

Performance Review Board

Monitoring Report

Italy - 2025



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1 OVERVIEW

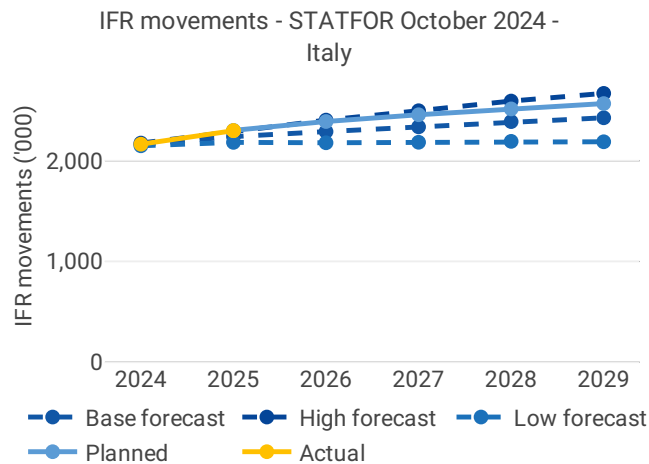
1.1 Contextual information

This document is based on the version of the Annual Monitoring Report file submitted by the state on 2026-07-16 (IT12530_Italy_AMR_2025_v05.xlsx) and the accompanying submission of en route and terminal (if applicable) reporting tables.

National performance plan adopted following Commission Decision (EU) 2025/1058 of 19 May 2025

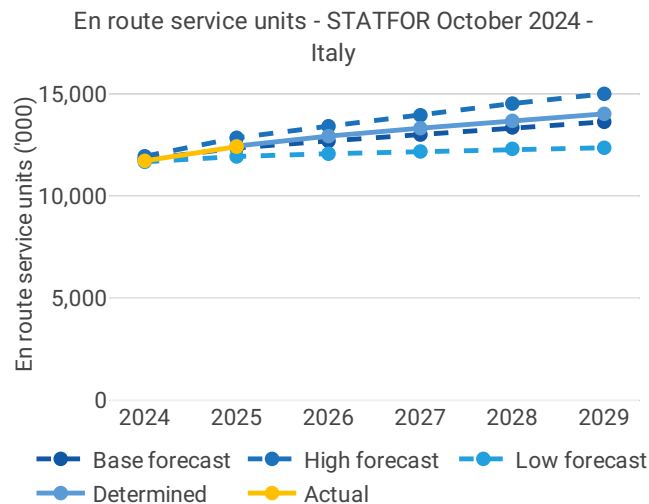
List of ACCs 4	Exchange rate (1 EUR=)	Main ANSP
Brindisi ACC	2022: 1 EUR	• ENAV
Milano ACC	2025: 1 EUR	
Padova ACC		Other ANSPs
Rome ACC		• ITAF
No of airports in the scope of the performance plan:	Share of Union-wide:	MET Providers
• ≥80'K 4	• traffic (TSUs) 2025 9.0%	–
• <80'K 45	• en route costs 2025 9.4%	
	Share en route / terminal costs 2025 76% / 24%	
	En route charging zone(s)	
	Italy	
	Terminal charging zone(s)	
	Italy Zone 1	
	Italy Zone 2	

1.2 Traffic (En route traffic zone)



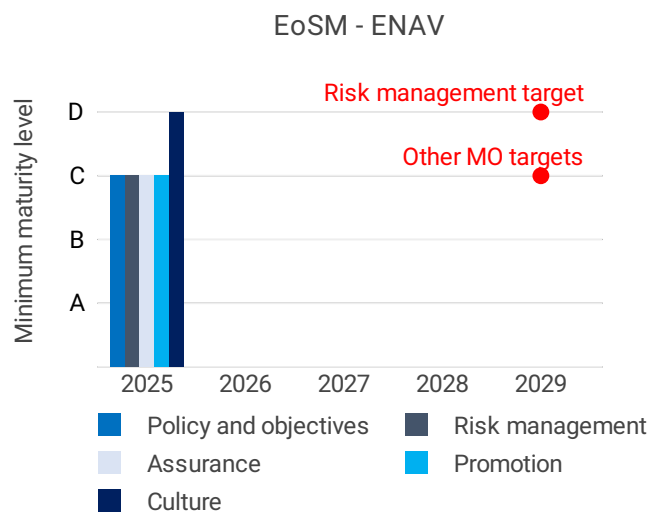
- Italy recorded 2,298K actual IFR movements in 2025, +6.2% compared to 2024 (2,164K).
- Actual 2025 IFR movements were in line with the plan (2,301K).
- Actual 2025 IFR movements were +17.1% above the actual 2019 level (1,962K).





- Italy recorded 12,425K actual service units in 2025, +5.9% compared to 2024 (11,733K).
- Actual 2025 service units were in line with the plan (12,456K).
- Actual 2025 service units are +23.7% above the actual 2019 level (10,046K).

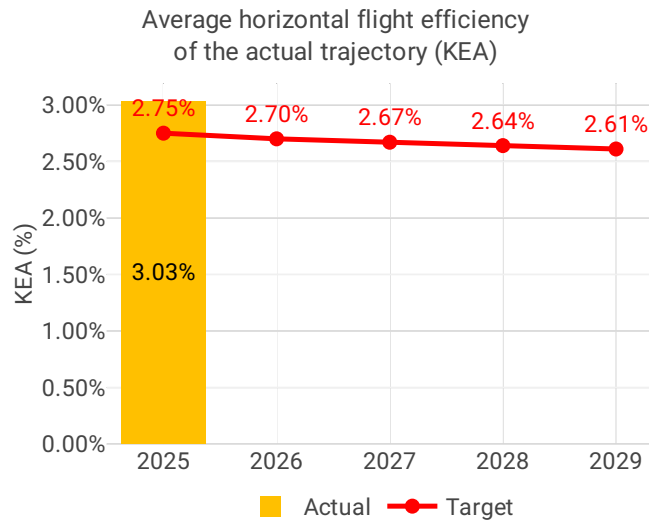
1.3 Safety (Main ANSP)



- In 2025, ENAV achieved the planned maturity levels set out in its performance plan for all five components of the EoS. In more detail, ENAV exceeded the planned maturity level in the area of Safety Culture.
- Italy has not submitted the EoS questionnaire of ITAF.
- The rate of runway incursions (RI) was 3.23 at airport level, higher than the Union-wide average, and higher than the rate of RIs in 2024. The rate of RIs with ANS contribution was 0.98, just above the Union-wide average, and higher compared to 2024.
- The rate of separation minima infringements (SMIs) at State level was 19.41, and at ANSP level 8.66. Both indicators were above the Union-wide average. Compared to 2024, rate of SMIs has increased at both State level and ANSP level.



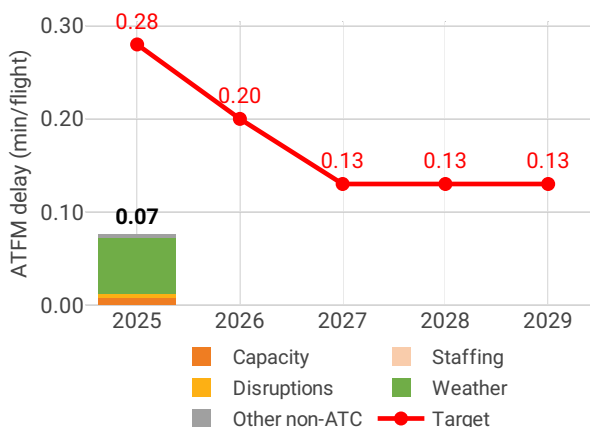
1.4 Environment (Member State)



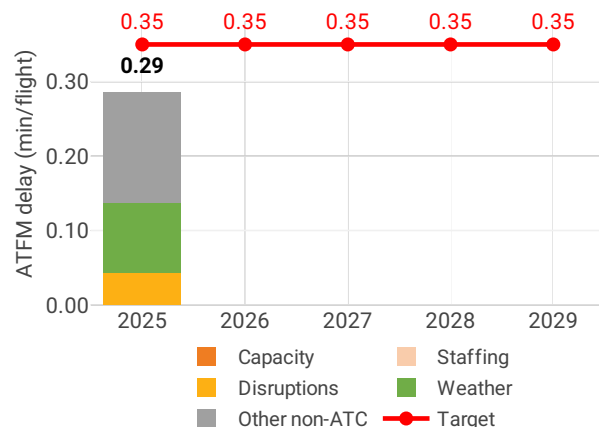
- Italy registered a KEA performance of 3.03%. Their target of 2.75% was not achieved and Italy did not contribute positively to Union-wide performance. The NSA states the main reason for not meeting the target is due to the mismatch between the target's expectation and the measured output by the PRU. The mismatch has already been demonstrated to the NM and the PRU.
- KEP and KES remained stable in comparison with 2024.
- VFE of the actual trajectory was at 73.53%, which was below the union-wide performance.
- The average time in level flight during descent remained stable and during climb marginally improved.
- Additional taxi-out time was 5.26 min/flight which improved compared to 2024, and additional taxi-in time was 2.45 min/flight which deteriorated compared to 2.32 min/flight in 2024.
- Additional time in the arrival sequencing and metering area remained stable in 2025.

1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups

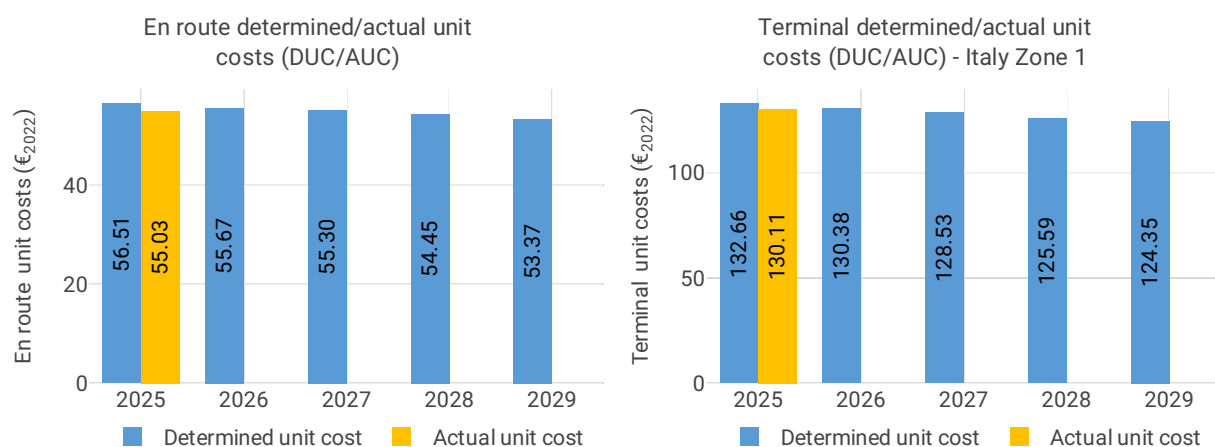


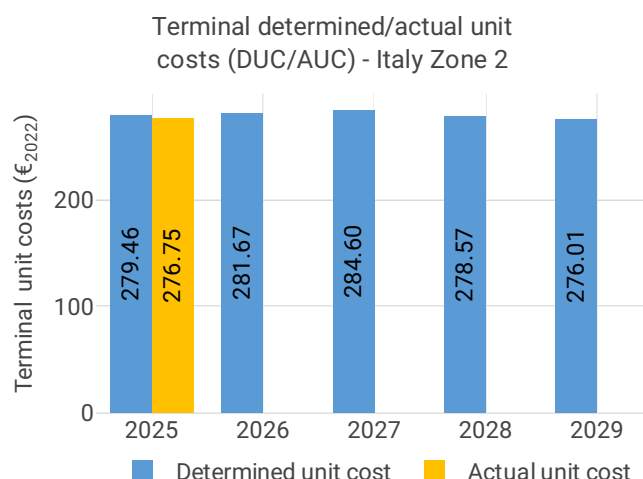
Average arrival ATFM delay per flight by delay groups



- Italy registered 0.08 minutes of average en route ATFM delay per flight during 2025, which has been adjusted to 0.07 during the post-ops adjustment process, thus achieving the local target value of 0.28. Delays in Italy decreased by -0.65 minutes per flight year-on-year.
- Delays were highest in June, July and August, mostly driven by weather.
- The share of delayed flights with delays longer than 15 minutes in Italy increased by 17 percentage points compared to 2024.
- The actual number of ATCOs in OPS in Italy was 918 FTEs, -2.5% or -24 FTEs below the planned level. The actual number of ATCOs in OPS was in line with the planned number for Brindisi and Rome ACCs (82 FTE and 328 FTE respectively). At Milano ACC, the actual number of ATCO FTEs was 301, -11 FTE below the plan; at Padova ACC, the actual number of ATCO FTEs was 207, -13 FTE below the plan.
- The yearly total of sector opening hours in Brindisi ACC was 19,975, showing a -16% decrease compared to 2024. For Milano ACC, the yearly total of sector opening hours increased by 10%, to 103,518 in 2025. The yearly total of sector opening hours in Padova ACC was 64,545, in line with the 2024 value. Finally, the total sector opening hours in Rome ACC increased to 121,415, +3% compared to 2024.
- Brindisi ACC registered 19.22 IFR movements per sector opening hour in 2025 +13% above the value recorded in 2024. For Milano ACC the number of IFR movements per sector opening hour in 2025 (10.41) reduced by -4% compared to 2024. Padova ACC registered 13.85 IFR movements per sector opening hour in 2025 while Rome ACC registered 9.37 IFR movements per sector opening hour in 2025. For both ACCs the ratio of IFR movements per sector opening hour increased compared to 2024 (+6% and +4% respectively).
- Italy registered an average airport arrival ATFM delay of 0.29 minutes per flight in 2025, thus achieving the local target of 0.35 minutes. Compared to 2024, average arrival ATFM delays in Italy were 0.01 minutes per flight higher in 2025.
- The main drivers of delays were other non-ATC causes, accounting for 0.15 of the total delays, and weather, responsible for 0.09.

1.6 Cost-efficiency (En route/Terminal charging zone(s))





- The en route 2025 actual unit cost of Italy was 55.03€2022, -2.6% lower than the determined unit cost (56.51€2022). The terminal zone 1 2025 actual unit cost was 130.11€2022, -1.9% lower than the determined unit cost (132.66€2022), while the terminal zone 2 2025 actual unit cost was 276.75€2022, -1.0% lower than the determined unit cost (279.46€2022).
- The en route 2025 actual service units (12.4M) were in line with the determined service units (12.5M).
- The en route 2025 actual total costs were -20.2M€2022 (-2.9%) lower than determined. This is mainly due to lower other operating costs (-11.2M€2022, or -10.3%), followed by staff costs (-10.2M€2022, or -2.7%) for ENAV. The NSA explained that it is mainly due to a decrease in operational support from external companies, lower travel, utility and telecommunications costs, and lower inflation and cost for overtime.
- ENAV spent 160.2M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, -1.4% less than determined (162.4M€2022). According to the NSA, this reduction is due to delays in some investment programs caused by difficulties in the supply of materials, unstable market conditions, and bureaucratic delays.
- The en route actual unit cost incurred by users in 2025 was 60.89€ (+0.5% above the 2025 DUC). The terminal actual unit cost incurred by users was 142.28€ (in line with the 2025 DUC) for the terminal zone 1, and 304.06€ (+1.1% above the 2025 DUC) for the terminal zone 2. The difference between the AUCU and the DUC for the terminal charging zone 2 is mainly driven by the traffic adjustments.
- The en route regulatory result for ENAV amounted to +70.7M€, or 10.8% of the 2025 revenue. This may indicate that the airspace users are charged for costs which have not materialised in 2025.

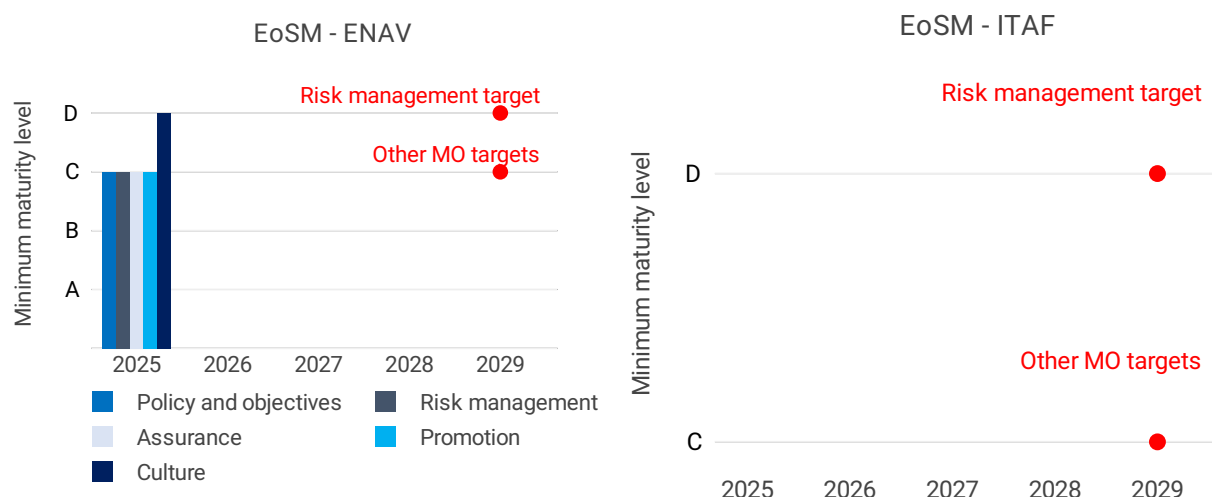


2 SAFETY - ITALY

2.1 PRB monitoring

- In 2025, ENAV achieved the planned maturity levels set out in its performance plan for all five components of the EoSM. In more detail, ENAV exceeded the planned maturity level in the area of Safety Culture.
- Italy has not submitted the EoSM questionnaire of ITAF.
- The rate of runway incursions (RI) was 3.23 at airport level, higher than the Union-wide average, and higher than the rate of RIs in 2024. The rate of RIs with ANS contribution was 0.98, just above the Union-wide average, and higher compared to 2024.
- The rate of separation minima infringements (SMIs) at State level was 19.41, and at ANSP level 8.66. Both indicators were above the Union-wide average. Compared to 2024, rate of SMIs has increased at both State level and ANSP level.

2.2 Effectiveness of Safety Management (EoSM) (KPI#1)



Focus on EoSM

In 2025, ENAV achieved the planned maturity levels set out in its performance plan for all five components of the EoSM. In more detail, ENAV exceeded the planned maturity level in the area of Safety Culture.

In terms of measures put in place to achieve the planned levels, the monitoring report states that the ENAV SpA SMS is working on already adopted measures, and the level of performance is up to the expectations.

For the NSA, as described in the monitoring report, Specific Competent Authority branch monitors SMS performance very closely through audit and information gathered from various sources during the normal oversight actions, i.e. management of changes.

Italy has not submitted the EoSM questionnaire of ITAF.

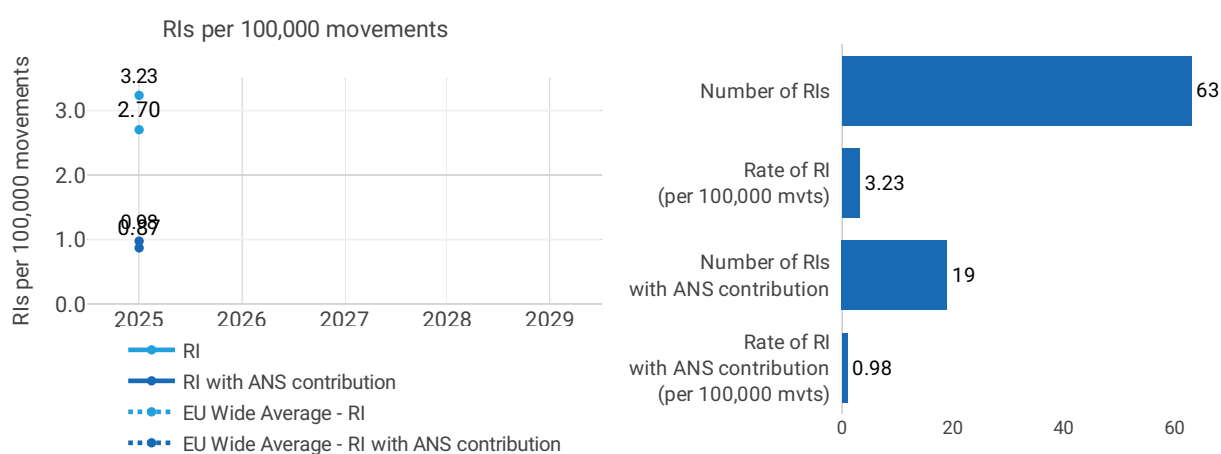
The monitoring report states that according to internal procedure, ITAF has already in place an SMS process. Every year, ITAF sends the result of safety issues and the remedial actions



put in place. Until now, ITAF doesn't follow the EoSM questionnaire to measure their performance because it isn't binding. The lack of historical values comparable to the requirements of the EoSM questionnaire does not allow Italy to provide information for years 2025-2028 supported by real and/or statistical data. For this reason, also if 2024 is still under RP3, Italy starts to use the EoSM in 2025, for 2024 reference, so Italy can start to understand how the system is working with reference to EoSM approach and how to set it to work better in that way.

2.3 Safety occurrences

2.3.1 Rate of runway incursions (RIs) (PI#1) and Rate of runway incursion with ANS contribution (PI#3)



Rate of RIs per 100,000 airport movements - Italy

#	Airport name	APT movements	Number of RI	Rate RI per 100,000	Number of RI with ANS contribution	Rate RI per 100,000 with ANS contribution
1	Rome Fiumicino	322,074	4	1.24	2	0.62
2	Milan Malpensa	226,828	5	2.20	1	0.44
3	Milan Linate	122,838	1	0.81	0	0.00
4	Bergamo	108,342	4	3.69	3	2.77
5	Napoli Capodichino	93,901	11	11.71	2	2.13
6	Venice Tessera	87,929	1	1.14	1	1.14
7	Bologna Borgo Panigale	84,939	7	8.24	1	1.18
8	Catania Fontanarossa ENAV+ITAF	84,588	1	1.18	1	1.18
9	Palermo Punta Raisi	64,618	3	4.64	2	3.10
10	Bari Palese Macchie	57,958	1	1.73	1	1.73
11	Roma Urbe	54,608	0	0.00	0	0.00
12	ITAF Pisa	51,231	1	1.95	1	1.95
13	Olbia Costa Smeralda	44,214	0	0.00	0	0.00
14	Cagliari Elmas ENAV+ITAF	44,136	0	0.00	0	0.00
15	Roma Ciampino	42,667	0	0.00	0	0.00
16	Firenze	42,234	4	9.47	0	0.00
17	Torino Caselle	41,296	2	4.84	1	2.42
18	Torino Aerialitalia	32,262	1	3.10	0	0.00
19	Verona Villafranca	31,243	1	3.20	0	0.00



#	Airport name	APT movements	Number of RI	Rate RI per 100,000	Number of RI with ANS contribution	Rate RI per 100,000 with ANS contribution
20	Bolzano	30,248	0	0.00	0	0.00
21	Lamezia Terme	24,491	1	4.08	0	0.00
22	Brindisi Casale	24,417	2	8.19	0	0.00
23	ITAF Grosseto	21,848	0	0.00	0	0.00
24	Treviso San Angelo (ENAV+ITAF)	21,208	0	0.00	0	0.00
25	Genova Sestri	18,771	1	5.33	1	5.33
26	ITAF Trapani	18,230	0	0.00	0	0.00
27	Ronchi dei Legionari	16,658	0	0.00	0	0.00
28	Ancona Falconara	13,975	0	0.00	0	0.00
29	Alghero	13,559	0	0.00	0	0.00
30	Pescara	10,698	0	0.00	0	0.00
31	Perugia San Egidio	9,302	0	0.00	0	0.00
32	Salerno Pontecagnano	8,790	0	0.00	0	0.00
33	Reggio Calabria	8,393	1	11.91	0	0.00
34	Rimini Miramare	8,233	1	12.15	0	0.00
35	Forli	8,232	1	12.15	0	0.00
36	Montichiari	8,063	1	12.40	1	12.40
37	Lampedusa	7,979	1	12.53	0	0.00
38	Albenga	6,475	1	15.44	1	15.44
39	Grottaglie	4,833	0	0.00	0	0.00
40	Pantelleria	4,578	1	21.84	0	0.00
41	Cuneo Levaldigi	3,682	3	81.48	0	0.00
42	Venezia San Nicolo	3,612	0	0.00	0	0.00
43	Parma	3,555	0	0.00	0	0.00
44	Crotone	2,852	0	0.00	0	0.00
45	Comiso Pio La Torre	2,497	2	80.10	0	0.00
46	Foggia Gino Lisa	2,121	0	0.00	0	0.00
47	Padova	1,558	0	0.00	0	0.00
48	Rieti	739	0	0.00	0	0.00
49	Aosta	NA	NA	NA		NA

Focus on runway incursions

Italy reported 63 runway incursions (RI) during 2025 for all airports listed in the performance plan (49). When comparing the rate of RIs at airport level to Union-wide level, Italy was higher than Union-wide average (3.27 vs 2.70).

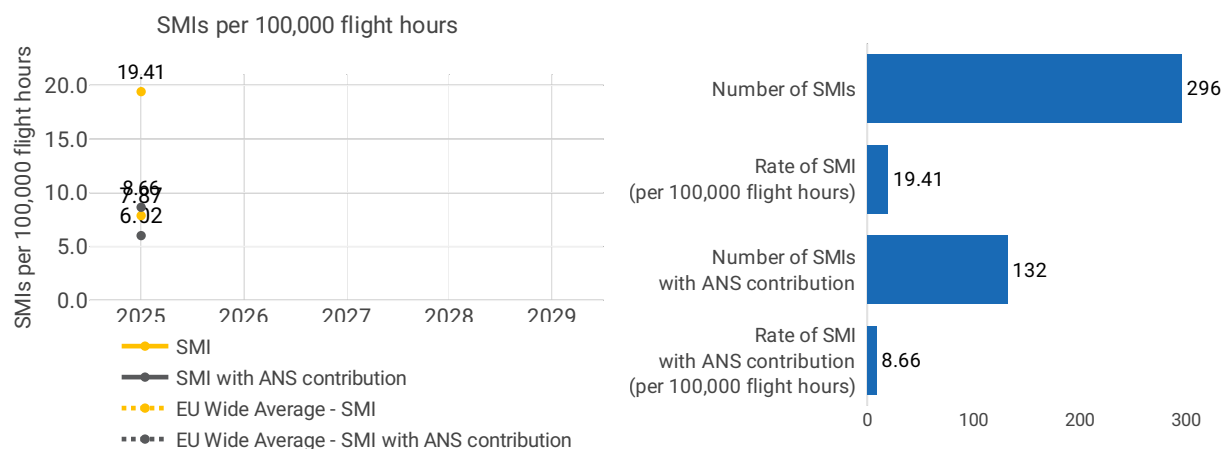
In 2025, Italy reported 19 runway incursions with ANS contribution. When comparing the rate of RIs at airport level with ANS contribution, Italy was slightly above the Union-wide average (0.97 vs 0.87).

The rate of runway incursions has increased compared to 2024 at both airport level (3.27 vs 2.95) and at ANS contribution-level (0.97 vs 0.47).

The monitoring report does not list any initiatives implemented or planned to improve either the RI or SMI performance indicators. However, according to the report, the NSA has process in place to monitor RI and SMI reported events, day by day. NSA holds a regular meeting with ENAV to analyse events with focus on the trend. ITAF has an agreement for safety aspect with CAA also. Local CAA representative usually attend the LRST meetings.



2.3.2 Rate of separation minima infringements (SMIs) (PI#2) and Rate of separation minima infringements with ANS contribution (PI#4)



Rate of SMI with ANS contribution per 100,000 flight hours

#	ANSP	Flight hours					Number of SMIs with ANS contribution				
		2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	ENAV	1,461,589	NA	NA	NA	NA	127	NA	NA	NA	NA
2	ITAF	63,348	NA	NA	NA	NA	5	NA	NA	NA	NA

#	ANSP	Rate of SMI with ANS contribution per 100,000 flight hours					% variation in rate of SMIs				
		2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	ENAV	9	NA	NA	NA	NA					
2	ITAF	8	NA	NA	NA	NA					

Focus on separation minima

At State level, Italy reported 296 separation minima infringements (SMI) in their airspace during 2025. The rate of separation minima infringements was significantly higher than the Union-wide average (19.41 vs 7.87). At ANSP level, Italy reported 132 SMIs with ANS contribution. The rate of separation minima infringements at ANSP level was higher than the Union-wide average (8.66 vs 6.02).

When comparing to 2024, the rate of separation minima infringements has increased at both State level (19.41 vs 8.77) and at ANSP level (8.66 vs 6.93).



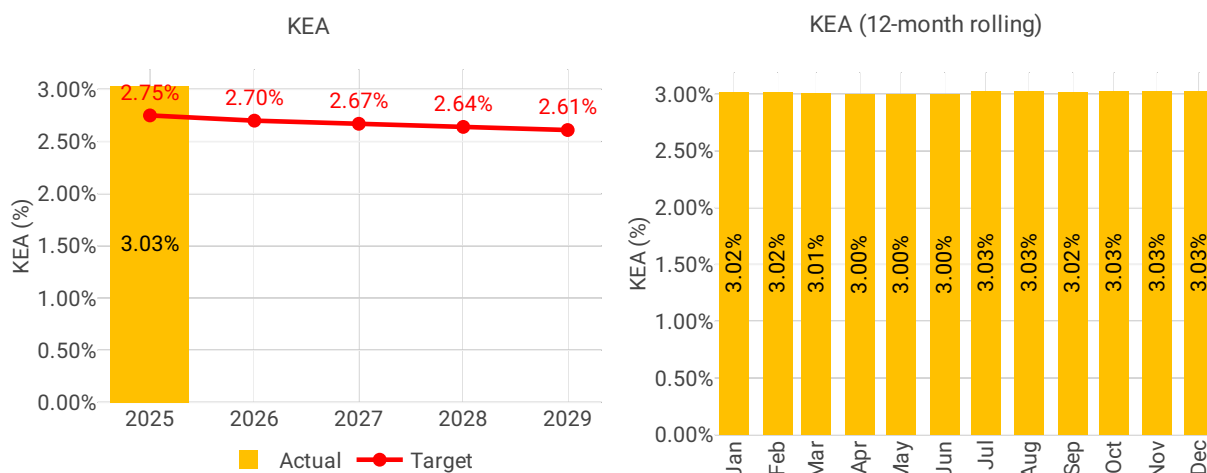
3 ENVIRONMENT - ITALY

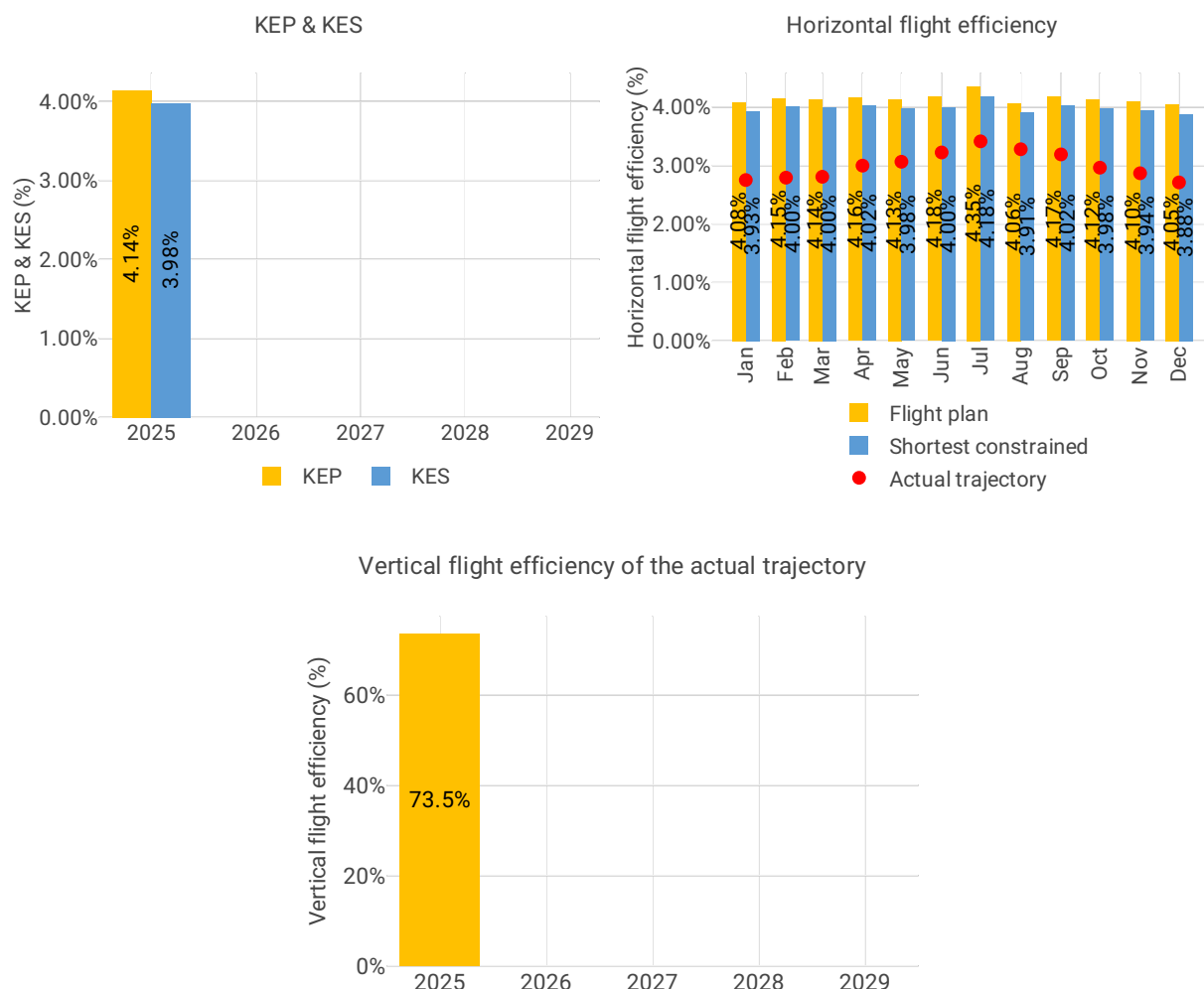
3.1 PRB monitoring

- Italy registered a KEA performance of 3.03%. Their target of 2.75% was not achieved and Italy did not contribute positively to Union-wide performance. The NSA states the main reason for not meeting the target is due to the mismatch between the target's expectation and the measured output by the PRU. The mismatch has already been demonstrated to the NM and the PRU.
- KEP and KES remained stable in comparison with 2024.
- VFE of the actual trajectory was at 73.53%, which was below the union-wide performance.
- The average time in level flight during descent remained stable and during climb marginally improved.
- Additional taxi-out time was 5.26 min/flight which improved compared to 2024, and additional taxi-in time was 2.45 min/flight which deteriorated compared to 2.32 min/flight in 2024.
- Additional time in the arrival sequencing and metering area remained stable in 2025.

3.2 En route performance

3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) , shortest constrained route (KES) (PI#2) and vertical flight efficiency of the actual trajectory (VFE) (PI#3)





Focus on en route performance

KEA

The absolute value of the indicator is stable with respect to the previous year, and a slight improvement over 2023, both for KEA and the KEA corrected for the influence of the war in Ukraine. The values are 3.09% in 2023, 3.03% in 2024 and 2025 for KEA; 3.04% in 2023, 2.97% in 2024 and 2025 for the corrected KEA.

Italy is third worse (26th) in terms of additional km added per flight (4.02 in 2025).

Italy is also the third highest in terms of contribution to the total additional distance in the SES area, with a value of 10.01%.

Regarding the assessment of the achieved level of actual performance in the environment KPA, the NSA reports: *"The Italian Airspace is, as well as others in ECAC, one of the most attractive for AUs' planning activity and one of the most performing from the point of view of the management of the trajectory chosen for the Flight Plan routes, conditio sine qua non in view of the lower fuel consumption and, accordingly, the lower CO2 emissions into the atmosphere."*

Keeping as a milestone the above considerations, confirmed by the benefits (in terms of flight efficiency) also computed by the AUs whose flight trajectories crossed the Italian airspace.

Looking at the proposed results anticipated in the Report for the year 2024 relating to the KPI KEA, it continues to be highlighted that the errors already underlined (for the proposed



performance results related to the previous years from 2020 of the RP3 and correlated to the calculation of the additional distance with respect to the Reference) have not been corrected or amended even for the year 2025.

Although both the Italian ANSP and NSA have already demonstrated and reported within the Performance Report of the previous years of RP3, both to the NM and to the PRU, the inconsistency of the KEA algorithm to detect some groups of "additional distances" not ascribable neither to the ANSPs nor to the stakeholders but associated to the scopes of some flight trajectories for particular City_Pairs or to ATC reasons or specific necessities of military flights (the single correction made to the computation of the KEA was the exclusion from the calculation of the "Diverted" flights and nothing else for the other evidences), the permanence of the other incorrect calculations determine a large discrepancy between the expectations of the performance results for the KPI KEA and the proposed performance outputs assessed by the PRU."

Regarding the implementation of major operational or structural changes during the calendar year impacting performance in this key performance area, the NSA reports: "Also in 2025, in line with the ongoing national ATM implementation programme, ENAV S.p.A. continued with the planned applications and optimizations of the National Airspace structure and the ATS Lower NTW, most of which are also included in the ERNIP and outlined in the boxes below.

Notwithstanding the negative aspects identified (and several time reported and demonstrated in the past years of RP3) in the determination of the algorithmic and database errors used for the calculation of the KEA, for the year 2025 an increase has been detected in the gap between actual routings and the Great Circle Distance (GCD), amounting to 0.28% compared to 2024"

Regarding progress on the implementation of the measures committed to in the ERNIP, the NSA reports: "The Italian performance results on flight efficiency, annually reported in the ENAV's Flight Efficiency Plan, are quantified with the aim to highlight the annual environmental benefits and also to compare with the assigned SES performance targets.

The quantification of the outputs come from the deployed effective implementations introduced within the Italian airspace in the past years, in line and according to the National ATM implementation programme, such as:

- the FRA Airspace and the lowering of the lower limit at FLK 195 starting from 21 of March 2024*
- the SECSI Airspace (Cross Border between FRAIT and the Austrian/Balkans ANSPs) also implemented from 21 of March 2024*
- the armonization of the EnRoute and Terminal NTW with the FRA*
- the National PBN Implementation Plan*
- the National Programme of APP in ACC*
- the Airspace availability implementations (RAD) assessed to optimize the flight planning activity of the AUs*
- the implementation of the eighth layer in the ATC sectorization of all four Italian ACCs*
- all the other measures that are inserted and published in ERNIP."*



Regarding the identification and analysis by the NSA of the underlying reasons or circumstances having led to the performance target not being achieved, the NSA reports: *“Looking at the 2025’s consolidated results above presented in the Table, and similar as they have been calculated and reported also for the previous years of the RP3, there is a large mismatch between the target’s expectation and the measured output by PRU, determined by the permanence of some inconsistencies, part of which below reported.*

For this reason, ENAV SpA has continued requesting the recalculation (and the action is currently still in progress since the 2020) of the output’s KPI attributed by PRU/NM, having found and shared evidence of some errors in the attribution of part of the actual flight trajectories in comparison to the appropriate GCD.

The main ones highlighted, among others, are:

1. the failure to manage correctly the DVT flights, that has been represented as one of the most negative impact

(the single error removed from the calculation);

2. the failure to manage those City-Pairs that have been involved some military flights, as so called “round-robin flights”

trajectories or routings that did not have been compliant with the shortest trajectories for their own institutional

needs;

3. the failure to manage (remove or do not consider as additional distances for the KPI KEA) some negative impacts

measured in case of RWY changed/opposite RWY due to weather conditions or other ATC reasons, so not caused

by inefficiencies to manage the flight trajectories by the ATCOs;

4. other negative impact measured when considered holdings/AFTCM delay due to ATM Capacity issues or other

unavailability on the arrival airport.”

Regarding recommendations to the ANSP to rectify the situation, the NSA reports: *“The Italian NSA/NCA encourage ENAV SpA to continue implementing the planned flight efficiency measures, as in the shared programme, while parallelly NSA is still supporting the recalculation of the presented values for the 2025 (as it was requested for the entire RP3) in light of the evidenced errors and the failure to manage correctly the “anomalous” trajectories.”*

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: *“The Italian NSA/NCA incentives the Italian ANSP (ENAV SpA) to continue implementing the planned flight efficiency measures, as in the shared programme, with the aim to be compliant with the scheduled flight efficiency actions.”*

Regarding the follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *“No remedial measures were indicated in the previous monitoring report.”*



KEP

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“Italian ANSPs are not involved in the process of storing and subsequently processing the flight trajectory information/data and therefore in defining the output of this PI.”*

As with the KES (PI_#2), this PI is in charge of the NM of Eurocontrol, which handles its complete processing and, considering the methodology in force, provides the output using its own algorithm.”

KES

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“Italian ANSPs not involved in the process of storing and subsequently processing the flight trajectory information/data and therefore in defining the output of this PI.”*

As with the KEP (PI_#1), this PI is in charge of the NM of Eurocontrol, which handles its complete processing and, considering the methodology in force, provides the output using its own algorithm.”

Vertical flight efficiency

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“With the primary objective of monitoring compliance with the vertical demand of Airspace Users (AUs) operating in Italian airspace, and also of enabling the definition of mitigation actions aimed at improving ATC sectorisation, both in terms of flight efficiency and AU requirements, ENAV S.p.A. developed, in recent months, a dedicated database and ad-hoc tool.”*

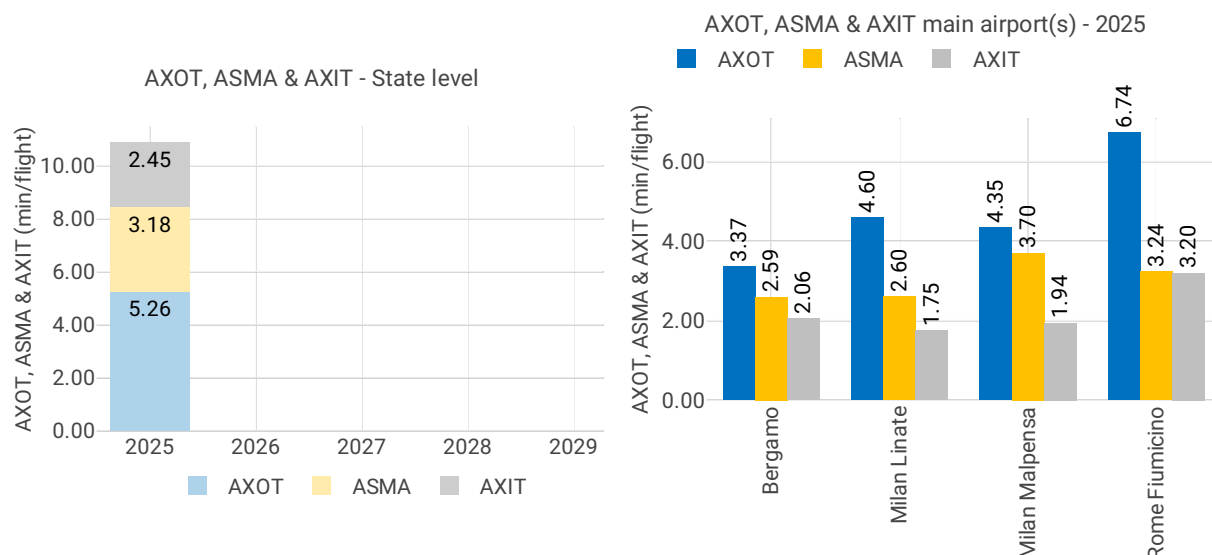
This was designed to monitor the relevant data and to quantify an output suitable to verify the results presented in the table.

At the conclusion of this monitoring activity, the results produced were found to be very close to, and therefore broadly in line with, the values reported in the table above, although the figure calculated by ENAV S.p.A. is objectively slightly higher in percentage terms than the value presented.”



3.3 Terminal performance

3.3.1 Additional taxi-out time (AXOT) (PI#4), Additional taxi-in time (AXIT) (PI#5) & Arrival Sequencing and Metering Area (ASMA) time (PI#6)



Airport level															
Airport	Additional taxi-out time (PI#4)					Additional ASMA time (PI#6)					Additional taxi-in time (PI#5)				
	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Bergamo	3.37	NA	NA	NA	NA	2.59	NA	NA	NA	NA	2.06	NA	NA	NA	NA
Milan Linate	4.60	NA	NA	NA	NA	2.60	NA	NA	NA	NA	1.75	NA	NA	NA	NA
Milan Malpensa	4.35	NA	NA	NA	NA	3.70	NA	NA	NA	NA	1.94	NA	NA	NA	NA
Rome Fiumicino	6.74	NA	NA	NA	NA	3.24	NA	NA	NA	NA	3.20	NA	NA	NA	NA

Focus on AXOT, AXIT & ASMA

AXOT

Rome Fiumicino, Milan Malpensa, Milan Linate and Bergamo are the only Italian airports subject to the monitoring of this indicator. Despite reductions in three of them, the average additional taxi out time across these four airports was 5.26 min/dep, the highest across all RP4 states.

Additional time in Rome – Fiumicino in 2025 decreased to 6.74 min/dep, 12% lower than 2024 value – last year of RP3 – of 7.67 min/dep. Still, Rome – Fiumicino had the highest additional taxi out time of all airports subject to monitoring of this indicator in RP4.

Additional time in Milan – Malpensa in 2025 increased to 4.35 min/dep, 3% higher than 2024 value – last year of RP3 – of 4.24 min/dep. Milan – Malpensa had the fourth highest additional taxi out time of all airports subject to monitoring of this indicator in RP4.

Additional time in Milan – Linate in 2025 decreased to 4.60 min/dep, 6% lower than 2024 value – last year of RP3 – of 4.89 min/dep. Still, Milan – Linate had the second highest additional taxi out time of all airports subject to monitoring of this indicator in RP4.



Additional time in Bergamo in 2025 decreased to 3.37 min/dep, 6% lower than 2024 value – last year of RP3 – of 3.58 min/dep.

The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 3.61 min/dep.

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“As in previous years of RP3, a rationale that can be considered valid for Performance Indicators from PI#4 to PI#9—related to performance in both the taxi phases and the terminal area (ASMA and CCO/CDO)—is that ENAV SpA, as well as other ANSPs within the ECAC area, does not have full access to the complete set of data used by Eurocontrol/PRU to generate its outputs.*

With the aim of reducing inefficiencies and improving operational performance, ENAV SpA has developed several ad hoc tools primarily intended to identify areas of inefficiency and to support the planning of targeted mitigation actions aimed at enhancing flight efficiency.

Starting from the first year of RP4 (2025), the outputs produced using the new methodology are presented in this report for the whole RP4 period, while acknowledging that the existing limitations related to data availability for ANSPs remain unchanged.”

AXIT

Rome Fiumicino, Milan Malpensa, Milan Linate and Bergamo are the only Italian airports subject to the monitoring of this indicator.

The additional time in 2025 was equal to 3.20 min/arr in Rome Fiumicino, 1.94 min/arr in Milan Malpensa, 1.75 min/arr in Milan Linate and 2.06 min/arr in Bergamo.

The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 1.71 min/arr.

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“As in previous years of RP3 and throughout the entire RP2, a rationale that can be considered valid for Performance Indicators from PI#4 to PI#9—related to performance in both the taxi phases and the terminal area (ASMA and CCO/CDO)—is that ENAV SpA, as well as other ANSPs within the ECAC area, does not have full access to the complete set of data used by Eurocontrol/PRU to generate its outputs.*

Consequently, it is not possible to replicate the data processing in detail or to fully verify the correctness of the assessed information.”

ASMA

Rome Fiumicino, Milan Malpensa, Milan Linate and Bergamo are the only Italian airports subject to the monitoring of this indicator.

Additional time in Rome – Fiumicino in 2025 decreased to 3.24 min/dep, 8% lower than 2024 value – last year of RP3 – of 3.54 min/ arr.

Additional time in Milan – Malpensa in 2025 was equal to 3.70 min/dep, very close to 2024 value – last year of RP3 – of 3.68 min/ arr.

Additional time in Milan – Linate in 2025 increased to 2.60 min/dep, 7% higher than 2024 value – last year of RP3 – of 2.44 min/arr.



Additional time in Bergamo in 2025 was equal to 2.59 min/dep, very close to 2024 value – last year of RP3 – of 2.61 min/ arr.

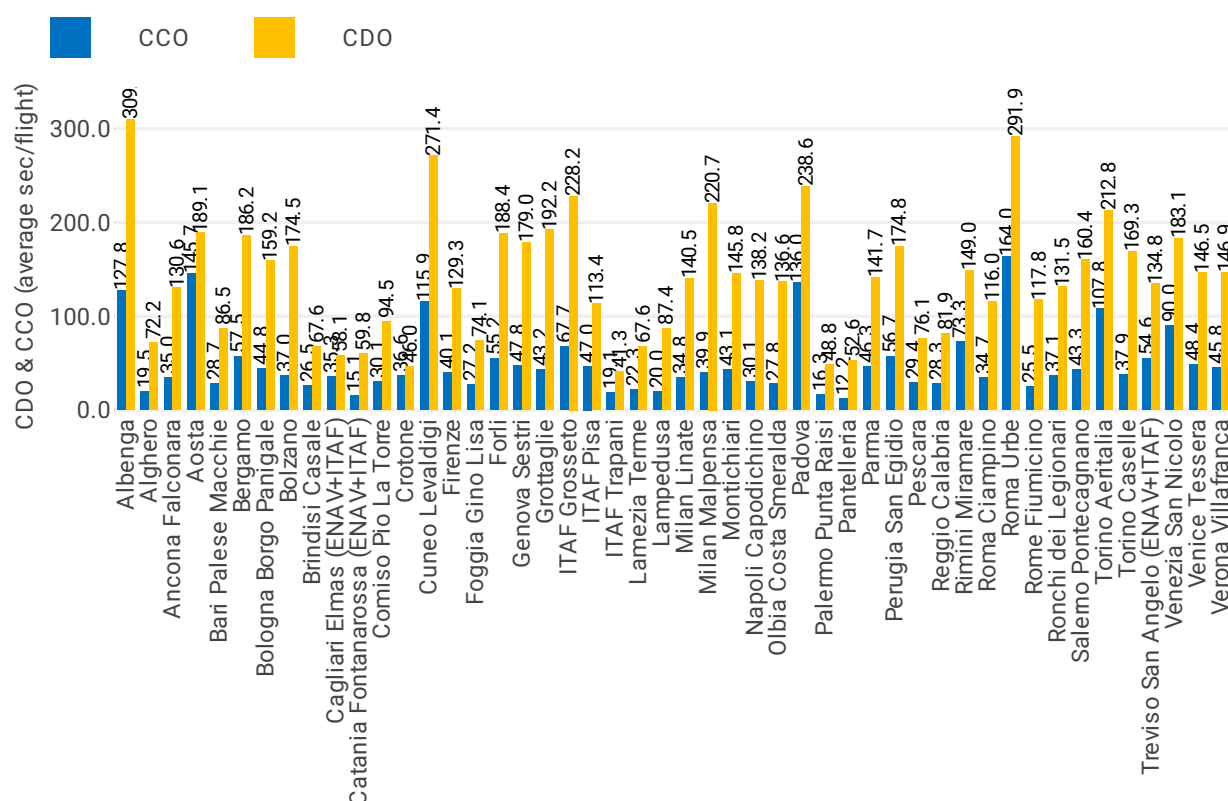
The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 2.98 min/arr.

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“As in previous years of RP3 and throughout the entire RP2, a rationale that can be considered valid for Performance Indicators from PI#4 to PI#9—related to performance in both the taxi phases and the terminal area (ASMA and CCO/CDO)—is that ENAV SpA, as well as other ANSPs within the ECAC area, does not have full access to the complete set of data used by Eurocontrol/PRU to generate its outputs.*

Consequently, it is not possible to replicate the data processing in detail or to fully verify the correctness of the assessed information.”

3.3.2 Vertical flight efficiency of the descent (PI#7) and of the climb (PI#8)

CDO & CCO main airport(s) - 2025



Focus on vertical flight efficiency of the descent and of the climb

Vertical flight efficiency of the descent

Compared to the overall RP4 average value (149.2 seconds per flight), average times flown level during descent are on average 13.3 seconds per flight lower in Italy. The highest average



time flown level during descent happens at Albenga (LIMG) (309.9 seconds per flight), while the lowest happens at ITAF Trapani (LICT) (41.3 seconds per flight).

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: “See Annex 1”

Vertical flight efficiency of the climb

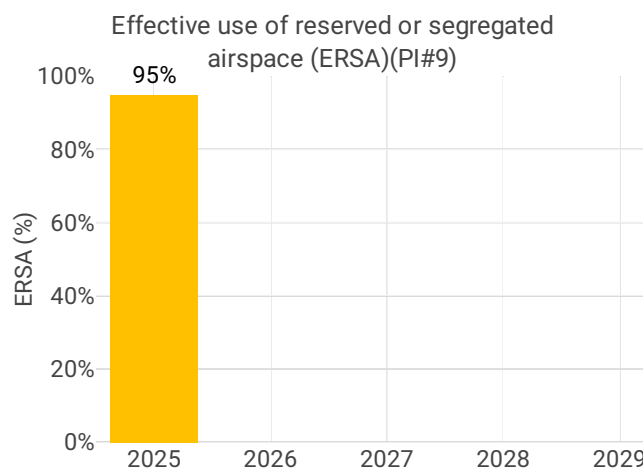
Compared to the overall RP4 average value (34.8 seconds per flight), average times flown level during climb are on average 0.3 seconds per flight higher in Italy. The highest average time flown level during climb happens at Roma Urbe (LIRU) (164 seconds per flight), while the lowest happens at Pantelleria (LICG) (12.2 seconds per flight).

Airport level										
	Avg. duration in climb (PI#8)					Avg. duration in descent (PI#7)				
Airport	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Crotone	36.6	NA	NA	NA	NA	46.0	NA	NA	NA	NA
Bari Palese Macchie	28.7	NA	NA	NA	NA	86.5	NA	NA	NA	NA
Foggia Gino Lisa	27.2	NA	NA	NA	NA	74.1	NA	NA	NA	NA
Grottaglie	43.2	NA	NA	NA	NA	192.2	NA	NA	NA	NA
Pescara	29.4	NA	NA	NA	NA	76.1	NA	NA	NA	NA
Brindisi Casale	26.5	NA	NA	NA	NA	67.6	NA	NA	NA	NA
Lamezia Terme	22.3	NA	NA	NA	NA	67.6	NA	NA	NA	NA
Comiso Pio La Torre	30.1	NA	NA	NA	NA	94.5	NA	NA	NA	NA
Catania Fontanarossa (ENAV+ITAF)	15.1	NA	NA	NA	NA	59.8	NA	NA	NA	NA
Lampedusa	20.0	NA	NA	NA	NA	87.4	NA	NA	NA	NA
Pantelleria	12.2	NA	NA	NA	NA	52.6	NA	NA	NA	NA
Palermo Punta Raisi	16.3	NA	NA	NA	NA	48.8	NA	NA	NA	NA
Reggio Calabria	28.3	NA	NA	NA	NA	81.9	NA	NA	NA	NA
ITAF Trapani	19.1	NA	NA	NA	NA	41.3	NA	NA	NA	NA
Alghero	19.5	NA	NA	NA	NA	72.2	NA	NA	NA	NA
Cagliari Elmas (ENAV+ITAF)	35.3	NA	NA	NA	NA	58.1	NA	NA	NA	NA
Olbia Costa Smeralda	27.8	NA	NA	NA	NA	136.6	NA	NA	NA	NA
Torino Aeritalia	107.8	NA	NA	NA	NA	212.8	NA	NA	NA	NA
Milan Malpensa	39.9	NA	NA	NA	NA	220.7	NA	NA	NA	NA
Bergamo	57.5	NA	NA	NA	NA	186.2	NA	NA	NA	NA
Torino Caselle	37.9	NA	NA	NA	NA	169.3	NA	NA	NA	NA
Albenga	127.8	NA	NA	NA	NA	309.9	NA	NA	NA	NA
Genova Sestri	47.8	NA	NA	NA	NA	179.0	NA	NA	NA	NA
Milan Linate	34.8	NA	NA	NA	NA	140.5	NA	NA	NA	NA
Parma	46.3	NA	NA	NA	NA	141.7	NA	NA	NA	NA
Aosta	145.7	NA	NA	NA	NA	189.1	NA	NA	NA	NA
Cuneo Levaldigi	115.9	NA	NA	NA	NA	271.4	NA	NA	NA	NA
Bolzano	37.0	NA	NA	NA	NA	174.5	NA	NA	NA	NA
Bologna Borgo Panigale	44.8	NA	NA	NA	NA	159.2	NA	NA	NA	NA
Treviso San Angelo (ENAV+ITAF)	54.6	NA	NA	NA	NA	134.8	NA	NA	NA	NA
Forli	55.2	NA	NA	NA	NA	188.4	NA	NA	NA	NA
Montichiari	43.1	NA	NA	NA	NA	145.8	NA	NA	NA	NA
Ronchi dei Legionari	37.1	NA	NA	NA	NA	131.5	NA	NA	NA	NA
Rimini Miramare	73.3	NA	NA	NA	NA	149.0	NA	NA	NA	NA
Padova	136.0	NA	NA	NA	NA	238.6	NA	NA	NA	NA
Venezia San Nicolo	90.0	NA	NA	NA	NA	183.1	NA	NA	NA	NA

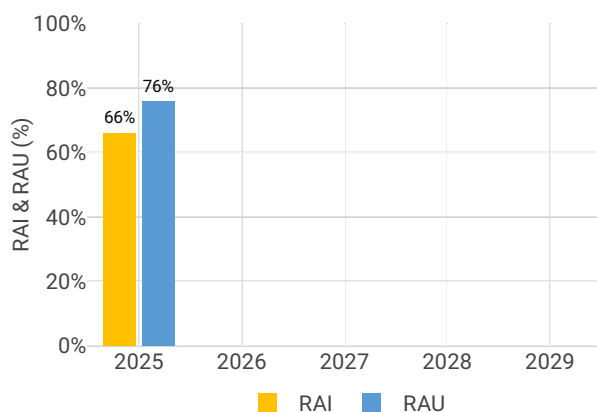


Airport	Avg. duration in climb (PI#8)					Avg. duration in descent (PI#7)				
	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Verona Villafranca	45.8	NA	NA	NA	NA	146.9	NA	NA	NA	NA
Ancona Falconara	35.0	NA	NA	NA	NA	130.6	NA	NA	NA	NA
Venice Tessera	48.4	NA	NA	NA	NA	146.5	NA	NA	NA	NA
Roma Ciampino	34.7	NA	NA	NA	NA	116.0	NA	NA	NA	NA
Rome Fiumicino	25.5	NA	NA	NA	NA	117.8	NA	NA	NA	NA
Salerno Pontecagnano	43.3	NA	NA	NA	NA	160.4	NA	NA	NA	NA
Napoli Capodichino	30.1	NA	NA	NA	NA	138.2	NA	NA	NA	NA
ITAF Pisa	47.0	NA	NA	NA	NA	113.4	NA	NA	NA	NA
Firenze	40.1	NA	NA	NA	NA	129.3	NA	NA	NA	NA
ITAF Grosseto	67.7	NA	NA	NA	NA	228.2	NA	NA	NA	NA
Roma Urbe	164.0	NA	NA	NA	NA	291.9	NA	NA	NA	NA
Perugia San Egidio	56.7	NA	NA	NA	NA	174.8	NA	NA	NA	NA
Rieti	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

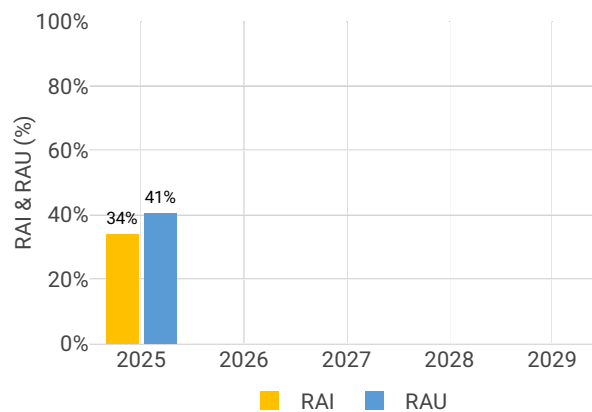
3.4 Civil-Military dimension



RAI & RAU via available conditional routes (PIs#10 & 11)



RAI & RAU via available restricted and segregated airspace (PIs#10 & 11)



Focus on Civil-Military dimension

Effective use of reserved or segregated local airspace

ITALY report a ratio of **42%**



- BRINDISI ACC reports a ratio of **47%**
- MILANO ACC reports a ratio of **14%**
- PADOVA ACC reports a ratio of **48%**
- ROME ACC reports a ratio of **25%**

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“The daily activity related to the reservation of military areas, as well as the ongoing coordination between the ENAV S.p.A. FUA Unit and the representatives of the Italian Air Force (IAF), is consistently managed with accuracy and with full consideration of all stakeholders. This ensures effective support to both institutional operational requirements and the needs of the ANSP and AUs in terms of planning and air traffic flow management.*

This is clearly reflected in the quantitative results at both national and ACC level. Although these indicators represent only the difference (in absolute and percentage terms) between “Reservation” and “Real Activation” time for Italian AMC areas, they nonetheless demonstrate excellent performance. In fact, the “actual utilization” is approximately 50% of the “reserved time”, thus maximizing the optimization of airspace restrictions while fully preserving the Air Force’s institutional activities.

In relation to the data presented in the tables and acknowledging their indicative nature for the purposes of the Performance Indicator (PI), it should be noted that the reported values reflect only part of the coordination effort and preparatory activities supporting the FUA process. These actions are specifically aimed to “negotiate” the reservation of military areas as much as possible in alignment with actual military operational needs, thereby reducing constraints on the availability of national airspace for Airspace Users’ planning and effective utilization.

Such results have been achieved through continuous and daily coordination among all stakeholders, including Italian Air Force representatives and ENAV S.p.A.’s FUA Unit personnel, both inside AMC Italy. Without this optimization of initial allocation requests, it is estimated that the outcome would have resulted in an increase of approximately 20% compared to the original timeframes requested by the Air Force, consequently leading to inefficient use of airspace.

Within this framework of ongoing coordination, the NSA encourages both Air Force representatives and the ENAV S.p.A. FUA Unit to continue strengthening their cooperation. The objective is to further optimize airspace reservation periods in line with actual military needs, thereby reducing airspace unavailability for Airspace Users. This approach is expected to increase airspace availability, improve flight efficiency, and positively impact the relevant performance indicator by enhancing both percentages and overall results.”

Rate of planning via available airspace structures

ITALY, has no data available

Rate of using available airspace structures

ITALY has no data available



4 CAPACITY - ITALY

4.1 PRB monitoring

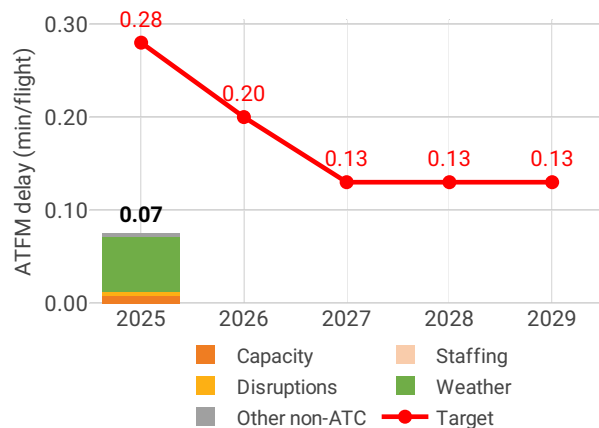
- Italy registered 0.08 minutes of average en route ATFM delay per flight during 2025, which has been adjusted to 0.07 during the post-ops adjustment process, thus achieving the local target value of 0.28. Delays in Italy decreased by -0.65 minutes per flight year-on-year.
- Delays were highest in June, July and August, mostly driven by weather.
- The share of delayed flights with delays longer than 15 minutes in Italy increased by 17 percentage points compared to 2024.
- The actual number of ATCOs in OPS in Italy was 918 FTEs, -2.5% or -24 FTEs below the planned level. The actual number of ATCOs in OPS was in line with the planned number for Brindisi and Rome ACCs (82 FTE and 328 FTE respectively). At Milano ACC, the actual number of ATCO FTEs was 301, -11 FTE below the plan; at Padova ACC, the actual number of ATCO FTEs was 207, -13 FTE below the plan.
- The yearly total of sector opening hours in Brindisi ACC was 19,975, showing a -16% decrease compared to 2024. For Milano ACC, the yearly total of sector opening hours increased by 10%, to 103,518 in 2025. The yearly total of sector opening hours in Padova ACC was 64,545, in line with the 2024 value. Finally, the total sector opening hours in Rome ACC increased to 121,415, +3% compared to 2024.
- Brindisi ACC registered 19.22 IFR movements per sector opening hour in 2025 +13% above the value recorded in 2024. For Milano ACC the number of IFR movements per sector opening hour in 2025 (10.41) reduced by -4% compared to 2024. Padova ACC registered 13.85 IFR movements per sector opening hour in 2025 while Rome ACC registered 9.37 IFR movements per sector opening hour in 2025. For both ACCs the ratio of IFR movements per sector opening hour increased compared to 2024 (+6% and +4% respectively).
- Italy registered an average airport arrival ATFM delay of 0.29 minutes per flight in 2025, thus achieving the local target of 0.35 minutes. Compared to 2024, average arrival ATFM delays in Italy were 0.01 minutes per flight higher in 2025.
- The main drivers of delays were other non-ATC causes, accounting for 0.15 of the total delays, and weather, responsible for 0.09.



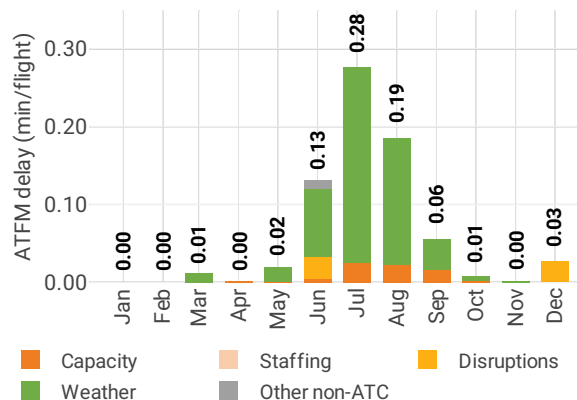
4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)

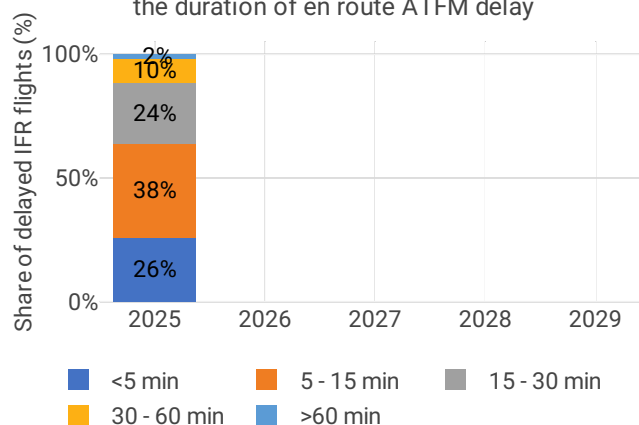
Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2025



Distribution of delayed IFR flights per the duration of en route ATFM delay



Focus on en route ATFM delay

En route ATFM delay

- Italy had 2,298k flights in 2025, up from 2,164k flights in 2024.
- ENAV applied en route ATFM regulations resulting in 166k minutes of delay, a significant reduction from the 1,495k minutes in 2024.
- As part of the strategic traffic re-orientation programme (S25/NTDM) operated by the Network Manager, 12k minutes of delay originating in Italy were re-attributed to other ANSPs.
- Under the auspices of the Route Network (RN) Scenarios during Capacity & Weather Based Operations between June and September 2025, an additional 6k minutes of en route ATFM delay were re-attributed to ENAV – with 2k minutes of delay originating in Italy, being re-attributed to other ANSPs.
- When the above post-operations re-attributions are factored in, the total en route delay for ENAV in 2025 was 158k minutes in 2025 down from 1,454k minutes in 2024.



Regarding the reasons and circumstances resulting in the achieved level of actual performance of the en route ATFM delay per flight KPI, the NSA reports: *“The ENAV post-ops reconciliation process finally resulted in a figure of the Capacity KPI #1 being 0.075 min/flight (160,866 min./2,141,865 flights) against the 0.074 (158,322 min./ 2,139,035 flight) reported above. The reconciliation processes also affected the additional Capacity ENR PI#1 which solely includes the C, R, S, T, M, P reasons of the ATFM delay. It scored 0.010 min/flight.”*

Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *“No remedial measures were indicated in the previous monitoring report.”*

En route capacity incentive scheme

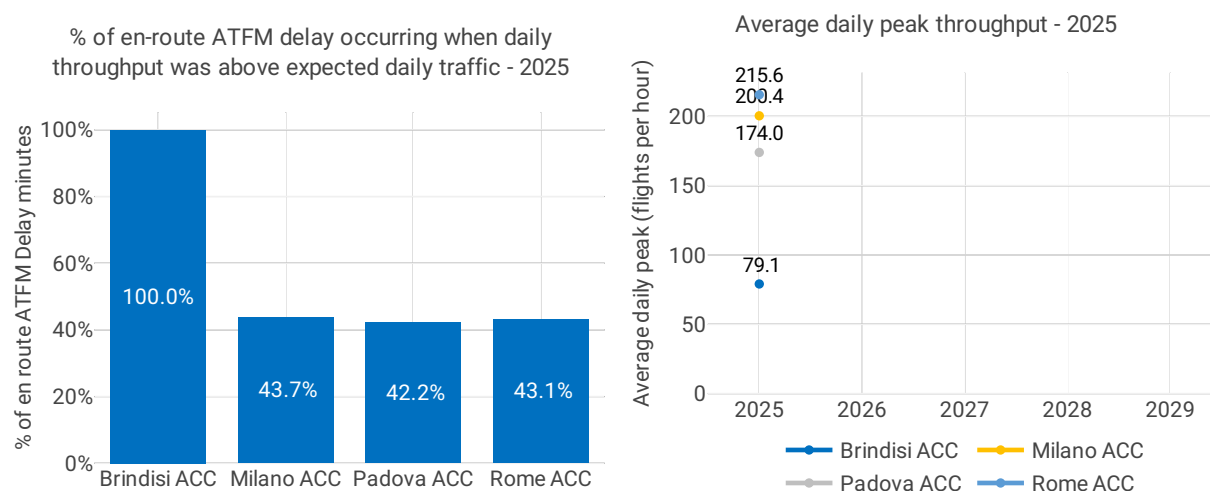
The Italian NSA reports a financial bonus of €12,975,732 for the ANSP because of the 2025 performance.

The local incentive target for en route ATFM delays, due to CRSTMP causes only, was set at 0.14 mins/flight.

The NSA reports an achieved performance of 0.011 mins/flight using the data from the ansperformance.eu dashboard including post ops adjustments.

[NB The attribution of original delay causes on the ansperformance.eu dashboard is unverified]

4.2.2 En route performance indicators at ACC level (PI#4-5)



Focus en route performance indicators at ACC level

Percentage of total en route ATFM delay that occurred on days when the daily throughput was above the expected daily traffic

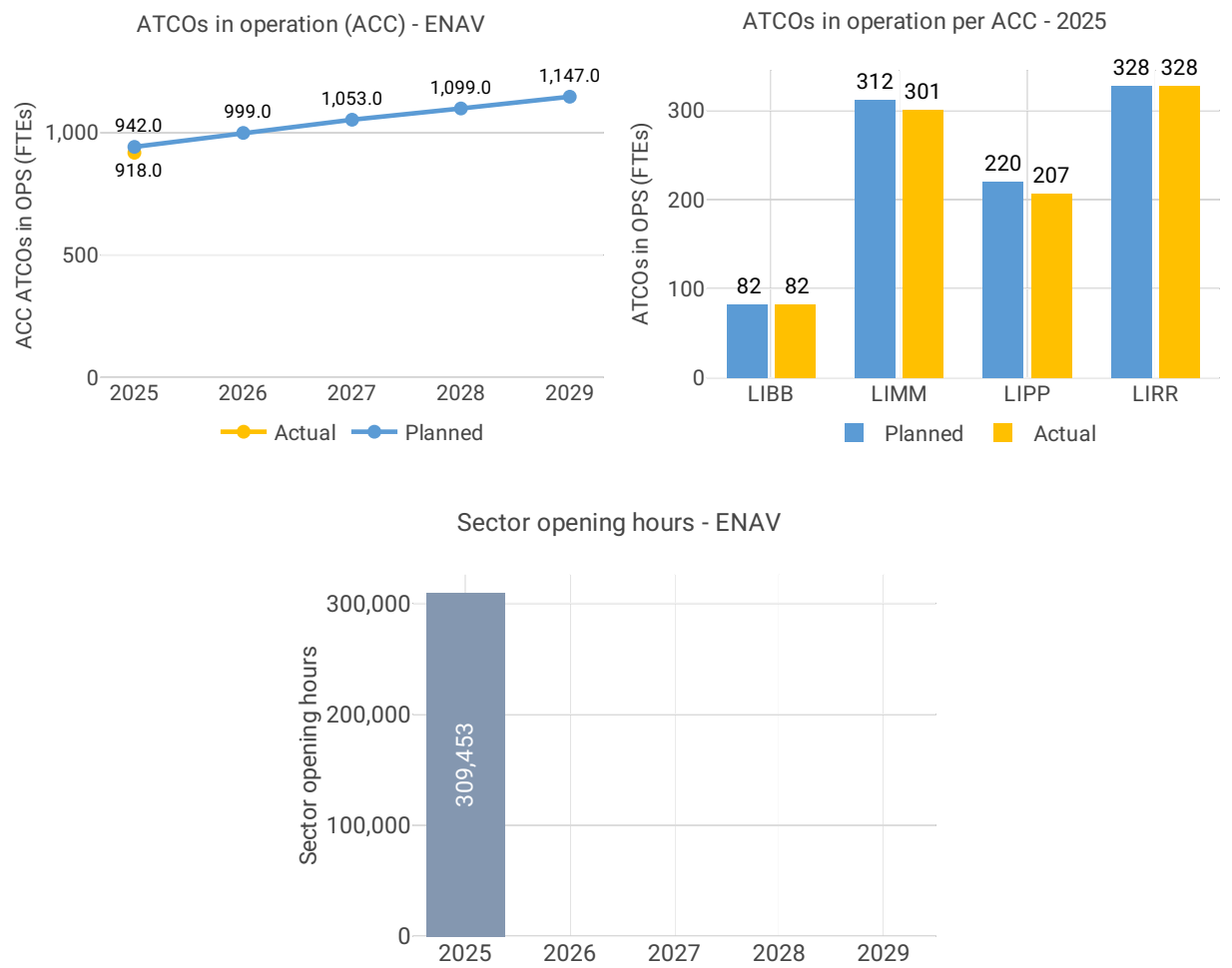
As background information on actual performance, the NSA reports: *“Values not verified by the NSA/NCA due to database unavailability. The indicator is new and therefore not included in the 2024 AMR”*

Annual weighted average of the daily peak throughput



As background information on actual performance, the NSA reports: *“This indicator is new and NCA/NSA need to investigate on the results of these throughput due to the fact that computation made by ANSP does not match with the reference data.”*

4.2.3 Other en route information



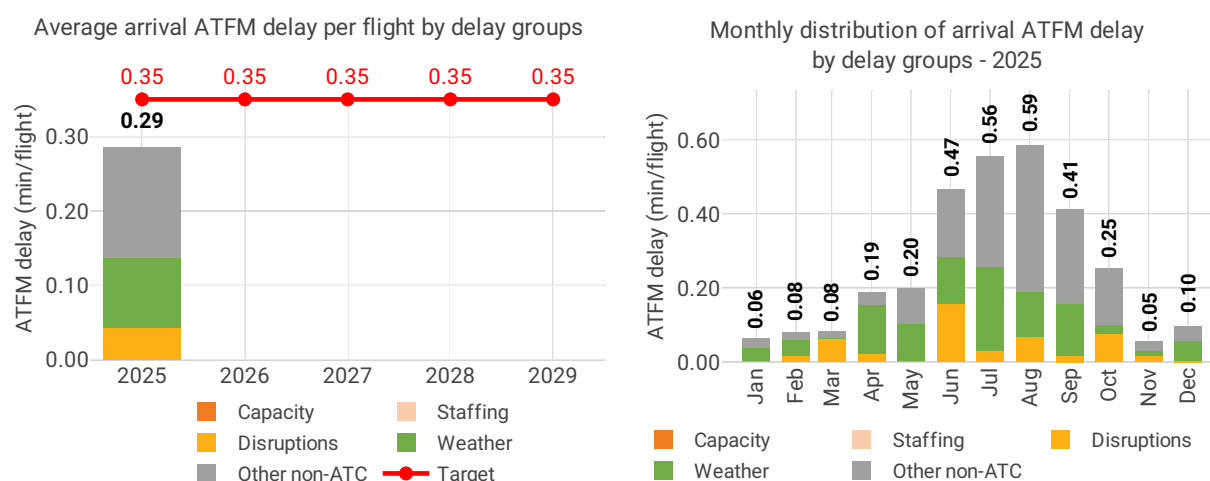
Focus on other en route information

No comment provided.



4.3 Terminal performance

4.3.1 Arrival ATFM delay (KPI#2)



Focus on arrival ATFM delay

Arrival ATFM delay

Average ATFM arrival delay in Italy was 0.29 min/arr in 2025, the first year of RP4. The performance is almost equal to 2024, last year of RP3, when there were 0.28 min/arr. It has to be noted that in RP3, Italy included only its five largest airports for the calculation of this indicator, whereas in the first year of RP4 there are 48 airports.

Within five of the six largest airports, the figures range from 0.04 min/arr in Rome Fiumicino to 0.36 min/arr in Milan Malpensa. However, the highest ATFM arrival delays in Italy took place in the sixth one, Naples, with 2.34 min/arr in 2025, increased from 1.55 min/arr in 2024. Delays in Naples are frequently driven by local operations procedures constrained by high temperatures in the summer.

The average for RP4 airports subject to monitoring of ATFM Arrival delay across Member States in 2025 was 0.97 min/arr.

Regarding the reasons and circumstances resulting in the achieved level of actual performance of the arrival ATFM delay per flight KPI, the NSA reports: *“ENAV monitors all ATFM delays on a monthly basis at both national and airport levels. For 2025, a slight discrepancy was found compared to PRU data regarding the LIXX cluster (0.397 min/flight for ENAV versus 0.386 min/flight for PRU).”*

Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *“No remedial measures were indicated in the previous monitoring report.”*

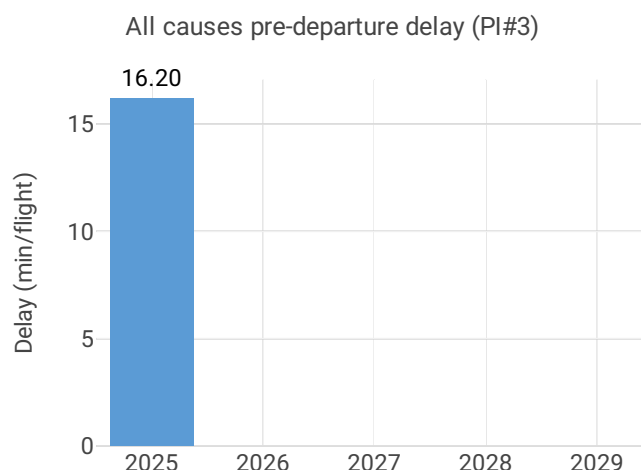


Terminal capacity incentive scheme

In the first year of RP4, with an ATFM Arr delay of 0.29 min/arr, Italy achieved the national target of 0.35 min/arr. However, the pivot value for incentives (0.06 min/arr) is limited to CRSTMP delay causes. As the State-reported CRSTMP delay of 0.046 min/arr* falls within the bonus sliding range for the incentive scheme, the NSA calculates a financial bonus of EUR 461,895.

*Note: The PRB has not been able to verify the figure reported by the Member State.

4.3.2 Other terminal performance indicators (PI#1-3)



Airport level										
	Avg arrival ATFM delay (KPI#2)					Slot adherence (PI#1)				
Airport name	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Bergamo	0.22	NA	NA	NA	NA	95.3%	NA	NA	NA	NA
Bologna Borgo Panigale	0.05	NA	NA	NA	NA	95.6%	NA	NA	NA	NA
Brindisi Casale	0.00	NA	NA	NA	NA	95.2%	NA	NA	NA	NA
Catania Fontanarossa (ENAV+ITAF)	0.25	NA	NA	NA	NA	95.1%	NA	NA	NA	NA
ITAF Pisa	0.32	NA	NA	NA	NA	80.9%	NA	NA	NA	NA
Milan Linate	0.29	NA	NA	NA	NA	98.4%	NA	NA	NA	NA
Milan Malpensa	0.36	NA	NA	NA	NA	98.4%	NA	NA	NA	NA
Napoli Capodichino	2.34	NA	NA	NA	NA	97.7%	NA	NA	NA	NA
Palermo Punta Raisi		NA	NA	NA	NA		NA	NA	NA	NA
Roma Ciampino	0.16	NA	NA	NA	NA	92.5%	NA	NA	NA	NA
Rome Fiumicino	0.04	NA	NA	NA	NA	94.8%	NA	NA	NA	NA
Torino Caselle	0.00	NA	NA	NA	NA	97.2%	NA	NA	NA	NA
Treviso San Angelo (ENAV+ITAF)	0.00	NA	NA	NA	NA	90.2%	NA	NA	NA	NA
Venice Tessera	0.10	NA	NA	NA	NA	93.4%	NA	NA	NA	NA

	ATC pre departure delay (PI#2)					All causes pre departure delay (PI#3)				
Airport name	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Bergamo	1.27	NA	NA	NA	NA	20.0	NA	NA	NA	NA
Milan Linate	0.48	NA	NA	NA	NA	10.1	NA	NA	NA	NA



Airport name	ATC pre departure delay (PI#2)					All causes pre departure delay (PI#3)				
	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Milan Malpensa	1.13	NA	NA	NA	NA	20.3	NA	NA	NA	NA
Rome Fiumicino	1.59	NA	NA	NA	NA	14.3	NA	NA	NA	NA

Focus on other terminal performance indicators

ATFM slot adherence

ATFM slot adherence in 2025 was equal to 95.1%, very close to 2024 value – last year of RP3 – of 94.2%. With regard to the 4.9% of flights that did not adhere, 3.2% were early and 1.7% were late.

All the airports above 26,000 IFR departures showed adherence above 93%; all airports below that traffic showed a 100% adherence.

The average for RP4 airports subject to monitoring of ATFM slot adherence across Member States in 2025 was 96.3%.

As background information on actual performance, the NSA reports: *“Slightly difference in adherence values exists between the prefilled tables and what has been elaborated by Italy (ENAV) for the same year.*

ENAV data source is NM/NMIR, the difference is around one decimal percentage point and can be explained by the use of different/updated flight samples that eventually respected the ATFM slot time window. Nevertheless, it must clarified what the cluster of L1xx airports is, since the EU REG 255/2010 and its modifications refers to all the national airports and not only those 41 airports falling under the performance and charging scheme. Here again different sources lead to different figures.”

ATC pre-departure delay

Rome Fiumicino, Milan Malpensa, Milan Linate and Bergamo are the only Italian airports subject to the monitoring of this indicator.

Delay in Rome – Fiumicino in 2025 decreased to 1.59 min/dep, 25% lower than 2024 value – last year of RP3 – of 2.13 min/dep.

Delay in Milan – Malpensa in 2025 was equal to 1.13 min/dep, very close to 2024 value – last year of RP3 – of 1.15 min/dep.

Delay in Milan – Linate in 2025 decreased to 0.48 min/dep, 20% lower than 2024 value – last year of RP3 – of 0.60 min/dep.

Delay in Bergamo in 2025 was equal to 1.27 min/dep, very close to 2024 value – last year of RP3 – of 1.21 min/dep.

The average for RP4 airports subject to monitoring of ATC pre-departure delay across Member States and for which enough data is available in 2025 was 0.74 min/dep.

As background information on actual performance, the NSA reports: *“Performance improved across all airports except for LIME.”*



All causes pre-departure delay

Rome Fiumicino, Milan Malpensa, Milan Linate and Bergamo are the only Italian airports subject to the monitoring of this indicator. All of them reduced their average departure delay per flight in 2025.

Delay in Rome – Fiumicino in 2025 decreased to 14.34 min/dep, 24% lower than 2024 value – last year of RP3 – of 18.92 min/dep.

Delay in Milan – Malpensa in 2025 decreased to 20.28 min/dep, 14% lower than 2024 value – last year of RP3 – of 23.54 min/dep.

Delay in Milan – Linate in 2025 decreased to 10.14 min/dep, 12% lower than 2024 value – last year of RP3 – of 11.55 min/dep.

Delay in Bergamo in 2025 decreased to 20.01 min/dep, 13% lower than 2024 value – last year of RP3 – of 23.11 min/dep.

The average for RP4 airports subject to monitoring of all causes pre-departure delay across Member States in 2025 was 16.47 min/dep.



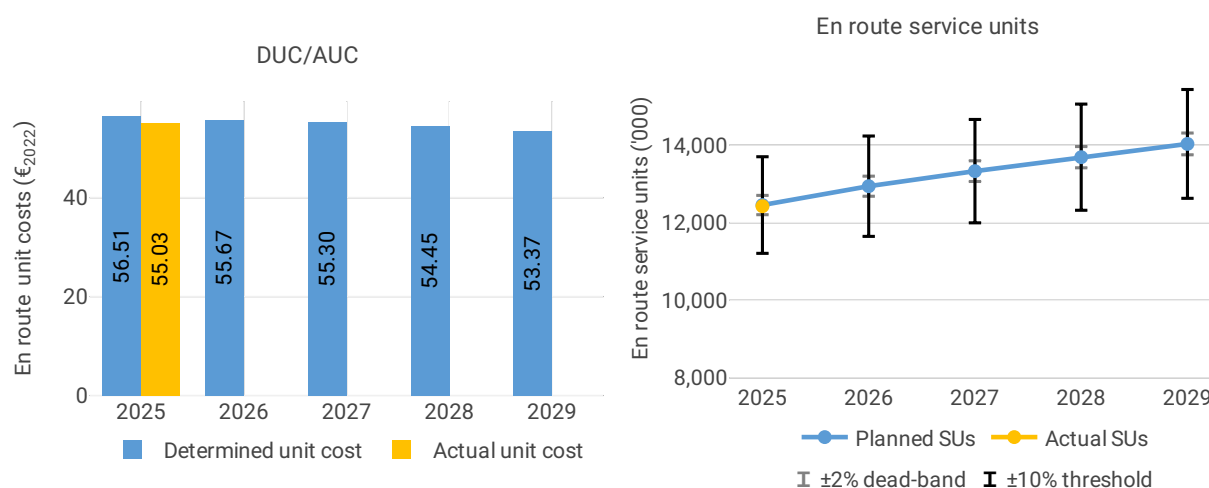
5 COST-EFFICIENCY - ITALY

5.1 PRB monitoring

- The en route 2025 actual unit cost of Italy was 55.03€2022, -2.6% lower than the determined unit cost (56.51€2022). The terminal zone 1 2025 actual unit cost was 130.11€2022, -1.9% lower than the determined unit cost (132.66€2022), while the terminal zone 2 2025 actual unit cost was 276.75€2022, -1.0% lower than the determined unit cost (279.46€2022).
- The en route 2025 actual service units (12.4M) were in line with the determined service units (12.5M).
- The en route 2025 actual total costs were -20.2M€2022 (-2.9%) lower than determined. This is mainly due to lower other operating costs (-11.2M€2022, or -10.3%), followed by staff costs (-10.2M€2022, or -2.7%) for ENAV. The NSA explained that it is mainly due to a decrease in operational support from external companies, lower travel, utility and telecommunications costs, and lower inflation and cost for overtime.
- ENAV spent 160.2M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, -1.4% less than determined (162.4M€2022). According to the NSA, this reduction is due to delays in some investment programs caused by difficulties in the supply of materials, unstable market conditions, and bureaucratic delays.
- The en route actual unit cost incurred by users in 2025 was 60.89€ (+0.5% above the 2025 DUC). The terminal actual unit cost incurred by users was 142.28€ (in line with the 2025 DUC) for the terminal zone 1, and 304.06€ (+1.1% above the 2025 DUC) for the terminal zone 2. The difference between the AUCU and the DUC for the terminal charging zone 2 is mainly driven by the traffic adjustments.
- The en route regulatory result for ENAV amounted to +70.7M€, or 10.8% of the 2025 revenue. This may indicate that the airspace users are charged for costs which have not materialised in 2025.

5.2 En route charging zone

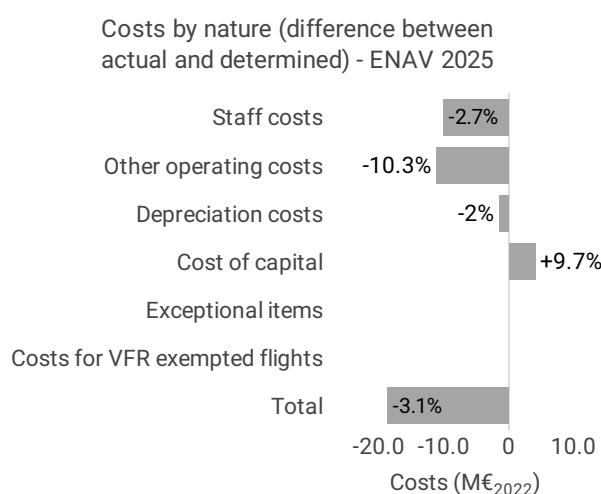
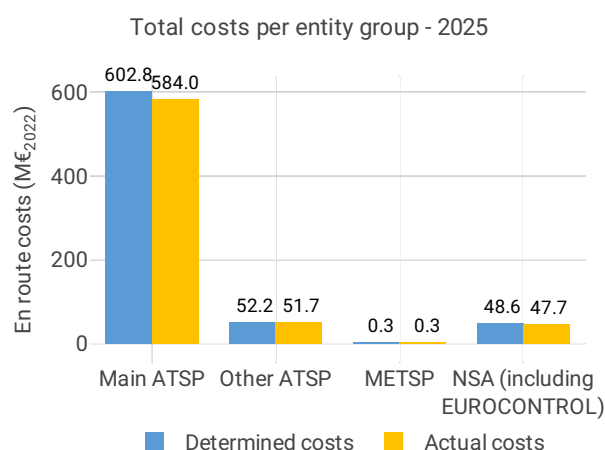
5.2.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	754.3	784.0	813.6	835.7	852.2
Actual costs	728.3	NA	NA	NA	NA
Difference costs	-26.1	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.1%	2.0%	2.0%	2.0%	2.0%
Determined inflation index*	109.5	111.7	114	116.2	118.6
Actual inflation rate	1.6%	NA	NA	NA	NA
Actual inflation index*	108.8	NA	NA	NA	NA
Difference inflation index (p.p.)	-0.8	NA	NA	NA	NA

*100 = 2022



Focus on unit cost

AUC vs. DUC

In 2025, the en route AUC was -2.6% (or -1.48 €2022) lower than the planned DUC. This results from the combination of lower than planned en route costs in real terms (-2.9%, or -20.2 M€2022) and slightly lower than planned TSUs (-0.2%).

En route service units

The difference between actual and planned TSUs (-0.2%) falls inside the ±2% dead-band. Hence, the loss of en route revenues is borne by the ANSPs.

En route costs by entity

Actual real en route costs are -2.9% (-20.2 M€2022) lower than planned. This is the result of lower costs for the main ANSP, ENAV (-3.1%, or -18.8 M€2022), the NSA/EUROCONTROL (-1.9%, or -0.9 M€2022) and the other ANSP (ITAF, -0.9%, or -0.5 M€2022) and slightly higher costs for the MET service provider (+0.7%).

En route costs for the main ANSP (ENAV) at charging zone level

Based on the additional information to the en route reporting tables, the lower than planned en route costs in real terms for ENAV in 2025 (-3.1%, or -18.8 M€2022) result from:



- Lower than planned staff costs (-2.7%), mainly due to: lower than planned inflation recorded during the year; an agreement to postpone (predominantly) ATCO bonuses, as part of labour contract renewal; reductions in the fixed portion of staff costs due to different hiring dynamics; a lower cost for operational overtime; and higher rate of capitalisation of internal effort.
- Significantly lower than planned other operating costs (-10.3%), mainly due to: lower external support costs from cost-containment measures and greater use of internal expertise; reduced travel expenses following the postponement of some ATCO training sessions; lower utility and telecommunications costs driven by reduced electricity tariffs and partial deployment of the remote towers network; delayed data network infrastructure upgrades for security reasons; and lower infrastructure costs related to the Palermo offshore platforms and Pantelleria control tower.
- Lower than planned depreciation (-2.0%).
- Significantly higher than planned cost of capital (+9.7%), mainly due to higher average cost of debt and significantly higher net current assets.

Assessment of the actual performance in the charging zone reported by the NSA

The NSA of Italy provides the following overall assessment of the actual performance in 2025 at charging zone level:

“En-route 2025 Italy AUC has been € 55.03, -2.6% compared to the 2025 DUC of € 56.51.

Cost reductions have been registered for all Entities. All detailed information are provided in the Additional Information to Reporting Tables uploaded on ETNA.”

Explanation of the differences between actual and determined costs at charging zone level reported by the NSA

The NSA provides the following explanation for the differences between actual and determined costs in the charging zone:

“Main ANSP reductions refer to: i) Staff costs at company level (lower inflation, 4 M€ postponement to 2026 in application of an agreement part of the renewal of Labour contract, lower operational overtime, higher reductions for internal works capitalized), ii) Operational costs at company level (lower external support, training postponement to 2026, lower utilities costs for lower tariffs), iii) Depreciation for investment postponement (-2 M€ that will be reimbursed to users).

Main ANSP increases refer to CoC at company level, as the actual average cost of debt in 2025 was 3.59% as in financial statement (vs 3.10% determined).”

Recommendations formulated by the NSA to the ANSP (ENAV) to rectify the situation and actions taken by the ANSP

The NSA 2025 monitoring report indicates the following recommendations formulated by the NSA:

“NSA recommended the ANSP a more precise cost planning for: specific investments and internal works capitalized.

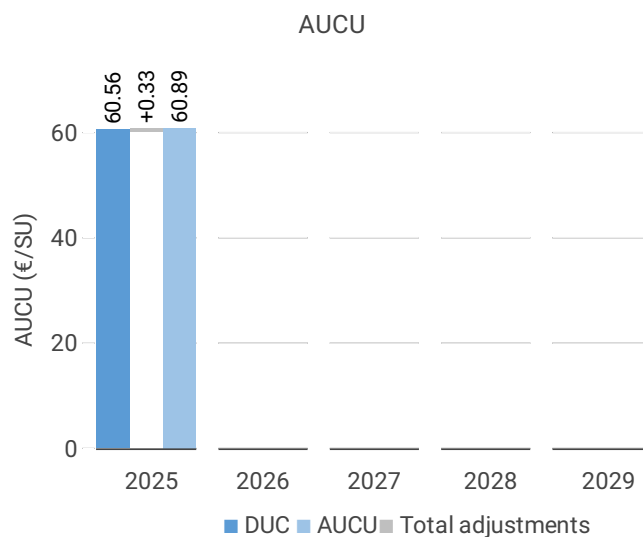
NSA recommends as well more transparency in cost planning (specifically for what concerns revenue deductions).”



ENAV reports the implementation of the following actions:

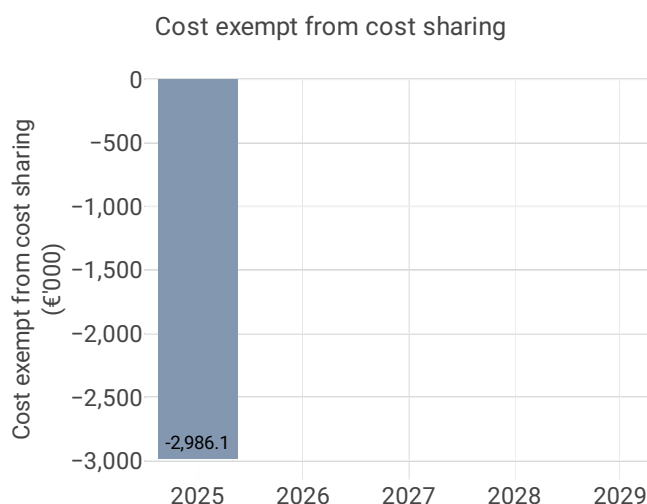
“ENAV provided more detailed information regarding investments compared to the previous years. This allowed NSA to provide additional information to reconcile data.”

5.2.2 Actual unit cost incurred by the users (AUCU) (PI#1)



AUCU components (€/SU) - 2025	
Components of the AUCU in 2025	€/SU
DUC	60.56
Inflation adjustment	-0.32
Cost exempt from cost sharing	-0.24
Traffic risk sharing adjustment	0.00
Traffic adjustment (costs not TRS)	0.02
Financial incentives	1.04
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-0.17
Application of lower unit rate	0.00
Total adjustments	0.33
AUCU	60.89
AUCU vs. DUC	+ 0.5%





Cost exempt from cost sharing – 2025

Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-2,097.9	-0.17
Competent authorities and qualified entities costs	-491.5	-0.04
Eurocontrol costs	-437.6	-0.04
Pension costs	0.0	0.00
Interest on loans	40.9	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-2,986.1	-0.24

Focus on AUCU

En route AUCU monitoring at charging zone level

The actual en route unit cost incurred by airspace users (AUCU) in respect of activities performed in 2025 (60.89 €) is +0.5% higher than the nominal DUC (60.56 €). The difference between these two figures (+0.33 €/SU) is due to:

- the negative inflation adjustment resulting from lower than planned inflation (-0.32 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-0.24 €/SU);
- the addition of the traffic adjustment (+0.02 €/SU) for the costs not subject to traffic risk sharing;
- the impact of financial incentives (+1.04 €/SU); and,
- the deduction of other revenues (-0.17 €/SU).

The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 9.3%.



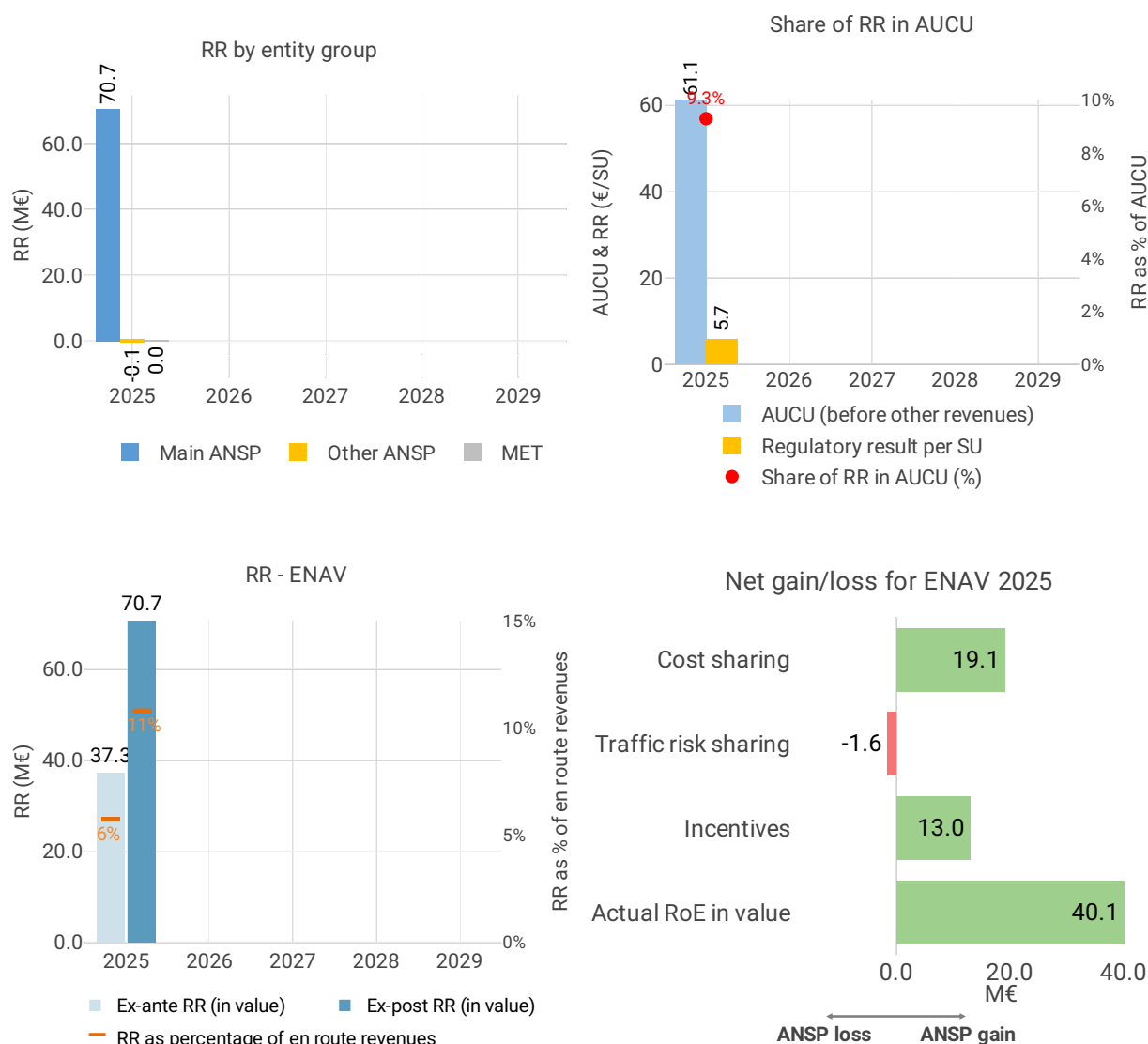
Initiatives implemented or planned that will improve this PI reported by the NSA

The NSA of Italy provides the following information regarding the initiatives:

“The Actual Unit cost incurred by users is + 0.5% compared to the DUC. The difference is minimal, also considered that it includes the financial incentive.

There are no applicable initiatives for the moment since operational changes described in section 2.4.1 question 4 will provide with operational benefits, but no CEF benefits are expected in RP4.”

5.2.3 Regulatory result (RR)



Focus on regulatory result

ENAV net gain/loss on activity in the Italy en route charging zone in 2025

ENAV reported a net gain of +30.5 M€, as a combination of a gain of +19.1 M€ arising from the cost sharing mechanism, with a loss of -1.6 M€ arising from the traffic risk sharing mechanism and a gain of +13.0 M€ relating to financial incentives.

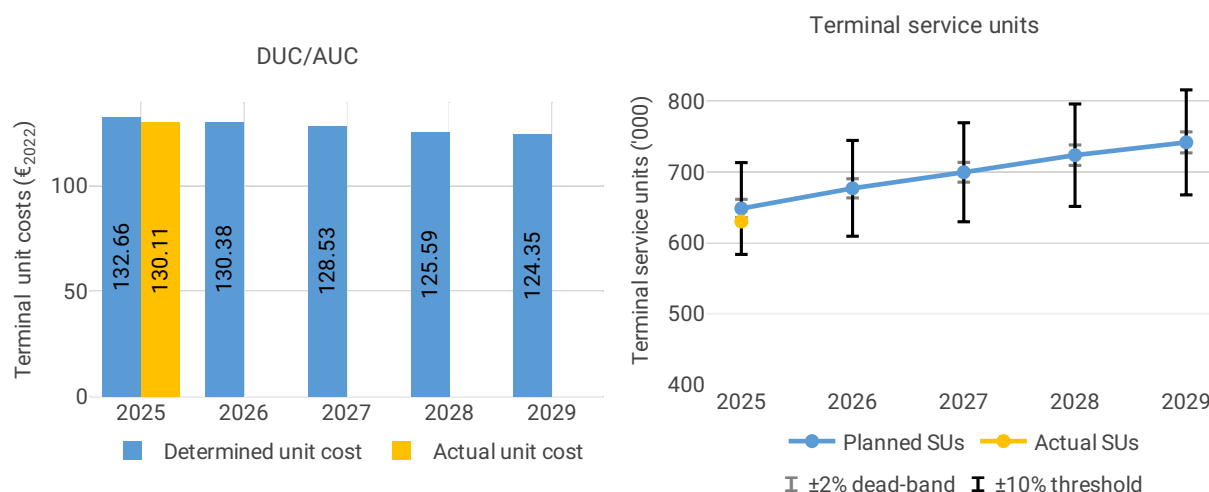


ENAV overall regulatory result (RR) for the en route activity

Ex-post, the overall RR, taking into account the net gain from the en route activity mentioned above (+30.5 M€) and the actual RoE (+40.1 M€), amounts to +70.7 M€ (10.8% of the en route revenues). The resulting ex-post rate of return on equity is 13.3%, which is higher than the 7.6% planned in the PP.

5.3 Terminal charging zone - Italy Zone 1

5.3.1 Unit cost (KPI#1)

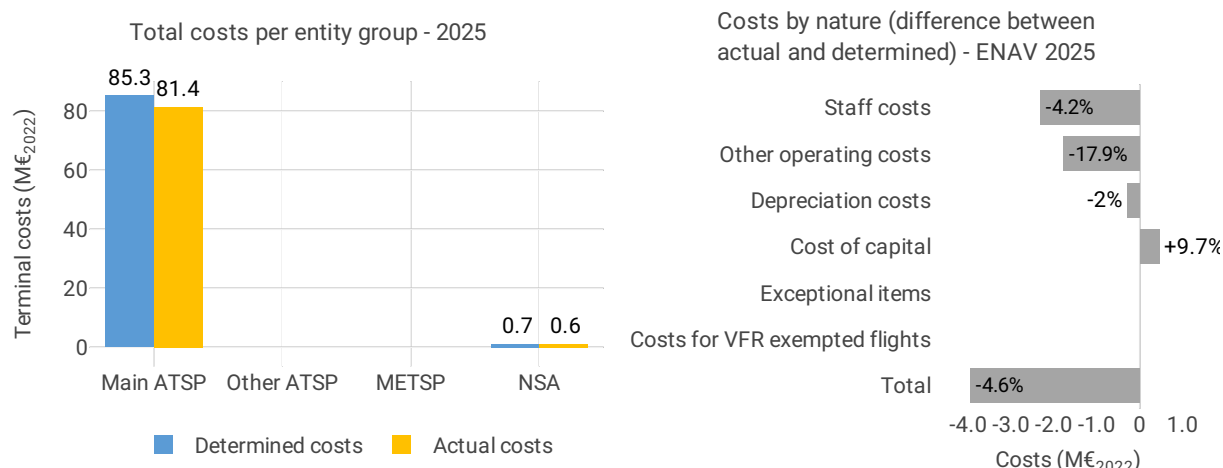


Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	92.2	96.1	99.3	101.9	105.0
Actual costs	87.3	NA	NA	NA	NA
Difference costs	-4.9	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.1%	2.0%	2.0%	2.0%	2.0%
Determined inflation index*	109.5	111.7	114	116.2	118.6
Actual inflation rate	1.6%	NA	NA	NA	NA
Actual inflation index*	108.8	NA	NA	NA	NA
Difference inflation index (p.p.)	-0.8	NA	NA	NA	NA

*100 = 2022





Focus on unit cost

AUC vs. DUC

In 2025, the terminal AUC was -1.9% (or -2.56 €2022) lower than the planned DUC. This results from the combination of lower than planned terminal costs in real terms (-4.7%, or -4.0 M€2022) and lower than planned TNSUs (-2.8%).

Terminal service units

The difference between actual and planned TNSUs (-2.8%) falls outside the $\pm 2\%$ dead-band, but does not exceed the $\pm 10\%$ threshold foreseen in the traffic risk sharing mechanism. The resulting loss of terminal revenues is therefore shared between the ANSP and the airspace users (see the main ANSP regulatory result).

Terminal costs by entity

Actual real terminal costs are -4.7% (-4.0 M€2022) lower than planned. This is the result of lower costs for the main ANSP, ENAV (-4.6%, or -4.0 M€2022) and the NSA (-11.9%, or -0.1 M€2022).

Terminal costs for the main ANSP (ENAV) at charging zone level

Based on the additional information to the terminal reporting tables, the lower than planned terminal costs in real terms for ENAV in 2025 (-4.6%, or -4.0 M€2022) result from:

- Lower than planned staff costs (-4.2%), mainly due to: lower than planned inflation recorded during the year; an agreement to postpone (predominantly) ATCO bonuses, as part of labour contract renewal; reductions in the fixed portion of staff costs due to different hiring dynamics; a lower cost for operational overtime; and higher rate of capitalisation of internal effort.
- Significantly lower than planned other operating costs (-17.9%), mainly due to: lower external support costs from cost-containment measures and greater use of internal expertise; reduced travel expenses following the postponement of some ATCO training sessions; lower utility and telecommunications costs driven by reduced electricity tariffs and partial deployment of the remote towers network; delayed data network infrastructure upgrades for security reasons; and lower infrastructure costs related to the Palermo offshore platforms and Pantelleria control tower.



- Slightly lower than planned depreciation (-2.0%).
- Significantly higher than planned cost of capital (+9.7%), mainly due to higher average cost of debt and higher total asset-base.

Assessment of the actual performance in the charging zone reported by the NSA

The NSA of Italy provides the following overall assessment of the actual performance in 2025 at charging zone level:

“TCZ 1 2025 Italy AUC has been € 130.11, -1.9% compared to the 2025 DUC of € 132.66.

Cost reductions have been detailed in the Additional Information to Reporting Tables uploaded on ETNA.”

Explanation of the differences between actual and determined costs at charging zone level reported by the NSA

The NSA provides the following explanation for the differences between actual and determined costs in the charging zone:

“Main ANSP reductions for Staff and Operational have been already indicated in Section 2.4.1A. ERT-CZ 1 as they are at Company level. For what concerns Depreciation the reduction in TCZ 1 is 300 K€ that will be reimbursed to users. For increases, refer to COC considerations provided in Section 2.4.1A. ERT-CZ 1 that is valid for all ENAV SpA.”

Recommendations formulated by the NSA to the ANSP (ENAV) to rectify the situation and actions taken by the ANSP

The NSA 2025 monitoring report indicates the following recommendations formulated by the NSA:

“NSA recommended the ANSP a more precise cost planning for: specific investments and internal works capitalized.

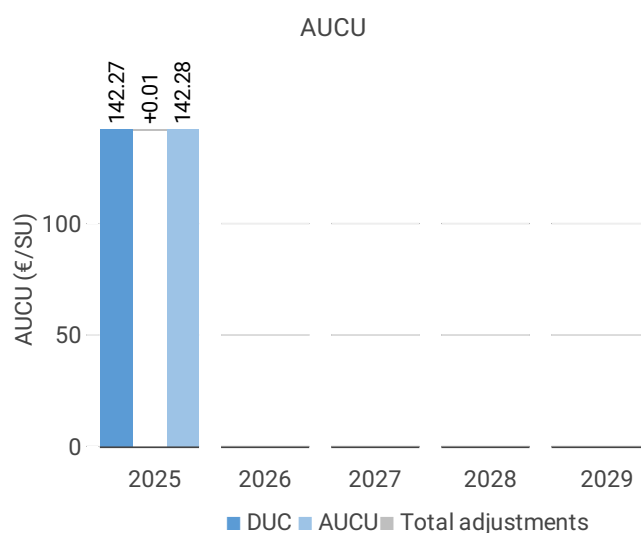
NSA recommends as well more transparency in cost planning (specifically for what concerns revenue deductions).”

ENAV reports the implementation of the following actions:

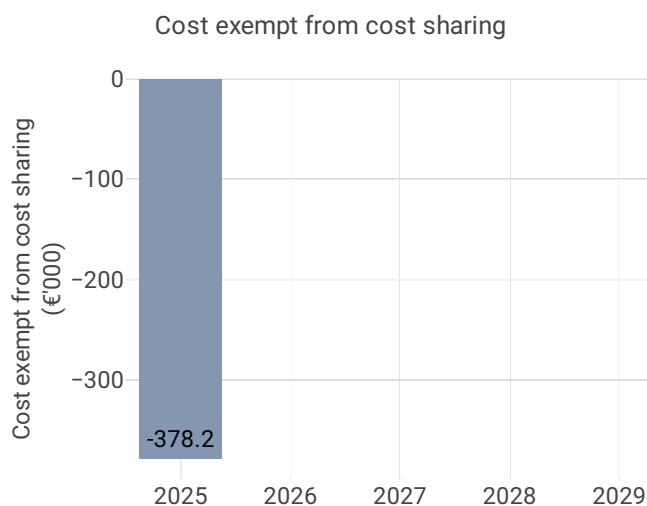
“ENAV provided more detailed information regarding investments compared to the previous years. This allowed NSA to provide additional information to reconcile data.”



5.3.2 Actual unit cost incurred by the users (AUCU) (PI#1)



AUCU components (€/SU) – 2025	
Components of the AUCU in 2025	€/SU
DUC	142.27
Inflation adjustment	-0.79
Cost exempt from cost sharing	-0.60
Traffic risk sharing adjustment	0.78
Traffic adjustment (costs not TRS)	0.33
Financial incentives	0.29
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	0.00
Application of lower unit rate	0.00
Total adjustments	0.01
AUCU	142.28
AUCU vs. DUC	+ 0.0%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-303.4	-0.48
Competent authorities and qualified entities costs	-79.5	-0.13
Eurocontrol costs	0.0	0.00
Pension costs	0.0	0.00
Interest on loans	4.6	0.01
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-378.2	-0.60

Focus on AUCU

Terminal AUCU monitoring at charging zone level

The actual terminal unit cost incurred by airspace users (AUCU) in respect of activities performed in 2025 (142.28 €) is almost in line with the nominal DUC (142.27 €). This is due to a combination of:

- the negative inflation adjustment resulting from lower than planned inflation (-0.79 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-0.60 €/SU);
- the addition of the traffic risk sharing adjustments (+0.78 €/SU);
- the addition of the traffic adjustment (+0.33 €/SU) for the costs not subject to traffic risk sharing; and,
- the impact of financial incentives (+0.29 €/SU).

The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 7.6%.

Initiatives implemented or planned that will improve this PI reported by the NSA

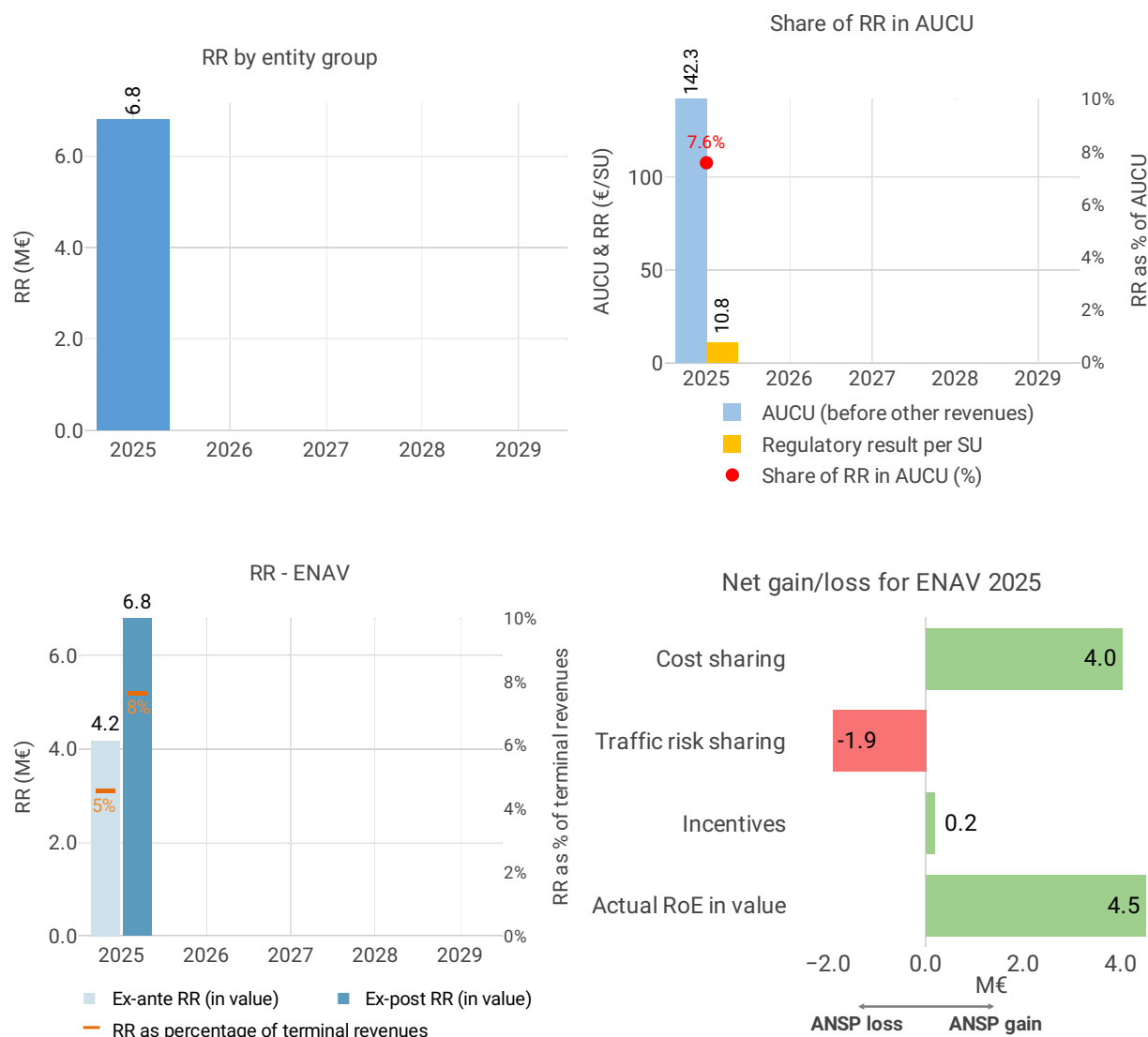
The NSA of Italy provides the following information regarding the initiatives:

“The Actual Unit cost incurred by users is in line to the DUC planned.

There are no applicable initiatives for the moment since operational changes described in section 2.4.1 question 4 will provide with operational benefits, but no CEF benefits are expected in RP4.”



5.3.3 Regulatory result (RR)



Focus on regulatory result

ENAV net gain/loss on activity in the Italy Zone 1 terminal charging zone in 2025

ENAV reported a net gain of +2.3 M€, as a combination of a gain of +4.0 M€ arising from the cost sharing mechanism, with a loss of -1.9 M€ arising from the traffic risk sharing mechanism and a gain of +0.2 M€ relating to financial incentives.

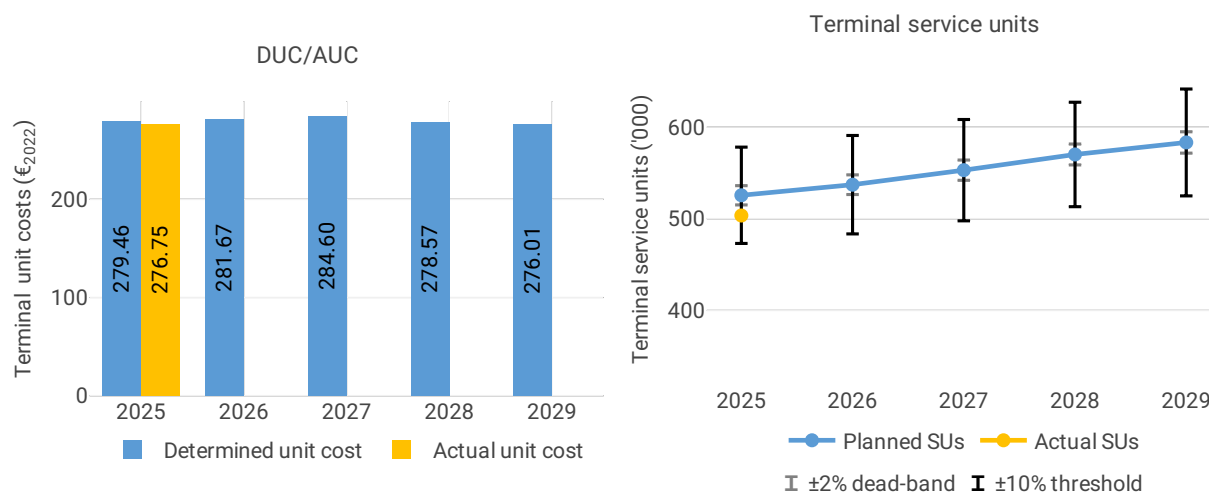
ENAV overall regulatory result (RR) for the terminal activity

Ex-post, the overall RR, taking into account the net gain from the terminal activity mentioned above (+2.3 M€) and the actual RoE (+4.5 M€), amounts to +6.8 M€ (7.6% of the terminal revenues). The resulting ex-post rate of return on equity is 11.4%, which is higher than the 7.6% planned in the PP.



5.4 Terminal charging zone - Italy Zone 2

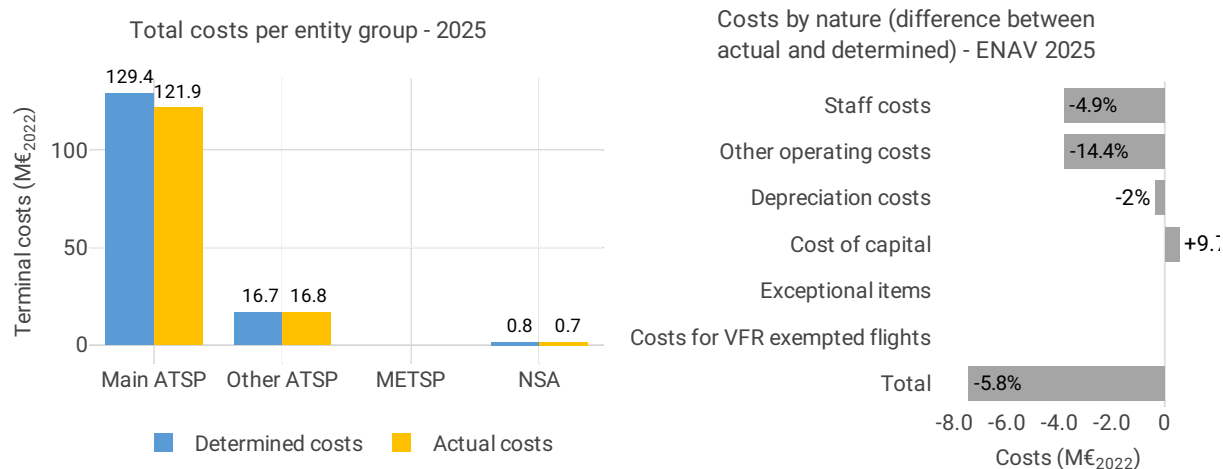
5.4.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	158.1	165.6	174.9	179.4	184.7
Actual costs	149.1	NA	NA	NA	NA
Difference costs	-9.1	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.1%	2.0%	2.0%	2.0%	2.0%
Determined inflation index*	109.5	111.7	114	116.2	118.6
Actual inflation rate	1.6%	NA	NA	NA	NA
Actual inflation index*	108.8	NA	NA	NA	NA
Difference inflation index (p.p.)	-0.8	NA	NA	NA	NA

*100 = 2022



Focus on unit cost



AUC vs. DUC

In 2025, the terminal AUC was -1.0% (or -2.70 €2022) lower than the planned DUC. This results from the combination of significantly lower than planned terminal costs in real terms (-5.1%, or -7.5 M€2022) and lower than planned TNSUs (-4.2%).

Terminal service units

The difference between actual and planned TNSUs (-4.2%) falls outside the $\pm 2\%$ dead-band, but does not exceed the $\pm 10\%$ threshold foreseen in the traffic risk sharing mechanism. The resulting loss of terminal revenues is therefore shared between the ANSP and the airspace users (see the main ANSP regulatory result).

Terminal costs by entity

Actual real terminal costs are -5.1% (-7.5 M€2022) lower than planned. This is the result of lower costs for the main ANSP, ENAV (-5.8%, or -7.5 M€2022) and the NSA (-11.9%, or -0.1 M€2022) and higher costs for the other ANSP (ITAF, +0.3%).

Terminal costs for the main ANSP (ENAV) at charging zone level

Based on the additional information to the terminal reporting tables, the significantly lower than planned terminal costs in real terms for ENAV in 2025 (-5.8%, or -7.5 M€2022) result from:

- Lower than planned staff costs (-4.9%), mainly due to: lower than planned inflation recorded during the year; an agreement to postpone predominantly ATCO bonuses, as part of labour contract renewal; reductions in the fixed portion of staff costs due to different hiring dynamics; a lower cost for operational overtime; and higher rate of capitalisation of internal effort.
- Significantly lower than planned other operating costs (-14.4%), mainly due to: lower external support costs from cost-containment measures and greater use of internal expertise; reduced travel expenses following the postponement of some ATCO training sessions; lower utility and telecommunications costs driven by reduced electricity tariffs and partial deployment of the remote towers network; delayed data network infrastructure upgrades for security reasons; and lower infrastructure costs related to the Palermo offshore platforms and Pantelleria control tower.
- Slightly lower than planned depreciation (-2.0%).
- Significantly higher than planned cost of capital (+9.7%), mainly due to higher average cost of debt and higher total asset base.

Assessment of the actual performance in the charging zone reported by the NSA

The NSA of Italy provides the following overall assessment of the actual performance in 2025 at charging zone level:

“TCZ 2 2025 Italy AUC has been € 276.75, -1.0% compared to the 2025 DUC of € 279.46.

Cost reductions have been detailed in the Additional Information to Reporting Tables uploaded on ETNA.”



Explanation of the differences between actual and determined costs at charging zone level reported by the NSA

The NSA provides the following explanation for the differences between actual and determined costs in the charging zone:

“Main ANSP reductions for Staff and Operational have been already indicated in Section 2.4.1A. ERT-CZ 1 as they are at Company level. For what concerns Depreciation the reduction in TCZ 1 is 368 K€ that will be reimbursed to users. For increases, refer to COC considerations provided in Section 2.4.1A. ERT-CZ 1 that is valid for all ENAV SpA.”

Recommendations formulated by the NSA to the ANSP (ENAV) to rectify the situation and actions taken by the ANSP

The NSA 2025 monitoring report indicates the following recommendations formulated by the NSA:

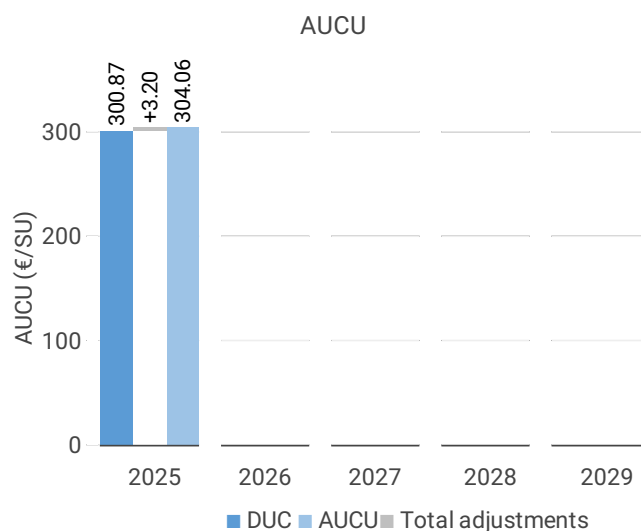
“NSA recommended the ANSP a more precise cost planning for: specific investments and internal works capitalized.

NSA recommends as well more transparency in cost planning (specifically for what concerns revenue deductions).”

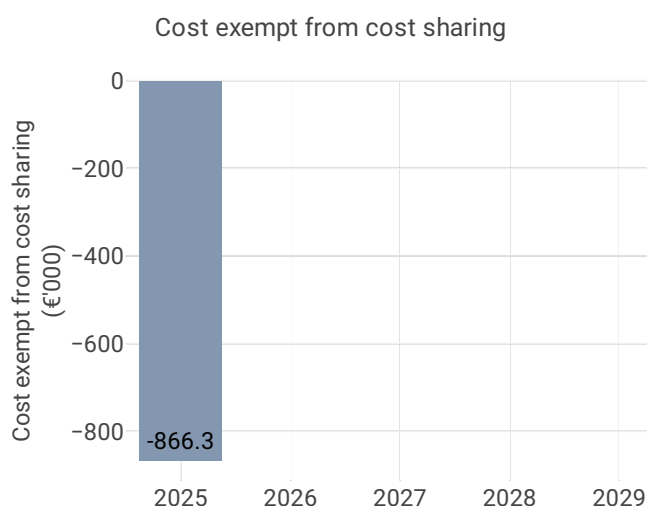
ENAV reports the implementation of the following actions:

“Refer to comment already indicated in En route CZ section.”

5.4.2 Actual unit cost incurred by the users (AUCU) (PI#1)



AUCU components (€/SU) – 2025	
Components of the AUCU in 2025	€/SU
DUC	300.87
Inflation adjustment	-1.78
Cost exempt from cost sharing	-1.72
Traffic risk sharing adjustment	4.08
Traffic adjustment (costs not TRS)	2.07
Financial incentives	0.55
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	0.00
Application of lower unit rate	0.00
Total adjustments	3.20
AUCU	304.06
AUCU vs. DUC	+ 1.1%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-778.7	-1.55
Competent authorities and qualified entities costs	-93.2	-0.19
Eurocontrol costs	0.0	0.00
Pension costs	0.0	0.00
Interest on loans	5.6	0.01
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-866.3	-1.72

Focus on AUCU

Terminal AUCU monitoring at charging zone level

The actual terminal unit cost incurred by airspace users (AUCU) in respect of activities performed in 2025 (304.06 €) is +1.1% higher than the nominal DUC (300.87 €). The difference between these two figures (+3.20 €/SU) is due to:



- the negative inflation adjustment resulting from lower than planned inflation (-1.78 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-1.72 €/SU);
- the addition of the traffic risk sharing adjustments (+4.08 €/SU);
- the addition of the traffic adjustment (+2.07 €/SU) for the costs not subject to traffic risk sharing; and,
- the impact of financial incentives (+0.55 €/SU).

The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 6.2%.

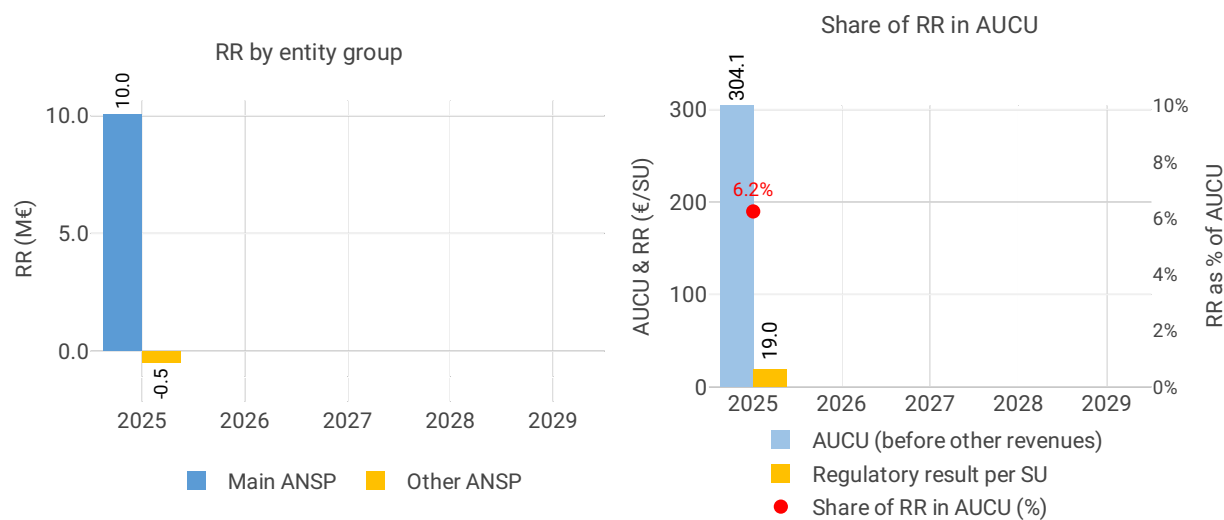
Initiatives implemented or planned that will improve this PI reported by the NSA

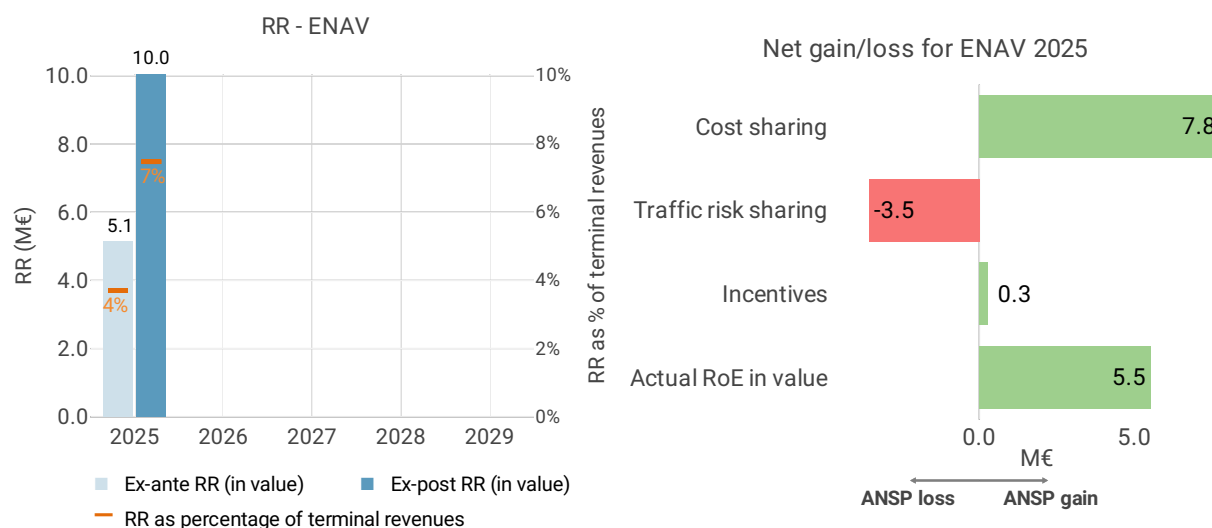
The NSA of Italy provides the following information regarding the initiatives:

“The Actual Unit cost incurred by users is +1.1% compared to the DUC. The difference is influenced by the value of the financial incentive.

There are no applicable initiatives for the moment since operational changes described in section 2.4.1 question 4 will provide with operational benefits, but no CEF benefits are expected in RP4.”

5.4.3 Regulatory result (RR)





Focus on regulatory result

ENAV net gain/loss on activity in the Italy Zone 2 terminal charging zone in 2025

ENAV reported a net gain of +4.5 M€, as a combination of a gain of +7.8 M€ arising from the cost sharing mechanism, with a loss of -3.5 M€ arising from the traffic risk sharing mechanism and a gain of +0.3 M€ relating to financial incentives.

ENAV overall regulatory result (RR) for the terminal activity

Ex-post, the overall RR, taking into account the net gain from the terminal activity mentioned above (+4.5 M€) and the actual RoE (+5.5 M€), amounts to +10.0 M€ (7.4% of the terminal revenues). The resulting ex-post rate of return on equity is 13.7%, which is higher than the 7.6% planned in the PP.

