

CONSULTATION DOCUMENT

Given

- On 18/12/2024, GESAP S.p.a. (hereinafter also referred to as "Gesap" or "the company"), entrusted with the management of Palermo-Punta Raisi airport, notified the Transport Regulation Authority (ART) that it had scheduled, for 24/01/2025, the start of the Consultation of Users of its airport on the proposal for the revision of Airport Charges for the 2025/2027 Tariff Period.
- On 07/04/2025, Gesap formally transmitted to the Authority the Minutes of the user hearings held on 28 February, 24 March and 3 April., for the final proposal to amend airport charges, communicating the closure of the user consultation procedure, concerning the proposal to update the level of airport charges for the 2025-2027 tariff period, on which a substantial agreement has been reached between operators and users.

view

- Transport Regulation Authority Resolution no. 86/2025, which prescribes the application of adjustments to the tariff construction scheme used by the Company, as follows:
 - a) the dynamics of the fees for the regulatory period 2025-2027 must be based on the audited regulatory accounting of the base year 2023, in order to ensure the correspondence between the fees of the individual regulated products and the relevant eligible costs;
 - b) the concession fee must be allocated in accordance with the provisions of Measure 27.5, point 4, of the Model, as well as paragraph 4.3.2.5 of the "Guidelines for the compilation of regulatory accounting formats for the airport sector";
 - c) capital costs, which are found to be ineligible as a result of the monitoring activities under ENAC's responsibility, must be deducted from the calculation of the net invested capital at the base year;
 - d) investments called "ADEG. PASSENGER TERMINAL", "NEW SERVICE BUILDING", "NEW I/111 SALA ChECK IN", "Realiz. VIP and Friend Room", "Agricultural Tractor", "2.1.2 - Passenger Terminal Seismic Adaptation and Renovation - First Lot", "2.1.3 - Passenger Terminal Seismic Adaptation and Renovation - Second Lot", "2.1.6 - Plant preparations and construction of white box on the TP side at a height of 7.25 meters. to be used for commercial areas", "2.1.6 - New airside restaurant on the TP side", "4.2.1 - Revamping of network infrastructure", "5.3.1 - Sea park and visitor route", "6.1.2 - Anti-intrusion system on the sea side", "6.1.3 - Anti-intrusion system on the mountain side", "10.2.1 - Production of electricity

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through the installation of photovoltaic systems on the roofs of integrated car parks or on the façade and on passenger waiting shelters", "10.4.1 - Emission abatement - Replacement of existing vehicle fleet", "10.3.1 - Water treatment - Capture and reuse of rainwater", "10.5.1 - Reduction of annual water consumption", "12.1.1 - Supplies", "12.2.2 - Information systems, basic and peripheral infrastructures", "7.1.3 - Replacement of 7 boarding bridges", "11 .1.1 - New cargo area", must be allocated with the principle of relevance;

e) the tariff adjustment called "2023 Monitoring Adjustment" must be fully accounted for and recovered in the tariff from the tariff component V of the year 2025, increased by interest calculated in application of the rate of remuneration used by the operator for the tariff construction of the 2025-2027 period;

f) the net invested capital must be determined in compliance with measures 10.2, point 6, and 10.7.1, point 2, of the Model;

g) the net invested capital must be valued using the same rate P of planned inflation or investment deflator used for the purpose of determining the rate of return on net invested capital;

h) The traffic risk sustainability mechanism for the period 2020-2023 must be applied:

h.1) calculating the deviation as the difference between the cumulative total of the WLU recorded in this tariff period and the cumulative total of the WLU estimated by the traffic forecasts for the same tariff period;

h.2) calculating the excess margin as the difference between: (i) the total revenues deriving from the tariff in force in each year multiplied by the actual traffic recorded and (ii) the total revenues deriving from the tariffs in force in each year, applied to the traffic expected ex ante; the threshold revenues must be deducted from this excess margin;

h.3) identifying an infrastructure investment in order to determine a tariff impact in favour of users starting from the 2025-2027 tariff period;

i) the "Annual fee for VIP loung counter", a sub-articulation of the regulated product "Check-in counters" and relating to commercial activities, must not be included among the fees for regulated products; the sub-articulation of the regulated product "check-in counters" must not concern commercial activities;

the Company, with this Consultation document, implements the adjustments to the above points and proceeds with the consequent determination of the new 2025-2027 tariff level, declaring that:

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- a) the dynamics of fees for the regulatory period 2025-2027 are based on the audited regulatory accounting for the base year 2023;
- b) the concession fee is allocated in accordance with the provisions of measure 27.5 point of the Model, as well as paragraph 4.3.2.5 of the guidelines for the compilation of regulatory accounting formats for the airport sector;
- c) capital costs, which were found to be ineligible as a result of the monitoring activities under ENAC's responsibility, were deducted from the calculation of the net invested capital at the base year;
- d) investments are allocated according to the principle of relevance, illustrated in Annex A of this document;
- e) the tariff adjustment called the 2023 Monitoring Adjustment is fully accounted for and recovered in the tariff from tariff component V of the year 2025 and increased by interest calculated in application of the remuneration rate used for the 2025-2027 tariff construction;
- f) the net capital is valued and determined and determined in compliance with measures 10.2, point 6 and 10.7.1 point 2 of the Model;
- g) net invested capital is valued using the same rate P of planned inflation or investment deflator used for the purpose of determining the rate of return on net invested capital;
- h) The traffic risk sustainability mechanism for the period 2020-2023 has been implemented and corrected;
- i) The annual fee for the VIP dining room counter is not included in the fees for regulated products.

Following the implementation of the above provisions, the new 2025-2027 tariff level is shown below, which replaces the tariff level referred to in the user committee of 03 April 2025 and currently in force.

With regards to the recovery deriving from the recalculation of airport charges, we inform you that the method of the fare recovery from airport users will be:

- For the period 01 January 2024-30 June 2025 as agreed and established at the User Hearing of 28 February, 24 March and 3 April .
- For the period 01 July 2025-31 December 2025, as required by the application of measure 8.1.4, point 6 of the Model, with the use of parameter V to be carried out by 31 December 2026

The hearing referred to in this document will be included in the Annual Hearing scheduled for the year 2025 and must be held by 31/10/2025.

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As per Users Committee of 03 April

	Year 1	Year 2	Year 3	Unit
Landing and Take off				€/ton
<i>up to 25 t Winter</i>	1,52	1,23	1,15	
<i>above 25 t Winter</i>	2,28	1,84	1,72	
<i>up to 25 t Summer</i>	1,88	1,52	1,42	
<i>above 25 t Summer</i>	2,81	2,27	2,12	
Parking	0,25	0,25	0,25	€/ton h
boarding pax adult				€/depax
<i>Intra UE</i>	9,02	8,45	8,00	
<i>Extra UE</i>	12,01	11,25	10,65	
boarding pax child				
<i>Intra UE</i>	4,51	4,23	4,00	
<i>Extra UE</i>	6,00	5,62	5,32	
Cargo	0,15	0,15	0,15	€/kg
Security pax	1,59	1,36	1,21	€/depax
security baggage	1,15	1,13	1,1	€/depax
Security cargo	0,17	0,13	0,11	€/kg
Loading Bridge				€/h
<i>first 45'</i>	44,44	44,44	44,44	
<i>following 15'</i>	13,88	13,88	13,88	
<i>following 30'</i>	27,76	27,76	27,76	
<i>following 45'</i>	41,66	41,66	41,66	
<i>following 60'</i>	55,54	55,54	55,54	
<i>following 75'</i>	76,36	76,36	76,36	
<i>following 90'</i>	97,18	97,18	97,18	
STOCK Cargo	0,50	0,50	0,50	€/kg
FUELING	20,32	20,52	20,48	€ year/sqm
Check In Desks				
<i>Annual fee per desk</i>	13.396,66	13.527,28	13.793,59	€ desk/year
<i>fee per extra hour</i>	15,00	15,00	15,00	€/h
Premises and operation spaces				€ year/sqm
<i>offices</i>	450,00	460,00	475,00	
<i>operations office</i>	360,00	370,00	385,00	
<i>service area</i>	275,00	280,00	280,00	
<i>air side area</i>	32,21	32,21	32,21	

Adjustment Resolution 86/25 A.R.T.

	Year 1	Year 2	Year 3	Unità di misura
Landing and Take off				€/ton
<i>up to 25 t Winter</i>	1,50	1,41	1,34	
<i>above 25 t Winter</i>	2,24	2,12	2,00	
<i>up to 25 t Summer</i>	1,85	1,75	1,65	
<i>above 25 t Summer</i>	2,77	2,62	2,47	
Parking	0,25	0,25	0,25	€/ton h
boarding pax adult				€/depax
<i>Intra UE</i>	7,47	6,81	6,24	
<i>Extra UE</i>	9,94	9,07	8,31	
boarding pax child				
<i>Intra UE</i>	3,73	3,41	3,12	
<i>Extra UE</i>	4,97	4,53	4,16	
Cargo	0,15	0,15	0,15	€/kg
Security pax	1,69	1,68	1,67	€/depax
security baggage	1,63	1,62	1,59	€/depax
Security cargo	0,18	0,16	0,15	€/kg
Loading Bridge				€/h
<i>first 45'</i>	44,44	44,44	44,44	
<i>following 15'</i>	13,88	13,88	13,88	
<i>following 30'</i>	27,76	27,76	27,76	
<i>following 45'</i>	41,66	41,66	41,66	
<i>following 60'</i>	55,54	55,54	55,54	
<i>following 75'</i>	76,36	76,36	76,36	
<i>following 90'</i>	97,18	97,18	97,18	
STOCK Cargo	0,50	0,50	0,50	€/kg
FUELING	19,63	19,33	19,31	€ year/sqm
Check In Desks				
<i>Annual fee per desk</i>	13.396,66	13.527,28	13.793,59	€ desk/year
<i>fee per extra hour</i>	15,00	15,00	15,00	€/h
Premises and operation spaces				€ year/sqm
<i>offices</i>	450,00	460,00	475,00	
<i>operations office</i>	360,00	370,00	385,00	
<i>service area</i>	275,00	280,00	280,00	
<i>air side area</i>	32,21	32,21	32,21	