

Italian Consultation

Terminal charging zone

Article 21 of Regulation 2019/317

1. Scope of the Consultation:

According to art. 1(4) of the Regulation (UE) 2019/317, for the next Reference Period from 1 January 2025 to 31 December 2029 (RP4), Italy intends to apply the provisions of the Regulation also to terminal air navigation services provided at airports located within national territory with less than 80,000 IFR movements per year.

2. Present situation and traffic in Italian airports:

In Italy there are three Terminal Charging Zones (TCZ) as specified below:

- Terminal Charging Zone 1 (TCZ 1) that includes only 1 Airport (Rome Fiumicino LIRF)
- Terminal Charging Zone 2 (TCZ 2) that includes 4 Airports (Milan Linate LIML, Milan Malpensa LIMC, Bergamo LIME and Venice Tessera LIPZ)
- Terminal Charging Zone 3 (TCZ 3) that includes 43 Airports listed in the Table 1 below (In 40 Airports Air Navigation Services are provided by ENAV and in the remaining 3 by the Italian Air Force)

TCZ 1 and TCZ 2 shall follow the Performance and Charging Scheme laid down in Regulation (EU) n. 317/2019 and in Regulation (EU) n. 1627/2020 that enforced exceptional measures for the period 2020-2021 due to the COVID-19 pandemic.

Terminal Charging Zone TCZ 3 is currently subject to national regulation, with charges set annually according to principles defined by national law and to a planning agreement signed by the Ministry of Transport, the Ministry of Economy, the Ministry of Defence and ENAV.

The current three charging zones were developed in consideration of the IFR average movements, in compliance with the previous regulatory framework - Regulation (EU) n.550/2004.

The Table1 below shows the traffic recorded in the 43 Italian airports included in TCZ 3, in terms of movements for the years 2021, 2022 e 2023 and yearly average data (as indicated in Art. 2(10) of the Regulation (EU) n.317/2019).

Commercial traffic - Scheduled and no scheduled		2021	2022	2023	Yearly average
1	Napoli Capodichino (LIRN)	46.802	85.661	88.319	73.594
2	Bologna Borgo Panigale (LIPE)	41.104	69.255	77.184	62.514
3	Catania Fontanarossa (LICC)	47.703	69.401	69.260	62.121
4	Palermo Punta Raisi (LICJ)	39.042	53.890	57.863	50.265
5	Bari Palese Macchie (LIBD)	28.736	47.630	45.750	40.705
6	Pisa S. Giusto (LIRP) ⁽¹⁾	22.589	36.718	38.906	32.738
7	Roma Ciampino (LIRA)	28.251	32.970	33.819	31.680
8	Olbia (LIEO)	27.073	34.581	33.327	31.660
9	Cagliari Elmas (LIEE)	25.611	34.582	34.755	31.649
10	Torino Caselle (LIMF)	19.016	34.558	34.829	29.468
11	Firenze Peretola (LIRQ)	14.122	28.502	35.017	25.880
12	Verona Villafranca (LIPX)	13.997	23.432	26.040	21.156
13	Brindisi Casale (LIBR)	14.874	23.833	22.881	20.529
14	Lamezia Terme (LICA)	12.641	20.219	20.556	17.805
15	Treviso S. Angelo (LIPH)	10.210	18.503	19.739	16.151
16	Genova Sestri (LIMJ)	9.035	12.689	12.317	11.347
17	Alghero Fertilia (LIEA)	8.078	11.897	11.020	10.332
18	Trapani Birgi (LICT) ⁽¹⁾	5.600	8.080	10.095	7.925
19	Pescara (LIPB)	5.958	7.749	7.166	6.958
20	Brescia Montichiari (LIPO)	6.885	6.894	5.842	6.540
21	Trieste Ronchi dei Legionari (LIPQ)	4.266	6.807	8.476	6.516
22	Lampedusa (LICD)	4.636	4.836	4.244	4.572
23	Perugia (LIRZ)	2.955	4.837	5.526	4.439
24	Ancona Falconara (LIPY)	3.199	4.677	5.377	4.418
25	Pantelleria (LICG)	3.510	3.878	3.882	3.757
26	Reggio Calabria (LICR)	1.659	3.877	3.482	3.006
27	Comiso (LIEE)	2.128	2.756	2.900	2.595
28	Bolzano (LIPB)	1.181	2.711	3.401	2.431
29	Cuneo Levaldigi (LIMZ)	1.374	2.889	2.439	2.234
30	Rimini Miramare (LIPR)	1.388	2.155	2.464	2.002
31	Parma (LIMP)	2.079	1.797	1.811	1.896
32	Grosseto (LIRS) ⁽¹⁾	1.311	1.610	1.414	1.445
33	Forli (LIPK)	973	1.185	2.025	1.394
34	Crotone S. Anna (LIBC)	710	1.114	1.621	1.148
35	Albenga (LIMG)	1.330	623	330	761
36	Foggia (LIBF)	32	426	1.607	688
37	Roma Urbe (LIRU)				<600
38	Venezia Lido (LIPV)				<600
39	Torino Aeritalia (LIMA)				<400
41	Salerno Pontecagnano (LIRI)	984	-	16	333
40	Taranto Grottaglie (LIBG)	336	346	305	329
42	Padova (LIPU)				<200
43	Rieti (LIQN)				<100

⁽¹⁾ At this airport, terminal air navigation services are provided by (ITAF)

Table 1

3. Current level of charges

It should be noted that currently 2024 charges applied to the above mentioned charging zones are the following:

- TCZ1: € 193,05
- TCZ2: € 216,28
- TCZ3: € 332,27

The unit rate of TCZ 3 (€ 332,27) is applied to about 90% of national airports open to commercial traffic (i.e. 43 airports out of a total of 48) and it is the highest compared to the unit rate applied in TCZ 2 (€ 216,28) and to the unit rate of TCZ 1 (€ 193,05).

The following table (Table 2) shows costs and traffic used for the calculation of the 2024 charges for each charging zone.

It must be noted that costs and traffic underlying the calculation of the unit rate applied for 2024 for TCZ 1 and TCZ 2 are those reported in the RP3 Performance Plan and assessed by the European Commission in compliance with the Union-wide performance targets for the third reference period (Decision (EU) 2022/773).

Cost and traffic data used to calculate the unit rate applied to airports in TCZ 3 for year 2024 are those resulting after the assessment process carried out by ENAC according to the national legislation.

Total Costs by entity	2024 applied charges		
	TCZ1	TCZ2	TCZ3
<i>Staff</i>	17.221	35.987	75.988
<i>Operating costs</i>	6.361	13.182	35.160
<i>Depreciation</i>	6.090	11.313	19.277
<i>Cost of capital</i>	4.375	5.025	3.000
ENAV	34.047	65.507	133.425
ENAC	224	348	671
ITAF			17.656
TOTAL COSTS	34.271	65.855	151.753
Balance ENAV	10.032	7.628	6.971
Balance ENAC	98	51	83
Balance ITAF			3.183
Total Balance	10.130	7.679	10.238
Total chargeable costs	44.401	73.534	161.991
Service Units	230,000	340,000	487,529
2024 applied charges	193,05	216,28	332,27

Table 2

4. Italian proposal of new terminal charging zones:

According to art. 21(1) of the Regulation (EU) 2019/317, Italy would establish a single terminal charging zone for all 48 airports, including Rome Fiumicino Airport - LIRF, currently in TCZ 1, Milan Linate - LIML, Milan Malpensa - LIMC, Bergamo - LIME and Venice Tesserà – LIPZ currently in TCZ 2 and the airports listed in Table 1, below the threshold of 80,000 IFR movements per year and currently in TCZ 3.

Both as a result of the new thresholds of the Implementing Regulation 317/2019 and following the substantial post-pandemic recovery of national air traffic, recording a higher impact for Airports in TCZ 3, it was deemed appropriate to revise the current system of the national terminal charging zones, in order to support the traffic growth currently underway, through the unit rate.

The simulation below figures out the calculation of the unit rate referred to the new charging zone, having as a starting point the total cost and traffic data referred to the three Terminal Charging Zones currently applied.

Therefore, the 2024 unit rate would be the result of the total costs of the different charging zones divided by the total service units, as follows:

Total Costs by entity	Single unit rate
<i>Staff</i>	129.196
<i>Operating costs</i>	54.703
<i>Depreciation</i>	36.680
<i>Cost of capital</i>	12.400
ENAV	232.980
ENAC	1.244
ITAF	17.656
TOTAL COSTS	251.879
Balance ENAV	24.631
Balance ENAC	232
Balance ITAF	3.183
Total Balance	28.047
Total chargeable costs	279.926
Service Units	1.058
2024 simulated single unit rate	264,70

Table 3

As result of the above 2024 simulation the single unit rate would be equal to **€ 264,70**.

In case of adoption of the proposed approach, airlines operating in 90% of national airports would have air navigation services cost savings for approximately 15%.

The applicability of the single terminal unit rate would enter fully into force from 2025, as the current system of three charging zones will apply until 31 December 2024.

Therefore, the level of the 2025 single unit rate would be definitely set in consideration of cost and traffic planned in the new Performance Plan RP4 2025-2029.

In consideration of such timing, the consultation for the single terminal unit rate for 2025 will be held in the scope of the official consultation on the new RP4 Performance Plan.

5. Conclusion:

The described proposal intends to speed - up competitiveness of the whole Italian Airport system by including in the Performance and Charging Scheme also airports below the threshold.

Furthermore, this solution would improve the attractiveness of the Italian airport network, in order to support the future traffic increase and to help the national system to overcome capacity constraints.

6. Feedback:

Airspace users may provide their comments on the Italian proposal regarding the redefinition of terminal charging zones, by email to the following address: stakeholder.consultation.rp4italy@enac.gov.it no later than 8th July 2024 COB.

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to the Italian law D.L.gs 82/2005)

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