

ANNUAL INFORMATION DOCUMENT



Ge.S.A.C. SpA - Naples International Airport

2026 ANNUAL INFORMATION DOCUMENT

PURSUANT TO ART RESOLUTION NO.

38/2023 – ANNEX A

July 2026

Courtesy translation
In case of divergence, the Italian text shall prevail

ANNUAL INFORMATION DOCUMENT

Introduction	3
a) any update to the timetable of investments recognized in the tariff, technically validated by ENAC, for the remaining years of the tariff period starting from the current year	7
b) any urgent and non-deferrable interventions which, although not yet recognized in the tariff but technically approved by ENAC, must be carried out in the remaining years of the tariff period starting from the current year.	9
c) progress status of the investments included in the Intervention Plan (with separate evidence of investments entered into service and works in progress, all broken down between amounts relating to airport, ancillary, incentive and non-relevant activities) and of the related timetable, with details of:	9
d) update of the annual incremental level of operating costs, with reference to (i) the assets entered into service in the year preceding the current year, (ii) the entry into force, in that same year, of legislative and/or regulatory changes envisaged ex ante, or of further changes not envisaged ex ante.	13
e) update or confirmation of the annual tariff components k, v, compared with the values defined on a forecast basis for the tariff period;	13
f) level of the quality and environmental protection indicators recorded in the year preceding the current year and ascertained by ENAC, compared with the target values included in the Quality and Environmental Protection Plan approved by ENAC for the same year.	16
g) pre-closing forecast of WLUs and service units, consistently with the parameters used for determining the unit level of charges	18
h) actual WLUs and service units for the previous year, consistently with the parameters used for determining the unit level of charges	19
i) variance between the value pre-closed by the Managing Body in the previous Annual Information Document and the actual value, with reference to the year preceding the current one.	20
j) updated values of the operating costs referred to in paragraph 10.1.2, point 3, due to the inflation update.	21
k) level of charges calculated for the following year.	22
l) illustration of the treatment of the commercial margin (CM) referred to in paragraph 10.8.	23
m) date of convening Users for the Hearing.	24
n) SLA Monitoring.	25
Outcomes of the 2026 charges monitoring	26

ANNUAL INFORMATION DOCUMENT

Introduction

In November 2024, by Resolution of the Italian Transport Regulation Authority ART (hereinafter, “ART” or “the Authority”) No. 156/2024, GE.S.A.C. S.p.A. (hereinafter, “GESAC” or “the Airport Managing Body”), entrusted with the management of Naples and Salerno airports, launched the User Consultation Procedure on the proposal for the revision of airport charges for the 2024-2026 tariff period of Naples Airport, pursuant to the Airport Charges Regulation Models (hereinafter, the “Models”), referred to in ART Resolution No. 38/2023 - Annex A.

In January 2025, GESAC completed the above-mentioned procedure and, in accordance with the provisions of the Models, published on its website the final proposal with respect to which, following the Public Hearing held on 27 January 2025, agreement with airport Users was reached.

The level of charges resulting from the Consultation entered into force on 01/04/2025.

On 19 March 2025, by Resolution 48/2025, the Authority published the compliance assessment of the final proposal for the revision of airport charges submitted by GESAC, subject to the application of certain corrective measures.

The Airport Managing Body, within the deadlines indicated in the above-mentioned resolution, published the amended tariff proposal on its website and simultaneously sent it to the Users and to the Authority. This proposal includes both the corrective measures referred to in Resolution 48/2025 and the tariff recovery from users resulting from the application of those corrective measures for the period from 1 April 2025 to 31 July 2025, calculated as the difference between the tariff level approved in consultation and the tariff level including the corrective measures imposed by the Authority.

The new level of charges referred to in Resolution 48/2025 entered into force from 01/08/2025 to 31/12/2025.

By ART Resolution 127/2025 of 31 July 2025, the Authority made the compliance of the proposal for the revision of airport charges of Ge.S.A.C. S.p.A., for the 2024-2026 regulatory period, already subject to a first compliance assessment pursuant to Resolution 48/2025, conditional upon a further integration providing for the correct application of certain additional corrective measures.

ANNUAL INFORMATION DOCUMENT

Following incorporation of the corrective measures, the Authority issued the final compliance resolution by Resolution No. 244 of 22 December 2025.

Within the terms provided for by the Model referred to in Resolution 38/2023, the Company convened the Users for the annual consultation in order to illustrate the changes in the tariff parameters that determined the level of charges in force for 2026.

In December 2025, the Authority, by note No. 0102318/2025 sent to the Company, communicated the outcomes of the monitoring activities on airport charges for 2026 and requested the Company to incorporate certain corrective measures. In this document, in order to comply with the transparency principle under Article 80 of Decree-Law 1/2012 with regard to the information to be provided to users, a specific paragraph has been included illustrating this matter, entitled “Outcomes of the 2026 charges monitoring”.

As provided for by the Models, under measure 8.2.1, the Airport Managing Body is required each year to provide Users with adequate information regarding the elements contributing to the definition of the airport charges trend for the current regulatory period.

Pending the launch of the consultation procedure for airport charges for the upcoming 2027-2030 four-year regulatory period, and in order to fully inform users, on July 31, 2026, GESAC prepared this 'Annual Information Document' to provide Users with the necessary updates regarding the elements contributing to the definition of the monitoring reconciliation for the final year of the current 2024-2026 regulatory period, which is nearing expiration (on 12/31/2026). This reconciliation will be accounted for and recovered through tariff component v for the year 2027, as part of the airport charges tariff review process for the new 2027-2030 regulatory period.

This Annual Information Document was also published on the Company's website and, in accordance with measure 8.2.1.2 of the Models, contains the following information:

- a) any update to the timetable of investments recognized in the tariff, technically validated by ENAC, for the remaining years of the tariff period starting from the current year;

ANNUAL INFORMATION DOCUMENT

- b) any urgent and non-deferrable interventions which, although not yet recognized in the tariff but technically approved by ENAC, must be carried out in the remaining years of the tariff period starting from the current year;
- c) progress status of the investments included in the Intervention Plan (with separate evidence of investments entered into service and works in progress, all broken down between amounts relating to airport, ancillary, incentive and non-relevant activities) and of the related timetable, with details of:
 - i. the amounts recorded and technically validated by ENAC in each year starting from the Bridge Year and up to the year preceding the current one;
 - ii. the amounts pre-closed by the Managing Body for the current year, based on at least six months of actual data;
 - iii. any update, based on the information indicated under letters a) and b), of what was planned ex ante for the remaining years of the regulatory period starting from the current year;
- d) update of the annual incremental level of operating costs, with reference to (i) the assets entered into service in the year preceding the current year, (ii) the entry into force, in that same year, of legislative and/or regulatory changes envisaged ex ante, or of further changes not envisaged ex ante;
- e) update or confirmation of the annual tariff components k, v, compared with the values defined on a forecast basis for the tariff period;
- f) level of the quality and environmental protection indicators recorded in the year preceding the current year and ascertained by ENAC, compared with the target values included in the Quality and Environmental Protection Plan approved by ENAC for the same year;
- g) pre-closing forecast of WLUs and service units, consistently with the parameters used for determining the unit level of charges;
- h) actual WLUs and service units for the previous year, consistently with the parameters used for determining the unit level of charges;
- i) variance between the value pre-closed by the Managing Body in the previous Annual Information Document and the actual value, with reference to the year preceding the current one, with regard to:

ANNUAL INFORMATION DOCUMENT

- i. progress status of investments recognized in the tariff (as technically validated by ENAC);
 - ii. operating costs relating to assets entered into service;
 - iii. operating costs attributable to the entry into force of legislative and/or regulatory changes envisaged ex ante, or of further changes not envisaged ex ante;
- j) updated values of the operating costs referred to in paragraph 10.1.2, point 3, due to the inflation update;
- k) level of charges calculated for the following year;
- l) illustration of the treatment of the commercial margin (CM) referred to in paragraph 10.8;
- m) date of convening Users for the Hearing.

Furthermore, the document contains both the annual information regarding the monitoring of the provisions of the Service Level Agreement agreed upon with Users during the Period Consultation, as detailed in paragraph n); and the information relating to the outcomes of the monitoring (carried out in October 2025) concerning the update of airport charges for the year 2026, pursuant to ART letter ref. no. 0102318/2025, and the related tariff recoveries arising from it, as specified above.

Users are hereby informed that the necessary documentation for the 2025 monitoring on the status of the Operator's compliance with the obligations undertaken through the Four-year Investment Plan and the Quality and Environmental Protection Plan, which impact parameters K, V, and ϵ , has been sent to ENAC for its relevant validations.

In consideration of the fact that the Company has initiated – concurrently with the monitoring referred to in this AID – the preliminary activities required by the Model (drafting of the proposal and the related supporting annexes) in order to launch a consultation procedure with airport Users for the definition of airport charges for the 2027-2030 regulatory period, the outcomes of the reconciliation referred to in this AID will be incorporated into the airport charges of the period review proposal. The airport charges applicable from January 1, 2027, will be those defined by the period review proposal that will be submitted to Users next October, subject to (i) favorable feedback from ART regarding the launch of the charges review procedure; and (ii) achieving an agreement with Users during the consultation process.

Should the period review process experience postponements such as to prevent the scheduling of the period hearing by October (and the definition of valid and effective airport charges, even

ANNUAL INFORMATION DOCUMENT

on a provisional basis, by the end of the year), GESAC will ensure that users are provided with timely information regarding the airport charges applicable from next January 1, by updating Section K of this AID.

a) any update to the timetable of investments recognized in the tariff, technically validated by ENAC, for the remaining years of the tariff period starting from the current year

For the 2023-2026 period, the investment plan technically approved by ENAC amounts to €93.1 million. Based on the investments carried out in 2023, 2024 and 2025, the timetable of investments for 2026, the final year of the period, has been updated.

An update to the investment timetable for 2026 is therefore provided below.

Piano Interventi 2026 - Scheda A - Aggiornamento cronoprogramma

Dati in €/000		2026		
DESCRIZIONE MACRO CATEGORIA / CATEGORIA	Piano Approvato	Aggiornamento	Aggiornamento nuova scheda A	
INTERVENTI INFRASTRUTTURE DI VOLO	-	12.300	28.605	
INTERVENTI TERMINAL	3.600	6.530	7.168	
ALTRI EDIFICI	1.500	2.840	890	
RETI E IMPIANTI	4.000	6.950	1.990	
PIANO DELLE MANUTENZIONI STRAORDINARIE	1.780	2.810	2.545	
PIANO TUTELA AMBIENTALE	-	3.500	3.690	
INTERVENTI VARI	-	-	500	
FORNITURE	2.200	1.231	6.452	
TOTALE	13.080	36.161	51.840	

For the current year - 2026 - the expenditure forecast amounts to approximately €51.8 million, with an increase compared with the previous update of €15.7 million. This variation reflects what was achieved in 2025 and what is projected in the new Investment Plan for the 2027-2030 four-year period (already submitted to ENAC for its relevant assessments and approval in view

ANNUAL INFORMATION DOCUMENT

of the opening of the User consultation for the new 2027-2030 regulatory period). The main variations concern:

Investment Code – Flight infrastructure works. During the year, the deep rehabilitation of the runway will be carried out, for an estimated amount of €22 million. The increase compared with the initial plan became necessary following, on the one hand, the update of the fleet mix and, on the other, the results of the tests carried out by the Airport Pavement Management System (A-PMS) on the state of wear of the runway and aprons. Flight infrastructures must in fact withstand greater loads than those envisaged in the initial plan. The analyses and technical investigations showed the need not only to create a more high-performing runway pavement package, but also to intervene on the reconstruction of certain taxiway links that were not initially included in the project.

Finally, certain infrastructure adaptations will be carried out following the reversion of the AVL systems, as provided for by regulation.

Investment Code – Terminal investments. During the year, the works for the expansion of the ground-floor boarding gate rooms and the expansion of the landside departures area will be completed. The passenger terminal will be expanded on the south-west side, over an area of approximately 900 m² on two levels, in order to enlarge the airside arrivals hall on the ground floor.

Investment Code – Other Buildings and Utility Networks. The intervention consists of the construction of the 4th HBS carousel, necessary to manage traffic peaks, also taking into account the change in the fleet mix, which entails the handling of a greater number of hold bags, as well as the adaptation of the baggage reclaim carousels in the airside arrivals hall. In order to expand the HBS system, it is first necessary to relocate certain operational activities to another area. For this reason, the intervention has been postponed to 2027. This expenditure item also includes the construction of the 4th fuel depot. Due to the regulatory complexity of the matter, it was necessary to schedule the intervention for 2027.

Investment Code – Supplies. In the current year, higher expenditure is estimated mainly for the purchase of the new security screening machines known as “CBC3”.

ANNUAL INFORMATION DOCUMENT

b) any urgent and non-deferrable interventions which, although not yet recognized in the tariff but technically approved by ENAC, must be carried out in the remaining years of the tariff period starting from the current year

At present, there are no urgent and non-deferrable interventions to report in this category that have been technically approved by ENAC but not yet recognized in the tariff, to be carried out in the remaining years of the tariff period starting from the current year.

c) progress status of the investments included in the Intervention Plan (with separate evidence of investments entered into service and works in progress, all broken down between amounts relating to airport, ancillary, incentive and non-relevant activities) and of the related timetable, with details of:

- I. the amounts recorded and technically validated by ENAC in each year starting from the Bridge Year and up to the year preceding the current one;
- II. the amounts pre-closed by the Managing Body for the current year, based on at least 6 months of actual data;
- III. any update, based on the information indicated under letters a) and b), of what was planned ex ante for the remaining years of the regulatory period starting from the current year;

The table showing the progress status of the investments included in the Intervention Plan technically validated by ENAC for the years 2023, 2024 and 2025 is provided below.

For 2023, the values of the investments actually carried out are reported, from which the cost share not recognized by ENAC within the above-mentioned monitoring, amounting to €5,886.40, and the share financed through public contributions (Decree-Law No. 50/2022), amounting to €1,281,760, relating to plan item 1 Flight Infrastructure Works, were deducted from the capital admitted for remuneration. This change had already been included in the tariff proposal referred to in Resolution 48/2025, relating to the tariff level in force from 01/08/2025.

For 2025, the Company updated the value of the investments with the actual values from which the cost share financed through public contributions (MOST Call) amounting to €52,600 was

ANNUAL INFORMATION DOCUMENT

deducted from the capital admitted for remuneration, and submitted them to ENAC for annual monitoring purposes, the outcome of which is still pending.

The table below shows the amounts recorded for the years 2023, 2024 and 2025.

DESCRIZIONE MACRO CATEGORIA / CATEGORIA	Consuntivo				Piano			
	2023	2024	2025	Totale	2023	2024	2025	Totale
INTERVENTI INFRASTRUTTURE DI VOLO	5.682	1.878	3.364	10.923	5.682	1.685	12.300	19.667
INTERVENTI TERMINAL	1.790	5.236	4.664	11.690	1.790	11.470	7.800	21.060
ALTRI EDIFICI	11		760	771	11		1.840	1.851
RETI E IMPIANTI	693	11	23	726	693	100	2.900	3.693
PIANO DELLE MANUTENZIONI STRAORDINARIE	4.852	2.881	2.790	10.523	4.852	5.192	3.360	13.404
INTERVENTI VARI	51	108	374	533	-	100		100
PIANO TUTELA AMBIENTALE	1.404	1.175	1.118	3.696	1.404	5.100	3.000	9.504
AREE OPERATIVE		43		43				
FORNITURE	3.237	4.618	4.005	11.859	3.237	5.273	2.200	10.710
TOTALE	17.719	15.949	17.097	50.765	17.668	28.920	33.400	79.988

As shown in the table, in 2023-2024-2025 the Company invested €50.8 million compared with the €79.9 million provided for in the Plan. The decrease of approximately €29.2 million mainly concerns the following investment lines:

FLIGHT INFRASTRUCTURE WORKS. In 2025, extraordinary maintenance works were carried out on the runway and apron; compared with the plan, the decrease is due to the postponement to November 2026 of the deep rehabilitation works on the runway.

TERMINAL WORKS. During the period, the construction of a new vertical connection between the baggage reclaim hall and the first-floor gate area was completed, the security filter was adapted to separate the landside-airside arrivals area, and the Extra-Schengen areas (both departures and arrivals) on the ground floor were reconfigured, also in order to accommodate the kiosks of the new Entry-Exit System. The check-in area was expanded and a new seating area was created on the ground-floor airside area in place of a retail unit; finally, the new lift in the departures hall was built and activities were started for the reconfiguration of the security area for the installation of the new CBC3 machines.

With regard to the terminal expansions, two important projects to enlarge passenger-dedicated spaces were completed, namely: the construction of the new boarding hall D located on the ground floor of the terminal, in an area previously occupied by the baggage sorting system, equipped with two new gates and adjacent to which the larger Sala Amica dedicated to PRM was built; the finishing of the landside arrivals area on the first floor, with a clear improvement

ANNUAL INFORMATION DOCUMENT

in the service offered to passengers. During the year, works were also started to expand the ground-floor boarding gate rooms A of the terminal, from gate 1 to gate 15, by moving the existing glass façade forward towards the airfield.

NETWORKS AND SYSTEMS. The decrease compared with the planned amount relates to the postponement to 2026 of the project for the adaptation of the baggage reclaim carousels in the arrivals hall.

MAINTENANCE PLAN. Within this intervention, among the works carried out in the airfield area, the unification of the Runway Holding Positions on taxiway link G and the Taxiway was completed, as were the rehabilitation of the relevant taxiway section, the adaptation of runway-side systems and the functional adaptation of the adjacent areas of the aircraft parking apron, Apron 2 area (known as North Operational Support), in addition to extraordinary maintenance of the drainage fields and parts of the aircraft stand pavements. Extraordinary maintenance of the drainage channel near taxiway link "L" and the implementation of charging points for electric vehicles in the airfield were also completed. Activities were started for the technological implementation of the first-rainwater management system. From a plant engineering standpoint, the technological upgrade of the lift systems supervision system was completed, extraordinary maintenance of the centralized systems was carried out and a new air-conditioning system was installed for the Fire Brigade barracks, in addition to allocating a space for the maintenance control room. Finally, activities aimed at improving the efficiency of the technical room compartments of the terminal were started. Extraordinary maintenance of the airfield offices and of certain warehouses serving airport operations was also completed.

ENVIRONMENTAL PROTECTION PLAN. As part of the initiatives aimed at reducing CO2 emissions deriving from airport activities, the photovoltaic system was built, enabling the production of solar energy and avoiding the emission of more than 60,000 tonnes of CO2; the first lot of works to expand the network of charging stations serving ramp vehicles was completed, supporting the progressive decarbonization of activities carried out in the airfield. Finally, the energy-efficiency intervention on the terminal entrance glass façade was started, aimed at increasing passenger comfort. This investment provides for the rehabilitation of the passenger terminal entrance façade with the aim of improving the thermo-hygrometric conditions of the departures hall and architecturally harmonizing the terminal.

The table below shows the pre-closing data for the current year based on six months of actual data and the update for 2026.

ANNUAL INFORMATION DOCUMENT

Piano Interventi 2026 - Scheda A - Aggiornamento cronoprogramma

Dati in €/000	2026		
DESCRIZIONE MACRO CATEGORIA / CATEGORIA	Piano Approvato	Aggiornamento	Aggiornamento nuova scheda A
INTERVENTI INFRASTRUTTURE DI VOLO	-	12.300	28.605
INTERVENTI TERMINAL	3.600	6.530	7.168
ALTRI EDIFICI	1.500	2.840	890
RETI E IMPIANTI	4.000	6.950	1.990
PIANO DELLE MANUTENZIONI STRAORDINARIE	1.780	2.810	2.545
PIANO TUTELA AMBIENTALE	-	3.500	3.690
INTERVENTI VARI	-	-	500
FORNITURE	2.200	1.231	6.452
TOTALE	13.080	36.161	51.840
-			
Di cui			
Attività regolate	12.093	34.363	50.493
Attività accessorie, incentivazione e non pertinenti	987	1.798	1.347

ANNUAL INFORMATION DOCUMENT

d) update of the annual incremental level of operating costs, with reference to (i) the assets entered into service in the year preceding the current year, (ii) the entry into force, in that same year, of legislative and/or regulatory changes envisaged ex ante, or of further changes not envisaged ex ante

Please refer to paragraph e.

e) update or confirmation of the annual tariff components k, v, compared with the values defined on a forecast basis for the tariff period;

Two summary tables on the update of the tariff components are provided below.

The first table concerns the update of the annual parameter k relating to investments and the associated operating costs.

Monitoraggio 2025 - Parametro K

Calcolo Fattore K	2024	2025	2026
<i>Dati in €/000</i>			
Costi ammessi per capex Anno 1	3.625	3.696	3.626
Costi ammessi per capex Anno 2	0	3.701	3.151
Costi ammessi per capex Anno 3	0	0	4.336
Totale costi ammessi da K	3.625	7.398	11.113
Totale costi ammessi Monitoraggio 2024	3.632	7.043	11.627
Conguaglio da parametro k	(7)	354	(514)

Pursuant to measure 10.9.12, the adjustment relating to parameter k, increased by the interest calculated by applying the nominal rate of return referred to in ART Resolution 67/2024, has been included in the total end-of-period adjustment that will be accounted for and recovered through tariffs under tariff component v for 2027.

ANNUAL INFORMATION DOCUMENT

The second table concerns the update of parameter v relating to incremental operating costs resulting from the entry into force of new legislative provisions and/or regulations.

Monitoraggio 2025 - Parametro V

Calcolo Fattore V

Dati in €/000

	2024	2025	2026
Discontinuità di costo componente tariffaria v	236	563	688
Servizio antincendio L. n. 296/2006	1.813	1.659	1.653
Conguaglio tariffe anni precedenti	-	2.045	238
Costi per Fattore V	2.049	4.268	2.579
Conguaglio K e V monitoraggio 2025 aggiornato al wacc nominale			(406)
Totale costi ammessi v post monitoraggio	2.049	4.268	2.173

ANNUAL INFORMATION DOCUMENT

With regard to the tariff cost discontinuity, details are provided of the type of costs and the variance between the forecast amounts and the actual values for 2024 and 2025, the latter compared both with the forecast and with the value included in the monitoring of the previous Annual Information Document.

Discontinuità di costo componente tariffaria v	2024			2025				
	Consuntivo	Previsionale	delta	Consuntivo	Monitoraggio 2024	Previsionale	delta Consuntivo vs Monitoraggio 2024	delta Consuntivo vs previsionale
Oneri presidio sanitario - convenzione gestione totale n.50 /2022	563	567	(3)	588	563	567	25	22
Tesserini aeroportuali-regime tariffario come da Delibera Enac 60/2024				100	125		(25)	100
Totale	563	567	(3)	688	688	567	0	122

The schedule shows that the actual values for 2024 and 2025 are overall in line with the estimates. With reference to the costs relating to badging, as is known, a regulatory change occurred during 2025. By Resolution No. 60 of 20 December 2024, ENAC introduced a new method for issuing airport badges effective from 20 February 2025 and specified that the costs incurred for this activity are recovered through tariffs on the basis of the ART Models in force. In this regard, it should be noted that ART, following the monitoring activities on the 2026 airport charges referred to in the previous annual hearing, requested the Operator to apply the principle of relevance regarding the allocation of such costs to airport charges. The Company has implemented the Authority's request, as reported in the section 'Outcomes of the 2026 charges monitoring.

ANNUAL INFORMATION DOCUMENT

f) level of the quality and environmental protection indicators recorded in the year preceding the current year and ascertained by ENAC, compared with the target values included in the Quality and Environmental Protection Plan approved by ENAC for the same year

The tables comparing the level of the quality and environmental protection indicators recorded for 2025 with the target values included in the Quality and Environmental Protection Plan approved by ENAC for the same year are provided below.

Monitoraggio Piano della Qualità

#	Indicatore	Crescente / Decrescente	Peso	Anno 2025		
				Obiettivo	Consuntivo	Delta
1	TEMPO DI RICONSEGNA DELL'ULTIMO BAGAGLIO DAL BLOCK-ON DELL'AEROMOBILE	decrescente	10%	30:00	38:00	08:00
2	PERCEZIONE SUL LIVELLO DI PULIZIA E FUNZIONALITÀ TOILETTE	crescente	5%	96,0%	97,7%	1,7%
3	EFFICIENZA DEI SISTEMI DI TRASFERIMENTO PAX INTERNI ALL'AEROPORTO	crescente	10%	91,0%	95,4%	4,4%
4	PERCEZIONE COMPLESSIVA SULL'EFFICACIA E SULL'ACCESSIBILITÀ DEI SERVIZI DI INFORMAZIONE AL PUBBLICO (MONITOR, ANNUNCI SEGNALETICA INTERNA,...)	crescente	5%	99,4%	98,5%	-0,9%
5	Per PRM in arrivo con prenotazione: TEMPO DI ATTESA A BORDO PER LO SBARCO DEL PRM DOPO LO SBARCO DELL'ULTIMO PASSEGGERO	decrescente	10%	03:40	07:10	03:30
6	PERCEZIONE SULLA PROFESSIONALITÀ DEL PERSONALE DEDICATO ALL'EROGAZIONE DELLE ASSISTENZE SPECIALI AI PRM	crescente	10%	97,5%	98,9%	1,4%
7	TEMPO DI ATTESA A BORDO PER LO SBARCO DEL PRIMO PASSEGGERO	decrescente	10%	04:50	06:34	01:44
8	PERCEZIONE SUL LIVELLO DI COMFORT COMPLESSIVO DELL'AEROSTAZIONE	crescente	10%	96,0%	97,8%	1,8%
9	PERCEZIONE SULLA CONNETTIVITÀ DEL WI-FI ALL'INTERNO DELL'AEROSTAZIONE	crescente	5%	99,0%	91,9%	-7,1%
10	OVERALL SATISFACTION	crescente	5%	4,03	3,99	- 0,04
11	DISPONIBILITÀ DI SPAZIO PER I PASSEGGERI	crescente	10%	7,3	7,1	- 0,2
12	GRADO DI UTILIZZO DEGLI AUTOMATED BORDER (E-GATES)	crescente	10%	60,0%	63,0%	3,0%
Parametro q				-2,000		

ANNUAL INFORMATION DOCUMENT

Monitoraggio Piano della Tutela Ambientale

#	Descrizione Indicatore	Peso	Anno - 2025		
			Obiettivo	Consuntivo	Delta
1	MATERIE PRIME/SECONDE:RACCOLTA DIFFERENZIATA	40%	80%	81,10%	1,1%
2	SOSTITUZIONE PARCO VEICOLI A MINOR IMPATTO AMBIENTALE O A RIDOTTE EMISSIONI	30%	15,0%	27,0%	12,0%
3	ADDESTRAMENTO DEL PERSONALE IL CUI LAVORIO PUÒ AVERE EFFETTI CHE VARIANO SULL'AMBIENTE	30%	85,0%	91,0%	6,0%
Parametro α			1,000		

The following table finally shows the values of parameters q and alpha - determined in application of the provisions of measure 10.11 of the Models - and the resulting value of parameter ε.

Parametro q	[a]	-2,000
Peso parametro q	[b]	50,00%
Parametro alfa	[c]	1,000
Peso parametro alfa	[d]	50,00%
Parametro ε annuale	[a*b+c*d]/100	-0,5%

ANNUAL INFORMATION DOCUMENT

g) pre-closing forecast of WLUs and service units, consistently with the parameters used for determining the unit level of charges

The following table shows the forecast data for 2026 compared with the pre-closing forecast data. The variance between the forecast values and the pre-closing forecast is due to the postponement to 2026 of the runway closure. As described in paragraph a) of this document, the Managing Body rescheduled the deep rehabilitation works on the runway pavement from 2025 to 2026. The works will in fact be carried out in November, during which flight operations will be suspended. For this reason, the traffic estimate for the current year is lower than that envisaged in the tariff trend.

Dati di traffico		2026	
		Previsionale	Preconsuntivo*
Passeggeri totali		12.650.478	12.222.707
Passeggeri paganti		6.309.712	6.099.809
adulti	intra ue	4.951.336	4.897.840
	extra ue	1.062.064	910.825
children	intra ue	235.255	235.366
	extra ue	61.057	55.777
Movimenti Totali		86.498	81.265
Tonnellaggio Totale (arrivo+partenza)		6.370.805	6.172.494
Tonnellaggio fino a 25 tons		2.130.846	2.186.956
Tonnellaggio oltre 25 tons		4.239.959	4.486.790
Merce pagante <i>kg</i>		9.474.407	9.274.196
WLU		12.729.559	12.315.449

*Runway closure

Finally, it is noted that with reference to measure 10.10 on traffic risk for the 2024-2026 regulatory period, the cumulative actual variation of WLUs over the four-year period was +2.3%. Considering that the traffic risk threshold borne by the Operator, as approved by Users for the

ANNUAL INFORMATION DOCUMENT

previous regulatory period, was $\pm 10\%$, there are no margins to be recovered/refunded in the charges for the 2027-2030 period.

h) actual WLUs and service units for the previous year, consistently with the parameters used for determining the unit level of charges

The following table shows the actual data for 2025.

Dati di traffico		2025
Passeggeri totali		13.271.393
Passeggeri paganti		6.623.161
adulti	intra ue	5.318.066
	extra ue	988.972
children	intra ue	255.560
	extra ue	60.563
Movimenti Totali		87.917
Tonnellaggio Totale (arrivo+partenza)		6.687.942
Tonnellaggio fino a 25 tons		2.191.608
Tonnellaggio oltre 25 tons		4.496.334
Merce kg		9.274.196
WLU		13.364.135

ANNUAL INFORMATION DOCUMENT

i) **variance between the value pre-closed by the Managing Body in the previous Annual Information Document and the actual value, with reference to the year preceding the current one**

The details of the variances between the 2025 pre-closing value illustrated in the previous Annual Information Document and the 2025 actual value are provided below, with reference to the progress status of investments recognized in the tariff (pending technical validation by ENAC) and operating costs attributable to the entry into force of legislative and/or regulatory changes envisaged ex ante.

<i>Dati in €/000</i>		2025	
DESCRIZIONE MACRO CATEGORIA / CATEGORIA	Consuntivo	Monitoraggio 2024	
INTERVENTI INFRASTRUTTURE DI VOLO	3.364	-	
INTERVENTI TERMINAL	4.664	9.502	
ALTRI EDIFICI	760	500	
RETI E IMPIANTI	23	-	
PIANO DELLE MANUTENZIONI STRAORDINARIE	2.790	3.150	
INTERVENTI VARI	374	30	
PIANO TUTELA AMBIENTALE	1.118	2.500	
AREE OPERATIVE		290	
FORNITURE	4.005	7.267	
TOTALE	17.097	23.239	

<i>Dati in €/000</i>		2025	
Discontinuità di costo componente tariffaria v	Consuntivo	Monitoraggio 2024	
Oneri presidio sanitario - convenzione gestione totale n.50 /2022	588	563	
Tesserini aeroportuali-regime tariffario come da Delibera Enac 60/2024	100	125	
Totale	688	688	

ANNUAL INFORMATION DOCUMENT

j) updated values of the operating costs referred to in paragraph 10.1.2, point 3, due to the inflation update

The updated values of operating costs due to the inflation update for 2026, equal to 2.4%, are reported below.

€/000	2026 post aggiornamento inflazione	2026 ante aggiornamento inflazione
Opex	57.460	57.122

The planned inflation rate is available at the following link:
https://www.dt.mef.gov.it/export/sites/sitodt/modules/documenti_it/analisi_progammazione/documenti_programmatici/dfp_2026/1.DFP_2026_FILE-UNICO.pdf.

ANNUAL INFORMATION DOCUMENT

k) level of charges calculated for the following year

With reference to the level of charges for the year 2027, please refer to the Consultation Document concerning the launch of the tariff review process for the 2027-2030 period, which includes the annual end-of-period reconciliation for 2024-2026. As stated in the introduction, this reconciliation will be accounted for and recovered through tariff component v for the year 2027.

Should the period review process experience postponements such as to prevent the scheduling of the period hearing by October (and the definition of valid and effective airport charges, even on a provisional basis, by the end of the year), GESAC will ensure that users are provided with timely information regarding the airport charges applicable from next January 1, by updating Section K of this AID.

ANNUAL INFORMATION DOCUMENT

I) illustration of the treatment of the commercial margin (CM) referred to in paragraph 10.8

The commercial margin (CM), generated by ancillary activities, is determined as the difference between the sum of revenues and costs deriving from such activities, as shown in the Regulatory Accounting schedules.

Pursuant to measure 10.8.4, letters a) and b), the quantification of the Commercial Margin for 2025, resulting from the certified regulatory accounting data and equal to €36.9 million, is reported, as shown in the following table, and was entirely allocated to cover costs related to activities other than airport activities and those related to ancillary activities.

Commercial Margin	2025
	<i>dati in €/000</i>
Commercial revenues	51.821
Commercial costs (including remuneration)	13.945
Difference	37.876

Having deemed the information obligations and transparency criteria referred to in the above-mentioned measure 10.8.4 of the Models to have been fulfilled, the value of component CM is reported as equal to 0.

ANNUAL INFORMATION DOCUMENT

m) date of convening Users for the Hearing

With reference to the date of the Annual Hearing, as already stated in the introduction, please note that the Company has launched the tariff review process for the 2027-2030 period. Therefore, based on the information available to date, the next hearing scheduled for October will be dedicated to the 2027-2030 period review proposal, which will be submitted to Users next October, subject to favorable feedback from ART regarding the launch of the charges review procedure.

Consequently, on the occasion of the upcoming Period Hearing, adequate information will also be provided on the topics covered in this document and on the reconciliation relating to the fulfillment of the monitoring activities for the final year of the closing regulatory period, which will be accounted for and recovered through the tariff component for the year 2027.

Should the period review process experience postponements such as to prevent the scheduling of the period hearing by October (and the definition of valid and effective airport charges, even on a provisional basis, by the end of the year), GESAC will ensure that users are provided with timely information regarding the airport charges applicable from next January 1, by updating Section K of this AID.

ANNUAL INFORMATION DOCUMENT

n) SLA Monitoring

Two tables are provided below showing the data for 2025 and for the January-May 2026 period, respectively, relating to the indicators referred to in the SLA agreement shared with the Users during the Period Hearing held on 27/01/2025.

Core Service Standard 2025						
N°	Service	Driver	Voli in ritardo con codice gestore	Percentuale relativa su totale voli in ritardo con codice gestore	Percentuale su totale voli in ritardo	Percentuale su totale voli in partenza commerciali
1	Baggage handling system	Operation of the HBS	252	38%	1,67%	0,59%
2	Cute System	Operation of systems	34	5%	0,23%	0,08%
3	Special Assistance	Process Efficiency	303	45%	2,01%	0,72%
4	Security	Security Waiting time	2	0%	0,01%	0,00%
5	APRON and GATE	Operations of Gate and Apron Facilities	36	5%	0,24%	0,08%
6	87 (OTHERS)	Airport Facilities (others)	40	6%	0,27%	0,09%

Core Service Standard - gen- mag 2026						
N°	Service	Driver	Voli in ritardo con codice gestore	Percentuale relativa su totale voli in ritardo con codice gestore	Percentuale su totale voli in ritardo	Percentuale su totale voli in partenza commerciali
1	Baggage handling system	Operation of the HBS	4	2%	0,10%	0,02%
2	Cute System	Operation of systems	14	7%	0,34%	0,09%
3	Special Assistance	Process Efficiency	155	82%	3,75%	0,97%
4	Security	Security Waiting time	3	2%	0,07%	0,02%
5	APRON and GATE	Operations of Gate and Apron Facilities	1	1%	0,02%	0,01%
6	87 (OTHERS)	Airport Facilities (others)	13	7%	0,31%	0,08%

Outcomes of the 2026 charges monitoring

As stated in the introduction, on December 22, 2025, the Authority transmitted the outcomes of its monitoring activities regarding the update of airport charges in force as of January 1, 2026, which had been submitted to Users during the previous annual hearing in October 2025.

The outcomes of this activity are (i) the application of the principle of relevance regarding the costs of badging activities; and (ii) the application of the epsilon tariff parameter as set forth in measure 10.11.4 of the Model pursuant to Resolution no. 38/2023.

The Company has therefore revised the treatment of the costs for badging activities based on the principle of relevance, allocating a proportional share of the costs to regulated activities, and has updated the epsilon parameter to -0.5% instead of the previous 0%.

The nominal value of this reconciliation, amounting to -€498k, has been included in the total reconciliation value, increased by the remuneration rate, and incorporated into parameter v for the year 2027.