

**Bureaucracy is creating obstacles for the Naples Airport Development Plan. Work aimed at improving and enhancing the airport infrastructure has been either delayed or come to a stand-still.**

**The local ENAC (National Civil Aviation Agency) Offices and the local Air Force Command have not been supportive of the development of commercial aviation in Naples.**

Since 1995, all of the Gesac self-financed work on infrastructure, which has led to significant increases in passenger traffic with an overall expenditure of over IT £ 60 billion, has been completed within the established time frames; whereas all the other projects, tied to public financing, have been blocked or interminably delayed. This is the clear denouncement made by Gesac in the light of the current situation which has rendered any further development of the airport virtually impossible. Following is a brief summary of the most significant occurrences leading up to this impasse.

In agreement with, and financed by, the Ministry of Transport, in 1990 Gesac was entrusted with the execution of renovation projects for the Naples Airport (former convention number 4268 dated 21 November 1990) which called for IT £ 25 billion in financing. As the military airport is also open to civilian traffic, some parts of the projects involved areas within the military zone whereas other parts involved areas in direct concession to the local ENAC direction.

Over seven years were necessary before an agreement was reached between the Ministry of Transport and the Ministry of Defence regarding the consignment of the military areas. At this point, it was possible to plan work aimed at expansion of the aprons and airport facilities, the building of a new cargo terminal and a parking area for tourist buses as envisaged in the Airport Development Plan.

Despite the fact that all the bureaucratic requirements for the passage of the military areas to the local ENAC direction (ENAC represents the Ministry of Transport in all Italian airports) have been met, the consignment of these areas has not yet taken place and requests for further changes in already approved plans continue to be made as recently occurred for the project involving the new Cargo Terminal.

On a national level, the ENAC General Direction – the Ministry of Transport agency which has jurisdiction over such matters – and the Air Force Chiefs of Staff have long since approved the projects which are considered to be in the best interests of the public. Despite these positive signals from Rome which are indicative of the need to proceed rapidly with the Airport Development Plan, on a local level, coordination between the ENAC Direction and the Air Force Command has been scarce and it is precisely this lack of cooperation which has resulted in restraints and delays in the consignment of the areas within the time frame required to complete the established work projects.

The latest paradoxical situation arising from this impasse is a project related to Jubilee year financing for which Gesac, in agreement with the Ministry of Transport, presented a project for a parking area for 50 tourism buses; the financing has been withdrawn by the Prime Ministers Offices owing to the delays in the concession of the military areas.

"Episodes such as this only serve to highlight the fact that the real problem facing the Naples Airport is not so much a lack of space but rather the inappropriate and inefficient management of available spaces and this is counterproductive to a concrete and efficient development of commercial aviation. This situation can no longer be sustained because it has negative repercussions on the services which we provide for the public" – stated Mauro Pollio Gesac Managing Director. "In the year 2000, the Naples airport will serve over 4 million passengers and the significant growth trend thus far established thanks to infrastructure and commercial improvements made by Gesac are being hindered by an increasing suffocating and frankly incomprehensible bureaucracy which appears to be in complete contrast with the processes of privatisation and liberalization of the civil aviation market which have been in progress for quite some time in this country".