

**Naples International Airport: the Ministry of Transport and ENAV (National Flight Assistance Organization) have confirmed the airport's full compliance to the rules set by ICAO (International Civil Aviation Organization).**

**The safety alarm indicated in the new General Regulatory Plan was unjustified.**

**The airport has capacity to serve Naples and Central-Southern Italy until 2015 and beyond when passenger traffic estimates are in the area of 7 million passengers.**

The Ministry of Transport and ENAV (National Flight Assistance Organization) have confirmed the full compliance of the Naples airport to national and international regulations regarding flight safety.

The perfect operative suitability of the airport was further confirmed by declarations made by commanders of the principal national and international airlines (Alitalia, British Airways) operating in Naples.

This action was undertaken by the competent authorities in response to the recent General Regulatory Plan (PRG), which had caused some doubts and unjustified alarm about the airport safety levels and proposed a transfer of the facility to a different area.

In particular, the standard landing procedures for the Naples airport were drawn up by ENAV, approved by the Ministry of Transport and found to conform to the ICAO directives. ICAO is a UN organization to which Italy has belonged since 1954, and is responsible for the regulation and standardization of civil air transportation international operative procedures.

Instrumental procedures for landing on runway 24, situated in the opposite direction from the Capodimonte Palace along the Pomigliano-Benevento-Capodichino route, involves 96% of all landings and allows for an angle of descent of 3.33 degrees which is very close to the ICAO ideal of 3.0 degrees.

On runway 6, along the Ischia-Capodimonte-Capodichino route, landings are carried out at a descent gradient of 2.8 or 3.4 degrees, both well below the maximum angle recommended by ICAO of 3.8 degrees.

The suitability of the airport had already been confirmed in 1996 by the "work group" for the "technical/operative evaluation of Italian airports open to civil traffic" instituted by the Ministry of Transport – National Civil Aviation Agency.

Regarding the level of noise pollution produced by airport traffic, the airport has already limited the use of excessively loud aircraft and is closed to air traffic during the night. Screened platforms for motor testing are also planned, as well as continuous monitoring of noise levels.

"The arguments claiming that the airport is not fit because of safety reasons and environmental incompatibility with the surrounding urban network are purely exploitative and have no technical foundation whatsoever" affirms Mauro Pollio, Managing Director of GESAC, the Naples International Airport operator which is 70% controlled by BAA.

"In order to protect the image of the company and the public service that it offers – continues Pollio - we will act in the most opportune places to respond to unfounded and self-serving attacks."

Naples International Airport has recorded constant and considerable growth which brought passenger traffic up to 3.5 million in 1998, and is qualified as the third largest airport system in Italy behind Rome and Milan. It has the potential to produce positive effects on economic development in the Neapolitan area and the Campania Region.

Operative efficiency together with the maximum attention to themes such as safety and environmental protection constitute the guiding principles in the new company mission; to make Naples International Airport the best in Italy for quality of service and safety.

According to the Master Plan, compiled in 1995 by Gesac with the help of BAA, with investments of more than 200 billion lire, 70 of which are designated for the Jubilee, the airport in Naples will be able to serve Naples and the entire Central-Southern region until 2015 and beyond when passenger traffic estimates are set at 7 million.

The Jubilee preparations require infrastructure improvements aimed at developing airport road access and overall functionality, in particular further enlargement of the terminal, car park areas, aircraft stands and a new cargo terminal.

Naples International Airport, the first airport in Italy to be privatised, was the BAA's first investment in Europe. The BAA, a leader in the field of airport operators, serves more than 160 million passengers in 15 airports in Europe, the United States and Australia.