

SAGAT S.p.A.

Annual Information Document

Introduction

In the month of September 2019, the company SAGAT S.p.A., holder of the concession for the management of the Turin Airport (hereinafter, “the Company”), launched its User Consultation Procedure concerning the proposed revision of airport fees for the period 2020-2023, in accordance with the Airport Fee Regulation Guideline for airports with traffic of between 3 million and 5 million passengers per year (hereinafter, “Guideline 2”), as approved by the Transport Authority (hereinafter, “the ART”) under Resolution No. 92/2017.

In compliance with the provisions of paragraph 5.2.1 of Guideline 2, the Company prepared the present “Annual Information Document”, in order to provide Users of the Airport with the appropriate updates of the elements that contribute to the definition of the airport fees.

To this end, the Company published the Annual Information Document on its website on 29 September 2023, sent to the ART., complete with the information called for under paragraph 5.2.1, point 2, of Guideline 2, and specifically:

- a. progress status of the investments included in the Four-Year Plan and in the related timeline;
- b. variations (decrease or increase) of the operating/administrative costs that are taken into account in the calculation of airport charges and fees;
- c. Updating/confirmation of the annual k and v fee parameters compared to the estimates for the bridge year of the regulatory period;
- d. level of quality and environmental PIs obtained in the previous year (2022), compared with the target levels set in the "Quality and Environmental Protection Plan" for the same year;
- e. preliminary balance 2023 for WLUs and Service Units;
- f. calculation of fees for the subsequent year (2024);
- g. updates, if any, to the investments agenda for the remaining years of the regulatory term;
- h. urgent interventions, if any, not included in the Four-Year Plan and to be implemented in the remaining years of the regulatory period;
- i. date of convocation of the public hearing.

The present Document also includes a specific section (paragraph j) on the Service Level Agreement reached with the Users during the Consultation Period.

The necessary documents for monitoring the status of the management company's compliance with its obligations under the Four-Year Investment Plan and the Quality and Environmental Protection Plan impacting parameters K, V and ϵ were sent to the ENAC for validation.

After the public hearing, the Company will submit the minutes of the hearing and the results of ENAC's validation of parameters K, V and ϵ to the Authority, providing evidence of any corrections applied to the fees.

a. Progress status of the investments included in the Four-Year Plan and related timeline

In compliance with paragraph 5.2.1, letter 2 a) of Guideline 2, the following table provides a summary of the progress status of the investments included in the Four-Year Plan for the years 2022-2023, which were funded by the Company with its own resources.

PQ Code		FORECAST [€1000's]			MONITORING [€ 1000's]			Delta 2022-2023
		Year 2022	Year 2023	Total 2022-2023	Year 2022*	Year 2023**	Total 2022-2023	
1	FLIGHT INFRASTRUCTURE INITIATIVES	1,020	0	1,020	1,036	0	1,036	16
2	TERMINAL WORK	3,670	2,200	5,870	338	395	733	-5,137
3	OTHER BUILDINGS	0	0	0	0	0	0	0
4	NETWORKS AND SYSTEMS	2,000	850	2,850	559	1,546	2,105	-745
5	SYSTEMS OF ACCESS, INTERNAL ROADWAYS, PARKING	0	0	0	0	0	0	0
6	SECURITY	0	0	0	13	0	13	13
7	EXTRAORDINARY MAINTENANCE PLAN	3,230	4,720	7,950	997	4,180	5,177	-2,773
8	OTHER WORK	300	300	600	261	100	361	-239
9	QUALITY PLAN	5	5	10	0	0	0	-10
10	ENVIRONMENTAL PROTECTION PLAN	0	0	0	0	0	0	0
11	CARGO (ENAC PROJECT)	0	0	0	0	0	0	0
12	SUPPLIES	1,675	1,880	3,555	2,962	1,546	4,508	953
	Total	11,900	9,955	21,855	6,166	7,767	13,933	-7,922

(*) Actual

(**) Actual gen-ago; monitoring set-dic

As shown on the table, the Company estimates that it will invest, in the period 2022-2023, a total of approximately 13.9 million euros, amounting to approximately 7.9 million euros less than what was planned under the Four-Year Plan illustrated during the Consultation Period, due primarily to the inevitable postponements and revisions of projects as a result of the Covid-19 pandemic that broke out in the second year of the Plan (2020).

The most meaningful variations in the different areas of investment regard:

2 –TERMINAL INTERVENTIONS: lower investments of approximately EUR 5.1 million following the investment restructuring, which led to the postponement of plans to renovate the floors, false ceilings and walkways in the terminal, the postponement of planned interventions regarding the renovation of the service and shopping areas, works concerning the development of the mezzanine area for new gates and associated works, the redevelopment of the south departure hall, and the deferral in time of the restructuring and review plan of passenger terminal flows at level 10.93, together with the movement and repositioning of the x-ray controls;

4 – NETWORKS AND SYSTEMS: lower investments of approximately EUR 0.7 million following the restructuring of investments in the green airport field, according to new planning and investment priorities, favouring the installation of photovoltaic systems on the roofs of the various buildings, preliminarily completed in 2023. In view of the current, uncertain, international situation regarding methane gas prices, other energy efficiency projects also based upon the use of this energy vector are being revised with a view to adapting the planned investments more suitably to the commodity market scenarios;

7 – EXTRAORDINARY MAINTENANCE PLAN: lower investments of approximately € 2.7 million, mainly due to the postponement to later years of investments in building and plant renovations and works on buildings and infrastructures of the airport grounds and annexed areas, including the redevelopment of the top floor of the airport's multistorey car park and other infrastructurally distributed interventions;

8 – OTHER WORKS: lower investments of € 239 thousand as a consequence of the postponement of professional services to support the above-mentioned infrastructural works and the airport development plans;

12 – SUPPLIES: Higher investments amounting to EUR 953,000, as a result of making some deferred purchases during the pandemic crisis. The investments mainly relate to the modernisation of the airport equipment and vehicles with a view to environmental sustainability, along with interventions to improve quality and efficiency standards in the security sector supplementary supplies in service of the boarding bridges and renewal of the generators and boilers in the airport technological plants.

b. Variations (decrease or increase) of the operating/administrative costs that are taken into account in the calculation of airport charges and fees

In compliance with paragraph 5.2.1, point 2 b), of Guideline 2, the table below shows a comparison of the operating/administrative costs set for 2022 during the Consultation Period, and which were relevant to the calculation of airport fees, versus the results of the Separate Certified Accounting for 2022 of the same costs, with regard only to regulated activities.

Type of costs [€ 1000's]	Guideline costs	Certified 2022 figures	Delta	
Operating costs (opex) of which	16,534	15,435	-1,099.1	
<i>Consumables</i>	1,188	1,101	-87.4	
<i>Maintenance</i>	2,283	2,204	-79.2	
<i>Cleaning</i>	750	720	-29.1	
<i>Utilities</i>	2,602	3,784	1,181.6	
<i>Third-parts services</i>	6,786	4,634	-2,151.9	
<i>General expenses</i>	2,428	2,422	-5.4	
<i>Leasehold costs</i>	498	570	72.4	
Personnel costs	11,878	12,641	763.2	
Concession fee expenses(*)	2,964	2,905	-59.0	
Total operating costs	31,375	30,981	-394.8	-1.26%

(*) Includes: concession fee, security fee, etc.

The data resulting from the 2022 certified regulatory accounting shown above refer only to the operating costs included in the x parameter, as per Article 8.4.2 of Model 2, and are significantly lower than those provided for in the Model following the Covid-19 pandemic and the consequent reduction in traffic and related costs for modification, reduction and/or suspension of some activities and resulting readjustment, downwards, of the monthly fees.

c. Updating/confirmation of the annual k and v fee parameters compared to the estimates for the bridge year of the regulatory period

In compliance with paragraph 5.2.1, point 2 c), of Guideline 2, the table summarising the updates of parameter k for investments is shown below, followed by the table on updates of parameter v.

As indicated in paragraph a), the Company recorded a lower figure for investments in the two-year period 2022-2023 than what was foreseen in the Four-Year Plan, resulting in a discrepancy of -2.170 thousands euro in parameter “K”. The following table details the differences:

Costs admitted under K parameter ['000 €]	FORECAST [€1000's]		MONITORING [€1000's]		Delta [€1000's]	
	2023	2024	2023	2024	2023	2024
Variations in remuneration of fixed assets 2022*	676	N/A	488	N/A	-188	N/A
Variations in amortisation 2022*	1,318	N/A	752	N/A	-566	N/A
Total variations 2022 (K 2023)	1,994	N/A	1,240	N/A	-754	N/A
Variations in remuneration of fixed assets 2023**	965	N/A	409	N/A	-557	N/A
Variations in amortisation 2023**	1,538	N/A	678	N/A	-860	N/A
Total variations 2023 (K 2024)	2,503	N/A	1,086	N/A	-1,417	N/A
Totale discontinuità da K	4,497	N/A	2,327	N/A	-2,170	N/A

(*) Actual

(**) Actual gen-ago; monitoring set-dic

With regard to Parameter “V”, the following table shows the incremental expenses for the years 2023, tied to the enactment of new standards and/or regulatory measures.

Costs admitted under Parameter V	FORECAST	MONITORING	Delta
	Year 2023	Year 2023	
EASA - Aerodrome Operations Engineering	45	40	-5
Cyber security	45	47	2
Security management system	45	67	22
E-Gate facilitator	65	97	32
NEW EES facilitator (Entry/Exit System)	0	0	0
Operating costs due to Covid-19 emergency	0	18	18
Total Parameter V	200	269	69

EASA - Aerodrome Operations Engineering and Security management system: the deviations from the initial forecasts relate to the actual work performance carried out during the year 2023.

E-gate facilitator: in 2023 the increase in the provisional amount is due to the higher number of destinations for which that service is required.

NEW Facilitator for Entry/Exit System (EES): the new facilitator service, in support of the Border Police, for the electronic registration of entries and exits of third country citizens in the Schengen area through a new computerised border management system that should have started from 23/05/2023, in accordance with Reg. EU 2017/2226, has been postponed to the end of 2024.

Cyber security: The cyber security activity continues in 2023 with the aim of conforming and maintaining over time the services, procedures and infrastructures in full respect of the requirements laid down in Commission Implementing Regulation (EU) 2019/1583, amending Implementation Regulation (EU) 2015/1998, which entered into force on 31/12/2021. A process was commenced with a view to achieving full conformity to the future legislation based upon what is stated in Directive (EU) 2022/2555 of 14 December 2022 (“NIS-2), which requires Member States to transpose the guidelines contained therein by 17/10/2024. Following the performance of a series of targeted security and risk assessments by qualified third-party cyber security operators, and the assessment activity conducted during 2022, later followed by the development of the Risk Analysis and the preparation of the Remedial Plan, Sagat is now proceeding with the approval of the “Cyber Security and Data Protection Procedures Manual”. At the same time, Sagat has continued to update the ICT infrastructures in order to increase their security and reliability level, signing at the same time specific agreements with technological partners with a view to achieving timely responses to any onset of both hardware and software vulnerabilities. With regard to the LAN network, the replacement of the apparatus is continuing. A cyber security solution is also being introduced specifically to provide adequate protection of the servers nearing obsolescence, which are scheduled to be replaced in 2025.

COVID emergency costs: in order to ensure the health safety of passengers and staff employed at the airport, as of the date of this document's publication, SAGAT estimates that it will incur costs in the year

2023 for an amount of € 18 thousand, mainly related to regulated activities, essentially attributable to the the cost of staff employed for sanitation activities and costs scheduled for PPE, CPE, hand sanitisers.

The following table presents the main categories of costs, plus the related quantities.

COSTS CONNECTED TO COVID EMERGENCY (OPEX)			
Costs admitted under Parameter V	FORECAST	MONITORING	Delta
	Year 2023	Year 2023	
Services	0	9	9
Materials	0	9	9
Total divergence from V	0	18	18

- d. Level of quality and environmental PIs obtained in the previous year (2022), compared with the target levels set in the "Quality and Environmental Protection Plan" for the same year

Below are showed the comparison tables between the final level of the quality and environment indicators in the year 2022 and the target values in the Quality and Environmental Protection Plan for the same year.

Quality indicators				Peso	Anno 2022	
					Target	Result
1	Quality supplied	Waiting time at security controls	Descending	15.0%	05:02	03:43
2	Quality supplied	Time until return of last bag upon arrival	Descending	5.0%	29:58	23:53
3	Quality perceived	Perceived level of cleanliness and functional efficiency of bathrooms	Increasing	10.0%	90.4%	88.7%
4	PRM - supplied	Waiting time aboard for PRMs to disembark after last passenger does	Descending	10.0%	04:06	03:12
5	PRM - perceived	Perceived accessibility and usability of airport infrastructures: parking facilities, intercoms to call for assistance, special rooms, bathroom facilities	Increasing	10.0%	94.0%	89.3%
6	Quality supplied	Wait for check-in	Descending	7.0%	05:01	03:13
7	ASQ	Overall satisfaction	Increasing	15.0%	3.89	4.07
8	ASQ	Ground transportation to/from airport	Increasing	8.0%	3.59	3.68
9	Technical	Level of use of automated border controls (e-Gates)	Increasing	10.0%	3.00%	29.89%
10	Technical	Availability of stations for recharging cell phones/laptops in public area	Descending	10.0%	416.7	191.6
Parameter q					1.000	

Environmental indicators				Peso	Anno 2022	
					Target	Risultato
1	New lighting systems replacing existing ones with low-energy-consumption equipment (led, fluorescent etc.)	Upgrading of lighting airside parking facilities Upgrading of lighting landside parking facilities Upgrading indoor lighting airport buildings	Descending	50.0%	0.61	0.01
2	Replacing existing vehicle pool with lower environmental-impact and reduced-emissions fuelled models (natural gas, bio-diesel, electric traction, hydrogen, hybrids)	Replacement of the diesel vehicles in the maintenance motor pool with electric models	Increasing	20.0%	31.00%	31.00%
3	Filter spaces at terminal entrances to reduce thermal dispersion	Installation revolving doors passenger terminal arrivals lobby	Increasing	10.0%	100.00%	100.00%
4	Training of personnel whose work can affect the environment in various ways	Training courses to heighten personnel's awareness of environmental issues	Increasing	10.0%	30.00%	82.00%
5	Energy Management System	Updating of Energy Management System to the ISO 50001:2018 standard and renewal of certification	Increasing	5.0%	100.00%	100.00%
6	Airport Carbon Accreditation	Accreditation at Level-2 – Optimisation of the ACA Protocol, with a three-year plan of improvement.	Increasing	5.0%	100.00%	100.00%
Parameter α					1.000	

The table below shows parameters q e α – determined in compliance with paragraph 8.14 of Guideline 2, and the resulting value of parameter ϵ , which determines the new level of airport fees applicable as of 1st January 2024.

Parameter Q	[a]	1.000
Weight of parameter Q	[b]	50.00%
Parameter a	[c]	1.000
Weight of parameter a	[d]	50.00%
Parameter ε	$[a*b+c+d]/100*[e]$	1.00%

e. Preliminary balance 2023 for WLUs and Service Units

In compliance with paragraph 5.2.1 letter 2 e) of Guideline 2, the following table shows the preliminary balance of traffic volumes for the year 2023.

TRAFFIC UNITS	FORECAST	MONITORING	Delta %
	Year 2023	Year 2023 (*)	
TOTAL PAX	4,317,340	4,523,147	4.8%
<i>of which regularly scheduled</i>	4,167,683	4,398,058	5.5%
<i>of which chartered</i>	135,804	114,286	-15.8%
<i>of which general aviation and other smaller groups</i>	13,852	10,803	-22.0%
Departing pax	2,155,941	2,254,955	4.6%
<i>of which, EU Commercial Aviation</i>	2,086,213	1,914,983	-8.2%
<i>of which, non-EU Commercial Aviation</i>	65,530	336,296	413.2%
<i>of which, General Aviation</i>	4,197	3,676	-12.4%
TOTAL MOVEMENTS	46,120	43,559	-5.6%
<i>of which regularly scheduled</i>	35,791	32,786	-8.4%
<i>of which chartered</i>	1,007	752	-25.3%
<i>of which general aviation and other smaller groups</i>	9,322	10,021	7.5%
TOTAL TONNAGE	2,391,378	2,252,043	-5.8%
<i>of which regularly scheduled</i>	2,203,464	2,084,359	-5.4%
<i>of which chartered</i>	74,760	55,615	-25.6%
<i>of which general aviation and other smaller groups</i>	113,155	112,069	-1.0%
GOODS AND MAIL (in 100's of kilos)	4,072	624	-84.7%
TRAFFIC UNITS (WLU)	4,307,559	4,512,969	4.8%

(*) Actual gen-ago; monitoring set-dic

f. Calculation of fees for the subsequent year (2023)

The main phases in the process of updating the fees applied at the Turin Airport during the year 2023 are summarised below:

- on 21 October 2019, the Company formally submitted to the ART its final airport fee adjustment proposal, complete with all the necessary documentation, advising the authority of the closing of the user consultation procedure concerning the proposal for the airport fee adjustment to be applied in the regulatory period 2020/2023;
- with Resolution No. 145 of 20 November 2019, the ART ruled that the airport fee adjustment proposal submitted by the Company was compliant with the reference guideline, subject to application of a number of corrections under a new proposal to be submitted to the ART within 60 days of the publication of the resolution in question. The ART further approved the application, effective from 1 Jan 2020, and temporarily up until 28 March 2020, of the fees that resulted from the consultation concluded on 21 October 2019. Finally, the ART proposed recalculation of the fees for the entire regulatory term, with adoption of the corrections referred to above, and with the new level to be applied from 29 March 2020;
- on the date of 16 January 2020, the Company sent to the ART the new fee proposal for the period 2020 – 2023, updated by including the corrections referred to under ART resolution 145/2019 cited above;
- under resolution 12 of 30 January 2020, the ART deemed that the new proposal for the revision of airport fees, presented by the Company following the Consultation and the incorporation of the corrections called for under Resolution no. 145 of 2019, complied with the pertinent fee guideline;
- in meeting the relevant provision of ART Resolution 145/2019, the Company, starting from 1 January 2020 and running through 28 March 2020, applied the fee levels produced by the Users Consultation on a temporary basis. As of 29 March 2020, the definitive tariff levels were applied, incorporating the corrective measures of Resolution no. 145/2019.

With regard to updating the level of airport fees for 2024, the Company, starting from the tariff levels shared with Users in the consultation of 25 October 2022 and applied for the 2023 financial year, adjusted

the calculation with the realignments - provided for by the reference Regulatory Model - deriving from the implementation status of the 2022 investments (2023 “k” parameter), the 2023 investments (2024 “k” parameter) and the emerging charges for legal obligations of the 2021,2022 and 2023 “v” parameter.

Furthermore, as communicated by ENAC to the Transport Regulation Authority with communication ref. no. 30/03/2022-0038646-P, concerning the preliminary investigation analysis of the investment monitoring exclusions for the year 2019 (ENAC DG note ref. no. 106460-P dated 30/10/2020), the investment values were inserted again.

The updates of the these variables envisaged by the model generated the following 3 adjustments, the sum of which produces a total positive impact for the User of EUR 143,000:

- adjustment relating to the insertion of the parameter V amounts recorded in the 2022 financial statements with respect to what was inserted in the tariff model of last September 2022: positive adjustment for users of EUR 34,000;
- adjustment relating to the insertion of the final balance data of investments recorded in the 2022 financial statements (k2023): positive adjustment for the manager of EUR 124,000;
- adjustment relating to the update of the parameter V 2023 provisional values compared to what was inserted in the tariff model of last September 2022 and that relating to the update of the provisional data of the 2023 investments: positive adjustment for users of EUR 233,000.

The new level of Fees in force from 2024 will be subject to separate Consultation with the User, with the start of the fee review procedure for the period 2024-2027 being carried out during the coming months.

Therefore, the impacts relating to the adjustments of the 2023 monitoring illustrated above and the application of the ϵ parameter in accordance with what is envisaged in that regard by the Model indicated in resolution no. 92/2017, which led to a bonus level of +1% as indicated in point d) above of the document, will be applied on the fees in force during 2024.

g. Updates, if any, to the investments agenda for the remaining years of the regulatory term

Not applicable, given that 2023 was the last year of the 2020-2023 Fee Period.

h. Urgent interventions, if any, not included in the Four-Year Plan and to be implemented in the remaining years of the regulatory period

Not applicable, given that 2023 was the last year of the 2020-2023 Fee Period.

i. Date of convocation of the public hearing

In compliance with paragraph 5.2,1 point 2 i) of Guideline 2, the Public Hearing to inform the Users is scheduled for the date of 25 October 2023 at 11:00 am, at the registered office of the company SAGAT S.p.A., Strada San Maurizio, 12 -10072 Caselle Torinese – Room E.

The annual hearing can also be followed via web.

j. Monitoring of the Service Level Agreement

Shown below are the figures gathered during the period January-September 2023 regarding the services performed by the Company and contemplated under the Service Level Agreement shared with the Users at the hearing held on the date of 16 October 2019.

	TRN Service	Performance level	NOTES	
1	Baggage Handling System Failure	Above 99%	30 non-performance flights in the 1 January - 14 September period	
	For each flight delay code 8D (>15 mins) caused by BHS failure			
2	BHS Baggage left behind due to BHS failure	Above 99%	In the 1 January - 14 September period, 516,365 bags were handled at BHS. There were a total of 832 lost bags and 378 of these were due to BHS system faults. The flights with more than 20 lost bags due to BHS faults are: - KL1556 on 22/01 - LS1298 on 22/01	
	For each flight with more than 20 baggages left behind due to BHS failure			
3	Cute System Including gate readers and doors	Above 99%	NO non-performance flights in the 1 January - 14 September period:	
	For each flight delay codes 55 and 58 (> 15 mins) caused by IT systems failure (delay code 5A or 5B)			
4	Waiting time for security controls	Above 99%	NO non-performance flights in the 1 January - 14 September period:	
	For each flight delay code 85 (> 15 mins) due to security controls in charge of Airport Authority (delay code 8A)			
5	400 HZ (remote stands 5XX)	Above 99%	SAGAT, to combat any failures on the 400 Hz centralised systems (Fixed External Power - FEP) and on the air conditioning units (Aircraft Preconditioned Air Unit – PCA), present on the jet bridges (fingers) and on the 500 stands, has made available free of charge to carriers/handler a Ground Power Unit (GPU) and an Air Condition Unit (ACU)	
6	Jet bridge (finger) failure	Above 99%	14 non-performance flights in the 1 January - 14 September period:	
			DATA	N° VOLO
			29-Jan	BA2574
			21-Feb	AF1502
			4-Mar	AF1102
			2-Apr	BY2726
			3-May	AF1702
			4-May	EN8258
			5-May	EN8259
			15-May	AZ1435
			8-Jun	EN8258
			24-Jun	AZ1421
			10-Jul	EN8256
			25-Aug	AQ2578
			1-Sep	AQ2578
3-Sep	EN8258			
7	Jet bridge (finger) system including GPU and ACU	Above 99%	14 non-performance flights in the 1 January - 14 September period:	
	For each flight delay code 87 (> 15 mins) due to jet bridge system failure including GPU and ACU (delay code 8B or 8C)			
	DATA		N° VOLO	
	3-May		AF1703	
	15-May		AZ1428	
15-May	AZ1430			
4-Jul	EN8851			
8	Safety - damaged aircraft due to FOD	Above 99%	One aircraft slightly damaged by FOD probably at Turin Airport 20/04/2023	
9	Safety - damaged aircraft due to Birdstrike under 300 ft (within airport)	Above 99%	NO non-performance flights in the 1 January - 14 September period:	
10	PRM departure	Above 99%	1 non-performance flight in the 1 January - 14 September period:	
	For each flight delay code 19 (> 15 mins) due to delayed PRM service when PRM is correctly notified			
	DATA		N° VOLO	
			1-Mar	YW8771
	<i>The compensation does not apply as one on the two criteria below has not been respected</i>		NO CONFIRMATION NEEDED	
	Aircraft Rotation: percentage of delays with delay code 93 lower than 15% of outgoing flights			
	Early Arrivals: percentage of early arrivals lower than 15% of incoming flights			

From the data shown in the table, it can be seen that the performance levels achieved in the January-September 2023 period are in line with those defined in the SLAs shared with the Users.

It should be noted that SAGAT had planned the complete replacement of the Jet Bridge during 2020, but this work was postponed due to the COVID-19 emergency and is currently being conducted.

With regard to cases of left-behind bags shown in the table, it is noted that on 22 January there were partial shutdowns of BHS, due to the malfunctioning of one of the x-ray machines used for baggage security control.

With regard to the 400 Hz and ACU (Air Condition Unit) systems, from 1 August 2017 the manager obtained a mobile GPU and a mobile ACU in order to guarantee to airport users 100% continuity of service in the event of failures with the fixed systems.

In the month of April, the ground staff detected FOD damage to the undercarriage tyre of an aircraft that had just arrived; the subsequent infrastructure controls did not reveal any evidence to attribute the event to Turin airport.

The reported damage was considered to be minor by the aircraft crew, and did not affect the timeliness of the flight.