing and (ii) the Leverage Ratio, that is the ratio between net debt and gross operating income. Romulus Finance agreements only include another index (CLCR) measuring the ratio between discounted future cash flows and net debt.

These ratios are checked twice a year, on the application dates of March 20 and September 20, by applying the calculation methods of the respective ratios to the relative data at December 31 and June 30.

The respect of certain thresholds that are higher than the specific levels allows the distribution of the dividends and the resorting to further borrowing; if, on the other hand, the ratios fall below specific minimum thresholds, a trigger event or an event of default may occur.

As mentioned, the entire contractual documentation of the EMTN Program and the one governing the new revolving facility of 250 million euros (including the covenants' structure) was prepared in consideration of the market practice applicable to transactions of this kind to investment grade companies.

The closing data at December 31, 2013 confirms, based on the simulations carried out, the respect of these financial ratios that, in connection with the Romulus Finance loan, will be finalized in time for the Shareholders' Meeting to approve the Financial Statements for 2013.

The rating assigned to ADR's secured debt (basically to the payable to Romulus Finance) by both agencies indicated in the agreements (Moody's and Standard and Poor's) at the end of 2013 allowed ADR to leave the restrictive condition of the Trigger Event and the Cash Sweep regime, governed by the Romulus Finance loan agreement and applicable only to this from March 20, 2014.

The only restrictive conditions currently in force and deriving from the mentioned re-negotiation of Romulus Finance agreements concern: (i) the distribution of dividends limited to the current rating level at 50% of the net profits and (ii) the subscription of a new additional loan limited to 300 million euros, which may be entered into without the consent of any financial creditor (including expressly Romulus Finance).

For further information on compliance with the covenants, reference is made to the description in the Management Report on Operations, paragraph “Risks related to outstanding loan agreements”.

9. Other guarantees, commitments and risks

9.1 Guarantees

ADR at December 31, 2013 had the following guarantees in place:

- guarantees issued as part of the loan agreements mentioned in Note 8;
- the sureties issued to clients and third parties for 0.6 million euros (0.6 million euros as of December 31, 2012).

9.2 Commitments

The commitments on purchases of ADR amount to 106 million euros.

Commitments on purchases also include ADR's commitment, as an operator of airport infrastructures, to draw up and implement noise reduction and abatement plans, as required by noise pollution legislation (Law no. 477/1995) and the Ministerial Decree of November 29, 2000, for Fiumicino and Ciampino airports.

To this end ADR is currently assessing whether or not the relevant limits have been exceeded, and if so will proceed with preparation of the necessary noise reduction and abatement plans. Such commitments are difficult to quantify and are, by necessity, determined on the basis of interpretations, given that there are no specific indications of the activities to be considered as "maintenance" and "extension" of infrastructures, which form the basis for calculation pursuant to Law no. 447/1995 (the framework law on noise pollution).

In view of the above, ADR, based on available estimates regarding the investments made on the date of these Statements, judges its overall commitment to be no more than 43.6 million euros. This figure relates to extension activities only, and does not include maintenance. The figure may be calculated with more certainty depending on the interpretation which will be given pursuant to current legislation and once the specific projects have been carried out on the types of interventions to be done. This sum is thus conditional on subsequent events and on the effective program of works to be carried out.

9.3 Management of financial risks

Credit risk

As of December 31, 2013, ADR's maximum exposure to credit risk is equal to the carrying value of the financial assets shown in the financial statements, as well as the nominal value of the guarantees provided for third parties' debt or commitments.

The greatest credit risk is that relating to trade receivables arising from its transactions with customers. The risk of customers' default is dealt with by making provisions in a specific allowance for doubtful accounts, whose balance is reviewed from time to time. ADR's policy in this respect involves the making of provisions for each position, depending on the age of the receivable, the creditworthiness of the individual customer, the progress in the receivable management and collection process.

ADR's commercial policies set out the procedure illustrated below for the creation of trade receivables:

- cash payment is required in transactions with consumers (multilevel and long-term parking lots, first aid, etc.) and with occasional counterparties (e.g. club memberships, luggage porters, taxi access management, etc.);
- cash payment or prepayment is required from occasional carriers without a satisfactory credit profile or collateral;
- credit terms are extended to loyal customers considered reliable (carriers with medium-term operational plans and sub-concessionaires). However, these customers' creditworthiness is monitored and, where necessary, collateral is required.

Economic and financial relations towards the new Alitalia – Italian airline – continue to be critical in terms of both the credit risk and the disputes, which focus on the refusal to recognize the value of a series of services that, though provided, are not paid or recognized. The credit situation for invoices issued by ADR at December 31, 2013 is illustrated below:

	LOAN		TO MATURE		PAST DUE	
(THOUSANDS OF EUROS)	12.31.2013	12.31.2012	12.31.2013	12.31.2012	12.31.2013	12.31.2012
Alitalia - Compagnia Aerea Italiana S.p.A.	92,746	59,657	45,867	31,235	46,879	28,421
AirOne S.p.A.	1,264	1,650	226	911	1,037	739
ALITALIA / AIRONE	**94,010**	**61,307**	**46,093**	**32,146**	**47,916**	**29,160**
EAS S.p.A. - current (*)	308	308	0	0	308	308
ALITALIA GROUP/CAI-AIRONE-EAS	**94,318**	**61,615**	**46,093**	**32,146**	**48,224**	**29,469**

(*) excluding receivables for Goods for common use

The table includes:

- the receivable for the handling system of transit baggage (NET 6000), accrued until March 9, 2013 (when the tariffs of the Planning Agreement came into force), which at December 31, 2013 equaled 10.2 million euros; Alitalia is the main user of the plant, generating approximately 90% of the activity. For information on the circumstances that led to the failure to collect this fee, reference should be made to the dedicated section on litigation;
- receivables for the sub-concession of the Technical Area equal to 6.9 million euros, - plus local property taxes for 4.5 million euros. Regarding this service, ADR deems a legitimate review of the economic terms of the sub-concession agreement applicable, which based on preliminary understandings, subsequently disregarded by Alitalia, would lead to an additional credit equal to 5.0 million euros;

Moreover, as of December 31, 2013, receivables to use Goods for Common Use for the years from 2009 to March 2013 equaling 6.6 million euros, also totally challenged by Alitalia-CAI. In any case ADR launched actions with the other handlers challenging this charge (mainly towards EAS – today Alitalia – and Aviapartner), for which outcome is expected shortly.

Negotiations are underway for the out-of-court settlement of the above mentioned challenged items.

Liquidity risk

The liquidity risk is the risk that the financial resources available may be insufficient to cover the expiring obligations. In consideration of ADR's ability to generate cash flows, the diversification of the sources of financing and the availability of lines of credit, the Company believes to have access to sufficient sources of finance to meet the planned financial requirements.

As of December 31, 2013 ADR had a liquidity reserve estimated at 1,020.2 thousand euros, comprising:

- 770.2 million euros refer to cash and cash equivalents:
- 250.0 million euros of unused credit facilities (for more details see Note 6.15).

The tables below represent the payments that are contractually due in relation to the financial and trade liabilities, including interest payments.

					12.31.2013
(THOUSANDS OF EUROS)	TOTAL CONTRACTUAL FLOWS	WITHIN THE YEAR	FROM 1 TO 2 YEARS	FROM 3 TO 5 YEARS	MORE THAN 5 YEARS
Bonds	740,453	5,342	19,500	58,500	657,111
Medium/long-term loans	1,124,427	629,647	20,743	62,345	411,691
Derivatives	143	143			
TOTAL	**1,865,022**	**635,132**	**40,243**	**120,845**	**1,068,802**

					12.31.2012
(THOUSANDS OF EUROS)	TOTAL CONTRACTUAL FLOWS	WITHIN THE YEAR	FROM 1 TO 2 YEARS	FROM 3 TO 5 YEARS	MORE THAN 5 YEARS
Bonds	0	0	0	0	0
Medium/long-term loans	1,544,138	554,856	34,917	441,515	512,850
Derivatives	0	0	0	0	0
TOTAL	**1,544,138**	**554,856**	**34,917**	**441,515**	**512,850**

Interest rate risk

ADR uses interest rate derivatives, with the objective to mitigate, at acceptable terms and conditions, the potential effects of changes in interest rates on its

operating performance.

ADR's hedging policy has already been illustrated in the previous Note 6.15 to which reference is made.

Sensitivity analysis

RATE RISK EXPOSURE AND SENSITIVITY ANALYSIS	FAIR VALUE MEASUREMENT		INCOME STATEMENT				SHAREHOLDERS' EQUITY			
			SHOCK UP + 10BPS		SHOCK DOWN - 10BPS		SHOCK UP + 10BPS		SHOCK DOWN - 10BPS	
	12.31.2013	12.31.2012	12.31.2013	12.31.2012	12.31.2013	12.31.2012	12.31.2013	12.31.2012	12.31.2013	12.31.2012
Interest-bearing assets	5,667	2,058	(6)	(2)	6	2				
Financial liabilities at floating rate (cash flow sensitivity)	(599,699)	(434,675)	(600)	(435)	600	435				
Derivative instruments treated in hedge accounting	(133,558)									
- fair value							(134)		31	
- cash flow			700		(112)					
TOTAL	**(727,590)**	**(432,617)**	**94**	**(437)**	**494**	**437**	**(134)**		**31**	

The main sources of exposure of the Company to the exchange rate risk are related to the loans in place in the short, medium and long term and the existing derivative instruments. In particular, the potential impacts on the income statement for the year 2014 (2013 for the comparison) related to the rate risk are:

- potential change of the financial expense and differentials regarding the derivative instruments in place;
- the potential change of the fair value of the derivative instruments in place.

The Company has estimated the potential impacts on the income statement produced by a shock of the interest rate markets, by using internal assessment models based on generally accepted logics. In particular:

- for the loans and bonds with a floating rate, a parallel change of +10 basis points (+0.1%) and - 10 basis points (-0.1%) of the term rate structure was hypothesized;
- for the derivative loans, simulating a parallel change of +10 basis points (+0.1%) and - 10 basis points (-0.1%) of the term rate structure;

The assumptions regarding the size of the changes in the market parameters used to simulate the shocks were formulated on the basis of an analysis of the historical evolution of such parameters with reference to a timeframe of 12 months.

The effects highlighted in the table in particular report the change, compared to the base scenario, in the shareholders' equity and income statement in the hypotheses of Shock Up and Shock Down in the different market data.

9.4 Information on fair value measurements

Below is the fair value measurement at year end and the classification according to the fair value hierarchy of the assets and liabilities valued at fair value on a recurring basis (there are no assets or liabilities valued at fair value on a non recurring basis):

(THOUSANDS OF EUROS)	12.31.2013			
	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL
Hedging derivatives	0	134	0	**134**

The only financial instruments of ADR valued at fair value are the derivative instruments described in Note 6.15. These derivative instruments are included in "level 2" of the "fair value hierarchy" defined by IFRS 7, with the fair value measured on the basis of the valuation techniques that refer to the parameters that can be observed in the market, other than the price of the financial instrument.

During 2013 no transfer took place between the various fair value hierarchy levels.

With reference to the financial liabilities, for which note 6.15 indicates the fair value, this fair value, calculated according to the techniques stated in the above mentioned notes, is included in level 2 of the “fair value hierarchy” defined by IFRS 7.

9.5 Litigation

Administrative, civil and labor litigation is followed by the company through its internal legal department which has provided, for the preparation of the accounts, a complete and exhaustive breakdown of the different civil, administrative and arbitration proceedings outstanding as of that date. As regards litigation as a whole, the Company carried out a valuation of the risk of negative outcomes leading to the creation of a specific allowance under “Allowances for risks and charges” to cover the cost of litigation likely to result in a negative outcome and for which a reasonable estimate of the amount involved could be made. The disputes for which a negative outcome was merely possible, given the different legal interpretations, were not the object of provisions in accordance with the principles and procedures governing the preparation of financial statements. Furthermore, there are a limited number of civil proceedings underway, for which no provisions were made, as the impact of any negative outcome, while negligible, could not be measured.

Tax litigation

Significant disputes involving ADR are summarized below:

Litigation with the Customs Office - Electricity

- In 2006 the Tax Office of Rome (UTF - now the Customs Office) issued demands for payment of a total of 13 million euros (including interests, expenses and sanctions), regarding failure to pay the tax on electricity consumption and the related surcharge for the period 2002-2006 in addition to notifications of administrative irregularities. The disputes relate to the alleged sale to third parties of electricity acquired by ADR, as well as the refusal to recognize the favorable terms applied in accordance with art. 52 of the Consolidated Customs Act to entities qualifying for inclusion in the category “industrial operators”. ADR appealed the demands in question before the Provincial Tax Commission, defined with a favorable outcome for the company. In the appeals against the sentences presented by the Customs Office, the Lazio Regional Tax Commission confirmed the outcome in first instance. The Attorney General's Office contested the sentences issued by the Regional Tax Commission and ADR took formal legal action. Following the hearings of March 5 and June 25, 2013, the Supreme Court filed nineteen sentences that accept the reasons for appeal proposed by the Government Legal Service, rejecting those proposed by the company on cross-appeal.

  In short, the Supreme Court, recognizing the erroneousness of the rulings by the Regional Tax Commission, deemed the claims by the Customs Office to be legitimate with regard to both the transfer of energy to third parties and the denied inclusion in the category of “industrial operators”.
- Similarly with the audit undertaken, for the years 2002-2006, by the former Rome Tax Office, in 2011, the Customs Office audited ADR on its taxation of the consumption, excise tax and surcharge on electricity in the period 2007-2010. Following this audit, the Customs Office notified the company, in October 2012, of a demand for payment and the imposition of administrative

sanctions totaling 5.3 million euros. The Company, given the favorable outcome of the dispute concerning the period 2002 – 2006, appealed to the Provincial Tax Commission, with a request to suspend the collection. The Tax Office notified the company of the tax assessment for the VAT due on the challenged taxation of the consumption for 2007 for a total of 0.3 million euros. On October 11, 2013 the sentence of the Provincial Tax Commission was filed, which accepts, subject to reunion, the appeals lodged against the assessments issued by the Customs Office and the Inland Revenue for the taxation period 2007. In light of the development of the contested dispute for the period 2002 – 2006, the Tax Authorities will certainly propose to appeal against this decision.

On September 20, 2013, the Tax Office notified the tax assessment for the VAT due on the challenged taxation of the consumption for 2008 for a total of 0.2 million euros for which an appeal was lodged at the Provincial Tax Commission.

Litigation with the Customs Office - Duty Free Shop

In 2007, the Rome Customs District Office notified ADR of reported irregularities in the sales carried out at its duty free shops in the period 1/1/1993 – 1/31/1998 to passengers traveling within the EU that exceeded duty free allowances in terms of amount and value, ordering payment regarding VAT, excise duties and tobacco duties, as a result of the findings set out for a total of 22.3 million euros. ADR appealed before the Provincial Tax Commission, which was rejected with a ruling of the Commission in April 2009. Therefore the Customs Office activated the procedure to collect the sum due, equal to 26.1 million euros (including interest and expenses), which ADR paid by installment. ADR lodged an appeal against the sentence submitted in first instance, rejected with sentence of May 2010 of the Provincial Tax Commission for Rome. This further adverse development has given additional weight to the risk of a negative outcome, regardless of the fact that the position of the Company and its tax experts expressed during the legal proceedings, which maintains that there are no grounds for the imposition of such taxation, is unchanged. Moreover, the Company is convinced of the substantial and formal legitimacy of its behavior. Therefore, in preparing the financial statements for 2010, it was decided to allocate provisions based on the estimated amount of taxes assessed, thereby bringing the tax provisions into line with the tax payable, inclusive of interest and ancillary charges. ADR, which firmly maintains its position that there are no grounds for the imposition of such taxation and is convinced of the substantial and formal legitimacy of its behavior, appealed to the Supreme Court. On March 5, 2013 the hearing was held to discuss the appeal to the Supreme Court; downstream of the debate, the Company is waiting for the sentence to be filed.

On September 6, 2013 the sentence of the Supreme Court was filed with which only the sixth reason of appeal concerning the provision made of the taxes ascertained by the Customs Office for the period prior to March 23, 1995 was accepted. Therefore, the Supreme Court rejected the other grounds for appeal, repealing the appealed sentence limited to the sixth reason, referring the case to the relevant Regional Tax Commission, which, with a different composition, will have to conform to the principles of law issued as regards the partial limitation of the accepted reason.

Due to this ruling, the company has the right to partially recover from the Tax Authorities the sums already paid for taxes, default interest, collection fees and extension interest, for an amount estimated at 9.6 million, with analysis referred to the Regional Tax Commission, with which, on January 3, 2014, the Reinstatement deed with referral to the Supreme Court of Cassation was filed.

Tax Indemnity

In 2002, when IRI obtained the consent to sell to the Macquarie Group 44.74% of ADR, the entities Gemina, Impregilo S.p.A. and Falck S.p.A. replaced the same IRI and directly assumed the commitment towards ADR (with a 50.0%, 13.10% and 36.90% share, respectively) to compensation as issued by IRI during the privatization of ADR, aimed at covering 51.166% of the losses that the company may incur for tax claims relating to deeds and declarations concerning periods prior to the privatization that took place in July of 2000. The dispute between ADR and the Customs Office refers to the period of 1993/1998 and is covered by the mentioned guarantee that can be enforced upon the finalization of ADR's conviction. Impregilo S.p.A. and Falck S.p.A. repudiate the validity of the guarantee; ADR has brought a case against the latter companies to obtain the payment of the sums due conditionally to the definitive sentence convicting ADR. With sentence of October 2012, the Court of Rome accepted ADR's application, against which Impregilo S.p.A. and Falck S.p.A. have appealed. At a first hearing in September 27, 2013, the case was adjourned until November 10, 2017 for final judgment.

Tax Police Audit

Concluding the auditing activities regarding Direct Taxation for the taxation period 2008, started on May 15, 2013 by the Rome Tax Police Unit Headquarters, the company was served a Tax Audit Report. This report contains three findings concerning the determination of the deductible portion of the provisions for doubtful accounts, the deduction of costs that are not pertinent and the requalification of the costs regarding the Ambac premium as charges assimilated to interest expense. On December 19, 2013 the Revenue Agency served the relevant assessment notices, the term of which is currently pending to propose the appeals before the Provincial Tax Commission.

ICI

The Municipality of Fiumicino notified ADR S.p.A. two tax assessments, challenging the failure to declare and pay the local property tax for 2001 and 2002 regarding Hilton Rome Airport Hotel. The Company, considering that there are valid arguments in favor of its non-liability to pay this tax, has appealed against these tax assessments to the Provincial Tax Commission for Rome. On December 20, 2010 the Provincial Tax Commission for Rome deposited the sentence that rejected ADR's appeal against the assessment notice for 2002. Due to the limited degree of investigation of the legal issues at stake in this case, the Company intends to appeal against the sentence of the Provincial Tax Commission for Rome. On December 23, 2011 the Provincial Tax Commission for Rome deposited the sentence that accepted ADR's appeal against the assessment notice for 2001. The municipality of Fiumicino lodged an appeal against the sentence handed down by the Provincial Tax Commission for Rome.

On May 5, 2011 the Municipality of Fiumicino notified ADR another two tax assessments for the years 2005 and 2006. The Company, in line with the action for 2001 and 2002, has appealed against these tax assessments to the Provincial Tax Commission for Rome.

On October 7, 2013 the Municipality of Fiumicino notified ADR five tax assessments, challenging the failure to pay the local property tax for 2007-2011 regarding the Hilton Rome Airport Hotel and the failure to pay the local property tax for the other buildings only for the years 2007-2009.

On November 12, 2013 the company lodged an appeal for the cancellation of the mentioned notices for the purpose of self-protection, in relation to the disputes regarding the buildings other than the Hilton Rome Airport hotel. In the absence of a prompt response from the municipal administration, the company challenged the notices with appeals before the Provincial Tax Commission. On January 2 and 7, 2014 the municipality of Fiumicino notified the deed of cancellation of the tax assessments already served on October 7, 2013, partially accepting the appeal for cancellation proposed by the company with contextual re-issue of the same for the Hilton Rome Airport hotel and the buildings that are part of the so-called Alitalia Technical Area. Also for these new tax assessments the company will appeal before the Provincial Tax Commission.

Administrative, civil and labor litigation

Significant disputes involving ADR are summarized below.

Airport fees and regulated tariffs

- With regard to the preparatory phase for the Planning Agreement 2005-2009, in 2005 ADR appealed to Lazio Regional Administrative Court for an annulment of the decisions and considerations contained in the notes issued by the Ministry of Infrastructure and Transport and the Economy, in which the right is denied to include any component of the purchase cost of the airport management concession for Fiumicino and Ciampino to be used in determining the airport fees it will charge. The appeal also included a claim for damages from the ministries, in view of the delay the above document had caused in finalizing the Planning Agreement. An announcement of the date of the relevant hearing is awaited. In March 2013 the abetment deed issued by the Lazio Regional Administrative Court was received; ADR did not object also in view of the Planning Agreement stipulated in December 2012.
- ADR has contested a letter from the Civil Aviation Authority dated April 13, 2010 and a memorandum from the Ministry of Transport of May 13, 2010 before the Lazio Regional Administrative Court. These notifications stipulate that EU fees should be applied to all flights to and from the territory of the Swiss Confederation (conversely ADR applies non-EU fees for these flights). The Civil Aviation Authority's assertion is based on the fact that the Agreement between the EU and Swiss Confederation of January 21, 1999 (which came into force on June 1, 2002) placed Swiss carriers on an equal footing with EU ones, and therefore ADR is discriminating against Swiss carriers. The Company, on the other hand, maintains that no discrimination is involved as the application of airport fees, and related amounts, is governed in Italy by the Ministerial Decree of November 14, 2000 which is based on the air space a flight passes through (within or beyond the European Union) rather than the carrier that operates it. With sentence of June 2012, the Lazio Administrative Court declared the appeal inadmissible "having to exclude that the notes being appealed against express orders taken", excluding from its sphere the determination on the measure of the airport fees due to Switzerland, ascertaining, on this point, the jurisdiction of the Ordinary Judge. The total maximum amount to be potentially returned is estimated at around 12.7 million euros plus interest (as of June 2013). Obviously, the fees claimed by carriers would in turn be verified in a court of law.

  On this subject, in July 2011, Swiss International Airlines Ltd ("Swiss") summoned ADR to return the sum of 5.2 million euros (including interest, subsequently reduced to 1.8 million euros, due to a material error made in the initial quantification) equal to the amount paid in excess by Swiss from 2002 to 2009 for landing and take-off fees. In August 2011, ADR was notified a similar deed, again by Swiss, with a request equal to 3.5 million euros (including interest) concerning the passenger boarding fees.
- In July 2011 ADR was notified, in its capacity as involved party, the appeal lodged before the Lazio Regional Administrative Court by IBAR and ten airlines for the cancelation of the letter of May 11, 2011 with which ENAC declared that, with reference to the fee to use the automatic handling system of transit baggage "NET6000", the cost connection limit just for 2011 is "equal to 1.87 euros per piece of baggage". The applicant did not made a request for suspensive relief and a date for the relevant hearing has yet to be set.
- In relation to the failed payment from January 2011 for the use of the NET6000 system by the numerous airlines, at the end of 2011 ADR filed the relevant appeals for injunctions to recover its expired credit regarding fees until September 2011 for 3.8 million euros, of which 3.6 million euros from Alitalia. In June 2012 Alitalia was notified a second injunction for 1.8 million euros regarding the invoices issued until January 2012, only partially paid by Alitalia, which arbitrarily

reduced the remuneration from 1.87 euros to 0.30 euros per passenger. On November 6, 2012 ADR filed a third injunction against Alitalia for 1.9 million euros regarding the invoices issued until September 2012, net of the payments made by Alitalia for a value of 0.38 euros per passenger. On November 27, 2012 the Judge rejected the injunction. On April 29, 2013 Alitalia was summoned in relation to the amounts concerning the third rejected injunction, with the addition of those amounts relating to the period October 2012 – March 2013, for a total value, net of the advance payments made by Alitalia for 0.38 euros per passenger, equal to 4.2 million euros. On August 2, 2013, Alitalia was summoned once against by ADR in connection with the invoices expired on May 31, 2013 for 411 thousand euros, calculated net of the payments made by Alitalia for 0.38 euros per passenger.

- On February 27, 2013, ADR was notified three appeals (Assohandlers, Assaereo and Codacons) to Lazio Regional Administrative Court contesting the Planning Agreement, the Prime Ministerial Decree of December 21, 2012 and all the other conditioning, connected and consequent deeds. On February 28, 2013 a similar appeal to Lazio Regional Administrative Court was notified by the Municipality of Viterbo, with a claim for damages. For the first three proceedings Assaeroporti has filed an appeal of opposition. On March 20, 2013 the hearing was held for the appeals filed by Assohandlers and Assaereo. The plaintiffs renounced any discussion about the suspension. The relevant hearing was thus scheduled for December 18, 2013. At the hearing of April 10, 2013 the Lazio Administrative Court did not grant the suspension requested by Codacons and set the related hearing for December 18, 2013. The Codacons lodged an appeal before the Council of State against the ordinance that rejected the precautionary measure. On June 19, 2013 ruling no. 2303/2013 was filed, with which the Council of State rejected Codacons' appeal. At the hearing of December 18, 2013 the discussion of the case was adjourned until March 12, 2014. In this hearing the appeals were withdrawn.
- On April 29 ADR was notified three extraordinary appeals to the Head of State promoted by Aicai, DHL, UPS and TNT; Lufthansa, Austrian Airlines and Swiss; Consorzio Airport Cargo Operators and other 14 shippers, respectively. All appeals contest the Single Deed, the Prime Ministerial Decree of approval, the Additional Deed and all the other assumed and connected deeds, with similar arguments to those of the previous appeals to Lazio Administrative Court, in addition to specific disputes regarding the increased tax on goods. On May 2, 2013 ADR was notified a similar extraordinary appeal to the Head of State filed by the handling company Consulta, with the same reasons as the previous ones, including the request for precautionary measures.

  ADR objected to all the appeals with the Head of State, demanding that these are decided during the legal proceedings before the Lazio Regional Administrative Court. Subsequently to this objection, Consulta, Consorzio Airport Cargo Operators and another 14 shippers, Lufhtansa, Austrian and Swiss took formal action before the Lazio Regional Administrative Court; ADR did the same.

Sect. III Ter of Lazio Regional Administrative Court has scheduled the council meeting to deal with the suspension claim for August 28, 2013. For the appeal put forward by AICAI (and others), also referred to Sect. III Ter, the council meeting was set for August 29, 2013. In the hearing of August 28, 2013, the Chairman of the Regional Administrative Court acknowledged the withdrawal of the request for suspension by the appellants and deleted the appeals in question from the register of suspensions. The appellants were invited to file requests for withdrawal to set the scope of the hearing of December 18, 2013 before the first section of the Lazio Regional Administrative Court (hearing already set by the same court for judgment with reference to the appeals lodged by Assohandlers, Assoaereo and Codacons). At the hearing of December 18, 2013 the discussion of the case was adjourned until March 12, 2014 and, in this hearing, the case was adjourned until the hearing of July 19, 2014.

- On November 13, 2013 ADR was served an appeal by the Regional Agency for the Environmental Protection of Lazio (ARPA) towards the Ministry for the Environment, Land and Sea, the Minister of Cultural Heritage, Activities and Tourism, the Lazio Regional Authority, ENAC, the municipality of Fiumicino, Roma Capitale and ADR.

  With this appeal ARPA challenged the interministerial decree of the Ministry of the Environment-Ministry of Cultural Heritage of environmental impact assessment (VIA) of August 8, 2013 regarding the "Aeroporto Leonardo da Vinci – Progetto di completamento di Fiumicino Sud" project and any other presupposed, connected and consequential deed (including the favorable opinion with provisions no. 1156 of January 25, 2013 formulated by the Technical Commission for the Assessment of the Environmental Impact VIA/VAS), demanding the partial cancellation in the parts in which it establishes fulfillments on ARPA's account regarding the provisions associated with the environmental compatibility check of the Project of completion of Fiumicino Sud.

Airport Fuel Supply Fees

- IBAR (Italian Board Airlines Representatives) and 6 carriers lodged an appeal with the Lazio Administrative Court, against the Civil Aviation Authority's memorandum of September 15, 2006, with which the Civil Aviation Authority communicated the results of the controls carried out at airports managed by full-service operators "in order to analyze the correlation between costs and the flat rates charged by airport operators to oil companies". An announcement of the date of a hearing to discuss the matter is awaited.
- ENI has brought a claim before the Rome Civil Court against its own client airlines in order to ascertain the obligation to pay oil companies the amounts that the company owes to airport operators and to order the carriers to pay ENI the amounts accrued to this effect since October 2005. In the same claim, ENI has also brought a secondary claim against airport operators, including ADR, in order to ascertain that the concession fees paid by ENI to airport operators should not be calculated on the basis of the amount of fuel supplied to airlines. Moreover, as specifically regards ADR, ENI requests that the Company be ordered to pay an amount corresponding to the sum paid since October 2005, totaling 0.2 million euros, and that it be determined that ENI does not owe ADR the amount of 1.1 million euros (as determined for the period up to May 2006), which is as yet unpaid. The issue of the sentence is awaited.
- AirOne has taken out legal proceedings at the Civil Tribunal of Rome against Tamoil, its jet fuel supplier, as well as certain airport operators including ADR claiming the illegality of the fees charged to oil companies by operators in return for the use of airport infrastructure, which these companies subsequently "pass on" to carriers. Consequently, Airone also requests that Tamoil – together with the above airport operators – be ordered to repay the sum paid by Airone since 2003, amounting to 2.9 million euros. With no definitive sentence in 2012, the Judge provided an

expert to examine the case. In the hearing of February 14, 2014 the trial was adjourned to September 25, 2014.

Catering company fees

- IBAR (Italian Board Airlines Representatives), together with 13 carriers, on the one hand, and Assaero and Volare, on the other hand, in separate requests, appealed to the Lazio Regional Administrative Court, with concomitant request for suspensive relief, for the cancellation of Civil Aviation Authority rulings of June 5, 2007, regarding the setting of fees for the catering carried out at Rome and Milan airports, respectively. The plaintiffs have withdrawn their request for suspension. Subsequently, IBAR put forward additional grounds and requested the Regional Administrative Court to acknowledge the illegitimacy of the most recent rulings issued by the Civil Aviation Authority regarding the matter. With sentence no. 2719/2013 Lazio Regional Administrative Court rejected the appeal proposed by IBAR. As regards the appeal proposed by Assaero, with sentence no. 8153/2013 Lazio Administrative Court accepted the appeal and cancelled the contested rulings.

Concession fees

- In 2003 ADR lodged an appeal with Lazio Regional Administrative Court against the Executive Decree of June 30, 2003 which established the new methods for calculating annual fees due from the full-service airport operators. In a parallel civil court judgment, with sentence of 2007 the Court of Rome, accepting ADR’s request, declared that any amounts greater than the concession fees due for the years 2003-2005 are not due to the Italian Civil Aviation Authority. The state property office lodged an appeal, which was fully rejected with sentence no. 2454/2012. Following the appeal of the counterparties, the sentence is now pending with the Supreme Court.

Fire prevention fund

- In November 2009 ADR appealed before the Lazio Administrative Court, without suspensive relief, the Civil Aviation Authority directive of July 2009 which included a table indicating the amounts of the contributions due from each operator for the fire prevention fund. In 2010 additional grounds were provided against the subsequent Civil Aviation Authority directive of December 2009, which reiterated the request to operators to make the related payments as soon as possible. An announcement of the date of the relevant hearing is awaited.

  With a sentence in 2010, the Tax Commission ruled on an appeal lodged by thirteen airport operators (not including ADR which, like other operators, opted to contest the directive before the above-mentioned Lazio Regional Administrative Court), declaring that the appellants were not obliged, from January 1, 2009 to pay the fire prevention fund contribution “given that such contributions, as demonstrated, are to be allocated for purposes other than those laid down by law”. With sentence 2011 the Regional Tax Commission (2nd instance), accepting the appeal of the authorities, reformed the abovementioned 1st instance sentence.

  In September 2012, the Ministers of Interior and Economy and Finance notified ADR an injunction, demanding the payment of 34.3 million euros plus interest concerning the years 2007-2010 to the so-called fire prevention fund. ADR, like the other operators who were notified with injunctions, refused. At the first hearing of the parties on March 7, 2013, the Judge took it under advisement on the provisional execution demand of the injunction, put forward by the Attorney’s Office. As the outcome of the hearing for the first appearance, with ruling filed on April 11, 2013, the application for provisional execution of the injunction requested by the Ministries. At the hearing of July 11, 2013, the Judge adjourned the case to July 17, 2014.

On September 9, 2013 a transaction was signed with which ADR recognized that it owes the Ministries the overall amount of 36.7 million euros, equal to 70% of the sum accrued until March 8, 2013 as consideration for the firefighting service (equal to a total of 52.5 million euros). The amount was paid on September 10, 2013. Given the mentioned fulfillment, the civil proceedings were extinguished by both Parties and ADR renounced the mentioned appeal proposed before the Lazio Regional Administrative Court.

Noise abatement measures

- In relation to Ministerial Decree of November 29, 2000 regarding the criteria to draw up noise reduction and abatement plans and to make provisions in line with forecast penalties if such limits should be exceeded, all the airport operators filed appeals before the Council of State to obtain an annulment of Lazio Regional Administrative Court's sentence of 2002.

  With sentence of 2004, the appeals were partially rejected. The Council of State has decided that airport operators have an obligation to reduce noise pollution under two conditions: i) identification of the boundaries of the areas concerned; ii) verification, according to a precise schedule, of instances when noise pollution limits are exceeded outside the areas covered by the regulations with reference to be made to the limits established in municipal zoning bylaws or, in their absence, by art. 6, paragraph 1, of the Prime Ministerial Decree of March 1, 1991. Within the areas covered by the regulations, on the other hand, emission limits are only applicable "for all noise sources other than airport infrastructures". The limits established by the Ministerial Decree of October 31, 1997 remain in force. These limits "provide for three areas (zones A, B and C) with various levels of LVA (the indicator used to measure airport noise emissions and different from the "Noise Equivalent level"). The obligation to make financial provisions to cover the cost of adopting noise reduction and abatement measures, regardless of whether or not the above limits have been exceeded, derives from Framework Law no. 447/95 and not the Ministerial Decree to which the appeal judge's sentence refers, as the latter is merely a repetition of the legal provisions referred to. The Ministry of the Environment "assumes that the obligation to make provisions is valid regardless of whether or not the noise emission limits have been exceeded"; at the same time "all issues regarding the reasonableness of such obligation, even where limits have not been exceeded, are beyond the scope of this action, by which the appellants have appealed a regulation that merely requires communication of the provisions made". The above sentence, moreover, does not exclude the possibility that the issue of "the reasonableness" (or otherwise) of the above regulation establishing the obligation to make provisions may be appealed by airport operators before the relevant courts.
- ADR appealed to the Lazio Regional Administrative Court requesting cancellation of the proceedings of July 1, 2010 by which the Services Conference, convened to define and approve acoustic zoning for said airport, with which the mentioned Service Conference approved acoustic zoning Proposal no. 2 for Ciampino airport. No request for suspensive relief was made and a date for the relevant hearing has yet to be fixed.

Building plan

- In March 2012, the Lazio Regional Administrative Court accepted the appeal with which, in 2003, ADR had appealed against the deeds of the municipal office of Fiumicino that modified the existing Building plan with the possibility of building in the area near the airport ("Quadrante Ovest" and "Fiumicino Nord"). With this decision, ADR's interest was recognized, together with its active authorization to safeguard the suitable and necessary conditions of the territory for air traffic development.

The owners of the land concerned and the municipal office of Fiumicino appealed to the Council of State. With sentence of February 22, 2013, the Council of State accepted the appeals substantially on procedural grounds.

Bankruptcy proceedings involving clients

- A series of sentences passed by the Bankruptcy Court in Rome have declared the following companies bankrupt: Alitalia S.p.A. under special administration, Volare S.p.A. under special administration, Alitalia Express S.p.A. under special administration, Alitalia Servizi S.p.A. under special administration, Alitalia Airport S.p.A. under special administration, between the end of 2011 and the first few months of 2012 the insolvencies were filed. ADR proposed a denial of insolvency for Alitalia under special administration and Alitalia Airport under special administration. Moreover, after viewing the first plan for partial distribution for which the Judge had ordered the filing, on May 28, 2013 ADR proposed a complaint, requesting a partial amendment, subject to allocation of the amounts corresponding to the credit being challenged of 2.8 million euros, downgraded from the preference status to the unsecured status. With measure communicated on January 10, 2014, the complaint was rejected by the Delegated Judge; an appeal against this measure is being lodged before the court.
- In 2009 Volare Airlines S.p.A. under special administration and Air Europe S.p.A. under special administration entered into civil proceedings in order to obtain cancellation of payments made to ADR during the year prior to the carrier's entry into bankruptcy and an order requiring ADR to pay back a sum of 6.7 million euros and 1.8 million euros. With sentences of June 2011, the Court ordered ADR to pay the requested amounts; the company lodged an appeal. Regarding the ruling for Volare Airlines under special administration, with sentence filed on July 2012, the Appeal Court of Milan rejected ADR's appeal. In order to avoid the enforceable proceeding, ADR paid 7.4 million euros (including interests and expenses). The hearing for Air Europe is adjourned until March 6, 2014 to pronounce the final judgment.
- In 2011 Livingston S.p.A. under special administration, entered into civil proceedings in order to obtain cancellation of payments made to ADR during the six months prior to the carrier's entry into bankruptcy, requiring the company to pay back a sum of 1.0 million euros. With ruling no. 310/2013, the court of Busto Arsizio accepted the revocation application of Livingston, ordering ADR to return 960 thousand euros plus interest, revaluation and legal costs. In December 2013 the transaction was finalized with the Commissioner with which ADR committed to pay a comprehensive amount of 700 thousand euros in 6 monthly tranches.
- In August 2011 the companies of the Alitalia group under special administration entered into civil proceedings before the Court of Rome in order to obtain cancellation of payments made to ADR during the six months prior to the carrier's entry into bankruptcy. The cancelled payments total about 2 million euros. The hearings for final judgment are scheduled between March and September 2014 after the postponements requested jointly by the Parties due to the settlement hypothesis reached, with regard to the favorable opinion already expressed by the Supervisory Committee of July 11, 2013; the authorization is still awaited from the Supervisory Bodies for the procedures.

Labor disputes

- A group of 16 parties summoned ADR and the bankrupt Ligabue Gourmet, thereby challenging the validity of ADR's sale of the West catering business unit to Ligabue, with a claim for damages around 9.8 million euros. The dispute was settled in favor of ADR by a sentence in June 2010. 14 parties have appealed and ADR has taken formal legal action. A further hearing has been fixed for December 2, 2014.

Tenders

- ATI Alpine Bau, which was awarded the contract for works relating to the upgrading of Runway 3 at Fiumicino airport, appealed sentence of 2006 handed down by Rome's Civil Court. This sentence ordered ADR to pay 1.2 million euros, plus legal interest from the time of the claim. The appeal reiterates the claims for damages made in first instance (66 million euros, including legal interest accrued from the time of the claim). With partial judgment of July 2012, the Court of Appeal arranged an expert, still in charge, adjoining the case until January 28, 2014. The conclusions were specified at the hearing of January 28, 2014, and the Judge did not make a decision on the case, agreeing to the terms to file the legal briefs.
- In 2005 Fondedile Costruzioni S.r.l. lodged an appeal against sentence of 2004 of the Civil Court of Rome. This appeal reiterates the claim submitted in first instance for 3.6 million euros, as well as legal and overdue interest and revaluation, regarding higher charges and damages incurred during the execution of construction works on a service tunnel at Fiumicino airport. The issue of the sentence is awaited.
- ATI NECSO Entrecanales – Lamaro Appalti has appealed to the Supreme Court against the sentence of the Court of Appeal, which in 2011 fully rejected the claim for damages for 9.8 million euros, plus interest, revaluation and costs, in relation to claims posted in the contract accounts relating to the contract for work on the extension and restructuring of Satellite Ovest (Satellite West) at Fiumicino airport. A hearing to discuss the case has not been scheduled yet.
- In January 2012 the ATI Salini – Ircop appealed to the Lazio Administrative Court against ADR for the cancellation, with prior suspension, of the rulings to exclude the ATI, due to an anomaly in the economic bid, from the procedure to entrust the upgrading works of Runway 2 at Fiumicino airport, as well as for the acknowledgement of the damages deriving from the failed awarding. With sentence of December 14, 2012, the Regional Administrative Court rejected the claim of the ATI. The Parties that were unsuccessful at 1st instance proposed an appeal with the Council of State, insisting on the claim for damages. An announcement of the date of a hearing to discuss the matter is awaited.
- With reference to the evolution of the negotiations with ATI Cimolai, which was awarded with the construction works at departure area F (formerly Pier C), it is noted that, with the signature of the Planning Agreement, the main assumption is met to entirely restart all the works previously slowed down in connection with the failed finalization of the tariff agreement. The full resumption was materialized with the agreement entered into between ADR and ATI on August 7, 2013. This agreement also states the new contractual terms to finalize the work.

Claims for damages

In 2011 ADR received a claim for damages for 27 million dollars for direct damages (the indirect ones are still being defined) from AXA Assicurazioni, who insures Ryanair, for the damage suffered by aircraft B737-800 E-IDYG as a consequence of the emergency landing due to a bird strike taking place on November 10, 2008 at Ciampino airport. ADR declines any responsibility for the event. Should the survey being conducted by the competent authorities reveal ADR's clear responsibility, the compensation would be covered by the third-party liability insurance policy of the Airport Operator.

In the company's judgment, current litigation and other potential disputes should not give rise to liabilities greater than the amount that has already been provided for.

10. Transactions with related parties

The transactions of ADR with related parties are performed in the interest of the Company, are part of the ordinary management and are regulated at market conditions, i.e. the conditions that would be applied between two independent parties.

During the year no significant transactions or transactions that significantly affected the Company's financial position or results took place.

Trade transactions and other transactions

(THOUSANDS OF EUROS)		12.31.2013		2013		12.31.2012		2012
	ASSETS	LIABILITIES	REVENUES / INCOME	COSTS /EXPENSE	ASSETS	LIABILITIES	REVENUE S / INCOME	COSTS /EXPENSE
PARENT COMPANIES								
Atlantia	11,694	165	4,225		8,229	354	807	(24,908)
TOTAL RELATIONS WITH PARENT COMPANIES	11,694	165	4,225		8,229	354	807	(24,908)
SUBSIDIARY UNDERTAKINGS								
ADR Engineering S.p.A.	178	17,068	444	(17,631)	179	6,895	467	(6,031)
ADR Assistance S.r.l.	510	2,321	1,732	(16,609)	685	4,522	2,119	(16,508)
ADR Tel S.p.A	599	2,477	982	(5,545)	450	2,629	1,076	(6,079)
ADR Advertising S.p.A.	6,506	101	10,808	(570)	7,501	1,230	13,350	(128)
ADR Mobility S.r.l.	2,662	40	21,627	(1,433)	1,590	24	15,228	(953)
ADR Security S.r.l.	855	14,226	2,894	(40,505)	938	13,613	2,388	(24,944)
TOTAL RELATIONS WITH SUBSIDIARY UNDERTAKINGS	11,310	36,233	38,487	(82,293)	11,343	28,913	34,628	(54,643)
ASSOCIATED UNDERTAKINGS								
Ligabue Gate Gourmet Roma S.p.A. (insolvent)	482	968	0	0	482	968	0	0
TOTAL RELATIONS WITH ASSOCIATED UNDERTAKINGS	482	968	0	0	482	968	0	0
RELATED PARTIES								
Romulus Finance		307		(739)		92		(411)
Leonardo Energia	250	3,853	297	(24,230)	21	4,072	172	(26,488)
Fiumicino Energia	32		162		16		157	
AD Moving		20		(20)				
Telepass SpA					202			(149)
Pavimental SpA						39		
Autogrill	1,022	38	9,174	(320)	1,351	218	8,290	(258)
United Colors Communications		130		(130)				
UniCredit Group					7		1,233	(13)
Mediobanca S.p.A.								(284)
Assicurazioni Generali S.p.A.								(2,708)
Worldwide United (Singapore) Ltd								(15)
Changi Airport Planners and Engineers Pte.Ltd						219		(200)
Sagat Engineering S.r.l.								(59)
WDFG Italia S.r.l.					350		1,542	
KEY MANAGEMENT PERSONNEL		737		(3,633)		712		(3,627)
TOTAL RELATIONS WITH RELATED PARTIES	1,304	5,085	9,633	(29,072)	1,947	5,352	11,394	(34,212)
TOTAL	**24,790**	**42,451**	**52,345**	**(111,365)**	**22,001**	**35,587**	**46,829**	**(113,763)**

The relations of a different nature with Gemina (now Atlantia) mainly refer to the residual credit deriving from the tax consolidation in 2012 (this was not renewed in 2013) and the credit regarding the tax indemnity issued within the framework of the dispute with the Customs Office for customs duties.

Transactions carried out by ADR with subsidiary undertakings in 2013 refer primarily to the supply of goods and the provision of trade services.

The revenues of ADR Engineering towards ADR refer to work commissioned by ADR for design and project management services. ADR charged the company royalties, utilities, staff services, etc.

The revenues of ADR Assistance, generated exclusively from relations with ADR, refer to the provision of assistance services to passengers with reduced mobility; ADR charged the company royalties, utilities, administrative services, etc.

ADR Tel posted revenues from telephony services provided to ADR and carried out upgrading works on the telephone network; ADR's charges to the company refer to royalties and rentals on the lease of telecommunications assets and premises, and for utilities and staff services.

The revenues posted by ADR from ADR Advertising refer to the consideration for the lease of the advertising business unit and the lease of premises, utilities and various services.

ADR's revenues from ADR Mobility mainly relate to the royalties on the areas and buildings used as car parks as well as utilities, administrative and general services, etc.

ADR Security's revenues from ADR concern airport security services and on demand services at Fiumicino and Ciampino airports; ADR charged the company royalties, utilities, administrative and general services, etc.

The main relations with other related parties break down as follows:

- Fiumicino Energia S.r.l.: a company owned by Atlantia that manages the gas-fired co-generation plant at Fiumicino airport for the production of electricity. Via a business unit lease contract, operation of the co-generation plant was entrusted to Leonardo Energia - Società consortile a r.l., which is owned by ADR and Fiumicino Energia S.r.l., with respective shareholdings of 10% and 90%. Based on the agreements existing between ADR and Fiumicino Energia in 2023 the co-generation plant will be transferred free of charge to ADR. The limited liability consortium, which also operates the thermal energy plant at Fiumicino, under a sub-concession from ADR, provides electric and thermal energy to ADR;
- Autogrill S.p.A. (indirect subsidiary undertaking of Edizione S.r.l. which, indirectly, holds a sufficient interest in Atlantia): revenues from retail sub-concessions, royalties, utilities, car parks and sundry services;

The remuneration due to the parties in charge of planning, managing and controlling the company and thus the executive directors and not and the managers with strategic responsibilities (so-called key management personnel) in office at December 31, 2013 amount to 3,633 thousand euros and include the amount pertaining to remuneration (the remuneration is indicated regarding the directors that in the year covered the position, also for a portion of the year), employment compensation, non-monetary benefits, bonuses and other incentives for assignments at ADR.

Financial relations

(THOUSANDS OF EUROS)	12.31.2013		2013		12.31.2012		2012	
	ASSETS	LIABILITIES	INCOME	EXPENSE	ASSETS	LIABILITIES	INCOME	EXPENSE
SUBSIDIARY UNDERTAKINGS								
ADR Engineering	878		6			478	4	
ADR Assistance		313		(2)		842		(3)
ADR Tel		988		(2)		579	1	(1)
ADR Security			579				17	(17)
ADR Mobility			5,400					
TOTAL RELATIONS WITH SUBSIDIARY UNDERTAKINGS	878	1,301	5,985	(4)	0	1,899	22	(21)
RELATED COMPANIES								
Romulus Finance		714,710		(33,905)		1,213,896		(61,772)
UniCredit Group					162,193		1,134	
Mediobanca S.p.A.					43,153		224	
Telepass S.p.A.								
TOTAL RELATIONS WITH RELATED PARTIES	0	714,710	0	(33,905)	205,346	1,213,896	1,358	(61,772)
TOTAL	**878**	**716,011**	**5,985**	**(33,909)**	**205,346**	**1,215,795**	**1,380**	**(61,793)**

Financial relations with the subsidiary undertakings, ADR Engineering, ADR Tel and ADR Assistance regard the use of the centralized treasury system, which is conducted on an arm's length basis. The system has been put into place in order to optimize the management of financial resources and facilitate the settlement of inter-company trading relations.

Furthermore, worth mentioning is also the borrowing from Romulus Finance (a vehicle established pursuant to Law no. 130/99 on securitization) arisen in February 2003 from the transfer without recourse to this securitization company of the amount due to ADR's original lenders for loans taken out in August 2001. Romulus Finance.

Mediobanca and the UniCredit Group were included in the related parties in 2012 and until April 30, 2013 as members of Gemina Shareholders' Agreement, dissolved on April 30, 2013. ADR had several relations in connection with the role played by the latter in the existing loan agreements.

11. Other information

Events and non-recurring, atypical or unusual transactions

During 2013, no non-recurring, atypical or unusual transactions were performed with third parties.

Remuneration of independent auditors

In accordance with art. 149-12 of the Issuers' Regulations, which apply to ADR as it is a company controlled by a listed company (Atlantia S.p.A.), a breakdown of the fees paid to the ADR Group's principal independent auditors is shown in the table below (€/000):

TYPE OF SERVICE	SERVICE PROVIDER	RECIPIENT	REMUNERATION 2013
Auditing	Reconta Ernst & Young S.p.A.	ADR	124
Certification services	Reconta Ernst & Young S.p.A.	ADR	29
Other services (*)	Reconta Ernst & Young S.p.A.	ADR	677
TOTAL			**830**

(*) Auditing activities related to the EMTN program, Comfort letter on the issue of the bonds, Subscription of Income Tax Return and 770 forms, Agreed upon procedures on data and accounting information

12. Subsequent events

- On December 31, 2013 the contract expired for the lease of the "advertising" company branch of ADR through which the subsidiary undertaking ADR Advertising S.p.A (51% ADR and 49% IGP Decaux S.p.A) managed, since 2003, the business of the advertising spaces at the Roman airports of Fiumicino and Ciampino. As from January 1, 2014 the components of the company branch (technical assets, personnel and existing contracts) returned to be available to ADR in accordance with the management structure that is not mediated by dedicated companies.
- On January 30, 2014 ADR finalized the voluntary early repayment of all the banking facilities used – 2012 Term Loan, 2008 EIB and 2003 Banca Intesa – for a total amount of 229.6 million euros. The transaction is part of the company refinancing program started in December with the EMTN bond issue worth 600 million euros with the aim of repaying early most of the pre-existing debt on the first available date (March 2014). The repayment of the bank credit facilities, not subject to any penalty, was by contrast brought forward even further, with the consent of the financial creditors obtained on January 23, so as to reduce the financial expense deriving from the joint existence of new debt and the debt to be repaid.
- On February 8, 2014 the rating agency Moody's - partly in consideration of the change in the outlook on the Italian Government from negative to stable and essentially acknowledging the solidity of the Planning Agreement and how the consultation with the Granting Body had resulted in a redrafting of the Investment Plan further to the uncertain situation linked to traffic scenarios and the future of the reference carrier - changed the outlook on ADR from stable to positive. At the same time, the ratings on the senior unsecured debt ("Baa3") and on the EMTN Program ("Baa3") of the company were confirmed, along with the secured rating of the Romulus Finance instrument ("Baa2").

13. Transition to the International Financial Reporting Standards (IFRS) of ADR S.p.A.

The separate financial statements for the year ended December 31, 2013 were the first to be prepared pursuant to art. 2 of Italian Legislative Decree no. 38/2005, in compliance with the International Financial Reporting Standards (IFRS) issued by the International Accounting Standards Board and endorsed by the European Commission, in force at the balance sheet date, which include the interpretations issued by the International Financial Reporting Interpretations Committee (IFRIC) as well as the previous International Accounting Standards (IAS) and the interpretations of the Standard Interpretations Committee (SIC) still in force on the same date.

The previous separate financial statements for the year ended December 31, 2012, were prepared according to the Italian accounting standards; after a bond issue on the Irish market occurred in December 2013, ADR has become a company with financial instruments that are admitted to trading on a regulated market of the European Union and, therefore, pursuant to the combined provisions of articles 2, 3 and 4 of Italian Legislative Decree 38/2005, it has become obliged to prepare the separate and consolidated financial statements in compliance with IFRS.

To this end, for the preparation of the abovementioned document and the presentation of the financial data and the necessary comparative information, the data as of January 1, 2012 and December 31, 2012 were also presented for comparative purposes.

In defining the value of the assets and liabilities in the phase of transition of the separate financial statements, the Company decided, in agreement with the provisions of IFRS 1 - First-time Adoption of International Financial Reporting Standards, to give continuity to the values in the consolidated financial statements of the parent company Gemina. On this point it must be remembered that, during the year 2013, Gemina S.p.A. was merged into Atlantia S.p.A.; the statutory, accounting and fiscal effects of such merger are effective from December 1, 2013, pursuant to the provisions of the deed of merger.

In order to illustrate the effects of the transition to the IFRS on the Separate Financial Statements of ADR, this document provides the reconciliations provided for by paragraph no. 24 of IFRS 1. Such information concerns the impact that the conversion to IFRS determined, with reference to the year 2012, on the statement of financial position, the results for the period and the financial flows presented. For this purpose the following documents were drawn up:

- the notes regarding the rules for the first-time application of IFRS and the other selected standards, including the assumptions of the directors on the standards and IFRS interpretations in force and the accounting policies adopted at the time of preparing the first complete separate financial statements drawn up according to IFRS as of December 31, 2013;
- the statements of reconciliation of the balance sheets at January 1 and December 31, 2012 reported in the financial statements drawn up according to the previous accounting standards with those deriving from applying IFRS;

- the statements of reconciliation of the economic results reported in the financial statements drawn up according to the previous accounting standards (year 2012) with those deriving from applying IFRS;
- the notes to the abovementioned statements of reconciliation;
- the statements of reconciliation between the shareholders' equity according to the previous accounting standards and that measured in compliance with IFRS on the dates below:
  - date of transition to IFRS (January 1, 2012);
  - date of closing of the last year when the financial statements were drawn up in compliance with the previous accounting standards (December 31, 2012).

Such statements were prepared only for the purposes of the transition project for the preparation of the first complete separate financial statements according to IFRS endorsed by the European Commission and do not provide the comparative data and the necessary explanatory notes that would be requested for a complete presentation of the financial position and the results from operations of ADR in compliance with IFRS.

Statement of financial position of the Company as of January 1, 2012

ASSETS (THOUSANDS OF EUROS)	NOTES	PREVIOUS STANDARDS	RECLASSIFICATIONS	ADJUSTMENTS	VALUES ACCORDING TO IFRS
NON-CURRENT ASSETS					
Tangible assets	(1)	192,543	0	(182,390)	10,153
Concession fees	(2)	1,628,111	0	450,600	2,078,711
Other intangible assets	(3)	271,017	0	(266,177)	4,840
Intangible assets		1,899,128	0	184,423	2,083,551
Equity investments		9,551	0	0	9,551
Other non-current financial assets	(4)	2,758	0	1,164	3,922
Deferred tax assets	(5)	33,662	0	73,505	107,167
Other non-current assets	(6)	470	23,696	0	24,166
TOTAL NON-CURRENT ASSETS		2,138,112	23,696	76,702	2,238,510
CURRENT ASSETS					
Inventories		11,346	0	0	11,346
Assets for contract work in progress	(7)	6,978	(6,978)	0	0
Trade receivables	(8)	183,584	6,596	0	190,180
Commercial activities		201,908	(382)	0	201,526
Other current financial assets	(9)	59,872	0	(390)	59,482
Current tax assets		0	0	0	0
Other current assets	(10)	29,916	(23,695)	0	6,221
Cash and cash equivalents		174,395	0	0	174,395
TOTAL CURRENT ASSETS		466,091	(24,077)	(390)	441,624
ASSETS HELD FOR SALE		0	0	0	0
TOTAL ASSETS		**2,604,203**	**(381)**	**76,312**	**2,680,134**

SHAREHOLDERS' EQUITY AND LIABILITIES (THOUSANDS OF EUROS)	NOTES	PREVIOUS STANDARDS	RECLASSIFICATIONS	ADJUSTMENTS	VALUES ACCORDING TO IFRS
SHAREHOLDERS' EQUITY					
Share capital		62,225	0	0	62,225
Reserves and retained earnings (losses)		723,660	0	(155,163)	568,497
Net income for the year		39,686	0	0	39,686
TOTAL SHAREHOLDERS' EQUITY		**825,571**	**0**	**(155,163)**	**670,408**
LIABILITIES					
NON-CURRENT LIABILITIES					
Provisions for employee benefits	(11)	23,461	0	(3,748)	19,713
Provisions for renovation of airport infrastructure	(12)	0	0	131,455	131,455
Other allowances for risks and charges		6,240	62,969	(6,240)	62,969
Allowances for non current provisions		29,701	62,969	121,467	214,137
NON-CURRENT FINANCIAL LIABILITIES					
Medium/long-term loans	(13)	1,386,367	(74,355)	12,195	1,324,207
TOTAL NON-CURRENT LIABILITIES		1,416,068	(11,386)	133,662	1,538,344
CURRENT LIABILITIES					
Provisions for renovation of airport infrastructure	(12)	0	0	97,814	97,814
Other allowances for risks and charges		77,506	(62,968)	0	14,538
Allowances for current provisions		77,506	(62,968)	97,814	112,352
Trade payables	(14)	161,219	(382)	0	160,837
Trade liabilities		161,219	(382)	0	160,837
Current share of medium/long-term financial liabilities	(13)	278	74,355	0	74,633
Financial instruments - derivatives		191	0	0	191
Other current financial liabilities		855	0	0	855
Current financial liabilities		1,324	74,355	0	75,679
Current tax liabilities		1,502	0	0	1,502
Other current liabilities		121,012	0	0	121,012
TOTAL CURRENT LIABILITIES		362,564	11,005	97,814	471,382
TOTAL LIABILITIES		**2,604,203**	**(382)**	**76,313**	**2,680,134**

Statement of financial position of the Company as of December 31, 2012

ASSETS (THOUSANDS OF EUROS)	NOTES	PREVIOUS STANDARDS	RECLASSIFICATIONS	ADJUSTMENTS	VALUES ACCORDING TO IFRS
NON-CURRENT ASSETS					
Tangible assets	(1)	179,151	0	(171,715)	7,437
Concession fees	(2)	1,578,015	0	434,720	2,012,735
Other intangible assets	(3)	271,541	0	(267,476)	4,065
Intangible assets		1,849,556	0	167,244	2,016,800
Equity investments		11,750	0	0	11,750
Other non-current financial assets	(4)	2,758	0	10,084	12,842
Deferred tax assets	(5)	38,023	0	87,744	125,767
Other non-current assets	(6)	475	26,098	0	26,572
TOTAL NON-CURRENT ASSETS		2,081,713	26,098	93,357	2,201,168
CURRENT ASSETS					
Inventories		2,230	0	0	2,230
Assets for contract work in progress	(7)	8,068	(8,068)	0	0
Trade receivables	(8)	162,346	7,554	0	169,900
Commercial activities		172,644	(514)	0	172,130
Other current financial assets	(9)	52,281	0	(6,405)	45,876
Current tax assets		10,288	0	0	10,288
Other current assets	(10)	34,760	(26,098)	0	8,662
Cash and cash equivalents		381,229	0	0	381,229
TOTAL CURRENT ASSETS		651,202	(26,612)	(6,405)	618,185
TOTAL ASSETS		**2,732,915**	**(514)**	**86,952**	**2,819,353**

SHAREHOLDERS' EQUITY AND LIABILITIES THOUSANDS OF EUROS	NOTES	PREVIOUS STANDARDS	RECLASSIFICATIONS	ADJUSTMENTS	VALUES ACCORDING TO IFRS
SHAREHOLDERS' EQUITY					
Share capital		62,225	0	0	62,225
Reserves and retained earnings (losses)		763,346	0	(157,977)	605,369
Net income for the year		259,174	0	(32,547)	226,627
TOTAL SHAREHOLDERS' EQUITY		**1,084,745**	**0**	**(190,524)**	**894,221**
LIABILITIES					
NON-CURRENT LIABILITIES					
Provisions for employee benefits	(11)	15,542	0	(458)	15,084
Provisions for renovation of airport infrastructure	(12)	0	0	167,284	167,284
Other allowances for risks and charges		0	51,580	0	51,580
Allowances for non current provisions		15,542	51,580	166,826	233,948
Non-current financial liabilities		1,312,135	(522,529)	13,593	803,199
Medium/long-term loans	(13)	1,312,135	(522,529)	13,593	803,199
TOTAL NON-CURRENT LIABILITIES		1,327,677	(470,949)	180,419	1,037,147
CURRENT LIABILITIES					
Provisions for renovation of airport infrastructure	(12)	0	0	97,055	97,055
Other allowances for risks and charges		69,792	(51,580)	0	18,212
Allowances for current provisions		69,792	(51,580)	97,055	115,267
Trade payables	(14)	130,964	(514)	0	130,450
Trade liabilities		130,964	(514)	0	130,450
Current share of medium/long-term financial liabilities	(13)	137	522,529	0	522,666
Other current financial liabilities		1,899	0	0	1,899
Current financial liabilities		2,036	522,529	0	524,565
Other current liabilities		117,703	0	0	117,703
TOTAL CURRENT LIABILITIES		320,495	470,435	97,055	887,985
TOTAL LIABILITIES		**2,732,916**	**(514)**	**86,951**	**2,819,353**

Income statement of Company for 2012

(THOUSANDS OF EUROS)	NOTES	PREVIOUS STANDARDS	RECLASSIFICATIONS	ADJUSTMENTS	VALUES ACCORDING TO IFRS
REVENUES					
Revenues from airport management		548,373	(19,534)	0	528,839
Revenues from construction services	(15)	3,743	0	5,206	8,949
Other operating income	(15)	14,565	(5,374)	0	9,191
TOTAL REVENUES		566,681	(24,908)	5,206	546,979
COSTS					
Consumption of raw materials and consumables		(47,584)	10,087	0	(37,497)
Service costs	(16)	(141,627)	(577)	(43,827)	(186,031)
Payroll costs	(17)	(78,152)	5,045	381	(72,726)
Concession fees		(8,110)	0	0	(8,110)
Expenses for leased assets		(3,011)	3	0	(3,008)
Allocation to (use of) the provisions for renovation of airport infrastructure	(18)	0	6,240	(28,701)	(22,461)
Allocation to the allowances for risks and charges		(2,111)	0	0	(2,111)
Other costs		(27,458)	(1,943)	(202)	(29,603)
Other operating costs	(16)	(40,690)	4,300	(28,903)	(65,293)
Depreciation of tangible assets		(20,225)	124	16,612	(3,489)
Amortization of intangible concession fees		(50,096)	0	(11,555)	(61,651)
Amortization of other intangible assets		(48,092)	96	45,496	(2,500)
Amortization and depreciation	(19)	(118,413)	220	50,553	(67,640)
(Write-downs) Value recoveries		(10)	0	0	(10)
TOTAL COSTS		(426,476)	19,075	(21,796)	(429,197)
OPERATING INCOME (EBIT)		**140,205**	**(5,833)**	**(16,590)**	**117,782**
Financial income	(20)	10,328	0	(5,957)	4,371
Financial expense	(21)	(71,577)	0	(17,038)	(88,615)
Foreign exchange gains (losses)	(22)	6	0	74	80
FINANCIAL INCOME (EXPENSE)		(61,243)	0	(22,921)	(84,164)
EXTRAORDINARY INCOME (EXPENSE)	(23)	219,644	(219,644)	0	0
INCOME (LOSS) BEFORE TAXES		**298,606**	**(225,477)**	**(39,511)**	**33,618**
Income taxes		(39,433)	10,796	11,064	(17,573)
NET INCOME (LOSS) FROM CONTINUING OPERATIONS		**259,173**	**(214,681)**	**(28,447)**	**16,045**
Net income (loss) from discontinued operations	(23)		214,681	(4,099)	210,582
NET INCOME (LOSS) FOR THE YEAR		**259,173**	**0**	**(32,546)**	**226,627**

Comprehensive income statement of the Company for 2012

NET INCOME (LOSS) FOR THE YEAR (A)	226,627
Actuarial gains (losses) on employee benefits recognized in Shareholders' equity	(2,335)
Tax effect of other actuarial gains (losses)	642
Total actuarial gains (losses), net of tax effect (B)	(1,693)
TOTAL COMPREHENSIVE INCOME (LOSS) (A) + (B)	224,934

Notes

Statement of financial position

1. Tangible assets

According to Italian accounting standards, the concession fees are recorded under tangible fixed assets. According to the concession agreement, the Grantor retains the control of the activities under the Agreement and ADR has the right to manage the infrastructure on an exclusive basis and charge passengers a fee to use the public asset granted to it, created and improved, and which it will continue to manage on behalf of the grantor for a set time period as defined by the Planning Agreement.

According to IFRS, these activities are included in the scope of application of IFRIC 12 (“Service Concession Arrangements”), applied to the agreements for services under concession in which the grantor is a public entity and the concessionaire is a private entity, if the following conditions are respected:

a) the grantor controls or regulates what services the concessionaire must provide using the infrastructure, to whom and at what price; and
b) the grantor controls - through its ownership or in another way - any residual interest in the infrastructure at the end of the term of the arrangement.

This IFRIC is considered to be applicable to the Planning Agreement in place for ADR; according to it, the concessionaire must not post the infrastructure under the tangible assets as it does not have control over it but only the right to manage it to provide the service, in agreement with the terms and methods defined with the grantor. This right is classified as a financial asset or as an intangible asset, depending on whether or not there is an unconditioned right to receive remuneration regardless of the actual use of the infrastructure, rather than the right to charge the users for use of the service. In the event that the arrangement contains a combination of the two cases, the mixed model is applied.

The mixed model is applicable to the Airport Management Concession held by ADR; principally, the construction and improvement works are remunerated through the tariffs for the use of the service using the intangible asset model, and the financial asset model is only marginally applicable.

Based on the provisions of the abovementioned IFRIC, all the fixed assets which are to be returned to the grantor on conclusion of the concession were classified in intangible fixed assets for the purposes of the transition to IFRS.

2. Concession fees

“Concession fees” include the value of the development and construction services provided by ADR on the infrastructure that must be returned to the grantor upon conclusion of the concession on June 30, 2044.

Based on Italian accounting standards, the investments in infrastructure relating to concessions are classified under tangible or intangible fixed assets regardless of the nature of the same investments. According to IFRIC 12, such infrastructure is recorded as intangible fixed asset in consideration of the fact that ADR holds the license to charge a fee to the passengers to use the same infrastructure. Concession fees are amortized throughout the entire concession, with a criterion that reflects the methods with which the economic benefits will be received by the company, with the use of constant rates determined with reference to the expiry of the concession in 2044. In applying IFRIC12, in the income statement the costs connected to these investments are recorded, as well as the fair value of the related construction services carried out.

The net amount of the airport management concession recorded by the Company according to IFRS equals 434,720 thousand euros at December 31, 2012 (450,601 thousand euros at January 1, 2012).

3. Other intangible assets

The adjustment of the item “Other intangible assets” at the time of the transition to IFRS includes:

- leasehold improvements on the assets under concession or created on behalf of third parties: according to the Italian accounting standards, these costs are capitalized and amortized on the basis of their residual possibility of use, which is generally shorter than the duration of the concession. According to IFRS, such improvements are included in the scope of application of IFRIC 12 and classified in a separate item of the accounts; and
- the transaction costs incurred to obtain the loans, according to Italian accounting standards, are capitalized and amortized on the basis of the duration of the loan they refer to; based on IFRS, these costs are recognized in the relevant loans and amortized by applying the effective interest rate method;

4. Other non-current financial assets

The adjustment of 10,084 thousand euros at December 31, 2012 (1,164 thousand euros at January 1, 2012) includes the ancillary charges for the loans incurred by the Company for the financial liability underlying a loan not yet disbursed at the end of 2012 and amortized by applying the effective interest rate method.

Based on Italian accounting standards, these costs were classified in the item “Other intangible assets” and amortized in the period of amortization of the underlying financial liability.

5. Deferred tax assets

The adjustment of item “Deferred tax assets” is recorded on the basis of the temporary difference between assets and liabilities according to the Italian accounting standards and the corresponding value determined in accordance with IFRS.

In particular, the adjustment of 87,744 thousand euros is broken down as follows:

- employee severance indemnities adjustment: 126 thousand euros;
- IFRIC 12 adjustments for 4,886 thousand euros;
- provisions for renovation of airport infrastructure for 86,227 thousand euros;
- application of the amortized cost for 6,470 thousand euros;
- elimination of intercompany dividends for 81 thousand euros

6. Other non-current assets

The reclassification of 26,098 thousand euros (23,695 thousand euros as of January 1, 2012) refers to the entry of the sums posted provisionally with regard to the current litigation with the Customs

Office, fully paid. These payments, which constitute advance payments as they have been provisionally recognized given that no definitive penalty has been imposed, were reclassified for IFRS purposes under "Other non-current assets".

7. Assets for contract work in progress

The reclassification in "Assets for contract work in progress" of 8,068 thousand euros as of December 31, 2012 (equal to 6,978 thousand euros as of January 1, 2012) refers to work in progress regarding the creation of departure area F (former new Pier C), funded by the Ministry of Transport and included in the scope of IFRIC 12 ("Service Concession Arrangements"), which were reclassified under "Trade receivables" according to IFRS.

8. Trade receivables

The reclassification of 7,554 thousand euros as of December 31, 2012 (6,596 thousand euros as of January 1, 2012), regards the work in progress funded by the Ministry of Transport according to IFRIC 12. These amounts are offset by 514 thousand euros as of December 31, 2012 and 382 thousand euros as of January 1, 2012, respectively, for advances, classified in "Trade receivables" according to IFRS;

9. Other current financial assets

The adjustment of this item, for a total of 6,406 thousand euros as of December 31, 2012 (390 thousand euros as of January 1, 2012) is broken down as follows:

- reversal of the receivable for dividends for 5,920 thousand euros, paid by the subsidiary undertakings AdR Mobility and AdR Security, recorded in the year when the shareholders acquired the right to receive the payment in accordance with IFRS;
- premium for A4 bonds in the portfolio, recorded according to IAS 39, at amortized cost, applying the actual interest rate method, for 487 thousand euros as of December 31, 2012 (390 thousand euros as of January 1, 2012).

10. Other current assets

The reclassification of the "Other current assets" for 26,098 thousand euros as of December 31, 2012 (23,695 thousand euros as of January 1, 2012) refers entirely to the entry of the sums posted provisionally with regard to the current litigation with the Customs Office, commended in the previous paragraph "Other non-current assets".

11. Provisions for employee benefits

The Italian accounting standards require the recognition of the liability for the employee severance indemnities based on the par value of debt accrued according to the statutory provisions in force at year-end.

According to IFRS, the employee severance indemnities are included in the category of the defined benefit plans subject to actuarial valuations (mortality, predictable changes in remuneration, etc.) in order to express the current value of the benefit to be disbursed at the end of the employment relationship, due to the employees at the balance sheet date.

For IFRS purposes, all the actuarial gains and losses were recorded on the date of transition to IFRS.

12. Provisions for renovation of airport infrastructure (current and non-current share)

According to IFRS, the Company records "Provisions for renovation of airport infrastructure" of 264,339 thousand euros as of December 31, 2012 and 229,269 thousand euros as of January 1, 2012, of which 167,284 thousand euros and 131,455 thousand euros relating to the non-current share, respectively, and 97,055 thousand euros and 97,814 thousand euros regarding the long-term share.

These provisions are allocated to cover the estimate of the necessary costs, in compliance with the obligations set by the Planning Agreement and the relevant Investment Plan to restore the operation of the airport infrastructure at the end of the concession agreement. These amounts are recorded according to IFRIC 12.

13. Medium/long-term loans and Current share of medium/long-term financial liabilities

The transition costs incurred to obtain the loan are recorded, according to IAS 39, as a reduction from the relevant financial liability, measured at amortized costs, applying the actual interest rate method. The transition costs amount to 19,450 thousand euros as of December 31, 2012 (13,549 thousand euros as of January 1, 2012); according to the Italian accounting standards, these costs are capitalized in “Other intangible assets” and amortized on the basis of the duration of the loan.

The reclassification performed according to IFRS equals 522,529 thousand euros as of December 31, 2012 (74,355 thousand euros at January 1, 2012) and represents the share of the short-term debt.

On this point, it is specified that the amortized cost on facility A4 only generates an increase in debt of 16,125 thousand euros as of December 31, 2012 in consideration of the structure of such bond, which in the first phase has a variable rate (until 2009) and a fixed rate in the second phase (from 2009 to maturity). Starting from 2009 in particular the Company pays a higher rate than the rate it would have paid if the loan had had a constant rate (weighted average rate) for the entire term of the loan.

14. Trade payables

The reclassification of the item “Trade payables” for 514 thousand euros as of December 31, 2012 and 382 thousand euros as of January 1, 2012 refers entirely to the advances received, reclassified as a reduction of the relevant work in progress funded by the Ministry of Transport for IFRS purposes.

Income statement

To better understand the reconciliation of the data in the income statement, it is specified that the amounts included in the Column “Reclassifications” as of December 31, 2012 mainly consist of costs and revenues regarding the sold businesses ADR Retail and “vehicle maintenance”, which, according to IFRS, were reclassified in the item “Net income (loss) from discontinued operations”.

The table below shows, for the year ending December 31, 2012, the impact of the reclassifications deriving from the application of IFRS 5:

INCOME STATEMENT 2012 (THOUSANDS OF EUROS)	IFRS 5
TOTAL REVENUES	19,515
COSTS	
Consumption of raw materials and consumables	(10,087)
Service costs	(1,978)
Payroll costs	(5,140)
Other operating costs	(325)
Amortization and depreciation	(220)
TOTAL OPERATING COSTS	(17,750)
Income taxes	(751)
Taxes on the income from discontinued operations	(2,980)
EXTRAORDINARY INCOME (EXPENSE) (ITEM ITA GAAP)	216,647
NET INCOME (EXPENSE) FROM DISCONTINUED OPERATIONS/ASSETS HELD FOR SALE	**214,681**

15. Revenues from construction services and Other operating income

According to IFRS, ADR records an adjustment of revenues, according to IFRIC 12, of 5,206 thousand euros as of December 31, 2012. In particular, the revenues from construction and improvement services, which represent the remuneration due for the activity carried out on the assets under concession, are measured at fair value, calculated on the basis of the total costs incurred (which mainly include the costs for materials and internal services, the costs for benefits to employees involved in such activities and, depending on the case, the financial expense attributable).

The relevant costs are included in the other lines of operating costs for 5,159 thousand euros. According to Italian accounting standards, these costs are capitalized directly within the relevant fixed assets (also see the previous notes (1) and (2) for more information regarding the differences recorded at the time of the transition to the international financial reporting standards according with IFRIC 12).

16. Service costs and Other operating costs

The adjustments according to international accounting standards derive from the combined effect of:

- the construction and maintenance costs (classified in the item “Service costs”) and other costs (classified in “Other operating costs”), in compliance with IFRIC 12, as already previously commented, according to Italian accounting standards are capitalized directly in fixed assets these refer to;
- the reversal of construction expenses and development costs, capitalized in accordance with the Italian accounting standards;

17. Payroll costs

The IFRS adjustment as of December 31, 2012, which amounted to 381 thousand euros, is due to the net effect of the actuarial valuation of the employee severance indemnities for 597 thousand euros, in accordance with IAS 19 and the adjustment of the stock option reserve for 216 thousand euros, according to IFRS 2 (Share-based Payment).

The reclassification conducted at the time of transition to the international financial reporting standards, which amounts to 5,045 thousand euros as of December 31, 2012, is only due to the discontinued operations reclassified in the item "Net income (loss) from discontinued operations" (see note 24 for more information).

18. Allocation to (use of) the provisions for renovation of airport infrastructure

According to IFRS, the adjustment of 28,701 thousand euros is recorded in compliance with IFRIC 12 and represents the provisions for the year, net of the uses, needed to align the provisions to the estimate of the necessary costs, in compliance with the obligations set by the Planning Agreement and the relevant Investment Plan to ensure appropriate operation and security of the airport infrastructure throughout the term of the concession agreement.

19. Amortization and depreciation

IFRS adjustments for item "Amortization and depreciation" refer to:

- 44,900 thousand euros as of December 31, 2012 for the accumulated effect of applying IFRIC 12;
- 5,652 thousand euros for the elimination of the amortization costs, due to the application of the amortized cost method;

  The reclassification conducted at the time of transition to the international financial reporting standards, which amounts to 220 thousand euros as of December 31, 2012, is only due to the discontinued operations reclassified in the item "Net income (loss) from discontinued operations".

20. Financial income

The IFRS adjustment mainly includes the elimination of the financial income of 5,920 thousand euros as of December 31, 2012 relating to the dividends commented in the previous Note 9 "Other current financial assets".

In compliance with IFRS, ADR applies the amortized cost method, which implied an adjustment of "financial income" of 37 thousand euros as of December 31, 2012.

21. Financial expense

The adjustment made at the time of the transition to the international financial reporting standards (IFRS) is broken down as follows:

- *The financial expenses from discounting the provisions for renovation of airport infrastructure*: based on IFRS, ADR records 12,610 thousand euros relating to the financial portion of the allocation to the Provisions for renovation of airport infrastructure, recorded in accordance with IFRIC 12;
- *Financial interest expense*: based on IFRS, ADR records financial expense for 4,163 thousand euros, with reference to the transaction costs incurred for the loans, recorded according to the amortized cost method;
- *Other financial expense*: based on IFRS, ADR records 265 thousand euros for the actuarial valuation of the employee severance indemnities according to IAS 19.

22. Foreign exchange gains (losses)

The reclassification conducted at the time of transition to the international financial reporting standards, which amounts to 74 thousand euros as of December 31, 2012, refers to the adjustment to the exchange rate at year end of the A4 bonds in the portfolio issued in pound sterling.

23. Net income (loss) from discontinued operations

According to IFRS, discontinued operations are reclassified in “Net income (loss) from discontinued operations”.

The IFRS adjustment, which amounts to 4,099 thousand euros as of December 31, 2012, is due to the different carrying value of the sold businesses, according to the Italian and international accounting standards, which generated differences in the gains from the sale.

Statement of reconciliation between the shareholders’ equity of the Company as of January 1 and December 31, 2012 and the income (loss) for 2012

Below is the reconciliation of the shareholders’ equity of the Company as of January 1 and December 31, 2012 and the income (loss) for 2012, between the situation prepared on the basis of the Italian accounting standards and the situation drawn up according to IFRS.

(THOUSANDS OF EUROS)	SHAREHOLDERS' EQUITY AS OF 01.01.2012	INCOME (LOSS) FOR THE YEAR (*)	STOCK OPTIONS RESERVE	COMPREHENSIVE INCOME STATEMENT	OTHER CHANGES	SHAREHOLDERS' EQUITY AS OF 12.31.2012
SHAREHOLDERS' EQUITY ACCORDING TO THE ITALIAN ACCOUNTING STANDARDS	**825,571**	**259,174**	**0**	**0**	**0**	**1,084,745**
Adjustments regarding:						
APPLICATION OF IFRIC 12:						
Cancellation of Intangible assets	(252,628)	4,602				(248,026)
Cancellation of Tangible assets	(182,390)	11,655			(980)	(171,715)
Concession fees	450,601	(15,881)				434,720
Provision for renovation of airport infrastructure	(223,028)	(41,311)				(264,339)
TOTAL EFFECTS OF APPLYING IFRIC 12	(207,445)	(40,935)	0	0	(980)	(249,360)
Dividends from Subsidiary undertakings	0	(5,920)				(5,920)
Valuation of borrowings with the amortized cost method	(24,976)	1,489				(23,487)
Valuation of A4 bonds in the portfolio by applying the amortized cost method	5	36				41
Actuarial valuation of the provisions for employee benefits	3,748	(22)		(2,335)	(934)	457
Stock options valuation		(216)	216			0
Deferred taxation on IFRS adjustments	73,505	13,021		642	577	87,745
TOTAL IFRS ADJUSTMENTS	(155,163)	(32,547)	216	(1,693)	(1,337)	(190,524)
SHAREHOLDERS' EQUITY ACCORDING TO IFRS	**670,408**	**226,627**	**216**	**(1,693)**	**(1,337)**	**894,221**

(*) It includes the result from continuing operations and discontinued operations

THE BOARD OF DIRECTORS

Report of the independent auditors

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Independent auditors' report
pursuant to art. 14 and 16 of Legislative Decree n. 39 dated 27 January 2010
(Translation from the original Italian text)

To the Shareholders of Aeroporti di Roma S.p.A.

1. We have audited the financial statements of Aeroporti di Roma S.p.A. as of 31 December 2013 and for the year then ended, comprising the statement of financial position, the statement of income, the statement of comprehensive income, the statement of changes in equity, the statement of cash flows and the related explanatory notes. The preparation of these financial statements in accordance with International Financial Reporting Standards as adopted by the European Union and with art. 9 of Legislative Decree n. 38/2005 is the responsibility of Aeroporti di Roma S.p.A.'s Directors. Our responsibility is to express an opinion on these financial statements based on our audit.

2. We conducted our audit in accordance with auditing standards recommended by CONSOB (the Italian Stock Exchange Regulatory Agency). In accordance with such standards, we planned and performed our audit to obtain the information necessary to determine whether the financial statements are materially misstated and if such financial statements, taken as a whole, may be relied upon. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, as well as assessing the appropriateness of the accounting principles applied and the reasonableness of the estimates made by Directors. We believe that our audit provides a reasonable basis for our opinion.

   The financial statements include the corresponding figures of the prior year and the statement of financial position at 1 January 2012, which are presented for comparative purposes and are prepared in conformity with the same accounting principles used as of 31 December 2013 and for the year then ended. In addition, explanatory Note 13 illustrates the effects of the transition to the International Financial Reporting Standards as adopted by European Union. We have examined the information presented in such note for the purpose of expressing our opinion on the financial statements as of 31 December 2013 and for the year then ended.

3. In our opinion, the financial statements of Aeroporti di Roma S.p.A. at 31 December 2013 have been prepared in accordance with International Financial Reporting Standards as adopted by the European Union and with art. 9 of Legislative Decree n. 38/2005; accordingly, they present clearly and give a true and fair view of the financial position, the results of operations and the cash flows of Aeroporti di Roma S.p.A. for the year then ended.

4. The Directors of Aeroporti di Roma S.p.A. are responsible for the preparation of the Report on Operations in accordance with the applicable laws and regulations. Our responsibility is to express an opinion on the consistency of the Report on Operations with the financial statements, as required by the law. For this purpose, we have performed the procedures required under Auditing Standard 001 issued by the Italian Accounting Profession (CNDCEC) and recommended by CONSOB. In our opinion, the Report on Operations is consistent with the financial statements of Aeroporti di Roma S.p.A. 31 at December 2013.

Rome, 17 March 2014

Reconta Ernst & Young S.p.A.
Signed by: Luigi Facci, partner

This report has been translated into the English language solely for the convenience of international readers.

Report of the Board of statutory auditors

Report of the Board of statutory auditors to the Ordinary General Meeting of the shareholders of Aeroporti di Roma S.p.A., pursuant to art. 2429 of the Italian Civil Code

To the Shareholders of Aeroporti di Roma S.p.A.

During the year ended December 31, 2013 our activity was inspired by the legal provisions and the regulations for statutory auditors issued by the Italian Accounting Profession.

Supervisory activity

We verified compliance with the law, the articles of association and the principles of good governance.

We took part in the Shareholders' meetings and the meetings of the Board of Directors, in relation to which, based on the information available, we did not find any violation of the law and the articles of association, nor transactions that were manifestly imprudent, risky or such to compromise the value of the Company's assets. The Board of Statutory Auditors is not aware of any conflict of interest that was declared pursuant to the law.

We acquired information from the governing bodies as regards the general operating performance and the business outlook as well as on the most significant transactions in terms of size or characteristics, carried out by the Company and, based on the information acquired, we have no special remark to make.

We met with the auditor in charge of the statutory auditing, and no relevant information or data emerged that must be highlighted in this report.

We met with the Internal Audit Manager, and no relevant information or data emerged that must be highlighted in this report.

We met with the Supervisory Body, and no issues emerged as regards the correct implementation of the organizational model that must be highlighted in this report.

We gathered information on and supervised, within our competence, the adequacy of the organizational structure of the Company, also through the acquisition of information from the heads of the departments, and have no remark to report on this point.

We gathered information on and supervised, within our competence, the adequacy and operation of the administration-accounting system as well as its reliability to fairly represent the operations; this was done by obtaining information from the heads of the departments and the auditor in charge of the statutory auditing, and examining the corporate documentation, and have no special remark to make on this point.

No reports were made pursuant to art. 2408 of the Italian Civil Code.

During the year the Board of Statutory Auditors has expressed an opinion on the replacement of directors pursuant to art. 2386 of the Italian Civil Code and on the remuneration of directors holding special offices pursuant to art. 2389 of the Italian Civil Code.

The Board of Statutory Auditors underlines that, effective from December 1, 2013, consequently to the merger of Gemina S.p.A., Atlantia S.p.A. directly holds the majority of the shares of Aeroporti di Roma S.p.A. and exercises the management and coordination towards the company.

During the supervisory activity, as described above, no significant events emerged that are such to require mention in this report.

Consolidated and separate financial statements

We examined the draft consolidated financial statements and the draft separate financial statements for the year ended December 31, 2013, which were made available to us according to art. 2429 of the Italian Civil Code, with regard to which we report the following points.

Today the Independent Auditors issued the reports pursuant to articles 14 and 16 of Italian Legislative Decree 39/2010. These state that the consolidated financial statements and the financial statements for the year ended December 31, 2013 comply with the International Financial Reporting Standards adopted by the European Union and with the measures issued to implement art. 9 of Italian Legislative Decree no. 38/2005, and that were drawn up clearly and present a true and fair view of the financial position, the results of operation and the cash flows of Aeroporti di Roma S.p.A. for the year ended on this date.

The Board of Statutory Auditors points out that - after a bond issue on the Irish market occurred in December 2013 - Aeroporti di Roma has become a company with financial instruments that are admitted to negotiation in a regulated market of the European Union and, therefore, pursuant to Italian Legislative Decree 38/2005, it has prepared the consolidated financial statements and the separate financial statements for the year in compliance with IFRS. For comparative purposes, the consolidated financial statements and the separate financial statements present the data corresponding to the previous year and the statement of financial position as of January 1, 2012 prepared in compliance with international accounting standards. For these comparative data, reference is made to the Report by the auditor in charge of statutory auditing.

As we are not responsible for the statutory audit of the financial statements, we verified their general layout, their overall compliance with the laws relating to form and content and have no particular observations to make in this regard.

We verified the compliance with the legal provisions regarding the preparation of the management report on operations and acknowledged that the Independent Auditors have declared that the reports on operations are consistent with the consolidated financial statements and the financial statements for the year ended December 31, 2013, respectively.

Conclusions

Dear Shareholders,

in consideration of the fact that the Independent Auditors Ernst & Young S.p.A. issued their statutory audit report to the financial statements today, without making any special remarks, the Board of Statutory Auditors does not find any obstacles that hinder the proposal of approval of the financial statements for the year ended December 31, 2013.

Regarding the profit allocation proposed by the Board of Directors, the Board of Statutory Auditors - in light of the risks extensively reported by the same administration bodies in the notes to the financial statements - urges you to be prudent when assuming the resolution concerning the distribution of dividends.

The Board of Statutory Auditors

Maria Laura Prislei

Mauro Romano

Andrea Carlo Tavecchio

Mario Tonucci

Pier Vittorio Vietti

Annexes

Annex 1 - Condensed financial statements of Atlantia S.p.A. for the year ended December 31, 2012

From August 2, 2007, ADR qualifies as a company "managed and coordinated" by Gemina, which wholly owned Leonardo S.r.l., subsequently merged into Gemina. Consequently to the merger of Gemina into Atlantia, effective from December 1, 2013, ADR is subject to the "management and coordination" of Atlantia.

Key data from the financial statements of Atlantia as of December 31, 2012, the latest available financial statements, are shown in the table below:

Financial statements of Atlantia S.p.A. for the year ended December 31, 2012

BALANCE SHEET (€000)

ASSETS	12.31.2012
Non-current assets	16,113,095
Current assets	739,289
Total assets	**16,852,384**
SHAREHOLDERS' EQUITY AND LIABILITIES	
Shareholders' equity	6,536,538
of which share capital	661,828
Non-current liabilities	9,948,426
Current liabilities	367,420
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	**16,852,384**

INCOME STATEMENT (€000)

	2012
Operating income	801
Operating costs	(10,524)
Operating income (EBIT)	**(9,723)**
Income (loss) for the year	**532,612**

Annex 2 - Financial and operational highlights of subsidiary and associated undertakings

Pursuant to art. 2429, paragraphs 3 and 4 of the Italian Civil Code, reported below are the main financial and operational data for the year 2013 approved by the Board of Directors of ADR's subsidiary and associated undertakings. These companies prepare their financial statements according to the Italian accounting standards.

ADR Engineering S.p.A.

RECLASSIFIED BALANCE SHEET (€000)	12.31.2013	12.31.2012
Intangible fixed assets	5	34
Tangible fixed assets	1	4
Non-current financial assets	3	3
A. – Fixed assets	**9**	**41**
Inventories	13,888	4,652
Trade receivables	2,549	2,051
Other assets	330	568
Trade payables	(6,164)	(2,659)
Allowances for risks and charges	(301)	(548)
Other liabilities	(2,633)	(897)
B. – Working capital	**7,669**	**3,167**
C. – Invested capital, minus short-term liabilities (A+B)	**7,678**	**3,208**
D. – Employee severance indemnities	**793**	**855**
E. – Invested capital, minus (C-D) short-term liabilities and EMPLOYEE SEVERANCE INDEMNITIES	**6,885**	**2,353**
financed by:		
Share capital	775	775
Reserves and retained earnings	2,174	1,593
Net income (loss) for the year	3,276	581
F. – Shareholders' equity	**6,225**	**2,949**
G. – Short-term net borrowing		
Short-term borrowing	879	0
Cash and current receivables	(219)	(596)
(G)	**660**	**(596)**
I. – Total as in "E" (F+G)	**6,885**	**2,353**

RECLASSIFIED INCOME STATEMENT (€000)	2013	2012
A.- Revenues	**16,126**	**5,430**
B.- Revenues from ordinary activities	**16,126**	**5,430**
Cost of materials and external services	(8,107)	(2,087)
C.- Added value	**8,019**	**3,343**
Payroll costs	(2,653)	(2,451)
D.- Gross operating income	**5,366**	**892**
Amortization and depreciation	(32)	(67)
Allowances for risks and charges	(48)	(24)
Other income (expense), net	250	11
E.- Operating Income	**5,536**	**812**
Financial income and expense	(3)	(3)
F.- Income before extraordinary items and taxes	**5,533**	**809**
Extraordinary income (expense), net	(9)	116
G.- Income (loss) before taxes	**5,524**	**925**
Current taxes for the year	(2,145)	(349)
Deferred tax assets (liabilities) for the year	(103)	5
H.- Net income (loss) for the year	**3,276**	**581**

ADR Assistance S.r.l.

RECLASSIFIED BALANCE SHEET (€000)	12.31.2013	12.31.2012
Intangible fixed assets	938	1,113
Tangible fixed assets	703	1,137
A. – Fixed assets	**1,641**	**2,250**
Trade receivables	2,323	4,540
Other assets	1,199	705
Trade payables	(1,336)	(920)
Allowances for risks and charges	(734)	(241)
Other liabilities	(1,750)	(1,826)
B. – Working capital	**(298)**	**2,258**
C. – Invested capital, minus short-term liabilities (A+B)	**1,343**	**4,508**
D. – Employee severance indemnities	**2**	**4**
E. – Invested capital, minus (C-D) short-term liabilities and employee severance indemnities	**1,341**	**4,504**
financed by:		
Share capital	6,000	6,000
Reserves and retained earnings	1,019	204
Net income (loss) for the year	103	815
F. – Shareholders' equity	**7,122**	**7,019**
G. – Medium/long-term borrowing	**0**	**0**
H. – Short-term net borrowing (net cash and cash equivalents)	**(5,781)**	**(2,515)**
Short-term borrowing	0	0
Cash and current receivables	(5,781)	(2,515)
(G+H)	**(5,781)**	**(2,515)**
I. – Total as in "E" (F+G+H)	**1,341**	**4,504**

RECLASSIFIED INCOME STATEMENT (€000)	2013	2012
A.- Revenues	**16,533**	**16,433**
B.- Revenues from ordinary activities	**16,533**	**16,433**
Cost of materials and external services	(3,005)	(2,796)
C.- Added value	**13,528**	**13,637**
Payroll costs	(11,664)	(11,713)
D.- Gross operating income	**1,864**	**1,924**
Amortization and depreciation	(610)	(669)
Allowances for risks and charges	(563)	(240)
Other income (expense), net	105	181
E.- Operating income	**796**	**1,196**
Financial income and expense	2	2
F.- Income before extraordinary items and taxes	**798**	**1,198**
Extraordinary income (expense), net	(18)	437
G.- Income (loss) before taxes	**780**	**1,635**
Current taxes for the year	(814)	(902)
Deferred tax assets (liabilities) for the year	137	82
	(677)	**(820)**
H.- Net income (loss) for the year	**103**	**815**

ADR Tel S.p.A.

RECLASSIFIED BALANCE SHEET (€000)	12.31.2013	12.31.2012
Intangible fixed assets	2,848	3,443
Tangible fixed assets	57	115
A. – Fixed assets	**2,905**	**3,558**
Inventories	125	134
Trade receivables	3,817	4,743
Other assets	323	239
Trade payables	(4,799)	(4,260)
Allowances for risks and charges	(141)	(64)
Other liabilities	(591)	(677)
B. – Working capital	**(1,266)**	**115**
C. – Invested capital, minus short-term liabilities (A+B)	**1,639**	**3,673**
D. – Employee severance indemnities	**458**	**419**
E. – Invested capital, minus (C-D) short-term liabilities and employee severance indemnities	**1,181**	**3,254**
financed by:		
Share capital	600	600
Reserves and retained earnings	4,580	3,327
Net income (loss) for the year	1,619	1,253
F. – Shareholders' equity	**6,799**	**5,181**
G. – Medium/long-term borrowing	**0**	**0**
H. – Short-term net borrowing (net cash and cash equivalents)	**(5,618)**	**(1,927)**
Short-term borrowing	0	0
Cash and current receivables	(5,618)	(1,927)
(G+H)	**(5,618)**	**(1,927)**
I. – Total as in "E" (F+G+H)	**1,181**	**3,254**

RECLASSIFIED INCOME STATEMENT (€000)	2013	2012
A.- Revenues	**11,448**	**10,702**
Capitalized costs and expenses	56	16
B.- Revenues from ordinary activities	**11,504**	**10,718**
Cost of materials and external services	(6,454)	(6,247)
C.- Added value	**5,050**	**4,471**
Payroll costs	(1,097)	(1,157)
D.- Gross operating income	**3,953**	**3,314**
Amortization and depreciation	(1,294)	(1,499)
Other provisions	(358)	(59)
Allowances for risks and charges	(77)	(10)
Other income (expense), net	231	52
E.- Operating income	**2,455**	**1,798**
Financial income and expense	13	(4)
F.- Income before extraordinary items and taxes	**2,468**	**1,794**
Extraordinary income (expense), net	(9)	71
G.- Income (loss) before taxes	**2,459**	**1,865**
Current taxes for the year	(940)	(621)
Deferred tax assets (liabilities) for the year	100	9
	(840)	**(612)**
H.- Net income (loss) for the year	**1,619**	**1,253**

ADR Advertising S.p.A.[2]

RECLASSIFIED BALANCE SHEET (€000)	12.31.2013	12.31.2012
Intangible fixed assets	0	0
Tangible fixed assets	0	772
A. – Fixed assets	**0**	**772**
Inventories	987	0
Trade receivables	7,008	8,096
Other assets	898	1,777
Trade payables	(7,018)	(8,095)
Allowances for risks and charges	0	(93)
Other liabilities	(106)	(235)
B. – Working capital	**1,769**	**1,450**
C. – Invested capital, minus short-term liabilities (A+B)	**1,769**	**2,222**
D. – Employee severance indemnities	**150**	**185**
E. – Invested capital, minus (C-D) short-term liabilities and employee severance indemnities	**1,619**	**2,037**
financed by:		
Share capital	1,000	1,000
Reserves and retained earnings	41	(243)
Net income (loss) for the year	354	284
F. – Shareholders' equity	**1,395**	**1,041**
G. – Medium/long-term borrowing	**0**	**0**
H. – Short-term net borrowing	**224**	**996**
Short-term borrowing	429	996
Cash and current receivables	(205)	0
(G+H)	**224**	**996**
I. – Total as in "E" (F+G+H)	**1,619**	**2,037**

RECLASSIFIED INCOME STATEMENT (€000)	2013	2012
A.- Revenues	**13,173**	**16,371**
B.- Revenues from ordinary activities	**13,173**	**16,371**
Cost of materials and external services	(11,510)	(14,058)
C.- Added value	**1,663**	**2,313**
Payroll costs	(633)	(635)
D.- Gross operating income	**1,030**	**1,678**
Amortization and depreciation	(280)	(350)
Other provisions	(200)	(505)
Allowances for risks and charges	0	0
Other income (expense), net	(226)	(179)
E.- Operating income	**324**	**644**
Financial income and expense	(35)	(38)
F.- Income before extraordinary items and taxes	**289**	**606**
Extraordinary income (expense), net	504	36
G.- Income (loss) before taxes	**793**	**642**
Current taxes for the year	(71)	(358)
Deferred tax assets (liabilities) for the year	(368)	0
	(439)	**(358)**
H.- Net income (loss) for the year	**354**	**284**

[2] On the date of presenting the financial statements, the company ADR Advertising S.p.A. has not approved its financial statements for 2013, yet. For the consolidation, the accounting figures included in the reporting package prepared purposely by the Company were used.

ADR Mobility S.r.l.

RECLASSIFIED BALANCE SHEET (€000)	12.31.2013	12.31.2012
Intangible fixed assets	919	748
Tangible fixed assets	1,002	1,309
A. – Fixed assets	**1,921**	**2,057**
Trade receivables	3,283	3,182
Other assets	327	418
Trade payables	(3,057)	(1,970)
Allowances for risks and charges	(153)	(31)
Other liabilities	(1,398)	(3,901)
B. – Working capital	**(998)**	**(2,302)**
C. – Invested capital, minus short-term liabilities (A+B)	**923**	**(245)**
D. – Employee severance indemnities	**721**	**741**
E. – Invested capital, minus (C-D) short-term liabilities and employee severance indemnities	**202**	**(986)**
financed by:		
Share capital	1,500	1,500
Reserves and retained earnings	542	200
Net income (loss) for the year	7,321	5,742
F. – Shareholders' equity	**9,363**	**7,442**
G. – Medium/long-term borrowing	**0**	**0**
H. – Short-term net borrowing	**(9,161)**	**(8,428)**
.Short-term borrowing	0	0
.Cash and current receivables	(9,161)	(8,428)
(G+H)	**(9,161)**	**(8,428)**
I. – Total as in "E" (F+G+H)	**202**	**(986)**

RECLASSIFIED INCOME STATEMENT (€000)	2013	MAY-DEC. 2012
A.- Revenues	**37,459**	**27,314**
B.- Revenues from ordinary activities	**37,459**	**27,314**
Cost of materials and external services	(21,707)	(15,343)
C.- Added value	**15,752**	**11,971**
Payroll costs	(3,024)	(1,858)
D.- Gross operating income	**12,728**	**10,113**
Amortization and depreciation	(530)	(379)
Other provisions	(371)	(283)
Allowances for risks and charges	(121)	(18)
Other income (expense), net	(714)	(818)
E.- Operating income	**10,992**	**8,615**
Financial income and expense	26	6
F.- Income before extraordinary items and taxes	**11,018**	**8,621**
Extraordinary income (expense), net	7	(21)
G.- Income (loss) before taxes	**11,025**	**8,600**
Current taxes for the year	(3,826)	(2,935)
Deferred tax assets (liabilities) for the year	122	77
	(3,704)	**(2,858)**
H.- Net income (loss) for the year	**7,321**	**5,742**

ADR Security S.r.l.

RECLASSIFIED BALANCE SHEET

(€000)	12.31.2013	12.31.2012
Intangible fixed assets	28	37
Tangible fixed assets	0	1
A. – Fixed assets	**28**	**38**
Trade receivables	14,349	13,852
Other assets	811	722
Trade payables	(2,055)	(2,273)
Allowances for risks and charges	(1,880)	(393)
Other liabilities	(5,439)	(6,841)
B. – Working capital	**5,786**	**5,067**
C. – Invested capital, minus short-term liabilities (A+B)	**5,814**	**5,105**
D. – Employee severance indemnities	**4,230**	**4,344**
E. – Invested capital, minus (C-D) short-term liabilities and employee severance indemnities	**1,584**	**761**
financed by:		
Share capital	400	400
Reserves and retained earnings	175	100
Net income (loss) for the year	1,218	595
F. – Shareholders' equity	**1,793**	**1,095**
G. – Medium/long-term borrowing	**0**	**0**
H. – Short-term net borrowing	**(209)**	**(334)**
Short-term borrowing	0	0
Cash and current receivables	(209)	(334)
(G+H)	**(209)**	**(334)**
I. – Total as in "E" (F+G+H)	**1,584**	**761**

RECLASSIFIED INCOME STATEMENT

(€000)	2013	MAY-DEC. 2012
A.- Revenues	**41,117**	**25,424**
B.- Revenues from ordinary activities	**41,117**	**25,424**
Cost of materials and external services	(6,473)	(4,161)
C.- Added value	**34,644**	**21,263**
Payroll costs	(29,831)	(19,205)
D.- Gross operating income	**4,813**	**2,058**
Amortization and depreciation	(10)	(6)
Other provisions	0	0
Allowances for risks and charges	(1,487)	(206)
Other income (expense), net	425	47
E.- Operating income	**3,741**	**1,893**
Financial income and expense	(63)	4
F.- Income before extraordinary items and taxes	**3,678**	**1,897**
Extraordinary income (expense), net	(6)	(10)
G.- Income (loss) before taxes	**3,672**	**1,887**
Current taxes for the year	(2,894)	(1,331)
Deferred tax assets (liabilities) for the year	440	39
	(2,454)	**(1,292)**
H.- Net income (loss) for the year	**1,218**	**595**

ADR Retail S.r.l.

RECLASSIFIED BALANCE SHEET

(€000)	09-30-2012
Intangible fixed assets	519
Tangible fixed assets	234
A. – Fixed assets	**753**
Inventories	10,684
Trade receivables	1,046
Other assets	4,264
Trade payables	(14,889)
Allowances for risks and charges	(119)
Other liabilities	(4,133)
B. – Working capital	**(3,147)**
C. – Invested capital, minus short-term liabilities (A+B)	**(2,394)**
D. – Employee severance indemnities	**1,398**
E. – Invested capital, minus (C-D) short-term liabilities and employee severance indemnities	**(3,792)**
financed by:	
Share capital	480
Reserves and retained earnings	0
Net income (loss) for the period	3,531
F. – Shareholders' equity	**4,011**
G. – Medium/long-term borrowing	**0**
H. – Short-term net borrowing	**(7,803)**
Short-term borrowing	0
Cash and current receivables	(7,803)
(G+H)	**(7,803)**
I. – Total as in "E" (F+G+H)	**(3,792)**

RECLASSIFIED INCOME STATEMENT

(€000)	03-04/09-30-2012
A.- Revenues	**52,838**
B.- Revenues from ordinary activities	**52,838**
Cost of materials and external services	(42,052)
C.- Added value	**10,786**
Payroll costs	(4,269)
D.- Gross operating income	**6,517**
Amortization and depreciation	(177)
Allowances for risks and charges	(77)
Other income (expense), net	(612)
E.- Operating income	**5,651**
Financial income and expense	55
F.- Income before extraordinary items and taxes	**5,706**
Extraordinary income (expense), net	(303)
G.- Income (loss) before taxes	**5,403**
Current taxes for the year	(2,054)
Deferred tax assets (liabilities) for the year	182
	(1,872)
H.- Net income (loss) for the year	**3,531**

ADR Sviluppo S.r.l. Unipersonale

RECLASSIFIED BALANCE SHEET (€000)	12.31.2013	12.31.2012
Intangible fixed assets	4	4
Non-current financial assets	6	6
A. – Fixed assets	**10**	**10**
Trade receivables	1	0
Other assets	0	2
B. – Working capital	**1**	**2**
C. – Invested capital, minus short-term liabilities (A+B)	**11**	**12**
D. – Employee severance indemnities	**0**	**0**
E. – Invested capital, minus (C-D) short-term liabilities and employee severance indemnities	**11**	**12**
financed by:		
Share capital	100	100
Reserves and retained earnings	4	7
Net income (loss) for the year	(2)	(3)
F. – Shareholders' equity	**102**	**104**
G. – Medium/long-term borrowing	**0**	**0**
H. – Short-term net borrowing	**(91)**	**(92)**
Short-term borrowing	0	0
Cash and current receivables	(91)	(92)
(G+H)	**(91)**	**(92)**
I. – Total as in "E" (F+G+H)	**11**	**12**

RECLASSIFIED INCOME STATEMENT (€000)	2013	2012
A.- Revenues	**0**	**0**
B.- Revenues from ordinary activities	**0**	**0**
Cost of materials and external services	(1)	(3)
C.- Added value	**(1)**	**(3)**
Payroll costs	0	0
D.- Gross operating income	**(1)**	**(3)**
Amortization and depreciation	0	0
Other provisions	0	0
Allowances for risks and charges	0	0
Other income (expense), net	(1)	(1)
E.- Operating income	**(2)**	**(4)**
Financial income and expense	0	0
F.- Income before extraordinary items and taxes	**(2)**	**(4)**
Extraordinary income (expense), net	0	0
G.- Income (loss) before taxes	**(2)**	**(4)**
Current taxes for the year	0	1
Deferred tax assets (liabilities) for the year	0	0
	0	**1**
H.- Net income (loss) for the year	**(2)**	**(3)**

Consorzio E.T.L. (in liquidation)

RECLASSIFIED BALANCE SHEET (€000)	12.31.2013	12.31.2012
Intangible fixed assets	0	0
Tangible fixed assets	0	0
Non-current financial assets	41	0
A. – Fixed assets	**41**	**0**
Trade receivables	0	0
Other assets	83	83
Trade payables	(200)	(198)
Other liabilities	(2)	(1)
B. – Working capital	**(119)**	**(116)**
C. – Invested capital, minus short-term liabilities (A+B)	**(78)**	**(116)**
D. – Employee severance indemnities	**0**	**0**
E. – Invested capital, minus (C-D) short-term liabilities and employee severance indemnities	**(78)**	**(116)**
financed by:		
Share capital	83	83
Reserves and retained earnings	(141)	(124)
Net income (loss) for the year	(20)	(17)
F. – Shareholders' equity	**(78)**	**(58)**
G. – Medium/long-term borrowing	**0**	**0**
H. – Short-term net borrowing	**0**	**(58)**
Short-term borrowing	0	0
Cash and current receivables	0	(58)
(G+H)	0	**(58)**
I. – Total as in "E" (F+G+H)	(78)	**(116)**

RECLASSIFIED INCOME STATEMENT (€000)	2013	2012
A.- Revenues	**0**	**0**
B.- Revenues from ordinary activities	**0**	**0**
Cost of materials and external services	0	(17)
C.- Added value	**0**	**0**
Payroll costs	(18)	0
D.- Gross operating income	**(18)**	**0**
Amortization and depreciation	0	0
Other provisions	0	0
Allowances for risks and charges	0	0
Other income (expense), net	(0)	(1)
E.- Operating income	**(18)**	**(18)**
Financial income and expense	(2)	0
F.- Income before extraordinary items and taxes	**(20)**	**(18)**
Extraordinary income (expense), net	0	1
G.- Income (loss) before taxes	**(20)**	**(17)**
Current taxes for the year	0	0
Deferred tax assets (liabilities) for the year	0	0
	0	**(17)**
I. – Total as in "E" (F+G+H)	**(20)**	**(17)**

RESOLUTIONS
OF THE ORDINARY GENERAL MEETING OF SHAREHOLDERS OF APRIL 15, 2014

RESOLUTIONS OF THE ORDINARY GENERAL MEETING OF SHAREHOLDERS OF APRIL 15, 2014

The General Meeting, held in first call on April 15, 2014, approved the Board of Directors' Management Report on Operations and the financial statements for the year ended December 31, 2013, which report net income of 83,163,140.12 euros to be taken to retained earnings.

The meeting also appointed Giancarlo Guenzi, Concetta Testa and Gennarino Tozzi as Directors of the Company, until the expiry of the term of office of the current Board of Directors.

Aeroporti di Roma S.p.A.

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Tax Code and Rome Companies'
Register no. 13032990155
VAT no. 06572251004

Fully paid-in share capital:
Euro 62,224,743.00

" A company managed and coordinated by Atlantia S.p.A."

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Aeroporti
di Roma