

# ANNUAL INFORMATION DOCUMENT

## ANNUAL CONSULTATION and CONVENING OF PUBLIC HEARING

### Introduction

**Beginning of the consultation procedure** - On August 5th, Aeroporti di Roma SpA (ADR), the managing body of the Fiumicino and Ciampino airports, notified interested parties at both airports of the beginning of the user consultation procedure regarding the proposal to revise the airport charges for services subject to economic regulation for the year 2021 (1 March 2021 – 28 February 2022). Please note that this consultation will be the last of the current regulatory period required by the ENAC-ADR Economic Regulation Agreement (hereinafter referred to as "ERA") as the 2017-2021 five-year period.

**Information document** - ADR has prepared this *Annual Information Document* to provide users and other stakeholders with the necessary updates on the factors contributing to the definition of airport charges for the services subject to economic regulation. As has been the case for every year since 2012, in addition to this document, during the consultation period users will have access to a further extensive body of information made available on the *adr.it* website pages on the proposal of updates to regulated charges ("Corporate" section; "About ADR group"; "Charges"), both in Italian and in English.

In fact – in addition to this *Annual Information Document* – by August 14 ADR will publish on its website presentations concerning: the status of the investment plan; performance indicators and actions of the quality and environment plans; traffic trends; proposal of charges update (charges for services subject to economic regulation, including the PRM service). As a whole, the material made available to users must contain, under the provisions of par. 5.2 of Model 1 of the Regulation of Airport Charges<sup>1</sup>, the following information:

- a. progress of the investments required by the plan approved by ENAC;
- b. changes in operating costs that influence the determination of charges for regulated services;
- c. update of the annual parameters  $k$  and  $v$  with respect to the values defined in advance for the bridge year of the tariff period;
- d. level of the quality and environmental protection indicators recorded in the previous year compared to the target values included in the "quality and environmental protection plans" for the same year;
- e. final and preliminary traffic report (WLU and service units);
- f. proposed level of charges for the regulated services for the following year;
- g. an update, if applicable, of the investment schedule for the remaining years of the regulatory period;

---

<sup>1</sup> for airports whose annual traffic is over 5 million passengers: annex A1 to resolution 92/2017 of the Transport Regulatory Authority ("ART")

- h. any urgent measures which, although not included in the plan approved by ENAC, must be carried out in the remaining years of the regulatory period;
- i. ADR's policy to incentivise flight growth;
- j. calling of a public hearing for users and conclusion of the consultation

### **Submissions to ENAC for the relevant checks**

**Quality and environmental protection plan** - The final determination of the indicators concerning the quality and environmental protection plan for the third year (1 July 2019 – 30 June 2020) of the second five-year tariff period was affected by a temporary suspension for all the surveys on perceived and delivered quality, including those relevant to the Service Charter, the Economic Regulation Agreement and the ASQ "Airport Service Quality" international benchmarking program conducted by ACI. The suspension was due to the Italian Prime Ministerial Decree of 9 March 2020, which extended to the national level the provisions to fight the spread of Covid-19.

As a result, ADR has put all surveys on hold, notifying the matter to ENAC which has responded that *"...it is possible to pause activities related to customer satisfaction surveys and the survey of the quality indicators of the 2020 Service Charter, without prejudice to the possibility of resuming such activities later in the year, as soon as, hopefully, the situation returns to normal"*.

Therefore, the final reporting takes into account the surveys carried out during the 1 July 2019 – 9 March 2020 period. Surveys will be resumed as soon as normal airport operating conditions resume, as specified in ENAC's notice.

### **Investment monitoring**

- a) On April 29 2020 the documentation of the final values of the investments required to monitor the operator's compliance with the obligations assumed under the plan of measures was sent to ENAC for the relevant validations;
- b) On May 11 2020, in accordance with the disposal of art. 37bis c.6 of Economic Regulation Agreement, ADR sent the following documents to ENAC: i) "Schedule A" – new investments; ii) "Schedule B" – Work in progress; iii) "Schedule C" – extraordinary maintenance; iv) cost discontinuities include in "v" parameter at 31<sup>st</sup> December 2019.

At the date of preparation of "Annual Information Document", ADR has also provided ENAC with reconciliation tables for 2019, to provide a basis for comparing actual investment data ("Schedule A") and the amounts recorded on the "MIA" ("Monitoraggio Investimenti Aeroportuali" – software) used by ENAC for its monitoring activities and updated by ADR with the progress data under the procedures required by the concession grantor.

Lastly, by October 2020, ADR will send ENAC documentation concerning the current year's investment plan containing the actual values as of 30 September and the forecasts to 31 December 2020. Both the final values (2019) and the forecast values (2020) impact the parameters k, v and that are represented in the proposal of charges update for the year 2021.

**Conclusion of the consultation** - At the end of the period specified for the consultation - by 23 November - ADR will publish on its website the level of airport charges in question which, unless otherwise notified by ART, will come into force on 1 March 2021.

**a. Status of the investments under the plan approved by ENAC**

In compliance with the provisions of par. 5.2(a) of ART Model 1, the following table summarizes the state of the investments envisaged in the plan approved by ENAC.

**Table 1**  
**Investments – €'000**

FIUMICINO Airport - Capex overview (Value in M€)																
Interventions (overview Form A)	ERA FORECAST							ACTUAL			FORECAST	Total 2017-2020 (d)	L-Term dev. affected by permitting issues (e)	Forecast 17-20 Proforma (f) = (d)+(e)	Proforma variation (f)-(c)	Total variation (d)-(a)
	2017	2018	2019	2020	ERA 2017-2020 (a)	L-Term dev. affected by permitting issues (b)	ERA 17-20 Proforma (c) = (a)+(b)	2017	2018	2019	FRC 2020 (*)					
Urban Planning Activities L-Term development	5,306	5,580	7,233	516	18,635	(18,635)	0	1,346	41	231	412	2,030	(2,030)	0	0	(16,605)
FCO South Flight Infrastructure	41,366	71,221	28,918	65,672	207,177	(110,767)	96,410	33,659	22,988	29,851	2,891	89,389	(16,887)	72,503	(23,907)	(117,788)
L-Term development Flight Infrastructure	7,618	36,468	120,225	184,358	348,669	(348,669)	0	531	(149)	13	(13)	382	(382)	0	0	(348,287)
FCO South Terminal Infrastructure	63,586	139,518	126,220	49,497	378,822	0	378,822	34,526	48,527	117,584	45,049	245,686	0	245,686	(133,136)	(133,136)
L-Term development Terminal Infrastructure	4,365	11,242	9,552	9,653	34,812	(34,812)	0	0	0	0	0	0	0	0	0	(34,812)
FCO South Lanside Infrastructure	11,192	18,252	1,141	1,226	31,811	(3,039)	28,772	6,249	4,431	1,872	789	13,342	0	13,342	(15,430)	(18,469)
L-Term development Lanside Infrastructure	240	2,456	2,788	5,607	11,090	(11,090)	0	0	0	0	0	0	0	0	0	(11,090)
FCO South Car Parks Infrastructure	2,304	14,469	16,432	1,382	34,586	0	34,586	43	4	0	(15)	32	0	32	(34,554)	(34,554)
FCO South Other Interventions	133,748	83,124	63,855	52,510	333,237	0	333,237	103,273	77,445	74,971	65,742	321,430	0	321,430	(11,806)	(11,806)
<b>Total</b>	<b>269,726</b>	<b>382,330</b>	<b>376,364</b>	<b>370,420</b>	<b>1,398,840</b>	<b>(527,013)</b>	<b>871,827</b>	<b>179,629</b>	<b>153,287</b>	<b>224,521</b>	<b>114,855</b>	<b>672,292</b>	<b>(19,298)</b>	<b>652,994</b>	<b>(218,833)</b>	<b>(726,548)</b>

  

CIAMPINO Airport - Capex overview (Value in M€)																
Interventions (overview Form A)	ERA FORECAST							ACTUAL			FORECAST	Total 2017-2020 (d)	L-Term dev. affected by permitting issues (e)	Forecast 17-20 Proforma (f) = (d)+(e)	Proforma variation (f)-(c)	Total variation (d)-(a)
	2017	2018	2019	2020	ERA 2017-2020 (a)	L-Term dev. affected by permitting issues (b)	ERA 17-20 Proforma (c) = (a)+(b)	2017	2018	2019	FRC 2020 (*)					
Flight Infrastructure	5,656	6,218	82	1,356	13,313	0	13,313	609	7,860	3,067	994	12,529	0	12,529	(783)	(783)
Terminal Infrastructure	1,817	1,077	98	310	3,303	0	3,303	1,203	(28)	14	22	1,212	0	1,212	(2,091)	(2,091)
Other Interventions	8,516	3,922	6,482	2,641	21,562	0	21,562	10,423	5,702	4,557	8,694	29,376	0	29,376	7,815	7,815
<b>Total</b>	<b>15,990</b>	<b>11,217</b>	<b>6,662</b>	<b>4,308</b>	<b>38,177</b>	<b>0</b>	<b>38,177</b>	<b>12,236</b>	<b>13,535.10</b>	<b>7,637.43</b>	<b>9,710</b>	<b>43,118</b>	<b>0</b>	<b>43,118</b>	<b>4,941</b>	<b>4,941</b>

  

<b>FORM A FCO + CIA</b>	<b>285,715</b>	<b>393,547</b>	<b>383,026</b>	<b>374,729</b>	<b>1,437,017</b>	<b>(527,013)</b>	<b>910,004</b>	<b>191,864</b>	<b>166,822</b>	<b>232,158</b>	<b>124,565</b>	<b>715,410</b>	<b>(19,298)</b>	<b>696,111</b>	<b>(213,893)</b>	<b>(721,607)</b>
-------------------------	----------------	----------------	----------------	----------------	------------------	------------------	----------------	----------------	----------------	----------------	----------------	----------------	-----------------	----------------	------------------	------------------

(\* ) 2020 January–June final values, July–December planned values

Concerning the figures shown in Table 1, it must be pointed out that the negative differential reported in column "(f) - (c)" and amounting to € 218.8 million at Fiumicino airport is a "pro-forma" change, which excludes long-term development and other works impacted by permitting issues.

**1) Terminal (-€133.1 million)**

- rescheduling of the phases of the "East Terminal" system, due to the Covid-19 emergency, concluding the first phase of the work by 2021;
- modularity of development of the terminals, putting the T5 upgrade project on hold and continuing the T3 upgrade, according to a timing in line with traffic requirements, due to the Covid-19 emergency.

**2) Landside road network and car parks (-€50.0 million)**

- smaller measures related to the expansion of the capacity of the car park system for €34.6 million in line with the requirements and fewer other work on the landside road network for €15.4 million.

**3) Flight infrastructure (-€23.9 million)**

- lower investments mainly related to the review of the capacity requirements, which mainly concerned the measures on the SERAM island and the wide-body stands in the 600 area, while completion of the West zone aprons with optimisations and the planned flooding risk mitigation works are still planned.

**4) Other Interventions (-€11.8 million)**

- essentially attributable to the enhancement of the airport's technological infrastructure, the construction of the new high/medium voltage electrical substation, the continuation of work related to the SESAR programme (joint control room and VDGS), and renovation and maintenance with functional improvements to buildings and systems.

As far as Ciampino airport is concerned, a positive difference is reported in column "(f.) - (c.)", of €4.9 million compared to the ERA 2017-2020 forecast. This increase is essentially due to the noise abatement measures contained in the PICAR noise reduction and abatement plan, the purchase of new "standard 3" X-ray machines for hold baggage, extraordinary maintenance and functional improvements to buildings and systems.

In addition, during the 2017-2020 period, real estate development investments were made (the costs of which are not allocated to regulated services) not covered by Schedule A of the investment plan included in Annex 4 to the 2017-2021 ERA. They amount to a total of €17.7 million (2017 €2.0 million, 2018 €4.9 million, 2019 €9.1 million and €1.7 for the 2020 forecast).

For a detailed analysis of the deviations, please refer to the comment slides of the investment plan published on the adr.it website for consultation on the 2021 update of regulated charges.

The updated calculation for finalizing the k parameter required to determine the new regulated charges (to be in force starting 1 March 2021) reflects – limited to the component of assets allocated to regulated services – the final 2019 values and the 2020 forecasts specified in the table.

**b. Changes (positive or negative) in operating costs which influence the determination of the 2021 charges**

In compliance with the provisions of par. 5.2(b) of ART Model 1, the table below compares the operating costs defined for 2021 during the consultation for the period (2016 for the 2017-2021 five-year regulatory period) and relevant to determine airport charges<sup>2</sup> with updated values on the same cost lines (relating only to regulated activities).

**Table 2**  
**2021 Allowable operating costs – €'000**

Regulated services	Opex in x, k, v (Fiumicino)			Opex in x, k, v (Ciampino)		
	ERA 2017-2021 FCST 2021	FORECAST 2021 FOR UPDATING	Change	ERA 2017-2021 FCST 2021	FORECAST 2021 FOR UPDATING	Change
Raw materials	3,382	3,382	0	327	327	0
Thid-party services	149,929	131,031	(18,898)	9,400	9,388	(12)
<i>of which maintenance</i>	44,505	36,561	(7,944)	2,631	2,611	(20)
<i>of which cleaning</i>	32,117	26,164	(5,953)	1,889	1,889	0
<i>of which utilities</i>	30,496	25,453	(5,043)	1,734	1,741	7
<i>of which others</i>	23,713	23,756	42	1,360	1,360	0
<i>of which SGA</i>	19,097	19,097	0	1,786	1,786	0
Staff cost	110,517	108,557	(1,961)	12,172	12,171	(1)
IRAP (accounting for Staff Cost)	671	671	0	76	76	0
Third-party assets (excludes "Concession)	1,862	1,791	(71)	148	148	0
Concession and Security fees	29,671	29,671	0	3,193	3,193	0
Contribution to fire-fighting brigade	7,528	6,708	(820)	1,065	896	(169)
Allowable tax charges	753	753	0	23	23	0
Capex Covid-19	0	292	292	0	0	0
ASDC	0	(1,698)	(1,698)	0	(83)	(83)
<b>Total amount</b>	<b>304,313</b>	<b>281,159</b>	<b>(23,154)</b>	<b>26,405</b>	<b>26,140</b>	<b>(264)</b>

**c. Update of the annual tariff parameters k, v, with respect to the values defined on a provisional basis in the Bridge Year of the Regulatory Period**

In compliance with the provisions of par. 5.2(c) of ART Model 1, the table below summarizes the update of parameter k (the parameter that covers costs associated with new investments)<sup>3</sup>.

The table shows a trend in the discontinuity of costs relating to new investments (with reference only to the portion of the cost allocated to regulated services) that reflects what was already illustrated in paragraph "a" above.

<sup>2</sup> These costs include the operating costs remunerated through parameter x, parameter k and parameter v  
<sup>3</sup> Investments are remunerated by tariffs according to parameter k starting from the year following the one in which the investment actually takes place.

**Table 3**  
**Allowable costs included in parameter k – €'000**

Fiumicino	ERA FCST (€/000)					ACTUAL - REFORECAST (€/000)					CHANGE (€/000)				
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
Return on 2016 assets	37,797	35,691	33,513	31,262	29,082	33,981	31,662	29,266	26,791	24,354	-3,816	-4,029	-4,247	-4,471	-4,729
Depreciation on 2016 assets	27,524	27,937	28,356	27,082	27,266	29,730	30,176	30,628	29,705	29,664	2,205	2,238	2,272	2,623	2,398
Opex allowed to "k" on 2016 assets	783	5,599	5,619	5,646	5,676	1,723	1,749	1,775	1,801	1,828	939	-3,851	-3,844	-3,845	-3,847
<b>Total "k" Items on 2016 assets* (in k 2017)</b>	<b>66,105</b>	<b>69,227</b>	<b>67,488</b>	<b>63,990</b>	<b>62,024</b>	<b>65,433</b>	<b>63,587</b>	<b>61,669</b>	<b>58,297</b>	<b>55,846</b>	<b>-671</b>	<b>-5,641</b>	<b>-5,819</b>	<b>-5,693</b>	<b>-6,178</b>
Return on 2017 assets	0	18,972	17,097	15,233	13,305	0	12,068	10,866	9,607	8,169	0	-6,904	-6,231	-5,625	-5,137
Depreciation on 2017 assets	0	25,876	26,232	26,626	24,986	0	17,397	17,847	19,694	17,864	0	-8,479	-8,385	-6,932	-7,122
Opex allowed to "k" on 2017 assets	0	11,529	9,657	9,562	9,547	0	6,194	6,287	6,381	6,477	0	-5,335	-3,370	-3,180	-3,070
<b>Total "k" Items on 2017 assets* (in k 2018)</b>	<b>0</b>	<b>56,377</b>	<b>52,987</b>	<b>51,420</b>	<b>47,838</b>	<b>0</b>	<b>35,659</b>	<b>35,001</b>	<b>35,683</b>	<b>32,510</b>	<b>0</b>	<b>-20,717</b>	<b>-17,986</b>	<b>-15,738</b>	<b>-15,328</b>
Return on 2018 assets	0	0	31,608	29,897	28,129	0	11,613	10,985	10,303	0	0	-19,995	-18,912	-17,826	-17,826
Depreciation on 2018 assets	0	0	22,590	22,929	23,273	0	8,309	8,829	8,961	0	0	-14,281	-14,100	-14,312	-14,312
Opex allowed to "k" on 2018 assets	0	0	567	775	895	0	0	-1,325	-1,345	-1,365	0	0	-1,892	-2,120	-2,261
<b>Total "k" Items on 2018 assets* (in k 2019)</b>	<b>0</b>	<b>0</b>	<b>54,766</b>	<b>53,601</b>	<b>52,298</b>	<b>0</b>	<b>18,597</b>	<b>18,469</b>	<b>17,899</b>	<b>0</b>	<b>0</b>	<b>-36,168</b>	<b>-35,132</b>	<b>-34,398</b>	<b>-34,398</b>
Return on 2019 assets	0	0	0	35,264	34,023	0	0	0	16,255	15,099	0	0	0	-19,009	-18,924
Depreciation on 2019 assets	0	0	0	16,707	16,957	0	0	0	15,074	15,947	0	0	0	-1,633	-1,011
Opex allowed to "k" on 2019 assets	0	0	0	2,245	6,076	0	0	0	-961	-975	0	0	0	-3,206	-7,051
<b>Total "k" Items on 2019 assets* (in k 2020)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54,216</b>	<b>57,056</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,368</b>	<b>30,070</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-23,848</b>	<b>-26,986</b>
Return on 2020 assets	0	0	0	0	34,233	0	0	0	0	8,232	0	0	0	0	-26,001
Depreciation on 2020 assets	0	0	0	0	8,906	0	0	0	0	7,494	0	0	0	0	-1,412
Opex allowed to "k" on 2020 assets	0	0	0	0	0	0	0	0	0	-4,700	0	0	0	0	-4,700
<b>Total "k" Items on 2020 assets* (in k 2021)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43,139</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,025</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-32,114</b>
<b>"k" Allowed Costs</b>	<b>66,105</b>	<b>125,604</b>	<b>175,241</b>	<b>223,227</b>	<b>262,355</b>	<b>65,433</b>	<b>99,246</b>	<b>115,267</b>	<b>142,816</b>	<b>147,351</b>	<b>-671</b>	<b>-26,358</b>	<b>-59,973</b>	<b>-80,411</b>	<b>-115,004</b>

(\*) Actuals

(\*\*) Actuals on Jan-June; Fcst on July-Dec

Ciampino	ERA FCST (€/000)					ACTUAL - REFORECAST (€/000)					CHANGE (€/000)				
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
Return on 2016 assets	2,340	2,163	1,980	1,792	1,607	2,223	2,063	1,899	1,729	1,560	-118	-100	-81	-62	-47
Depreciation on 2016 assets	2,449	2,486	2,523	2,446	2,443	2,171	2,204	2,237	2,203	2,160	-278	-282	-286	-243	-283
Opex allowed to "k" on 2016 assets	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total "k" Items on 2016 assets* (in k 2017)</b>	<b>4,789</b>	<b>4,649</b>	<b>4,503</b>	<b>4,238</b>	<b>4,049</b>	<b>4,394</b>	<b>4,267</b>	<b>4,136</b>	<b>3,932</b>	<b>3,720</b>	<b>-396</b>	<b>-382</b>	<b>-368</b>	<b>-305</b>	<b>-329</b>
Return on 2017 assets	-	1,442	1,350	1,255	1,157	0	1,064	943	831	716	0	-378	-407	-424	-441
Depreciation on 2017 assets	-	1,245	1,263	1,282	1,211	0	1,578	1,451	1,464	1,367	0	334	188	182	156
Opex allowed to "k" on 2017 assets	-	15	15	15	15	0	10	10	10	10	0	-5	-5	-5	-5
<b>Total "k" Items on 2017 assets* (in k 2018)</b>	<b>0</b>	<b>2,701</b>	<b>2,628</b>	<b>2,552</b>	<b>2,384</b>	<b>0</b>	<b>2,652</b>	<b>2,404</b>	<b>2,306</b>	<b>2,094</b>	<b>0</b>	<b>-49</b>	<b>-224</b>	<b>-247</b>	<b>-290</b>
Return on 2018 assets	0	0	1,016	926	832	0	0	1,233	1,141	1,047	0	0	216	215	215
Depreciation on 2018 assets	0	0	1,262	1,281	1,301	0	0	1,227	1,223	1,242	0	0	-35	-58	-59
Opex allowed to "k" on 2018 assets	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-1
<b>Total "k" Items on 2018 assets* (in k 2019)</b>	<b>0</b>	<b>0</b>	<b>2,279</b>	<b>2,208</b>	<b>2,134</b>	<b>0</b>	<b>0</b>	<b>2,461</b>	<b>2,364</b>	<b>2,289</b>	<b>0</b>	<b>0</b>	<b>181</b>	<b>156</b>	<b>156</b>
Return on 2019 assets	0	0	0	573	515	0	0	0	544	464	0	0	0	-30	-51
Depreciation on 2019 assets	0	0	0	775	787	0	0	0	1,103	1,138	0	0	0	328	352
Opex allowed to "k" on 2019 assets	0	0	0	2	5	0	0	0	-1	-1	0	0	0	-3	-6
<b>Total "k" Items on 2019 assets* (in k 2020)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,350</b>	<b>1,307</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,645</b>	<b>1,601</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>295</b>	<b>295</b>
Return on 2020 assets	0	0	0	0	375	0	0	0	0	838	0	0	0	0	463
Depreciation on 2020 assets	0	0	0	0	327	0	0	0	0	616	0	0	0	0	290
Opex allowed to "k" on 2020 assets	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	-1
<b>Total "k" Items on 2020 assets* (in k 2021)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>702</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,453</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>751</b>
<b>"k" Allowed Costs</b>	<b>4,789</b>	<b>7,350</b>	<b>9,411</b>	<b>10,348</b>	<b>10,576</b>	<b>4,394</b>	<b>6,919</b>	<b>9,000</b>	<b>10,248</b>	<b>11,157</b>	<b>-396</b>	<b>-431</b>	<b>-410</b>	<b>-101</b>	<b>582</b>

(\*) Actuals

(\*\*) Actuals on Jan-June; Fcst on July-Dec

The following table provides a summary of the incremental charges (relating only to the regulated portion) for 2021 linked to the entry into force of new legislation and/or regulations or to any changes in the calculation of ADR's contribution to the "fire prevention fund" (pursuant to art. 1(1328) of Law 296 of 27 December 2006, as subsequently amended by art. 4(3 bis) of Legislative Decree 185 of 29 November 2008, converted by Law of 28 January 2009), relevant for the update of parameter v.

It should be noted that the Covid-19 health emergency has led to a reduction in the number of opex discontinuities relating to new investments, due to the reduced operations of the new infrastructure.

**Table 4**  
**Allowable costs included in parameter v – €'000**

Regulated services	v (Fiumicino)			v (Ciampino)		
	ERA 2017-2021 FCST 2021	FORECAST 2021 FOR UPDATING	Change	ERA 2017-2021 FCST 2021	FORECAST 2021 FOR UPDATING	Var.
Contribution to fire-fighting brigade	7,528	6,708	(820)	1,065	896	(169)
Previous years adjustment	0	(2,728)	(2,728)	(837)	(698)	139
<i>of which Opex Covid-19</i>	0	2,918	2,918	0	222	222
<i>of which cost efficiency at Ciampino</i>	0	0	0	(837)	(837)	(0)
Capex Covid-19	0	292	0	0	0	0
ASDC	0	(1,698)	(1,698)	0	(83)	(83)
<b>Total amount</b>	<b>7,528</b>	<b>2,575</b>	<b>(5,246)</b>	<b>228</b>	<b>116</b>	<b>(112)</b>

With reference to the above charges, the following should be noted:

**COVID-19** – Since the declaration of the national state of emergency by the Council of Ministers, ADR has collaborated with the institutions (Ministry of Health, Civil Protection Department, ENAC and MIT) to implement actions aimed at containing the spread of the Covid-19 virus.

In particular, to ensure the health safety of passengers and staff employed at the airport, in 2020 ADR estimates to incur costs worth €2.9 million relating to regulated activities. This type of expenditure falls within the provisions of art. 37.1 of the ERA and becomes part of parameter “v”, contributing to determine the amount of the "adjustment of previous years" (for further details please see published document “2021 Charges: Proposal”).

Finally, during 2020, ADR supported investments deriving from the health emergency for an amount equal to €1.1 million attributable to regulated activities. This case falls within the provisions of art. 37.2 of the ERA (allowances for parameter “v”), with consequent impact in the charges for the year following that of accrual, limited to the portion relating to depreciation and remuneration of the investment for an amount equal to €0.3 million.

**OCDS** – With Resolution 539/2015/R/eel as amended, the Italian Regulatory Authority for Energy, Networks, and the Environment (ARERA) defined the rules for connection, metering, transmission, distribution, dispatching and sales services for "Other Closed Distribution System" (hereinafter OCDS). Applying such resolution, the airport grounds are classified as a private OCDS network.

OCDSs are defined as private electricity networks that distribute electricity within a geographically limited commercial, industrial or service site and that do not supply residential customers. At the Fiumicino and Ciampino sites, ADR will be the only company that will be able to distribute electricity and will provide to all the existing Consumption Units at the airport the POD equipment and the possibility of purchasing energy from the free market.

To cover the costs identified as pertaining to the electricity distribution network on the sites, ADR has chosen to adopt the tariff for OCDSs defined annually by ARERA on a geographical basis.

Before July 1, 2019, the date scheduled for the start of the service, ADR has quantified in its 2018 regulatory accounts the portion of the regulated costs of the services that are now related to the OCDS (therefore from July 1 "covered" by the charge for the OCDS that ADR will invoice the free market). This



share was considered within the 2021 proposal of charges update as a negative "v" allowable cost, i.e. to be returned to the Users already (value allocated to the individual regulated services of FCO and CIA) as ADR had already provided for in last year's consultation for 2020 proposals of charges update.

**Cost efficiency improvement Ciampino** - This is a reduction in operating costs recorded at Ciampino in 2017. This reduction was included in the ex-ante dynamics of regulated charges for 2017-2021, as explained at the airport users hearing in 2016.

**d. Level of quality and environmental protection indicators recorded in the previous year compared to the target values included in the "Quality and Environmental Protection Plan" for the same year**

In compliance with the provisions of par. 5.2(d) of ART Model 1, the table below compares the level of quality indicators in 2019 with the target values included in the quality plan for the same year (H2 2019 – H1 2020).

**Table 5**  
**Quality plan – Year 2019 (1 July 2019 – 9 March 2020)**

Aeroporti di Roma - Fiumicino - Quality		Unit of measure	Increasing (i)/ Decreasing (d)	weight	Value in "base year"	2019 (1 Jul 2019 - 9 Mar 2020)			
						Target	Var. %	Risultato	Var. %
1	Waiting time for carry-on baggage security checks	Waiting time in 90% of cases	d	15.0%	04:34	04:15	6.9%	03:11	30.3%
2	Waiting time for delivery of first baggage	Waiting time in 90% of cases	d	5.0%	29:26	26:40	9.4%	18:57	35.6%
3	Waiting time for delivery of last baggage	Waiting time in 90% of cases	d	10.0%	37:47	35:00	7.4%	31:14	17.3%
4	Perception of the cleanliness level of toilet facilities	% satisfied pax	i	10.0%	85.6%	86.3%	0.8%	92.8%	8.4%
5	Perception of the assistance provided to disabled persons and persons with reduced mobility	% satisfied pax	i	10.0%	98.7%	98.9%	0.2%	99.9%	1.2%
6	Reserved departing PRM: waiting time to receive assistance, from one of the designated points	Waiting time in 90% of cases	d	10.0%	10:19	10:05	2.3%	08:03	22.0%
7	Waiting time in line at check-in counters	Waiting time in 90% of cases	d	5.0%	10:33	10:15	2.8%	09:58	5.5%
8	Reserved arriving PRM: wait on board for deplaning after the last passenger has deplaned	Waiting time in 90% of cases	d	7.0%	03:19	03:08	5.5%	01:41	49.2%
9	Perception of Wi-Fi connectivity within the terminal	% satisfied pax	i	7.0%	73.8%	79.0%	7.0%	87.8%	19.0%
10	Clear, understandable and effective internal signage	% satisfied pax	i	7.0%	86.9%	87.8%	1.0%	96.0%	10.5%
11	Availability of operating info points (2)	TPHP/No. of info points	d	7.0%	16.48	15.50	5.9%	15.20	7.8%
12	Availability of seats in airside area	TPHP/number of seats airside	d	7.0%	2.10	2.04	2.9%	1.87	11.0%
<b>INDICATORS</b>						<b>4.3%</b>		<b>18.3%</b>	

Aeroporti di Roma - Ciampino - Quality		Unit of measure	Increasing (i)/ Decreasing (d)	weight	Value in "base year"	2019 (1 Jul 2019 - 9 Mar 2020)			
						Target	Var. %	Risultato	Var. %
1	Tempo di attesa al controllo bagaglio a mano	Waiting time in 90% of cases	d	15.0%	05:36	05:07	8.6%	05:00	10.7%
2	Tempo di attesa riconsegna primo bagaglio	Waiting time in 90% of cases	d	5.0%	20:57	19:30	6.9%	13:08	37.3%
3	Tempo di attesa riconsegna ultimo bagaglio	Waiting time in 90% of cases	d	10.0%	26:14	25:25	3.1%	21:17	18.9%
4	Percezione sul livello di pulizia toilette	% satisfied pax	i	10.0%	79.5%	80.5%	1.3%	89.9%	13.1%
5	Percezione sull'efficacia dell'assistenza erogata alle persone con disabilità o a mobilità ridotta	% satisfied pax	i	10.0%	98.3%	98.6%	0.3%	100.0%	1.7%
6	PRM in partenza prenotati: attesa per ricevere l'assistenza, da uno dei punti designati	Waiting time in 90% of cases	d	10.0%	12:47	12:20	3.5%	01:53	85.3%
7	Tempo di attesa in coda al check-in	Waiting time in 90% of cases	d	5.0%	19:35	18:50	3.8%	15:09	22.6%
8	PRM in arrivo prenotati: attesa a bordo per lo sbarco, dopo lo sbarco dell'ultimo passeggero	Waiting time in 90% of cases	d	7.0%	03:01	02:56	2.8%	02:50	6.1%
9	Percezione sul livello di comfort complessivo in aerostazione	% satisfied pax	i	7.0%	75.8%	76.5%	0.9%	87.4%	15.3%
10	Segnaletica interna chiara, comprensibile ed efficace	% satisfied pax	i	7.0%	85.7%	89.0%	3.9%	94.9%	10.7%
11	Disponibilità punti informazione operativi (2)	TPHP/No. of info points	d	7.0%	34.10	28.50	16.4%	33.10	2.9%
12	Disponibilità di sedute in area airside	TPHP/number of seats airside	d	7.0%	5.80	5.10	12.1%	2.20	62.1%
<b>INDICATORS</b>						<b>5.2%</b>		<b>23.3%</b>	

The following table compares the level of environmental protection indicators recorded in the year H2 2019 – H1 2020 with the target values included in the environmental protection plan for the same year.

**Table 6**  
**Environmental Protection Plan – Year 2019 (July 2019 – February 2020)**

FIUMICINO - ENVIRONMENT	Unit of measure	Increasing (i) Decreasing (d)	Weight	Value in "Base year"	2019 (July 2019 - February 2020)			
					Target	Var. %	Risultato	Var. %
1	Reduction of electricity consumption at terminals	d	23.5%	84,071,268	82,810,199	1.5%	50,834,096*	40%
2	Electricity generation by installing photovoltaic systems	d	19.0%	100.0%	99.00%	1.0%	99.72%	0%
3	Replacement of car-pooling vehicles with low emission vehicles	d	10.0%	94.0%	79.00%	16.0%	59.72%	36%
4	Separated waste collection of non-hazardous waste	i	23.5%	50.0%	53.00%	6.0%	64.00%	28%
5	Reduction of consumption of drinking water	d	19.0%	15.57	3	80.7%	10	36%
6	Verification of compliance with environmental clauses included in contracts	d	5.0%	100.0%	80.00%	20.0%	84.0%	16%
<b>Indicatore sintetico (scostamento ponderato da anno base)</b>							<b>19.9%</b>	<b>27.2%</b>

\* the final balance of 50,834,096 kWh refers to a period of only 8 months (July 2019-February 2020). In order to obtain an annual consumption (76,251,144 kWh) comparable and consistent with the final figures for previous years and with the target (82,810,199 kWh) the monthly consumption for the 4 months of the airport closure period was set equal to the monthly value extrapolated on the basis of the consumption recorded during the 8 months of activity (July 2019–February 2020).

CIAMPINO - ENVIRONMENT	Unit of measure	Increasing (i) Decreasing (d)	Weight	Value in "Base year"	2019 (July 2019 - February 2020)			
					Target	Var. %	Risultato	Var. %
1	Riduzione del consumo di energia presso i terminal	d	29.0%	10,680,932	10,520,718	1.5%	6,146,169*	42%
2	Produzione di energia tramite installazione di impianti fotovoltaici	d	24.0%	100.0%	99.0%	1.0%	99.0%	1%
3	Sostituzione dei veicoli del car-pooling con veicoli a ridotte emissioni	d	13.0%	100.0%	70.0%	30.0%	70.0%	30%
4	Raccolta differenziata dei rifiuti non pericolosi	i	29.0%	34.0%	37.0%	8.8%	37.0%	9%
5	Verifica rispetto clausole ambientali inserite nei contratti	d	5.0%	100.0%	80.0%	20.0%	80.0%	20%
<b>Indicatore sintetico (scostamento ponderato da anno base)</b>							<b>8.1%</b>	<b>20.0%</b>

\* the final balance of 6,146,169 kWh refers to a period of only 8 months (July 2019–February 2020). In order to obtain an annual consumption (9,219,254 kWh) comparable and consistent with the final figures for previous years and with the target, the monthly consumption for the 4 months of the airport closure period was set equal to the monthly value extrapolated on the basis of the consumption recorded during the 8 months of activity (July 2019–February 2020).

Where in the final balance the synthetic indicator (Tables 5 and 6) is higher than a pre-determined margin above the ERA target, the values of  $\alpha$  and  $q$  are 1.0.

Lastly, the following table shows the values of the parameters  $q$  and  $\alpha$  and the resulting value of the parameter  $\epsilon$ .

However, ADR does not propose its application for the year 2021, postponing the relevant considerations until 2022.

**Table 7**  
**Parameter  $\epsilon$**

Fiumicino		Jul 2019 - Mar 2020
<b>q</b>	[a]	<b>1.00</b>
weight of q	[b]	50.0%
<b><math>\alpha</math></b>	[c]	<b>1.00</b>
Weight of $\alpha$	[d]	50.0%
regulated revenues as % of total revenues in "base year"	[e]	0.75
<b><math>\epsilon</math></b>	$[a*b+c*d]/100*[e]$	<b>0.75%</b>

  

Ciampino		Jul 2019 - Mar 2020
<b>q</b>	[a]	<b>1.00</b>
weight of q	[b]	50.0%
<b>a</b>	[c]	<b>1.00</b>
Weight of a	[d]	50.0%
regulated revenues as % of total revenues in "base year"	[e]	0.75
<b><math>\epsilon</math></b>	$[a*b+c*d]/100*[e]$	<b>0.75%</b>

**e. Preliminary results of WLU and service units**

In compliance with the provisions of par. 5.2(e) of ART Model 1, the following table shows the preliminary traffic volume report for the year 2021.

**Table 8  
Preliminary traffic volumes – Year 2020**

Traffic units: Fiumicino airports	Actual 2019	ERA 2020	2020 E	Delta % 2020E vs Actual 2019
<b>TOTAL PAX</b>	43,532,573	46,737,376	14,869,077	<b>-65.8%</b>
<b>Pax departing</b>	<b>21,664,400</b>	<b>23,235,975</b>	<b>7,423,511</b>	<b>-65.7%</b>
<i>of which EU</i>	9,590,579	10,491,424	3,575,203	-62.7%
<i>of which Non-EU</i>	6,596,033	5,818,347	1,522,492	-76.9%
<b>TOTAL MOVEMENTS</b>	<b>309,783</b>	<b>349,299</b>	<b>127,607</b>	<b>-58.8%</b>
<b>TOTAL TONNAGE</b>	<b>28,708,553</b>	<b>30,501,434</b>	<b>11,103,997</b>	<b>-61.3%</b>
<b>GOODS AND MAIL (KG X 100)</b>	<b>2,058,791</b>	<b>1,564,031</b>	<b>638,139</b>	<b>-69.0%</b>
<b>TRAFFIC UNITS (WLU)</b>	<b>45,347,149</b>	<b>48,035,982</b>	<b>15,437,995</b>	<b>-66.0%</b>

Traffic units: Ciampino airports	Actual 2019	ERA 2020	2020 E	Delta % 2020E vs Actual 2019
<b>TOTAL PAX</b>	5,879,496	5,549,027	2,559,315	<b>-56.5%</b>
<i>of which General Aviation</i>	23,626	28,466	16,947	-28.3%
<b>Pax departing</b>	<b>2,950,646</b>	<b>2,781,732</b>	<b>1,292,589</b>	<b>-56.2%</b>
<i>of which EU Commercial Aviation</i>	2,749,218	2,581,068	1,192,015	-56.6%
<i>of which non-EU Commercial Aviation</i>	94,899	61,650	51,059	-46.2%
<i>of which General Aviation</i>	11,940	14,265	8,561	-28.3%
<b>TOTAL MOVEMENTS</b>	<b>52,253</b>	<b>51,069</b>	<b>32,933</b>	<b>-37.0%</b>
<i>of which General Aviation</i>	11,695	12,975	8,299	-29.0%
<b>TOTAL TONNAGE</b>	<b>2,862,004</b>	<b>2,734,512</b>	<b>1,713,376</b>	<b>-40.1%</b>
<i>of which General Aviation</i>	221,344	229,788	151,258	-31.7%
<b>GOODS AND MAIL (KG X 100)</b>	<b>184,476</b>	<b>175,339</b>	<b>175,916</b>	<b>-4.6%</b>
<b>TRAFFIC UNITS (WLU)</b>	<b>6,063,972</b>	<b>5,724,367</b>	<b>2,735,231</b>	<b>-54.9%</b>

**f. Level of charges calculated for the year 2021 (from 1 March)**

As regards the update of the level of airport charges for 2020, the following should be noted:

- a. the corrective values set out in ENAC's notice closing the procedure and approving charges for 2019 (December 2018) have been implemented: the application of such corrective values determined a reduction of the allowable costs to affecting outcome for 2020 and 2021
- b. we have taken into account the usual realignments to the level of the charges, normally applied and due to:
  - o the state of implementation of the investments and related allowable operating costs under tariff dynamics (parameter k)
  - o actual costs and those expected to arise for legal compliance or for other cases under art. 37 of the ENAC-ADR Economic Regulation Agreement (parameters v)

Based on the above, the following table shows, in compliance with the requirements of par. 5.2(f) of ART Model 1, the new level of airport charges subject to economic regulation for the year 2021 (which will come into force on 1 March).

**Table 9**  
**Regulated charges proposed for application starting 1 March 2021**

**Charges breakdown - FIUMICINO**

				2020	2021 (*)	
Passenger charges (1)	Adults	of which Originating within EU	€ for paying pax	17.01	16.19	
		of which Originating outside EU	€ for paying pax	27.43	26.11	
		of which Transfer within EU	€ for paying pax	5.95	5.66	
		of which Transfer outside EU	€ for paying pax	9.60	9.14	
	Children (2)	of which Originating within EU	€ for paying pax	8.50	8.09	
		of which Originating outside EU	€ for paying pax	13.72	13.05	
		of which Transfer within EU	€ for paying pax	2.98	2.83	
		of which Transfer outside EU	€ for paying pax	4.80	4.57	
Cargo Embarkation / Disembarkation duties (3)		To be calculated on gross weight over 500 grams	€ per Kg/fraction	0.0127	0.0120	
		Minimum charge	€	0.138	0.130	
Security Pax (1)			€ for paying pax	3.18	3.11	
Hold Baggage Screening Security Tax (1)			€ for paying pax	2.42	2.28	
Aircraft Parking (4)			€ per tonn/hour or fraction	0.15	0.14	
Landing & Take-Off (5) (6)	Min. charge (7)	Off Peak	€ per movement	40.44	45.24	
		On Peak	€ per movement	54.71	45.24	
	Tons 1-25 (8)	Off Peak	€ per tonn	3.49	3.91	
		On Peak	€ per tonn	4.72	3.91	
	Tons 26-75 (8)	Off Peak	€ per tonn	3.73	4.17	
		On Peak	€ per tonn	5.04	4.17	
	Tons 76-150 (8)	Off Peak	€ per tonn	2.48	2.78	
		On Peak	€ per tonn	3.36	2.78	
	Tons 151-250 (8)	Off Peak	€ per tonn	1.89	2.12	
		On Peak	€ per tonn	2.56	2.12	
	Tons > 250 (8)	Off Peak	€ per tonn	1.18	1.32	
		On Peak	€ per tonn	1.60	1.32	
	De- Icing (9) (10)		Aircraft up to 80 tons	€ for hour/fraction	518.47	510.56
			Aircraft over 80 tons	€ for hour/fraction	779.86	767.96

## Charges breakdown - FIUMICINO

			2020	2021 (*)		
<b>Lost &amp; Found (11)</b>	<b>Desk</b>	€ sqm/month	55.45	54.34		
	<b>Office</b>	€ sqm/month	28.80	28.22		
	<b>Warehouse</b>	€ sqm/month	17.98	17.62		
<b>Check-in desks</b>	<b>Annual fee for each desk</b>	<b>Check-in desk 1A</b>	€ per year	32,084.30	32,053.75	
		<b>Check-in desk 1B</b>	€ per year	27,500.83	27,474.64	
		<b>Check-in desk 2A</b>	€ per year	20,625.63	20,605.98	
		<b>Check-in desk 2B</b>	€ per year	16,042.15	16,026.87	
		<b>Desk for Transfer passenger</b>	€ per year	19,731.85	19,713.06	
	<b>Hourly fee for each desks</b>	<b>Check-in desk 1A</b>	<b>05:00-14:00</b>	€ for each hour/fraction	20.63	20.61
			<b>14:01-20:00</b>	€ for each hour/fraction	12.37	12.36
			<b>20:01-04:59</b>	€ for each hour/fraction	8.25	8.25
		<b>Check-in desk 1B</b>	<b>05:00-14:00</b>	€ for each hour/fraction	17.19	17.17
			<b>14:01-20:00</b>	€ for each hour/fraction	10.31	10.30
			<b>20:01-04:59</b>	€ for each hour/fraction	6.88	6.87
		<b>Check-in desk 2A</b>	<b>05:00-14:00</b>	€ for each hour/fraction	9.63	9.62
			<b>14:01-20:00</b>	€ for each hour/fraction	5.96	5.95
			<b>20:01-04:59</b>	€ for each hour/fraction	3.90	3.89
		<b>Check-in desk 2B</b>	<b>05:00-14:00</b>	€ for each hour/fraction	7.33	7.32
			<b>14:01-20:00</b>	€ for each hour/fraction	4.58	4.58
			<b>20:01-04:59</b>	€ for each hour/fraction	2.98	2.98
	<b>Transit / gate desks for flight</b>	<b>From 1 to 3 flights per day</b>	€ per flight	20.63	20.61	
		<b>From 4 to 10 flights per day</b>	€ per flight	13.75	13.73	
		<b>Over 10 flights per day</b>	€ per flight	11.46	11.45	
	<b>Freight Storage Facility (ETV)</b>	<b>ULD tipo A</b>	€ each day	10.71	10.21	
		<b>ULD tipo B</b>	€ each day	8.76	8.36	
		<b>ULD tipo C</b>	€ each day	19.72	18.80	
		<b>ULD tipo A + cella frigo</b>	€ each day	26.53	25.30	
		<b>ULD tipo B + cella frigo</b>	€ each day	24.59	23.44	
		<b>ULD tipo C + cella frigo</b>	€ each day	35.54	33.89	
		<b>ULD tipo A (tipo eviro-container)</b>	€ each day	18.50	17.64	
<b>ULD tipo B (tipo eviro-container)</b>		€ each day	16.55	15.78		
	<b>ULD tipo C (tipo eviro-container)</b>	€ each day	27.51	26.23		

## Charges breakdown - FIUMICINO

			2020	2021 (*)	
Loading Bridge (12) (13)	1 Finger - On Peak	For the first 60 minutes (or part thereof)	€ 1st period	76.70	56.77
		1st successive 15' period (or part thereof)	€ Step 1	31.04	24.33
		2nd successive 15' period (or part thereof)	€ Step 2	34.69	26.36
		3rd successive 15' period (or part thereof)	€ Step 3	36.52	28.38
		4th successive 15' period (or part thereof)	€ Step 4	38.35	30.41
		5th successive 15' period (or part thereof)	€ Step 5	40.17	32.44
		6th successive 15' period (or part thereof)	€ Step 6	42.00	32.44
	Each other successive 15' period (or part thereof)	€ each other successive period	43.82	34.47	
	1 Finger - Off Peak	For the first 60 minutes (or part thereof)	€ 1st period	51.13	56.77
		1st successive 15' period (or part thereof)	€ Step 1	21.91	24.33
		2nd successive 15' period (or part thereof)	€ Step 2	23.74	26.36
		3rd successive 15' period (or part thereof)	€ Step 3	25.56	28.38
		4th successive 15' period (or part thereof)	€ Step 4	27.39	30.41
		5th successive 15' period (or part thereof)	€ Step 5	29.22	32.44
		6th successive 15' period (or part thereof)	€ Step 6	29.22	32.44
	Each other successive 15' period (or part thereof)	€ each other successive period	31.04	34.47	
	2 Fingers - On Peak	For the first 75 minutes (or part thereof)	€ 1st period	126.49	96.74
		1st successive 15' period (or part thereof)	€ Step 1	36.54	28.09
		2nd successive 15' period (or part thereof)	€ Step 2	37.94	29.65
		3rd successive 15' period (or part thereof)	€ Step 3	39.35	31.21
		4th successive 15' period (or part thereof)	€ Step 4	39.35	31.21
		5th successive 15' period (or part thereof)	€ Step 5	50.59	37.45
		6th successive 15' period (or part thereof)	€ Step 6	50.59	37.45
	Each other successive 15' period (or part thereof)	€ each other successive period	53.41	43.69	
	2 Fingers - Off Peak	For the first 75 minutes (or part thereof)	€ 1st period	87.13	96.74
		1st successive 15' period (or part thereof)	€ Step 1	25.30	28.09
		2nd successive 15' period (or part thereof)	€ Step 2	26.70	29.65
		3rd successive 15' period (or part thereof)	€ Step 3	28.11	31.21
4th successive 15' period (or part thereof)		€ Step 4	28.11	31.21	
5th successive 15' period (or part thereof)		€ Step 5	33.73	37.45	
6th successive 15' period (or part thereof)		€ Step 6	33.73	37.45	
Each other successive 15' period (or part thereof)	€ each other successive period	39.35	43.69		
Offices/Operations Area (11)	Terminal offices, Piers, Satellites, Office Tower 1	€ sqm/month	48.59	46.60	
	Offshore offices	€ sqm/month	36.78	35.27	
	Technical buildings: offices and warehouses	€ sqm/month	20.11	19.29	
	Technical rooms / warehouses	€ sqm/month	30.34	29.10	
	MU and Operative building: offices and warehouses	€ sqm/month	30.34	29.10	
	Ramp palace: buildings, storage rooms and warehouses	€ sqm/month	30.34	29.10	
	Offices/Warehouses for CNA/Handlers/Freighters c/o Cargo city	€ sqm/month	22.11	21.20	
	Areas intended for removable buildings	€ sqm/month	9.00	8.63	
	Shelters	€ sqm/month	2.01	1.93	
Cargo security facility		€ per execution	20.77	20.19	
PRM (1) (14) (15)		€ per paying pax	0.99	1.19	

**Note:**

- (1) Full exemption for crews on duty ("crew must go" and "crew returning to base") provided they hold a travel document issued and released by the airline for reasons strictly inherent to the operational requirement
- (2) The children's rate applies to children aged between 2 and 12 years, for which the passenger charge is reduced by half under art. 5 of Law no. 324/1976, while children 0 to 2 years old are exempt
- (3) Given that the applied service units are represented by kg of goods loaded / unloaded, to obtain the cost for each flight the charge applicable in each period shall be multiplied by the actual kg of merchandise in arrival / departure
- (4) To get the cost per flight, the tariff for each year shall be multiplied by the tonnage of the aircraft and the number of hours (or fraction of an hour) beyond the first two hours, which are considered in exemption
- (5) 2020 Peak hours: from 11:30 to 15:00 and from 19:00 to 21:00. 2020 Off Peak hours: from 15:01 to 18:59 and from 21:01 to 11:29. From 1 March 2021, the "on peak" and "off peak" charges are unified
- (6) For Gen. Aviation, the unit rate shall be multiplied by 2 for the amount to be paid to the State pursuant to Law no. 656 of 30/11/1994
- (7) Given that the minimum charge is applied to the single movement, to obtain the cost of minimum charge associated with the flight the charge shall be multiplied by 2
- (8) Given that the applied service units are represented by the tonnage of aircraft arrived + departing, to obtain the cost of flying the charge of each year shall be multiplied by 2
- (9) The charge does not include the costs for the liquids, which are invoiced separately
- (10) The charge is applied for each hour (or fraction of an hour) of service provided
- (11) The charge does not include the costs for utilities (heating / air conditioning, drinking and industrial water, hot water and waste tax)
- (12) 2020 Peak hours: 07:00 - 11:00 / 18:00 - 22:00. 2020 Off Peak hours: 11:01 - 17:59 / 22:01 - 06:59. From 1 March 2021, the "on peak" and "off peak" charges are unified
- (13) The charge does not include the costs relating to the handling of the loading bridges, activity that is provided by the handlers
- (14) The charge for PRM is defined annually on the basis of:
  - (I) eligible costs, including capital costs, incurred by AdR Assistance
  - (II) number of passengers estimated for the reference year of the tariff
  - (III) any positive / negative balance resulting from the final verification of the previous year's tariff and the costs and passengers actually recorded for the previous yearThis method of fixing the charge is in line with the provisions of EC Regulation no. 1107/2006
- (15) Update of the PRM charge is in line with provisions of "Linee Guida" ENAC n. 001/2018 as on Oct. 13, 2020 charge proposal

(\* ) Scheduled charges for 2021 include a programmed inflation rate of -0,2% (as indicated by the DEF released in March 2020)



## Charges breakdown - CIAMPINO

			2020	2021 (*)	
Passenger charges (1)	Adults	of which Commercial aviation UE	€ for paying pax	5.23	4.93
		of which Commercial aviation EXTRA UE	€ for paying pax	5.39	5.08
		of which General aviation UE	€ for paying pax	31.32	29.51
		of which General aviation EXTRA UE	€ for paying pax	32.30	30.43
	Children (2)	of which Commercial aviation UE	€ for paying pax	2.61	2.46
		of which Commercial aviation EXTRA UE	€ for paying pax	2.70	2.54
of which General aviation UE		€ for paying pax	15.66	14.75	
of which General aviation EXTRA UE		€ for paying pax	16.15	15.21	
Cargo Embarkation / Disembarkation duties (3)	To be calculated on gross weight over 500 grams		€ per Kg or fraction	0.0194	0.0188
	Minimum charge		€uro	0.210	0.204
Security pax (1)	of which Commercial aviation		€ for paying pax	2.52	2.49
	of which General aviation		€ for paying pax	15.09	14.89
Hold Baggage Screening Security Tax (1)	of which Commercial aviation		€ for paying pax	1.46	1.40
	of which General aviation		€ for paying pax	8.75	8.38
Parking (4)	of which Commercial aviation		€ per tonn/hour or fraction	0.08	0.09
	of which General aviation		€ per tonn/hour or fraction	0.25	0.30
Landing & Take-Off (5) (6)	<= 25 Tons	of which Commercial aviation	€ per tonn	4.46	4.36
		of which General aviation	€ per tonn	14.35	14.01
	>25 Tons	of which Commercial aviation	€ per tonn	6.24	6.09
		of which General aviation	€ per tonn	20.05	19.57
De- Icing (7) (8)	Aircraft up to 80 tons		€ for each hour/fraction	5,778.92	5,757.55
	Aircraft over 80 tons		€ for each hour/fraction	8,692.40	8,660.26
Lost & Found (9)	Desk		€ sqm/month	28.58	26.20
	Warehouse		€ sqm/month	7.06	6.47
Check-in desks	Annual fee for each desk		€ per year	33,331.38	32,039.90
	Hourly fee for each desks	05:01-14:00	€ for each hour/fraction	20.84	20.03
		14:01-20:00	€ for each hour/fraction	12.50	12.01
		20:01-05:00	€ for each hour/fraction	8.34	8.01
Transit / gate desks for flight		€ per flight	13.89	13.35	
Offices/Operations Area (9)	Central buildings (PG 820)		€ sqm/month	11.80	10.71
	Offshore offices		€ sqm/month	7.17	6.50
	Rooms and buildings for warehouses		€ sqm/month	5.28	4.79
	Areas intended for removable buildings		€ sqm/month	2.72	2.46
PRM (1) (10) (11)			€ per paying pax	0.17	0.21

**Note:**

- (1) Full exemption for crews on duty ("crew must go" and "crew returning to base") provided they hold a travel document issued and released by the airline for reasons strictly inherent to the operational requirement
  - (2) The children's rate applies to children aged between 2 and 12 years, for which the passenger charge is reduced by half under art. 5 of Law no. 324/1976, while children 0 to 2 years old are exempt
  - (3) Given that the applied service units are represented by kg of goods loaded/unloaded, to obtain the cost for each flight the charge applicable in each period must be multiplied by the actual kg of merchandise in arrival/departure
  - (4) To get the cost per flight, the tariff for each year shall be multiplied by the tonnage of the aircraft and the number of hours (or fraction of an hour) beyond the first two hours, which are considered in exemption
  - (5) Given that the applied service units are represented by the aircraft tonnage arriving + departing, in order to obtain the cost of flying charges will have to be multiplied by 2
  - (6) For Gen. Aviation, the unit rate shall be multiplied by 2 for the amount to be paid to the State pursuant to Law no. 656 of 30/11/1994
  - (7) The charge does not include the costs for the liquids, which are invoiced separately
  - (8) The charge is applied for each hour (or fraction of an hour) of service provided
  - (9) The charge does not include the costs for utilities (heating / air conditioning, drinking and industrial water, hot water and waste tax)
  - (10) The charge for PRM is defined annually on the basis of:
    - (I) Eligible costs, including capital costs, incurred by AdR Assistance
    - (II) number of passengers estimated for the reference year of the tariff
    - (III) any positive / negative balance resulting from the final verification of the previous year's tariff and the costs and passengers actually recorded for the previous yearThis method of fixing the charge is in line with the provisions of EC Regulation no. 1107/2006
  - (11) Update of the PRM charge is in line with provisions of "Linee Guida" ENAC n. 001/2018 as on Oct. 13, 2020 charge proposal
- (\*) Scheduled charges for 2021 include a programmed inflation rate of -0,2% (as indicated by the DEF released in March 2020)

**g. Update of the investment schedule for the remaining years of the tariff period**

In compliance with the provisions of par. 5.2(g) of ART Model 1, the investment schedule for the remaining years of the tariff period (Schedule A) is attached.

**Table 10  
Investments – €'000**

FIUMICINO Airport - Capex overview (Value in M€)																	
Interventions (overview Form A)	ERA FORECAST					ERA 2017-2021 (a)	L-Term dev. affected by permitting issues (b)	ERA 17-20 Proforma (c) = (a)+(b)	ACTUAL			FORECAST		Total forecast 2017-2021 (d)	L-Term dev. affected by permitting issues (e)	Forecast 17-21 Proforma (f) = (d)+(e)	Proforma variation (f)-(c)
	2017	2018	2019	2020	2021				2017	2018	2019	FRC 2020 (*)	2021				
Urban Planning Activities L-Term development	5,306	5,580	7,233	516	7,810	26,445	(26,445)	0	1,346	41	231	412	0	2,030	(2,030)	0	0
FCO South Flight Infrastructure	41,366	71,221	28,918	65,672	53,908	261,085	(161,379)	99,705	33,659	22,988	29,851	2,891	4,034	93,423	(20,920)	72,503	(27,202)
L-Term development Flight Infrastructure	7,618	36,468	120,225	184,358	183,363	532,033	(532,033)	0	531	(149)	13	(13)	0	382	(382)	0	0
FCO South Terminal Infrastructure	63,586	139,518	126,220	49,497	59,614	438,436	0	438,436	34,526	48,527	117,584	45,049	62,522	308,208	0	308,208	(130,228)
L-Term development Terminal Infrastructure	4,365	11,242	9,552	9,653	0	34,812	(34,812)	0	0	0	0	0	0	0	0	0	0
FCO South Lanside Infrastructure	11,192	18,252	1,141	1,226	1,706	33,517	(3,039)	30,478	6,249	4,431	1,872	789	0	13,342	0	13,342	(17,136)
L-Term development Lanside Infrastructure	240	2,456	2,788	5,607	4,525	15,615	(15,615)	0	0	0	0	0	0	0	0	0	0
FCO South Car Parks Infrastructure	2,304	14,469	16,432	1,382	379	34,965	0	34,965	43	4	0	(15)	0	32	0	32	(34,933)
FCO South Other Interventions	133,748	83,124	63,855	52,510	43,938	377,175	0	377,175	103,273	77,445	74,971	65,742	109,094	430,524	0	430,524	53,350
<b>Total</b>	<b>269,726</b>	<b>382,330</b>	<b>376,364</b>	<b>370,420</b>	<b>355,242</b>	<b>1,754,082</b>	<b>(773,323)</b>	<b>980,759</b>	<b>179,629</b>	<b>153,287</b>	<b>224,521</b>	<b>114,855</b>	<b>175,649</b>	<b>847,941</b>	<b>(23,332)</b>	<b>824,609</b>	<b>(156,150)</b>

  

CIAMPINO Airport - Capex overview (Value in M€)																	
Interventions (overview Form A)	ERA FORECAST					ERA 2017-2021 (a)	L-Term dev. affected by permitting issues (b)	ERA 17-20 Proforma (c) = (a)+(b)	ACTUAL			FORECAST		Total forecast 2017-2021 (d)	L-Term dev. affected by permitting issues (e)	Forecast 17-21 Proforma (f) = (d)+(e)	Proforma variation (f)-(c)
	2017	2018	2019	2020	2021				2017	2018	2019	FRC 2020 (*)	2021				
Flight Infrastructure	5,656	6,218	82	1,356	735	14,047	0	14,047	609	7,860	3,067	994	230	12,760	0	12,760	(1,288)
Terminal Infrastructure	1,817	1,077	98	310	0	3,303	0	3,303	1,203	(28)	14	22	0	1,212	0	1,212	(2,091)
Other Interventions	8,516	3,922	6,482	2,641	2,145	23,707	0	23,707	10,423	5,702	4,557	8,694	12,611	41,987	0	41,987	18,280
<b>Total</b>	<b>15,990</b>	<b>11,217</b>	<b>6,662</b>	<b>4,308</b>	<b>2,880</b>	<b>41,057</b>	<b>0</b>	<b>41,057</b>	<b>12,236</b>	<b>13,535.10</b>	<b>7,637.43</b>	<b>9,710</b>	<b>12,841</b>	<b>55,959</b>	<b>0</b>	<b>55,959</b>	<b>14,902</b>

  

<b>FORM A FCO + CIA</b>	<b>285,715</b>	<b>393,547</b>	<b>383,026</b>	<b>374,729</b>	<b>358,122</b>	<b>1,795,138</b>	<b>(773,323)</b>	<b>1,021,815</b>	<b>191,864</b>	<b>166,822</b>	<b>232,158</b>	<b>124,565</b>	<b>188,490</b>	<b>903,900</b>	<b>(23,332)</b>	<b>880,568</b>	<b>(141,248)</b>
-------------------------	----------------	----------------	----------------	----------------	----------------	------------------	------------------	------------------	----------------	----------------	----------------	----------------	----------------	----------------	-----------------	----------------	------------------

(\*) 2020 January–June final values, July–December planned values

Concerning the figures shown in Table 10, it must be pointed out that the negative differential reported in column "(f) - (c)" and amounting to € 156.2 million at Fiumicino airport is a "pro-forma" change, which excludes long-term development and other works impacted by permitting issues.

This differential at the Fiumicino airport is primarily due to the following factors:

**1) Terminal (-€130.2 million)**

- Rescheduling of the phases of the "East Terminal" system due to the Covid-19 emergency, concluding the first phase of the work by 2021;
- modularity of development of the terminals, putting the T5 reconfiguration/upgrade project on hold and continuing the T3 upgrade, according to a timing in line with traffic requirements, due to the Covid-19 emergency.

**2) Landside road network and car parks (-€52.1 million)**

- Essentially attributable to smaller Investment related to the expansion of the capacity of the car park system for €34.9 million in line with the requirements and fewer other works on the landside road network for €17.1 million.

**3) Other works (€53.3 million)**

- It is essentially attributable to the enhancement of the airport's technological infrastructure, the construction of the new high/medium voltage electrical substation, the completion of the SESAR programme and renovation and maintenance with functional improvements to buildings and systems (work on the Hangar, and the Delta taxiway upgrade).

**4) Flight infrastructure (-€27.2 million)**

- Lower investments mainly related to the review of the capacity requirements, which mainly concerned the measures on the SERAM island and the wide-body stands in the 600 area, while completion of the West zone aprons with optimisations and the planned flooding risk mitigation works are still planned.

As far as Ciampino airport is concerned, a positive difference is reported in column "(f.) - (c.)", of €14.9 million compared to the ERA 2017-2021 forecast. This increase is essentially due to the noise abatement measures contained in the PICAR noise reduction and abatement plan, the purchase of new "standard 3" X-ray machines for hold baggage, extraordinary maintenance and functional improvements to buildings and systems.

Also, during the 2017-2021 period, real estate development investments were made (the costs of which are not allocated to regulated services) not covered by Schedule A of the investment plan included in Annex 4 to the 2017-2021 ERA. They amount to a total of €23.9 million (2017 €2.0 million, 2018 €4.9 million, 2019 €9.1 million, €1.7 for the 2020 forecast, and €6.2 for 2021).

For a detailed analysis of the deviations, please refer to the slides of the investment plan published on the [adr.it](http://adr.it) website for consultation on the 2021 tariffs update.

**h. Any urgent measures not covered by the plan to be carried out in the remaining years of the tariff period**

As shown in paragraph "g." above, all the measures confirmed in the five-year rescheduling of Fiumicino South (not related to Runway 4 and Development of the North area) for "Flight infrastructure", "Terminal works", "Car park works" and "Landside works" were included in the initial planning. In addition, the SESAR programme, originally not included in the 2017-2021 plan, aimed at optimising and making efficient use of the flight infrastructure, has already been represented in the aforementioned paragraph. ADR's ongoing rescheduling of the plan's maintenance, restructuring, and ICT works (for both Fiumicino and Ciampino airports) is aimed at ensuring the high quality standards achieved, within a framework of attention to operational requirements and spending efficiency, especially during a period of disruption such as the current one caused by the Covid-19 emergency.

**i. Fiumicino's policy for traffic growth**

As part of its operating and development activities, ADR aims to support traffic growth at Fiumicino airport also by implementing transparent, fair, and non-discriminatory flight incentive systems. These incentives are financed exclusively by company resources and are aimed at developing additional traffic in line with the principles of economic stability and profitability.

There are no incentives to increase flights at Ciampino.

**Table 11  
Summary of Fiumicino's policy to support flight growth**

Flight type	Destination operated (yes) / not operated (no) (*)	Eligibility to incentives
Long haul (**)	No	Launch of new route
	Yes	New entrant
	Yes	Increase in weekly flights
Short/medium haul (***)	No	Launch of new route

(\*) "Unserviced destinations" means cities connected with scheduled flights to Rome's airport system during the IATA season preceding that in which the route is scheduled to start.

(\*\*) Destinations outside Europe, North Africa and the Eastern Mediterranean basin.

(\*\*\*) Europe, North Africa, and the Eastern Mediterranean basin.

The *policy* (operating procedures for the application of the incentive and cases of exclusion) is available on ADR's website:

[http://www.adr.it/documents/10157/18532155/Policy+ADR+per+lo+sviluppo+del+traffico+aereo\\_ita\\_final\\_20200124.pdf/56f812a0-724b-41db-a1e3-8c077cdec20f](http://www.adr.it/documents/10157/18532155/Policy+ADR+per+lo+sviluppo+del+traffico+aereo_ita_final_20200124.pdf/56f812a0-724b-41db-a1e3-8c077cdec20f)

**j. Convening a hearing for users and conclusion of the consultation**

The public hearing, as a joint session for users of both Fiumicino and Ciampino airports is scheduled for October 13, 2020 at 10:00 at the Garden Inn Hotel, Fiumicino. ADR will provide a webcast service as an alternative, simultaneous translation services and draft the minutes of the meeting.

During the same hearing, ADR will present to airport users the 2021 proposal for the updated PRM charge, as governed by the ENAC guidelines published on 9 August 2018.

The consultation period is currently expected to end by 23 November 2020.