

Annual Information Document



Ge.S.A.C. SpA - Naples International Airport **UPDATE** **ANNUAL INFORMATION DOCUMENT 2025**

PURSUANT TO RESOLUTION ART

38/2023 – ANNEX A

September 2025

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

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Users are informed that this Annual Information Document contains all the updates referred to in ART resolution no. 127/2025 highlighted in red.

Introduction

In November 2024, with Resolution No. 156/2024 of the Transport Regulation Authority (hereinafter referred to as "ART" or "the Authority"), GE.S.A.C S.p.A. (hereinafter referred to as "GESAC" or "the Operator"), the company entrusted with the management of Naples and Salerno airports, launched the User Consultation Procedure on the proposed revision of airport charges for the 2024-2026 tariff period at Naples Airport, in accordance with the Airport Charges Regulation Models (hereinafter, the "Models"), referred to in ART Resolution No. 38/2023 - Annex A.

In January 2025, GESAC concluded the above procedure and, in accordance with the provisions of the Models, published on its website the final proposal in relation to which, following the Public Hearing held on 27 January 2025, an agreement was reached with airport users.

The level of charges emerging from the Consultation entered into force on 1 April 2025.

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

Within the deadlines indicated in the aforementioned resolution, the Operator published the amended tariff proposal on its website and simultaneously sent it to users and 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 the aforementioned 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 with the corrective measures imposed by the Authority.

The new level of fees referred to in Resolution 48/2025 is in force from 1 August 2025 to 31 December 2025.

With ART Resolution No. 127/2025 of July 31, 2025, the Authority subjected the compliance of the proposal for the revision of Ge.S.A.C. S.p.A airport charges for the regulatory period 2024-2026, already subjected to an initial compliance evaluation under Resolution no. 48/2025, to further integration requiring the correct application of additional revisions.

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As required by the Models, under measure 8.2.1, the Operator is required to provide Users with adequate information on the elements contributing to the definition of airport charges for the current regulatory period on an annual basis.

On **September 26th, 2025**, GESAC **has taken care to update** this "Annual Information Document" to provide Users with the necessary updates on the factors contributing to the definition of airport charges in force **from 1st January 2026** and convened the Annual Hearing, for which reference should be made to paragraph m.

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

- a) any updates to the schedule of investments recognized in the tariff, technically validated by ENAC, for the remaining years of the tariff period starting from the current year;
- b) any urgent and unavoidable measures which, although not yet recognized in the tariff but approved in technical terms by ENAC, must be implemented in the remaining years of the tariff period starting from the current year;
- c) progress of the investments provided for in the Action Plan (with separate indication of investments that have come into operation and work in progress, all distinguished between amounts relating to airport activities, ancillary activities, incentives and non-relevant activities) and the related schedule, with details:
 - i. the amount recorded and technically validated by ENAC in each year starting from the bridge year and up to the year preceding the current year;
 - ii. the preliminary figures estimated by the operator for the current year, based on at least six months of final data;
 - iii. any updates, based on the information provided in points (a) and (b), of the ex-ante forecasts for the remaining years of the regulatory period starting from the current year;
- d) updating of the annual incremental level of operating costs, with reference to (i) assets that entered into service in the year preceding the current year, (ii) the entry into force in the same year of legislative and/or regulatory changes provided for ex ante, or of additional changes not provided for ex ante;

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- e) updating or confirming the annual tariff components k and v with respect to the values defined in the forecast for the tariff period;
- f) level of quality and environmental protection indicators recorded in the year prior to the current year and verified by ENAC, with reference to the target values included in the Quality and Environmental Protection Plan approved by ENAC for the same year;
- g) preliminary figures for WLU and service units, in line with the parameters used to determine the unit level of charges;
- h) final figures for WLU and service units for the previous year, consistent with the parameters used to determine the unit level of rights;
- i) difference between the preliminary value estimated by the operator in the previous Annual Information Document and the final value, with reference to the year preceding the current year, with regard to:
 - i. progress of investments recognized in the tariff (as technically validated by ENAC);
 - ii. operating costs relating to assets that have entered into service;
 - iii. operating costs relating to the entry into force of legislative and/or regulatory changes provided for in advance, or additional changes not provided for in advance;
- j) updated values of operating costs referred to in paragraph 10.1.2, point 3, for the effects of inflation adjustment;
- k) level of fees calculated for the following year;
- l) illustration of the treatment of the commercial margin (CM) referred to in paragraph 10.8;
- m) date of the hearing with users.

The document also contains both the information relating to the Service Level Agreement agreed with Users during the Periodic Consultation referred to in paragraph n) and the information required by Resolution 48/2025 in point 3 - d.1), d.2) and d.3) set out in the paragraphs entitled 'Information and documentation requirements pursuant to Resolution 48/2025 of 19 March 2025, point 3, letter d), and "Updates to in ART Resolution no. 127/2025 of 31 July".

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Users are informed that the documentation necessary for monitoring in 2024 on the status of compliance by the airport operator () with the obligations assumed in the four-year action plan and the quality and environmental protection plan, which have an impact on parameters K, V and ϵ , has been sent to ENAC for validation.

At the end of the public hearing, the Company will promptly publish on its website the level of airport charges which, unless otherwise indicated by ART, will come into force on 1 January 2026, taking the necessary steps to inform the IATA ticket network. The Company will also send the Authority the minutes of the hearing and the results of ENAC's validation of parameters K, V and ϵ , highlighting any corrections made to the tariff levels published at the start of the hearing.

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- a) any updates to the schedule 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 period 2023-2026, the investment plan approved in technical terms by ENAC amounts to €93.1 million. Based on the investments made in 2023 and 2024, the investment schedule for the remaining years of the period (2025 and 2026) has been updated.

The following is an update of the schedule of investments recognized in the tariff for the remaining years of the period starting from the current year.

Interventions Plan 2025-2026 - Sheet A - Schedule update						
Values in €/000						
MACRO CATEGORY/CATEGORY DESCRIPTION	2025		2026		Total 2025-2026	
	Approved Plan	Update	Approved Plan	Update	Approved Plan	Update
FLIGHT INFRASTRUCTURE INTERVENTIONS	12.300	-	-	12.300	12.300	12.300
TERMINAL INTERVENTIONS	7.800	9.502	3.600	6.530	11.400	16.032
OTHER BUILDINGS	1.840	500	1.500	2.840	3.340	3.340
NETWORKS AND PLANTS	2.900	-	4.000	6.950	6.900	6.950
EXTRAORDINARY MAINTENANCE PLAN	3.360	3.150	1.780	2.810	5.140	5.960
VARIOUS INTERVENTIONS	-	30	-	-	-	30
ENVIRONMENTAL PROTECTION PLAN	3.000	2.500	-	3.500	3.000	6.000
OPERATIONAL AREAS	-	290	-	-	-	290
SUPPLIES	2.200	7.267	2.200	1.231	4.400	8.498
TOTAL	33.400	23.239	13.080	36.161	46.480	59.400

For the current year - 2025 - the expenditure forecast is approximately €23.2 million, a decrease of approximately €10.2 million compared to the Plan. The main changes concern:

Investment code 1 - Flight infrastructure works. This item in the plan includes the cost of the investment for the extensive refurbishment of the runway pavement, which had been scheduled for 2025. However, it has been necessary to reschedule the work to 2026 in order to take into account the needs of all stakeholders and safety aspects.

Investment code 2 - Terminal works. In the current year, higher expenditure is estimated, mainly due to works to: reconfigure the security area to allow the installation of new security control machines called 'CBC3' (), the purchase of which is included in item 12 - Supplies; expansion of the ground floor boarding area and construction, by July 2025, of two new boarding gates and expansion of the gate areas on the ground floor.

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Investment 4 - Network and systems. The project involves the construction of the fourth HBS carousel needed to handle traffic peaks, also taking into account the change in the fleet mix, which involves handling a greater number of checked bags, as well as the upgrading of the baggage reclaim carousels in the airside arrivals hall. In order to expand the HBS system, it is first necessary to relocate the workshop to another newly constructed building called the Ground Operation Centre North. For this reason, the project has been postponed to 2026.

Investment code 12-Supplies. In the current year, higher expenditure is estimated mainly for: the purchase of new safety control machines called "CBC3" and for the purchase of maintenance supplies and airport operating requirements which, in the original plan, were included under other expenditure items (2-Terminal works and 7-Extraordinary maintenance plan), such as air conditioning and air treatment units and pre-conditioning units for aircraft parked at stands.

In 2026, the estimated investment is approximately €36.2 million, an increase of €23.1 million. During the year, the runway will be completely refurbished at an estimated cost of €12.3 million, followed by the extension of the passenger terminal on the south-west side, covering an area of approximately 900m² on two levels, in order to expand the airside arrivals hall on the ground floor and the departures hall on the first floor, the 4th HBS carousel and the 4th fuel tank. Finally, the construction of a purification plant downstream of the terminal's wastewater collection tanks and the energy efficiency of the terminal with the replacement of the current glazing with glass with higher thermal insulation is planned.

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- b) **any urgent and unavoidable work that has not yet been recognized in the tariff but has been approved in technical terms 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 unavoidable measures to be reported 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 of investments provided for in the Intervention Plan (with separate indication of investments that have come into operation and work in progress, all distinguished between amounts relating to airport activities, ancillary activities, incentives and non-relevant activities) and the related timetable, with details:**

- I. of the amounts recorded and technically validated by ENAC in each year starting from the bridge year and up to the year preceding the current year;
- II. the preliminary figures estimated by the operator for the current year, based on at least six months of final data;
- III. any updates, based on the information provided in points a) and b), of the ex-ante forecasts for the remaining years of the regulatory period starting from the current year;

The table below shows the progress of the investments provided for in the Action Plan technically approved by ENAC for 2023 and 2024.

For 2023, the values of the investments actually made are shown, from which the portion of the cost not recognised by ENAC in the above monitoring, amounting to €5,886.40, has been deducted from the capital eligible for remuneration, and the portion financed with public contributions (Decree Law No. 50/2022), amounting to €1,281,760, relating to plan item 1 Flight Infrastructure Interventions. This change has already been included in the tariff proposal referred to in Resolution 48/2025, which is part of the tariff level in force since 1 August 2025.

For the year 2024, the Company has updated the value of the investments with the final figures and has sent them to ENAC for annual monitoring, for which it is awaiting the outcome.

The table below shows the final figures for 2023 and 2024.

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Values in €/000				Plan			var
MACRO CATEGORY/CATEGORY DESCRIPTION	2023	2024	Totale	2023	2024	Total	Total
FLIGHT INFRASTRUCTURE INTERVENTIONS	5.682	1.878	7.560	5.682	1.685	7.367	193
TERMINAL INTERVENTIONS	1.790	5.236	7.026	1.790	11.470	13.260	- 6.234
OTHER BUILDINGS	11		11	11		11	-
NETWORKS AND PLANTS	693	11	703	693	100	793	- 89
EXTRAORDINARY MAINTENANCE PLAN	4.852	2.881	7.733	4.852	5.192	10.044	- 2.311
VARIOUS INTERVENTIONS	51	108	159	-	100	100	59
ENVIRONMENTAL PROTECTION PLAN	1.404	1.175	2.578	1.404	5.100	6.504	- 3.925
OPERATIONAL AREAS		43	43				43
SUPPLIES	3.237	4.618	7.855	3.237	5.273	8.510	- 655
TOTAL	17.719	15.949	33.668	17.668	28.920	46.588	- 12.920
of which:							
Airport activities	15.134	14.913	30.046	16.444	25.550	41.994	- 11.948
Ancillary, incentive and not relevant activities	2.585	1.037	3.622	1.224	3.370	4.594	- 972
of which:							
in use	16.442	10.326	26.768	17.320	17.690	35.010	- 8.243
work in progress	1.277	5.624	6.900	347	11.230	11.577	- 4.677

As can be seen from the table, in the two-year period 2023-2024, the Company invested €33.7 million compared to the €46.5 million provided for in the Plan. The decrease of approximately €12.9 million relates in particular to the following investment lines:

2- Terminal works. During the period, a new vertical connection between the baggage reclaim hall and the gate area on the first floor was completed, and work began on the restyling of the arrivals hall on the first floor and the airside ground floor. The security filter separating the landside and airside arrivals areas was also upgraded and the Extra-Schengen areas (both departures and arrivals) on the ground floor were reconfigured, also to accommodate the new Entry-Exit System kiosks. The first phase of the check-in area expansion has been completed and a new seating area has been created on the ground floor airside in place of a commercial space. Finally, the new lift in the departures hall is currently being built and work has begun on reconfiguring the security area for the installation of new CBC3 machines.

As regards the expansion of the terminal, work began during the year on the extension of the airside arrivals hall on the ground floor and the departures hall on the first floor, which is now scheduled for completion between 2025 and 2026. As regards the expansion of the ground floor boarding area, work on the construction of two new gates and a new toilet block in the airside arrivals hall will be completed by July 2025, and the renovation and redevelopment of the available space in the airside friends' lounge will be completed. Finally, investment began during the year on the expansion of the gate areas on the ground floor of the terminal from gate 1 to gate 15.

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7-Maintenance Plan. As part of this project, the work carried out in the airfield area included the unification of the Runway Holding Position (aircraft holding points) on the G connector and Taxiway, the redevelopment of the relevant section of the taxiway and the upgrading of the runway-side facilities and the functional upgrading of the areas adjacent to the aircraft parking apron Apron 2 (known as North Operational Support), in addition to the extraordinary maintenance of the drainage fields and parts of the aircraft stand paving. Work has also begun on extraordinary maintenance of the drainage system near junction 'L', on the further implementation of charging points for electric vehicles on the airfield and on the technological implementation of the first-flush rainwater management system. From a plant engineering point of view, the technological upgrading of the lift supervision system has been completed, extraordinary maintenance has been carried out on the centralised systems and a new air conditioning system has been installed for the fire station, in addition to allocating space for the maintenance control room. Finally, work has begun on improving the efficiency of the technical rooms at the airport.

10-Environmental Protection Plan. During the year, work was completed on the construction of a photovoltaic system that will enable the production of solar energy and avoid the emission of over 60,000 tonnes of CO₂. Another photovoltaic system is planned for the airfield area in 2025.

Finally, the energy efficiency upgrade of the airport terminal has been rescheduled for 2026. This investment involves the redevelopment of the passenger terminal entrance façade with the aim of improving the thermal and humidity conditions in the departures hall and harmonising the architecture of the terminal.

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The table below shows the preliminary figures for the current year based on six months of final data and the update for 2026.

Interventions Plan 2025-2026 - Sheet A - Schedule update

Values in €/000						
MACRO CATEGORY/CATEGORY DESCRIPTION	2025		2026		Total 2025-2026	
	Approved Plan	Update	Approved Plan	Update	Approved Plan	Update
FLIGHT INFRASTRUCTURE INTERVENTIONS	12.300	-	-	12.300	12.300	12.300
TERMINAL INTERVENTIONS	7.800	9.502	3.600	6.530	11.400	16.032
OTHER BUILDINGS	1.840	500	1.500	2.840	3.340	3.340
NETWORKS AND PLANTS	2.900	-	4.000	6.950	6.900	6.950
EXTRAORDINARY MAINTENANCE PLAN	3.360	3.150	1.780	2.810	5.140	5.960
VARIOUS INTERVENTIONS	-	30	-	-	-	30
ENVIRONMENTAL PROTECTION PLAN	3.000	2.500	-	3.500	3.000	6.000
OPERATIONAL AREAS	-	290	-	-	-	290
SUPPLIES	2.200	7.267	2.200	1.231	4.400	8.498
TOTAL	33.400	23.239	13.080	36.161	46.480	59.400

of which:						
Airport activities	32.275	20.557	12.093	34.363	44.368	54.920
Ancillary, incentive and not relevant activities	1.125	2.682	987	1.798	2.112	4.479

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- d) update of the annual incremental level of operating costs, with reference to (i) assets that came into operation in the year prior to the current year, (ii) the entry into force in the same year of legislative and/or regulatory changes anticipated in advance, or additional changes not anticipated in advance

Please refer to paragraph e.

- e) updating or confirmation of the annual tariff components k and v, with respect to the values defined in the forecast for the tariff period

Below are two summary tables on the update of the tariff components.

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

Monitoring 2024 - Parameter K

Calculation of Factor K	2024	2025
<i>Data in €/000</i>		
Eligible capex costs Year 1	3.632	3.697
Eligible costs for capex Year 2	-	3.346
Total eligible costs from K	3.362	7.043
Total eligible costs pre-monitoring	3.700	8.655
Adjustment based on parameter k	-68	-1.611

Pursuant to measure 10.9.12, the adjustment based on parameter K has been included in the tariff in force since January 2026 as part of tariff component v, plus interest calculated at the nominal rate of return referred to in ART Resolution 67/2024.

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

Monitoraggio 2024 - 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	1.813
Conguaglio tariffe anni precedenti	-	2.045	2.081
Costi per Fattore V	2.049	4.268	4.581
Conguaglio K e V monitoraggio 2024 aggiornato al wacc nominale			(1.843)
Totale costi ammessi v post monitoraggio	2.049	4.268	2.738

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With regard to tariff cost discontinuity, details of the type of costs and the difference between the forecast and actual values for the year 2024 and monitoring for the year 2025 are provided below.

Costs under parameter V	Values in €/000					
	Actual	2024 Forecast	var	Monitoring	2025 Forecast	var
Costs related to the airport medical facility - Convenzione di Gestione Totale n. 50/2002	563	567	(3)	563	567	(3)
Airport ID cards – fee system ENAC Resolution No. 60/2024				125		125
Total	563	567	(3)	688	567	121

The table shows that the values relating to healthcare costs are in line.

During 2025, there was a regulatory change regarding airport membership activities. With Resolution No. 60 of 20 December 2024, ENAC introduced a new procedure for issuing airport cards with effect from 20 February 2025 and specified that the costs incurred for this activity are recovered in the tariff on the basis of the ART models in force. Therefore, the Operator has included an estimate of the costs of membership card issuance for the period 2 February to 31 December 2025.

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

The tables below show a comparison between the level of quality and environmental protection indicators recorded in 2024 and the target values included in the Quality and Environmental Protection Plan approved by ENAC for the same year.

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Monitoring Quality Plan

N.	Description of indicator	Increasing / decreasing	Weight	Year 2024		
				Target	Actual	Var
1	Time taken to deliver the last baggage from block-on	decreasing	10%	30:30	38:00	07:30
2	Perception of cleanliness and functionality level of the toilets	Increasing	5%	95,6%	94,7%	-0,9%
3	Efficiency of passenger transfer systems within the airport	Increasing	10%	90,0%	98,7%	8,7%
4	Overall perception of the effectiveness and accessibility of public information services (monitors, announcements, internal signage, etc.)	Increasing	5%	99,3%	98,6%	-0,7%
5	For pre-notified arriving PRMs: Waiting time onboard for PRM disembarkation, after the disembarkation of the last passenger.	decreasing	10%	03:45	07:22	03:37
6	Perception of the professionalism of the staff dedicated to providing special assistance to PRMs	Increasing	10%	97,0%	99,6%	2,6%
7	Waiting time on board before the first passenger is disembarked	decreasing	10%	04:55	08:11	03:16
8	Perception of the overall comfort level of the airport terminal	Increasing	10%	96,0%	97,1%	1,1%
9	Perception of Wi-Fi connectivity within the airport terminal	Increasing	5%	98,7%	97,5%	-1,2%
10	Overall satisfaction	Increasing	5%	4,02	4,14	0,12
11	Availability of space for passengers	Increasing	10%	7,3	6,9	-0,4
12	Utilization rate of Automated Border (e-Gates)	Increasing	10%	55,0%	60,7%	5,7%
Parameter q				-1,000		

Monitoring Environmental protection Plan

#	Environmental protection indicator	Weight	Year 2024		
			Target	Actual	Var
1	Material recycling. separate collection of waste	40%	79%	79,06%	0,1%
2	Replacement of the existing vehicle fleet with vehicles having a lower environmental impact or reduced emissions	30%	10,0%	20,0%	10,0%
3	Training of staff whose work may have varying effects on the environment	30%	80,0%	87,0%	7,0%
Parameter a			1,000		

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Finally, the table below shows the values of the parameters q and α - determined in accordance with the provisions of measure 10.11 of the Models and the resulting value of the parameter ε , which contributes to the determination of the new tariff levels in force from 2026.

Parameter q	[a]	-1.000
Parameter weight q	[b]	50.00%
Alpha parameter	[c]	1.000
Alpha parameter weight	[d]	50.00%
Annual ε parameter	$[a*b+c*d]/100$	0.00%

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g) preliminary balance of WLU and service units, consistent with the parameters used to determine the unit level of rights

The following table shows the forecast data for the year 2025 compared with the forecast data. The difference between the forecast values and the preliminary figures is due to the postponement of the closure of the runway to 2026. As described in paragraph a) of this document, the Operator has rescheduled the major refurbishment of the runway pavement from 2025 to 2026. The work is scheduled to take place in November, during which time flight operations will be suspended. For this reason, the traffic estimate for the current year is higher than that provided for in the tariff schedule.

Traffic data		2025	
		Forecast*	Preliminary
Total passengers		12,005,026	12,805,000
Paying passengers		5,991,251	6,397,523
adults	intra EU	4,701,434	4,941,533
	outside the EU	1,008,460	1,154,994
children	intra EU	223,381	242,201
	outside EU	57,975	58,795
Total movements		81,919	88,000
Total tonnage (arrivals + departures)		6,043,689	6,514,257
Tonnage up to 25 tons		2,021,435	2,129,264
Tonnage over 25 tons		4,022,254	4,384,993
Paying goods <i>kg</i>		8,934,407	9,829,650
WLU		12,094,370	12,903,297

**Closing balance of flight track*

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h) total WLU and service units for the previous year, in line with the parameters used to determine the unit level of rights

The following table shows the final figures for the year 2024. It should be noted that, in the tariff proposal updated with the ART corrections (Resolution 48) and in force since 01/08/2025, GESAC updated the traffic volumes for the year 2024 with the final traffic data recorded by Naples airport for the year 2024.

Traffic data	2024
Total passengers	12,650,478

Paying passengers		6,309,712
adults	intra-EU	4,951,336
	non-EU	1,062,064
children	intra EU	235,255
	outside EU	61,057

Total movements	86,498
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Total tonnage (arrivals + departures)	6,370,805
Tonnage up to 25 tons	2,130,846
Tonnage over 25 tons	4,239,959

Goods kg	9,474,407
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WLU	12,729,559
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i) difference between the value estimated by the operator in the previous Annual Information Document and the final value, with reference to the year preceding the current year

As stated in the introduction, this annual information document refers to the first year - 2024 - for which the Company has carried out monitoring, as the tariff dynamics presented for consultation and updated with the ART corrections referred to in Resolution 48 contain the final figures for the year 2023.

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j) updated values of operating costs referred to in paragraph 10.1.2, point 3, for the effects of inflation updates

Based on the adjustments imposed by the Authority in Resolution 48/2025, the tariff calculation, in force since 01/08/2025, has already been updated to the latest available inflation rate and is shown below:

- for the year 2024, the planned inflation rate is 1.0%.
- for the years 2025 and 2026, the planned inflation rate is 1.8%.

Both planned inflation rates are available at the link:

https://www.dt.mef.gov.it/it/attivita_istituzionali/analisi_programmazione_economico_finanziaria/inflaz_programmata/.

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k) level of fees calculated for the following year

After applying the above requirements, the 2026 tariff level replaced the one published on July 19, 2025."

Fee and Charges Yaer 2026

Products	Fee	2026 Resolutions 48 - 127/2025	2026 Update annual monitoring	var
Passenger Tax	€/Departing pax (Weighted Average)	6,69	6,37	-0,32
	€/Departing Adult UE Winter	5,41	5,15	-0,26
	€/Departing Adult Extra-UE Winter	8,05	7,66	-0,39
	€/Departing Child UE Winter	2,70	2,57	-0,13
	€/Departing Child Extra-UE Winter	4,02	3,83	-0,19
	€/Departing Adult UE Summer	7,35	7,00	-0,35
	€/Departing Adult Extra-UE Summer	10,95	10,42	-0,53
	€/Departing Child UE Summer	3,68	3,50	-0,18
	€/Departing Child Extra-UE Summer	5,47	5,21	-0,26
Landing and Take off	€/Ton (Weighted Average)	3,11	2,85	-0,25
	€/ton < 25 ton Commercial Aviation Win	2,19	2,01	-0,18
	€/ton > 25 ton Commercial Aviation Win	3,01	2,77	-0,24
	€/ton < 4 ton General Aviation Winter	1,09	1,00	-0,09
	€/ton to 4 from 25 ton General Aviation	2,19	2,01	-0,18
	€/ton >25 ton General Aviation Winter	3,01	2,77	-0,24
	€/ton < 25 ton Commercial Aviation Sun	2,84	2,61	-0,23
	€/ton > 25 ton Commercial Aviation Sun	3,92	3,60	-0,32
	€/ton < 4 ton General Aviation Summer	1,42	1,31	-0,12
	€/ton to 4 from 25 ton General Aviation	2,84	2,61	-0,23
	€/ton >25 ton General Aviation Summer	3,92	3,60	-0,32
Parking Fee	€/h/Ton (Weighted Average)	0,16	0,17	0,00
	€/h/ton Normal Winter	0,21	0,21	0,00
	€/h/ton Night stop Winter	0,13	0,14	0,00
	€/h/ton Normal Summer	0,29	0,29	0,00
	€/h/ton Night stop Summer	0,18	0,19	0,00
Cargo Fee	€/Kg cargo	0,10	0,10	0,00
Security tax Pax	€/Departing pax	3,50	3,42	-0,08
Security tax Baggage	€/Departing pax	1,52	1,45	-0,07
CDZ plants	€/Hours of usage	48,09	44,76	-3,34
400 HZ	€/Hours of usage	1,83	1,73	-0,10
Check-in Counters	Concession fee per counter (€/Counter)	11.691,82	13.509,59	1.817,77
	Concession fee per hour €	3,56	4,11	0,55
Fuel Depot	€/unit	743.229,2	743.064,5	-164,6
Operating offices/areas	€/sqm/year (Weighted Average)	140,73	142,97	2,24
	Offices €/sqm/year	223,42	226,98	3,55
	Restrooms €/sqm/year	156,39	158,88	2,49
	Open areas €/sqm/year	60,97	61,94	0,97

Notes: the landing and departure fee applied to general aviation must be multiplied by 2 (Law No. 656 of 30 November 1994). For parking fees, the first 2 hours are free of charge. The winter period runs from January to May and from October to December; the summer period runs from June to September. Flights to the United Kingdom are subject to the extra-EU tariff.

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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 by the difference between the sum of the revenues and costs arising from such activities, as shown in the regulatory accounting statements.

Pursuant to measure 10.8.4, letters a) and b), the quantification of the Commercial Margin for the year 2024 resulting from the certified regulatory accounting data is reported below, amounting to €33.5 million, as shown in the following table, and has been entirely allocated to cover costs related to activities other than airport activities and those related to ancillary activities.

Commercial Margin	2024
	<i>data in €/000</i>
Commercial revenues	47,528
Commercial costs (including remuneration)	14,024
Difference	33,505

Having fulfilled the disclosure requirements and transparency criteria set out in measure 10.8.4 of the Models, the value of the MC component is reported as 0.

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m) Date of the Users' Hearing

The Annual Hearing of Users is set for **29 October 2025 at 10:30 a.m.** in the Meeting Room on the fourth floor of the GESAC Management Offices (formerly Palazzina Atitech), Viale Fulco Ruffo di Calabria, Traversa Viale NATO, Capodichino Naples.

Remote participation in the Hearing is also possible.

Interested users are invited to confirm their attendance and participation method by October 24, 2025, at the email address finance@gesac.legalmail.it.

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n) SLA monitoring

The data for the period January-June 2025 relating to the indicators set out in the SLA agreement shared with users at the period hearing on 27 January 2025 are provided below.

Core Service Standard						
N°	Service	Driver	Delayed Flights with Airport Operator Code	Relative percentage of total delayed flights with operator code	Percentage of total delayed flights	Percentage of total departing commercial flights
1	Baggage handling system	Operation of the HBS	16	9%	0,28%	0,08%
2	Cute System	Operation of systems	11	7%	0,19%	0,06%
3	Special Assistance	Process Efficiency	110	65%	1,90%	0,57%
4	Security	Security Waiting time	1	1%	0,02%	0,01%
5	APRON and GATE	Operations of Gate and Apron Facilities	17	10%	0,29%	0,09%
6	87 (OTHERS)	Airport Facilities (others)	14	8%	0,24%	0,07%

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Information and documentation requirements pursuant to ART Resolution 48/2025 of 19 March 2025 – point 3 letter d

The documented information requested by the Authority in Resolution 48 of 19 March 2025, point 3, letters d.1), d.2) and d.3), is provided below.

d.1) any adjustment mechanisms that the operator must propose to users in relation to the maintenance of rights in force for the period between 1 January 2024 and 31 March 2025

See the section entitled 'Update to ART Resolution 127/2025 of 31 July 2025'.

d.2) the amended tariff proposal, with an update of the level of rights based on the adjustments imposed by the Authority, and with entry into force on 1 August 2025

The table below shows the amended tariff proposal incorporating the adjustments imposed by the ART in Resolution 48/2025, point 1, letters a) to l), with effect from 1 August 2025. Please note that, in May 2025, the Company sent and published on its website the explanatory document on the application of the above corrections.

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Products	Fee	Tariff Level in effect from August 1, 2025 to December 31, 2025
Passenger Tax		
	€/Departing Adult UE Winter	5,40
	€/Departing Adult Extra-UE Winter	8,04
	€/Departing Child UE Winter	2,70
	€/Departing Child Extra-UE Winter	4,01
	€/Departing Adult UE Summer	7,34
	€/Departing Adult Extra-UE Summer	10,93
	€/Departing Child UE Summer	3,67
	€/Departing Child Extra-UE Summer	5,46
Landing and Take off		
	€/ton < 25 ton Commercial Aviation Winter	2,10
	€/ton > 25 ton Commercial Aviation Winter	2,89
	€/ton < 4 ton General Aviation Winter	1,05
	€/ton to 4 from 25 ton General Aviation Winter	2,10
	€/ton >25 ton General Aviation Winter	2,89
	€/ton < 25 ton Commercial Aviation Summer	2,73
	€/ton > 25 ton Commercial Aviation Summer	3,76
	€/ton < 4 ton General Aviation Summer	1,36
	€/ton to 4 from 25 ton General Aviation Summer	2,73
	€/ton >25 ton General Aviation Summer	3,76
Parking Fee		
	€/h/ton Normal Winter	0,23
	€/h/ton Night stop Winter	0,14
	€/h/ton Normal Summer	0,31
	€/h/ton Night stop Summer	0,20
Cargo Fee	€/Kg cargo	0,11
Security tax Pax	€/Departing pax	2,80
Security tax Baggage	€/Departing pax	1,35
CDZ plants	€/Hours of usage	11,13
400 HZ	€/Hours of usage	1,79
Check-in Counters	Concession fee per counter (€/Counter)	9.399,55
	Concession fee per hour €	3,09
Fuel Depot	€/unit	750.829,15
Operating offices/areas		
	Offices €/sqm/year	237,12
	Restrooms €/sqm/year	165,98
	Open areas €/sqm/year	64,71

Note: the landing and departure fees applied to general aviation must be multiplied by 2 (Law No. 656 of 30 November 1994). For parking fees, the first 2 hours are free of charge. The winter period runs from January to May and from October to December; the summer period runs from June to September. Flights to the United Kingdom are subject to the extra-EU tariff.

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d.3) the method of recovering charges from airport users (positive or negative) that the operator will adopt in accordance with the application, when calculating the level of charges for the period between 1 April 2025 and 31 July 2025, of the adjustments imposed by the Authority

GESAC has provided for the recovery of tariffs, positive for users, resulting from the application of the adjustments for the period from 1 April 2025 to 31 July 2025, starting from 1 August 2025 and until 31 December 2025. Therefore, the tariffs in force from 1 August to 31 December, shown in the table above, include the tariff recovery resulting from the difference between the application of the tariff level approved in consultation and the application of the tariff level with the adjustments imposed by the Authority.

With regard to the methodology, the difference between the tariff level that emerged in the consultation and was applied from April and the tariff level amended on the basis of the corrections in Resolution 48/2025 was determined. This difference was calculated for each individual service and included in the tariffs in force from 1 August to 31 December 2025.

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Updates according to ART Resolution no. 127/2025 of July 31, 2025

The Company outlines below how it has implemented the corrective actions set out in point 2, letters a) and b) and point 3 of the above-mentioned resolution.

Point 2, letter a) (i) Allocation of the concession fee to all regulated services (Resolution 48/25, point 1, letter b)

The Company has allocated the mentioned fee to all regulated products

Point 2 letter a) (ii) Allocation of “Technological Innovation” investments based on relevance (Resolution 48/25, point 1, letter e)

The Company has reallocated the above-mentioned adjustment by setting the regulated percentage to zero as a correction of the CIN.

Point 2, letter b.1) (Resolution 48, point 3, letter d.3) the tariff proposal must include, by December 31, 2026, the adjustment for tariff recovery from airport users, resulting from the application of the Authority's corrections. This includes the portion related to the new tariff rights for the period April 1 – December 31, 2025

The Company calculated the adjustment for the period April 1 – December 31, 2025, as the difference between the revenues resulting from Resolution 127/2025 and those from Resolution 48/2025 for the full year 2025. This value was then allocated across each service based on annual service units to determine the average unit tariff. These average tariffs were multiplied by the service units for April–December 2025. The total adjustment amount has been included in parameter V.

Point 2, letter b.2) (Resolution 48, point 3, letter d.1) the tariff proposal must include, in the next regulatory period, the portion of the adjustment

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related to the difference between the tariff rights applied and those defined in the new tariff proposal for the period from January 1, 2024, to March 31, 2025

In compliance with Resolution 127/2025, the Company calculated the adjustment for the period January 1, 2024 – March 31, 2025, as the difference between the revenues from the current tariffs and the revenues based on the amended tariff charges set by the resolution. This adjustment amounts to €42,558,353. As required by the Authority, a part of the above-mentioned adjustment, amounting to €390,005, has therefore been included in the tariff calculation, with effect starting from the regulatory period immediately following the one covered by the resolution (i.e., from 1 January 2026).

Point 3 the effects of the order issued by the Authority in Resolution No. 112/2025 of July 10, 2025, remain valid, particularly regarding the obligation to return to users the traffic risk-related amount accrued during the 2016–2019 regulatory period, in accordance with the terms and conditions set out in that resolution

The Company, in compliance with the requirements set out in point 1, letter b) of Resolution No. 112/2025, and in order to refund the amount referred to in Point 2, letter b.2) (Resolution 48, point 3, letter d.1) through investments at no cost to users, with a start date no later than January 1, 2026, and an end date no later than December 31, 2034, has deducted from the 2025 invested capital the investment called “Restructuring of aprons and drainage network,” which is fully regulated, amounting to €140,000.