

SAGAT S.p.A.

2026 Annual Information Document

Introduction

In December 2023 the company SAGAT S.p.A., holder of the concession for the management of Turin Airport (hereinafter, “the Company”), opened its User Consultation Procedure concerning the proposed revision of airport fees for the period 2024-2027, in accordance with the Airport Fee Regulation Guideline (hereinafter, “Guideline”), as approved by the Transport Authority (hereinafter, “the ART”) under Resolution No. 38/2023.

In compliance with art. 8.1.1 point 3 of the tariff model, the Company has published on its website the final proposal agreed at the Public Hearing held on 25 March 2024 with the airport Users and which has officially concluded the Consultation. The proposed tariffs came into force from 01/06/2024.

On 25 July 2024, with Resolution 108/2024, the Authority requested to adopt some corrective measures whose effects on 2024 – 2027 tariffs will be sent to the Users and the Authority and published on the website by 24 September 2024 as provided for in point 2 a) of the Resolution.

In compliance with the provisions of paragraph 8.2.1 of Guideline, the Company prepared this “Annual Information Document”, to provide Users of the Airport with the appropriate updates of the elements that contribute to the definition of the 2027 airport fees.

To this end, the Company published the Annual Information Document on its website on 31st July 2026, sent it to the ART with the information listed in paragraph 8.2.1, point 2, of Guideline 2, and specifically:

- a. possible updates of the timetable of investments recognized in the tariff, validated in technical terms by ENAC, for the remaining years of the tariff period starting from the current year;
- b. urgent investments, if any, not included in the Four-Year Plan but approved in technical terms by ENAC and to be implemented in the remaining years of the regulatory period;
- c. state of progress of the investments included by the Intervention Plan (with separate evidence of investments entered into operation and work in progress, all distinguished between amounts relating to airport, ancillary, incentive and non-pertinent activities) and the related timetable, with details:

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- i. of what was finalized and validated in technical terms by ENAC in each year starting from the bridge Year and up to the year preceding the current one;
 - ii. than what was estimated by the manager Company for the current year, based on at least 6 months of actual data;
 - iii. of any update, based on what is indicated in letters a) and b), of what is foreseen ex ante for the remaining years of the regulatory period starting from the current year;
- d. update of the annual incremental level of management costs, with reference (i) to assets entered into operation in the year preceding the current one, (ii) upon the entry into force in the same year of legislative and/or regulatory contingencies foreseen ex ante, or of further contingencies not foreseen ex ante;
- e. updating/confirmation of the annual k and v fee parameters compared to the estimated ones of the regulatory period;
- f. level of quality and environmental PIs obtained in the previous year (2024), compared with the target levels set in the "Quality and Environmental Protection Plan" for the same year;
- g. preliminary 2026 balance for WLUs and service units consistently with the parameters adopted for the purposes of determining the unit level of rights;
- h. final 2025 WLUs and service units consistently with the parameters adopted for the purposes of determining the unit level of rights;
- i. gap between the preliminary value reported by the Company manager in the previous annual information document, and the final value, with reference to the year preceding the current one, regarding:
 - i. progress of investments recognized in the tariff (as validated in technical terms by ENAC);
 - ii. management costs relating to the assets entered into operation;
 - iii. management costs relating to the entry into force of legislative and/or regulatory contingencies foreseen ex ante, or of further contingencies not foreseen ex ante;

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- j. updated values of operating costs referred to in paragraph 10.1.2, point 3, due to the inflation update;
- k. calculation of fees for the subsequent year (2027);
- l. illustration of the treatment of the commercial margin (MC) referred to in paragraph 10.8;
- m. date of convocation of the public hearing.

This document also includes a specific section (paragraph n) on the Service Level Agreement agreed with the Users during the Consultation Period.

Documents for monitoring the 2025 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 ENAC for validation.

At the end of the public hearing, the Company will promptly publish on its website the level of airport charges which, unless otherwise indicated by the ART, will enter into force from January 1, 2027, simultaneously providing the necessary actions for the information that must be provided to the IATA ticketing network. The Company will also transmit to the Authority the minutes of the hearing, the results of the ENAC validations on the parameters K, V and ϵ , giving evidence of any corrections made to the tariff levels published at the opening of the Hearing.

a. Possible update of the timetable of investments recognized in the tariff, validated in technical terms by ENAC, for the remaining years of the tariff period starting from the current year

With regard to the time schedule of investments recognized in the tariff validated in technical line by ENAC, over the four-year period 2024 – 2027 there is a slight misalignment between the amounts of the investments finalized with those expected, with some updates relating to the reformulation of strategic investment priorities.

Now that we are halfway through the four-year period, these minor revisions were necessary to adapt the remaining planning to the renewed needs related to maintaining the safety, service level and sustainability of the infrastructure. In particular, the main deviations relate to:

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- ✓ intervention code 1.2.1. "Construction of the south yard foot boarding route", planned for 2025, is currently being designed. To date, minor changes have been made to the existing route, to meet contingent needs. The broader project illustrated in the Four-Year Plan of Interventions will be gradually implemented in the current four-year planning period;
- ✓ intervention code 2.1.2. "Expansion of boarding areas and north passport control areas", in the Terminal Use Plans category, was completed in 2025, offering passengers new and effective spaces and gates for boarding on foot and for passport control;
- ✓ the intervention code 2.2.1 "New passenger routes and repositioning of X-ray checks 10.93", planned for the two-year period 2025-2026, with renovation and flow review works, has been remodelled due to interventions planned as part of the airport terminal use plans in 2024 and carried out in the years 2025-2026, concerning the enhancement of the vertical connections between the two airside levels of the boarding area, the modification of passenger routes and the reconfiguration of commercial and reception areas (waiting areas, baby lounge, gaming area, working area, new panoramic dining area on the south balcony and reconfiguration of the commercial areas near the new vertical connection);
- ✓ in the field of networks and systems (code 4), intervention code 4.2.1. "Roof and ground-mounted photovoltaic systems phase 1" was partly brought forward to the year 2025, with the construction of a new photovoltaic system on the west roof of the BHS building (ENAC approval received in February 2025) instead of being carried out in the initially planned execution period of 2026–2027. Also in the networks and systems category, during 2026, the design and preparatory works were started for the construction of a new ground-mounted photovoltaic system in the eastern area of the airport grounds, as part of a co-financed project called CREALAB (Circular Renewable Energy Area Living Lab) following the award of a MASE "Mission Innovation 2.0" tender in the strategic area "Flexibility and energy storage", which aims to test an innovative slow-release vanadium oxide storage system integrated with a photovoltaic system with a power output of approximately 1 MWp.
- ✓ At the same time, also by balancing the amounts,

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- ✓ in the same category as the interventions referred to in code 4.1.1 "Upgrading of the main thermal power plant and district heating loop with high-efficiency systems", have been remodelled, with some of them being included and carried out in advance in the 2025-2026 period. The most substantial interventions concerning the main thermal power plant and the redevelopment of part of the district heating network have been brought forward and will be carried out from 2024 to 2026, using the extraordinary maintenance plans tool and through supplies with installation. Further interventions are planned for subsequent years;
- ✓ the replacement of the boarding piers (code 7.1.2), postponed due to the events following the pandemic period, had been initiated with the installation of the first pier at the end of the previous four-year reference period (2023); the installation of the 6 piers was completed in 2024;
- ✓ Finally, it should be noted that for the replacement of the air handling units in the passenger terminal (code 12.3.2), the relevant contract was awarded in February 2025, and the supplies and installations were completed with the issuance of the certificate of completion of works in May 2026. The verification and testing operations are being completed in 2026, after the summer monitoring, and are expected to be completed next September.

b. Urgent investments, if any, not included in the Four-Year Plan but approved in technical terms by ENAC and to be implemented in the remaining years of the regulatory period

In this category, at the moment, there are no investments of an urgent and non-deferrable nature to report, approved in technical terms by ENAC but not yet recognized in the tariff, valid as they are carried out in the remaining years of the tariff period starting from the current year.

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- c. State of progress of the investments included by the Intervention Plan (with separate evidence of investments entered into operation and work in progress, all distinguished between amounts relating to airport, ancillary, incentive and non-pertinent activities) and the related timetable

In compliance with paragraph 8.2.1, letter 2 c) of Guidelines, the following table provides a summary of the progress status of the investments included in the Four-Year Plan for the years 2023-2026, which were funded by the Company with its own resources. Please note that 2026 values consist of the actual data as of 30 June 2026 and of the forecast of the remaining 6 months of the year.

Intervention plan code	Type of intervention	2023-2025 FORECASTING [000/€]					2023-2024 MONITORING [000/€]					Delta				
		2023	2024	2025	2026	Total 2023-2026	2023 (*)	2024 (*)	2025 (*)	2026 (**)	Total 2023-2026	2023	2024	2025	2026	Total 2023-2026
1	FLIGHT INFRASTRUCTURE INITIATIVES	0	360	500	0	860	2	152	28	200	382	2	-209	-472	200	-478
2	TERMINAL WORK	395	2,300	2,419	2,878	7,991	213	1,083	967	1,348	3,611	-182	-1,216	-1,452	-1,530	-4,380
3	OTHER BUILDINGS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	NETWORKS AND SYSTEMS	1,546	1,030	2,925	605	6,106	1,821	1,069	835	478	4,203	275	39	-2,090	-127	-1,903
5	SYSTEMS OF ACCESS, INTERNAL ROADWAYS,	0	0	0	2,100	2,100	0	0	0	387	387	0	0	0	-1,713	-1,713
6	SECURITY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	EXTRAORDINARY MAINTENANCE PLAN	4,180	1,766	3,184	1,192	10,322	2,200	3,861	4,184	2,024	12,270	-1,980	2,095	1,000	833	1,948
8	OTHER WORK	100	152	152	152	557	149	344	295	164	953	49	192	143	12	396
9	QUALITY PLAN	0	5	5	5	15	0	0	0	0	0	0	-5	-5	-5	-15
10	ENVIRONMENTAL PROTECTION PLAN	0	0	0	0	0	0	0	0	30	30	0	0	0	30	30
11	CARGO (ENAC PROJECT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	SUPPLIES	1,546	5,066	1,738	1,366	9,716	2,073	2,664	3,853	5,047	13,637	527	-2,402	2,115	3,681	3,921
Total		7,767	10,679	10,923	8,297	37,667	6,458	9,174	10,162	9,679	35,473	-1,309	-1,505	-762	1,382	-2,194
<i>Of which</i>																
Airport activities		6,406	9,248	7,637	5,766	29,057	4,754	8,343	7,762	8,147	20,858	-1,653	-905	124	2,381	-52
Ancillary activities		752	901	2,782	2,256	6,691	1,409	516	2,041	912	3,966	657	-385	-740	-1,344	-1,813
Incentive activities		555	484	208	205	1,452	268	300	163	477	731	-287	-183	-45	272	-244
Not relevant activities		53	46	297	69	466	28	14	196	143	238	-25	-32	-101	73	-85

(*) Actual

(**) Jan-Jun actual; Jul-Dec forecasting

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As shown on the table, the Company estimates that it will invest, in the period 2023-2026, a total of approximately 35.5 million euros, amounting to approximately 2.2 million euros less than what was planned under the Four-Year Plan illustrated during the Consultation Period. This downsizing is also attributable, for 2023, to the difficulties in finding raw materials as a result of the anomalous exit from the Covid-19 pandemic and, for 2024, mainly to shifts in the start of work from one year to the next or delays in the execution of some of them, for a number of reasons related to the need to re-tender the two main contracts awarded in 2024.

The main variations within the period considered, taking into account the transition year with the previous reference period (2023) concern:

1 – FLIGHT INFRASTRUCTURE INITIATIVES : the deviation of 478 thousand euros is partly linked to the decoupling in an investment item of this category, of the levelling works of the RESA 18 (later transferred to the Extraordinary Maintenance Plan category) from the works for the construction of the Blast Pad Area and to the postponement of the works for the construction of the pedestrian boarding route in the south apron;

2 – TERMINAL WORK: the deviation of approximately -€4.3 million is essentially linked to the aforementioned restructuring of investments concerning the project for the restructuring of flows aimed at enhancing the spaces on the panoramic balcony of the airside boarding area. In the design phase, the project was revised in the format approved in the 2024/25 Terminal Utilisation Plan.;

4 – NETWORKS AND SYSTEMS: the deviation of -1.9 million euros is linked to the rescheduling of the work concerning the redevelopment of the main thermal power plant and the district heating loop with high-efficiency systems, as detailed in the previous paragraph a;

7 - EXTRAORDINARY MAINTENANCE PLAN: the deviation of 1.9 million euros for more works carried out than planned is mainly attributable to the incremental activities on the runway approved by ENAC in May 2025 as part of the category works, concerning the redevelopment of runway 36 from PK1+850 to PK2++563 carried out in the same year; also included in this category are interventions

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initially planned in other investment items and subsequently redefined as part of the approved extraordinary airport maintenance plans

8 – OTHER INTERVENTIONS: In this category, it should be noted that the activities related to the airport development plan (PSA) have resumed, with an overall positive category variance of 396 thousand euros. The plan was reshaped and optimised for the 2032 horizon, technically approved in 2023 with Prot. ENAC 21/07/2023-0095894-P and subsequently consolidated with the activities continued in 2026 of the accelerated Services Conference for environmental and urban planning approvals, which were successfully concluded (final provision ENAC-PROT 04/03/2026-0036077-P) following the prior obtaining of the opinion that the plan itself was not subject to the Environmental Impact Assessment procedure.;

12 – SUPPLIES: the supplies to which priority was given in the first part of the two-year period mainly concerned the modernisation of the equipment and vehicle fleet with a view to environmental sustainability (in particular electric and hybrid vehicles) and measures to improve quality standards and efficiency in the security sectors and in various technological-operational areas. The positive deviation on investments of 3.9 million euros is linked to a lesser extent to the increase in investments in the above items and, above all, to the completion in 2026 of the works to replace the air handling units in the passenger terminal and to the investments and interventions in the field of operations and security, with the purchase of new eGates ABC stations. determined by the adoption of new EU procedures to facilitate the entry of non-EU citizens from States classified as "low risk". Work was also carried out to rearrange the workstations at the Remote Terminal, in order to ensure adequate management of peak traffic during the winter season weekends, also in view of the activation of the new connections that will start during the year. At the same time, a technological upgrade is planned for part of the access control and presence detection system, aimed at ensuring that compliance standards in the field of IT security are maintained

The progress of the investments envisaged in the Action Plan is shown below for each reference year, with separate indications of the investments that have entered into operation and the work in progress (WIP), all divided into amounts relating to airport activities, ancillary activities, incentive activities and non-relevant activities.

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Intervention plan code	Type of intervention	2023 FORECASTING [000/€]			2023 MONITORING [000/€]			GAP		
		2023	CAPEX	Work in progress	2023	CAPEX	Work in progress	Actual vs forecasted	CAPEX	Work in progress
1	FLIGHT INFRASTRUCTURE INITIATIVES	0	0	0	2	2	0	2	2	0
2	TERMINAL WORK	395	145	250	213	171	42	-182	26	-208
3	OTHER BUILDINGS	0	0	0	0	0	0	0	0	0
4	NETWORKS AND SYSTEMS	1,546	1,344	202	1,821	1,821	0	275	477	-202
5	SYSTEMS OF ACCESS, INTERNAL ROADWAYS, PARKING	0	0	0	0	0	0	0	0	0
6	SECURITY	0	0	0	0	0	0	0	0	0
7	EXTRAORDINARY MAINTENANCE PLAN	4,180	3,950	230	2,200	2,084	116	-1,980	-1,866	-114
8	OTHER WORK	100	0	100	149	42	107	49	42	7
9	QUALITY PLAN	0	0	0	0	0	0	0	0	0
10	ENVIRONMENTAL PROTECTION PLAN	0	0	0	0	0	0	0	0	0
11	CARGO (ENAC PROJECT)	0	0	0	0	0	0	0	0	0
12	SUPPLIES	1,546	1,546	0	2,073	2,070	3	527	524	3
Total		7,767	6,985	782	6,458	6,190	268	-1,309	-795	-514
<i>Of which</i>										
Airport activities		6,406	5,895	511	4,754	4,702	52	-1,653	-1,193	-460
Ancillary activities		752	489	263	1,409	1,193	215	657	704	-48
Incentive activities		555	548	7	268	267	1	-287	-282	-6
Not relevant activities		53	53	1	28	28	0	-25	-25	-1

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Intervention plan code	Type of intervention	2024 FORECASTING [000/€]			2024 MONITORING [000/€]			GAP		
		2024	CAPEX	Work in progress	2024	CAPEX	Work in progress	Actual vs forecasted	CAPEX	Work in progress
1	FLIGHT INFRASTRUCTURE INITIATIVES	360	360	0	152	0	152	-209	-360	152
2	TERMINAL WORK	2,300	800	1,500	1,083	254	830	-1,216	-546	-670
3	OTHER BUILDINGS	0	0	0	0	0	0	0	0	0
4	NETWORKS AND SYSTEMS	1,030	0	1,030	1,069	10	1,059	39	10	29
5	SYSTEMS OF ACCESS, INTERNAL ROADWAYS, PARKING	0	0	0	0	0	0	0	0	0
6	SECURITY	0	0	0	0	0	0	0	0	0
7	EXTRAORDINARY MAINTENANCE PLAN	1,766	1,346	420	3,861	3,210	651	2,095	1,864	231
8	OTHER WORK	152	0	152	344	169	175	192	169	23
9	QUALITY PLAN	5	5	0	0	0	0	-5	-5	0
10	ENVIRONMENTAL PROTECTION PLAN	0	0	0	0	0	0	0	0	0
11	CARGO (ENAC PROJECT)	0	0	0	0	0	0	0	0	0
12	SUPPLIES	5,066	5,066	0	2,664	2,536	128	-2,402	-2,530	128
13	CYCLICAL MAINTENANCE	0	0	0	0	0	0	0	0	0
Total		10,679	7,577	3,102	9,174	6,179	2,994	-1,505	-1,397	-108

Of which

Airport activities	9,248	6,479	2,769	8,343	5,564	2,778	-905	-914	9
Ancillary activities	901	694	208	516	303	213	-385	-390	5
Incentive activities	484	369	115	300	297	3	-183	-72	-111
Not relevant activities	46	35	11	14	14	0	-32	-22	-11

Intervention plan code	Type of intervention	2025 FORECASTING [000/€]			2025 MONITORING [000/€]			GAP		
		2025	CAPEX	Work in progress	2025 (*)	CAPEX	Work in progress	Actual vs forecasted	CAPEX	Work in progress
1	FLIGHT INFRASTRUCTURE INITIATIVES	500	0	500	28	28	0	-472	28	-500
2	TERMINAL WORK	2,419	158	2,262	967	157	809	-1,452	0	-1,452
3	OTHER BUILDINGS	0	0	0	0	0	0	0	0	0
4	NETWORKS AND SYSTEMS	2,925	525	2,400	835	830	5	-2,090	305	-2,395
5	SYSTEMS OF ACCESS, INTERNAL ROADWAYS, PARKING	0	0	0	0	0	0	0	0	0
6	SECURITY	0	0	0	0	0	0	0	0	0
7	EXTRAORDINARY MAINTENANCE PLAN	3,184	2,370	814	4,184	1,348	2,836	1,000	-1,022	2,022
8	OTHER WORK	152	0	152	295	107	188	143	107	36
9	QUALITY PLAN	5	5	0	0	0	0	-5	-5	0
10	ENVIRONMENTAL PROTECTION PLAN	0	0	0	0	0	0	0	0	0
11	CARGO (ENAC PROJECT)	0	0	0	0	0	0	0	0	0
12	SUPPLIES	1,738	1,738	0	3,853	2,133	1,720	2,115	395	1,720
13	CYCLICAL MAINTENANCE	0	0	0	0	0	0	0	0	0
Total		10,923	4,796	6,128	10,162	4,603	5,559	-762	-193	-568

Of which

Airport activities	7,637	3,047	4,591	7,762	4,323	3,439	124	1,276	-1,152
Ancillary activities	2,782	1,554	1,227	2,041	119	1,922	-740	-1,435	695
Incentive activities	208	127	81	163	154	9	-45	27	-72
Not relevant activities	297	68	229	196	7	189	-101	-61	-40

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Intervention plan code	Type of intervention	2026 FORECASTING [000/€]			2026 MONITORING [000/€]			GAP		
		2026	CAPEX	Work in progress	2026 (*)	CAPEX	Work in progress	Actual vs forecasted	CAPEX	Work in progress
1	FLIGHT INFRASTRUCTURE INITIATIVES	0	0	0	200	0	200	200	0	200
2	TERMINAL WORK	2,878	2,563	315	1,348	1,078	270	-1,530	-1,485	-45
3	OTHER BUILDINGS	0	0	0	0	0	0	0	0	0
4	NETWORKS AND SYSTEMS	605	205	400	478	128	350	-127	-77	-50
5	SYSTEMS OF ACCESS, INTERNAL ROADWAYS, PARKING	2,100	0	2,100	387	387	0	-1,713	387	-2,100
6	SECURITY	0	0	0	0	0	0	0	0	0
7	EXTRAORDINARY MAINTENANCE PLAN	1,192	935	257	2,024	1,419	605	833	485	348
8	OTHER WORK	152	0	152	164	44	120	12	44	-32
9	QUALITY PLAN	5	5	0	0	0	0	-5	-5	0
10	ENVIRONMENTAL PROTECTION PLAN	0	0	0	30	0	30	30	0	30
11	CARGO (ENAC PROJECT)	0	0	0	0	0	0	0	0	0
12	SUPPLIES	1,366	1,366	0	5,047	3,219	1,828	3,681	1,853	1,828
Total		8,297	5,073	3,225	9,679	6,276	3,403	1,382	1,203	179
<i>Of which</i>										
Airport activities		5,766	4,715	1,051	8,147	5,265	2,882	2,381	550	1,832
Ancillary activities		2,256	101	2,155	912	658	254	-1,344	557	-1,902
Incentive activities		205	192	14	477	337	140	272	145	127
Not relevant activities		69	65	5	143	16	127	73	-49	122

- d. Update of the annual incremental level of management costs, with reference (i) to assets entered into operation in the year preceding the current one, (ii) upon the entry into force in the same year of legislative and/or regulatory contingencies foreseen ex ante, or of further contingencies not foreseen ex ante

With regard to this point, for each of the remaining years of the Plan from 2025 to 2027, the emerging costs incurred by the Airport Manager for the free provision of multi-day passes have been included, as required by Resolution no. 60 of 20 December 2024 of the ENAC Board of Directors.

The following table shows, for each year, the actual value for 2025 and the forecast values for 2026 and 2027 of the aforementioned emerging costs which, not being included among the costs of the base year of the 2024–2027 Tariff Plan, are not covered by the approved dynamics.

Brief description	Reference standards	REFERENCE DATA	REGULATED /NOT REGULATO	2023	2024	2025	2026	2027
COSTS FOR MEMBERSHIP ACTIVITIES	ENAC Resolution 60/2024 - CISA Resolution: airport ID card fee regime	2026 MONITORING	REGULATED	0	0	0 €	0 €	0 €
			NOT REGULATED	0 €	0 €	0 €	0 €	0 €
			TOTAL	0 €	0 €	0 €	0 €	0 €
		14 OCTOBER 2025 CONSULTATION	REGULATED	0	0	105,000 €	125,000 €	125,000 €
			NOT REGULATED	0 €	0 €	0 €	0 €	0 €
			TOTAL	0 €	0 €	105,000 €	125,000 €	125,000 €
		DELTA REGULATED ITEM IMPACT TARIFF N+1	REGULATED	0	0	-105,000 €	-125,000 €	-125,000 €
			NOT REGULATED	0 €	0 €	0 €	0 €	0 €
			TOTAL	0 €	0 €	-105,000 €	-125,000 €	-125,000 €

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The values indicated above, in addition to incorporating the final 2025 financial statement data in place of the 2025 forecast data reported in the Consultation Document presented during the Hearing of 14 October 2025, incorporate the results of the monitoring of airport charges for the year 2026 carried out by the Transport Regulatory Authority and communicated to the operator on 23 December 2025 with Note no. 102287/2025. This activity concluded with the request to the Operator to recalculate the allocation of the incremental costs in question between the regulated and unregulated categories by adopting a criterion different from that used by the Company. The replacement of the 2025 forecast values with the 2025 final values resulted in an increase in total costs of EUR 6,422, while the adoption of the different allocation criterion resulted in a decrease in the regulated component of EUR 38,546 in 2025 and EUR 45,225 thousand for 2026.

The forecast data for the 2026 financial year also included the incremental charges related to the adaptation measures required by the legislation on cybersecurity, namely EU Directive 2022/2555 (NIS 2), transposed into national law by Italian Legislative Decree No. 138 of 4 September 2024.

The aforementioned regulatory framework introduces specific obligations regarding cyber risk management, operational resilience, and the security of networks and information systems for organisations identified by the National Cybersecurity Agency (ACN) as "essential entities" and "important entities", due to the strategic importance and criticality of the services provided.

As part of this classification process, SAGAT S.p.A. was identified as an "essential" entity, while Sagat Handling S.p.A. was classified as an "important" entity. These classifications entail the adoption of a comprehensive system of organisational, procedural and technological measures aimed at strengthening the level of IT security and business resilience, including, among other things, the implementation of advanced authentication and encryption solutions, the management of risks relating to the supply chain, the enhancement of monitoring and incident response capabilities, and the implementation of staff training and awareness programmes. The related adjustment costs, shown in the following table, have therefore been incorporated into the economic forecasts for the 2026 financial year, in line with the applicable regulatory obligations and with the compliance plan defined by the Group::

Brief description	Reference standards	REFERENCE DATA	REGULATED /NOT REGOLATO	2023	2024	2025	2026	2027
CYBERSECURITY COSTS	Directive (EU) 2022/2555 (NIS 2), transposed into national law by Italian Legislative Decree No. 138 of 4 September 2024	2026 MONITORING	REGULATED	0	0	0 €	92,000 €	102,000 €

It should be noted that the final value of the parameter v also includes the costs of its additional components and is detailed in the following paragraph.

e. Updating/confirmation of the annual k and v fee parameters compared to the values defined on a forecast basis for the tariff period

In compliance with paragraph 8.2.1, point 2 e) of Guideline, the table with the updates of parameter k for investments is shown below, followed by the table on updates of parameter v.

In the period 2023-2026 the Company, as indicated in par. c), recorded a lower investment value with respect to the Four-Year Plan; this resulted in a discontinuity in the "K" parameter equal to -506 thousand euros for 2025, -733 thousand euros for 2026 and -768 thousand euros for 2027, the calculation of which is summarized in the following table:

K monitoring

Total regulated by legislative decree n. 1/2012						
Year			2024	2025	2026	2027
Service unit	WLU		4,761,181	5,014,309	5,284,484	5,573,654
K Parameter calculation						
Allowable costs per capex Year 1	[1]	€	1,026,628	979,401	955,571	845,410
Allowable costs per capex Year 2	[2]	€	0	1,502,918	1,311,003	1,272,543
Allowable costs per capex Year 3	[3]	€	0	0	1,433,992	1,134,026
Allowable costs per capex Year 4	[4]	€	0	0	0	1,697,563
Total eligible costs K pre monitoring	[5]	€	1,026,628	2,482,319	3,700,566	4,949,542
K monitoring adjustment 2024 (Recovered in 2025 in component V)	[6]	€	-173,934			
K monitoring adjustment 2025 (Recovered in 2026 in component V)	[7]	€	-1,311	-198,605		
K monitoring adjustment 2026 (Recovered in 2027 in component V)	[8]	€		-24,488	-500,325	0
K dynamic variations in the 2024 monitoring period	[9]	€		-282,765	-529,557	-472,653
K dynamic variations in the 2025 monitoring period	[10]	€			296,751	223,563
K dynamic variations in the 2026 monitoring period	[11]	€				-518,765
Total eligible costs K post monitoring	[12]	€	1,026,628	2,199,554	3,467,760	4,181,688
Tariff component K post monitoring	[13]	€/WLU	0.22	0.44	0.66	0.75

Note:

[5]=[1]+[2]+[3]+[4]

[6]: K component adjustment for 2024, recovered as per Resolution 38/2023 in 2025 in component V."

[7]: K component adjustment for 2025, recovered as per Resolution 38/2023 in 2026 in component V."

[8]: K component adjustment for 2026, recovered as per Resolution 38/2023 in 2027 in component V."

[12]=[5]+[9]+[10]+[11]

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The following table, on the other hand, shows the impact of monitoring Parameter "V" for the years 2024 to 2027, while the subsequent table provides details of the economic effects of the individual items relating to the entry into force of new legislative and/or regulatory provisions, followed by a brief description of each.

V monitoring

Total regulated by legislative decree n. 1/2012

Year			2024	2025	2026	2027
Service unit	WLU		4,761,181	5,014,309	5,284,484	5,573,654
V Parameter calculation						
Cost discontinuity of the tariff V component	[1]	€	46,000	91,000	175,000	175,000
Fire Service L. n. 296/2006	[2]	€	753,261	770,586	788,309	806,440
Adjustment of previous years' rates	[3]	€	-139,212			
Total eligible costs V pre monitoring	[4]	€	660,048	861,586	963,309	981,440
Adjustment of tariffs effective May 31, 2024	[5]	€		19,994		
K monitoring 2024 adjustment	[6]	€		-207,243		
V monitoring 2024 adjustment	[7]	€		-114,882		
Total monitoring 2024 adjustments	[8]	€		-322,125		
K monitoring 2025 adjustment	[9]	€			-215,021	
V monitoring 2025 adjustment	[10]	€			-152,498	
Total monitoring 2025 adjustments	[11]	€			-367,519	
K monitoring 2026 adjustment	[12]	€				-566,165
V monitoring 2026 adjustment	[13]	€				-204,714
Total monitoring 2026 adjustments	[14]	€				-770,880
Variations in V dynamics in the 2024 monitoring period	[12]	€		-11,089		
Variations in V dynamics in the 2025 monitoring period	[13]	€			8,150	125,000
Variations in V dynamics in the 2026 monitoring period	[13]	€			0	292,745
Total admitted costs V post monitoring	[14]	€	660,048	548,365	603,940	628,306
Tariff component V post monitoring	[15]	€/pax	0.14	0.11	0.11	0.11

Note:

[4]=[1]+[2]+[3]

[8]: Adjustments for components V and K for 2024, recovered as per Resolution 38/2023 in 2025 and increased by interest calculated in application of the nominal remuneration rate referred to in paragraph 10.5 of the Resolution.

[11]: Adjustments for components V and K for 2025, recovered as per Resolution 38/2023 in 2026 and increased by interest calculated in application of the nominal remuneration rate referred to in paragraph 10.5 of the Resolution.

[14]: Adjustments for components V and K for 2026, recovered as per Resolution 38/2023 in 2027 and increased by interest calculated in application of the nominal remuneration rate referred to in paragraph 10.5 of the Resolution.

[18]=[4]+[5]+[8]+[11]+[14]+[15]+[16]+[17]

Costs admitted under V Parameter	ALLOCAZIONE BU	FORECAST [€1000's]	MONITORING [€1000's]	GAP	FORECAST [€1000's]	MONITORING [€1000's]	GAP	FORECAST [€1000's]	MONITORING [€1000's]	GAP	FORECAST [€1000's]	MONITORING [€1000's]	GAP
		2023	2023 (Actual)		2024	2024 (Actual)		2025	2025 (Actual)		2026	2026 (forecast updated)	
ENTRY/EXIT SYSTEM FACILITATOR	REGULATED	0	0	0	16	0	-16	100	18	-82	100	356	256
EMERGENCY POPILLIA JAPONICA - REMOVAL OF THE PLAN SPECIES	REGULATED	40	40	-1	40	40	0	40	40	0	40	30	-10
COLLECTION, TRANSPORT AND INCINERATION SERVICE OF FOOD WASTE FROM NON-EU FLIGHTS	REGULATED	6	4	-2	35	20	-15	35	8	-27	35	35	0
ACCESS PASS COSTS	59.6% REGULATED 40.4% NOT REGULATED	0	0	0	0	0	0	0	111	111	0	134	134
CYBERSECURITY COSTS	REGULATED	0	0	0	0	0	0	0	0	0	0	92	92
Total V Parameter		46	43	-3	91	60	-31	175	177	2	175	647	472

Entry/exit system facilitator. The difference between €356k and the €100k initially planned in 2026 is mainly due to the fact that the EES regulatory framework was not yet consolidated and was subject to subsequent changes during the implementation phase. In addition, the definition of the actual start of operation of the system, set for 12 October 2025, allowed for a more accurate estimate of the need for facilitators, highlighting the need for more resources than originally assumed.

Popillia Japonica Emergency. for 2026, expenditure is expected to be slightly lower than in 2025;

Collection, transport and incineration service of food waste from non-EU flights. the 2026 economic value of the service for collecting, transporting, and incinerating food waste from flights from non-EU countries—carried out in compliance with the Directorial Decree of the UVAC PCF Piedmont and Valle d'Aosta and the USMAF-SASN Lombardy, Piedmont, and Valle d'Aosta of 08/02/2023 is in line with what was assumed

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Membership activity costs: implementation of the effects of ENAC Resolution 60/2024, as described in the previous paragraph. For 2025, the costs cover the period from 20/02/2025, while for the 2026 financial year, it has been set to a full year.

Cybersecurity costs: Additional costs have been envisaged in order to ensure full compliance with Italian Legislative Decree No. 138/2024, which transposes EU Directive 2022/2555 (NIS2), introducing specific obligations regarding cybersecurity. These costs relate, in particular, to the mandatory training of company personnel, System Administrators and members of the administrative and management bodies, as well as the consultancy activities necessary for the preparation of the documentation required by the regulations, including security policies, procedures, plans and records. The necessary measures to strengthen the company's IT security measures, in line with the current regulatory requirements, have also been included. In this context, the adoption of specialised solutions for the protection and monitoring of the company's e-commerce platform has been planned, as well as the implementation of advanced protection systems for company endpoints (desktops, notebooks and mobile devices), capable of ensuring continuous monitoring, behavioural analysis and timely response to cyber threats, and the subscription to a 24-hour SOC (Security Operations Centre) service aimed at monitoring, detecting and containing cybersecurity incidents that may affect company systems.

f. Level of quality and environmental PIs obtained in the previous year (2025), compared with the target levels set in the "Quality and Environmental Protection Plan" for the same year

The comparison between the final level of the quality and environment indicators in the year 2025 and the target values in the Quality and Environmental Protection Plan for the same year are shown below.

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Quality indicators				Weight	2025 year	
					Target	Result
1	Quality supplied	Last bag drop-off time from the aircraft block-on	Descending	5.0%	28:00	30:50
2	Quality supplied	Baggage misdirected due to BHS malfunction	Increasing	10.0%	0.023%	0.012%
3	Quality perceived	Perception of the level of cleanliness and functionality of the toilet	Increasing	15.0%	90.50%	86.60%
4	PRM - supplied	For PRM departing with pre-notification: Waiting time to receive assistance from one of the designated points at the airport, in case of pre-notification	Descending	10.0%	03:40	03:02
5	PRM - perceived	Perception of the level of accessibility and usability of airport infrastructures: parking, call intercoms, dedicated lounges, toilets, etc.	Increasing	10.0%	90.50%	99.30%
6	Quality perceived	Perception of the availability of cell phone/laptop charging stations in common areas	Increasing	10.0%	91.50%	98.40%
7	Quality supplied	Number of complaints received compared to total PRM traffic	Descending	12.0%	0.03%	0.02%
8	ASQ	Ease of getting to the airport	Increasing	8.0%	3.7	4.27
9	ASQ	Wi-Fi service quality	Increasing	10.0%	3.72	3.72
10	Technical	Degree of use of Automated Border Control (e-Gates)	Increasing	10.0%	33.00%	55.20%
Q Parameter					1.000	

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Environmental indicators				Weight	2025 year	
					Target	Result
1	New lighting systems to replace existing ones with low consumption devices (LED, fluorescent, etc.)	Post-intervention electricity consumption(148,000 KWh) Pre-intervention electricity consumption (324,300 KWh)	Descendin g	33.3%	0.60	0.48
2	Production of electricity through the installation of photovoltaic systems	MWh produced Total MWh of consumption	Increasing	33.3%	10.00%	17.10%
3	Replacement of the existing vehicle fleet with vehicles powered by fuels with lower environmental impact or reduced emissions (natural gas, biodiesel, electric traction, hydrogen, hybrids, etc.)	% vehicles replaced	Increasing	22.2%	61.00%	61.00%
4	Updating of trained staff	% of staff updated	Increasing	11.1%	75.00%	72.00%
5	Energy Management System	Maintenance of the energy management system according to ISO 50001:2018 and renewal of the energy diagnosis	Increasing	N/A	100.00%	100.00%
6	Airport Carbon Accreditation	Accreditation at Level 3+ of the ACA Protocol	Increasing		100.00%	100.00%
α Parameter				1.000		

Please note that, as previously communicated in the Explanatory Document of the corrections made in compliance with ART Resolution 108/2024, the indicators "Energy Management System" and "Airport Carbon Accreditation" have been excluded from the calculation of the tariff ϵ parameter. Following the implementation of this exclusion, the other environmental indicators have been recalculated to still reach 100% of the bonus/malus.

The table below shows parameters q e α – in compliance with paragraph 10.11 of Guidelines, and the resulting value of parameter ϵ , which contribute to fix the new level of airport fees applicable as of 1st January 2027.

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%

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- g. Preliminary 2026 balance for WLUs and service units consistently with the parameters adopted for the purposes of determining the unit level of rights

The forecast data for the current year 2026 are shown below.

			FORECASTED	MONITORING			GAP %	
			2026	Previsionale 2026				
				Jan-Jun'26 Actual	Jul-Dec'26 Forecasted	2026 Forecasted		
FIGURES ON PLANNED TRAFFIC								
TOTAL PASSENGERS (arrivals+departures)			5,283,985	2,886,696	3,131,587	6,018,283	14%	
Commercial aviation	Low cost		3,853,755	2,169,754	2,488,448	4,658,202	21%	
	Other		1,422,496	713,175	639,277	1,352,452	-5%	
General aviation			7,734	3,767	3,862	7,629	-1%	
PAYING PASSENGERS ORIGINATING FROM TURIN			2,636,116	1,442,026	1,562,518	3,004,544	14%	
Adults	Intra EU	Commercial aviat.	2,062,196	1,106,717	1,269,125	2,375,842	15%	
		General aviat.	2,996	1,554	1,593	3,147	5%	
	Extra EU	Commercial aviat.	438,665	265,680	244,528	510,208	16%	
		General aviat.	600	432	443	875	46%	
Children	Intra EU	Commercial aviat.	108,469	48,423	39,251	87,674	-19%	
		General aviat.	69	8	8	16	-77%	
	Extra EU	Commercial aviat.	23,073	19,205	7,563	26,768	16%	
		General aviat.	48	7	7	14	-70%	
DIRECT-TRANSIT PASSENGERS			4,695	1,902	2,793	4,695	0%	
TOTAL MOVEMENTS (arrivals+departures)			49,079	26,835	27,197	54,032	10%	
TOTAL TONNAGE (arriving+departing)			2,650,615	1,377,604	1,535,720	2,913,324	10%	
Up to 25 tons	Commercial aviat.		989,699	498,427	559,489	1,057,916	7%	
	General aviat.		74,162	40,934	35,378	76,312	3%	
> 25 tons	Commercial aviat.		1,577,023	831,263	933,100	1,764,363	12%	
	General aviat.		9,731	6,980	7,753	14,733	51%	
AIR CARGO			100's of kilos	870	621	621	1,242	43%
MAIL			tons	0	0	0	0	0%
WLU			5,284,948	0	0	0	-100%	

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- h. Final 2025 WLUs and service units consistently with the parameters adopted for the purposes of determining the unit level of rights

The final data for the previous year 2025 are shown below.

			FORECASTED	MONITORING	GAP %
			2025	Actual 2025	
FIGURES ON PLANNED TRAFFIC					
TOTAL PASSENGERS (arrivals+departures)			5,013,838	5,002,150	0%
Commercial aviation	Low cost		3,607,034	3,634,921	1%
	Other		1,399,070	1,358,861	-3%
General aviation			7,734	8,368	8%
PAYING PASSENGERS ORIGINATING FROM TURIN			2,501,336	2,494,434	0%
Adults	Intra EU	Commercial aviat.	1,970,605	1,995,578	1%
		General aviat.	2,996	3,333	11%
	Extra EU	Commercial aviat.	402,211	381,567	-5%
		General aviat.	600	775	29%
Children	Intra EU	Commercial aviat.	103,651	86,000	-17%
		General aviat.	69	15	-78%
	Extra EU	Commercial aviat.	21,156	27,164	28%
		General aviat.	48	2	-96%
DIRECT-TRANSIT PASSENGERS			3,955	3,955	0%
TOTAL MOVEMENTS (arrivals+departures)			47,461	47,936	1%
TOTAL TONNAGE (arriving+departing)			2,523,195	2,388,517	-5%
Up to 25 tons	Commercial aviat.		949,244	876,634	-8%
	General aviat.		74,162	78,205	5%
> 25 tons	Commercial aviat.		1,490,059	1,421,919	-5%
	General aviat.		9,731	11,759	21%
AIR CARGO	100's of kilos		821	1,974	140%
MAIL	tons		0	0	0%
WLU			5,014,315	0	-100%

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- i. Gap between the preliminary value reported by the Company manager in the previous annual information document, and the final value, with reference to the year preceding the current one

Below is shown the detail of the gap between the preliminary value illustrated during the 2025 annual consultation held on 14/10/2025 and what was actually accounted for in the 2025 in relation to the investments recognized in the tariff (as validated in a technical line by ENAC) and management costs related to the entry into force of legislative and/or regulatory contingencies foreseen ex ante.

Intervention plan code	Type of intervention	2025 FORECASTING Annual Consultation on 14/10/25 [000/€]	2025 ENAC MONITORING data [000/€]	GAP
		2025	2025	Actual vs forecasted
1	FLIGHT INFRASTRUCTURE INITIATIVES	41	28	-13
2	TERMINAL WORK	2,026	967	-1,059
3	OTHER BUILDINGS	0	0	0
4	NETWORKS AND SYSTEMS	911	835	-76
5	SYSTEMS OF ACCESS, INTERNAL ROADWAYS, PARKING	10	0	-10
6	SECURITY	0	0	0
7	EXTRAORDINARY MAINTENANCE PLAN	3,752	4,184	432
8	OTHER WORK	223	295	71
9	QUALITY PLAN	0	0	0
10	ENVIRONMENTAL PROTECTION PLAN	0	0	0
11	CARGO (ENAC PROJECT)	0	0	0
12	SUPPLIES	3,795	3,853	58
13	CYCLICAL MAINTENANCE	87	0	-87
Totale		10,845	10,162	-683
<i>Of which</i>				
Airport activities		8,255	7,762	-494
Ancillary activities		2,171	2,041	-130
Incentive activities		400	163	-237
Not relevant activities		19	196	177

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Type of incremental charges deriving from legal or regulatory provisions	2025 FORECASTING Annual Consultation on 14/10/25 [000/€]	2025 ENAC MONITORING data [000/€]	GAP
ENTRY/EXIT SYSTEM FACILITATOR	18	18	0
EMERGENCY POPILLIA JAPONICA - REMOVAL OF THE PLAN SPECIES	40	40	0
COLLECTION, TRANSPORT AND INCINERATION SERVICE OF FOOD WASTE FROM NON-EU FLIGHTS	20	8	-12
ACCESS PASS COSTS	105	111	6
Totale	183	177	-6

Of which

Airport activities	183	132	-51
Ancillary activities	0	45	45
Incentive activities	0	0	0
Not relevant activities	0	0	0

- j. Updated values of operating costs referred to in paragraph 10.1.2, point 3, due to the inflation update

The following is a comparison between the expected value of operating costs relating to the tariff dynamics shared at the Hearing on 25 March 2024 and the same value resulting from the update of the expected inflation for the year 2027 with the value of 2.40% resulting from the Public Finance Planning Document of 22 April 2026.

Year		2024	2025	2026	2027
Pre-monitoring programmed inflation	%	2.30%	1.10%	1.10%	1.10%
Total Opex pre monitoring	€	30,165,049	30,864,480	31,607,282	32,398,322
Post-monitoring programmed inflation	%	2.30%	1.10%	1.80%	2.40%
Total Opex post monitoring	€	30,165,049	30,864,480	31,827,432	33,045,983
Delta Opex	€	0	0	220,150	647,662

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k. Calculation of fees for the subsequent year (2027)

Please note that the tariff level shown below represents the update of the tariff base already shared with Users in the Hearing of 14 October 2025, which incorporated the corrections imposed by the Authority with Resolution 108/2024 of 25 July 2024. The update therefore incorporated the variables subject to annual monitoring described in this document, including the application of the ϵ parameter.

It should be noted that the average tariff for the year 2027 is 1.76% lower than the average currently in force.

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2027 Airport Charges Proposal

Product	Tariff	2027 Hearing 14th October 2025	2027 Annual monitoring update	GAP €
Total	Total €/Pax	8.79	8.73	-0.06
Boarding passengers	€/depax (weighted average)	10.30	10.21	-0.08
	€/pax Departing EU adults	9.31	9.24	-0.08
	€/pax Departing EU childrens	4.66	4.62	-0.04
	€/pax Departing extra EU adults	16.42	16.28	-0.13
	€/pax Departing extra EU childrens	8.27	8.20	-0.07
SUMMER loading and take off	€/ton (weighted average)	1.70	1.70	0.00
	€/ton up to 25 Tons	1.60	1.60	0.00
	€/ton > 25 Tons	1.77	1.77	0.00
WINTER loading and take off	€/ton (weighted average)	2.43	2.42	0.00
	€/ton up to 25 Tons	2.27	2.27	0.00
	€/ton > 25 Tons	2.53	2.52	-0.01
Parking fees	€/ton per parking hour	0.51	0.51	0.00
Cargo	€/kg	0.02	0.02	0.00
Passenger security	€/pax Departing	2.32	2.31	-0.02
Luggages security	€/pax Departing	1.19	1.18	-0.01
400 Hz	€/turn-around	130.82	129.92	-0.90
Check-In desks	€/hour/year of utilization (weighted average)	15.81	15.70	-0.11
	€/hour/year of utilization B-C (5-10 and 15-20)	20.85	20.70	-0.14
	€/hour/year of utilization B-C (10-15 e after 20)	16.53	16.41	-0.11
	€/year yearly tariff B-C	36,619.97	36,367.02	-252.95
	€/hour/year of utilization A-D-R (5-10 and 15-20)	14.36	14.26	-0.10
	€/hour/year of utilization A-D-R (10-15 and after 20)	11.49	11.41	-0.08
	€/year yearly tariff A-D-R	26,213.56	26,032.49	-181.07
Service areas	€/sqm (weighted average)	30.12	29.37	-0.75
	€/sqm Terminal Offices	48.44	41.37	-7.06
	€/sqm Cargo Offices	35.53	30.35	-5.18
	€/sqm General aviation Offices	150.00	150.00	0.00
	€/sqm Technical roos	68.17	68.17	0.00
	€/sqm Changing rooms	20.15	17.21	-2.94
	€/sqm Covered operating areas	10.61	9.06	-1.55
	€/sqm Uncovered operating areas	3.18	2.72	-0.46
	€/sqm Hangar	40.00	40.00	0.00
Fueling	€/lt	0.01	0.01	0.00
Bridges	€/hour	185.33	184.05	-1.28

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It should be noted that the average tariff for the year 2027 is 1.90% lower than the average currently in force.

2027 Airport Charges Proposal

Product	Tariff	2026 Currently in force	2027 Annual monitoring update	GAP €
Total	Total €/Pax	8.90	8.73	-0.17
Boarding passengers	€/depax (weighted average)	10.46	10.21	-0.25
	€/pax Departing EU adults	9.47	9.24	-0.23
	€/pax Departing EU childrens	4.73	4.62	-0.12
	€/pax Departing extra EU adults	16.65	16.28	-0.37
	€/pax Departing extra EU childrens	8.37	8.20	-0.17
SUMMER loading and take off	€/ton (weighted average)	1.70	1.70	0.00
	€/ton up to 25 Tons	1.60	1.60	0.00
	€/ton > 25 Tons	1.78	1.77	0.00
WINTER loading and take off	€/ton (weighted average)	2.62	2.42	-0.20
	€/ton up to 25 Tons	2.45	2.27	-0.18
	€/ton > 25 Tons	2.73	2.52	-0.20
Parking fees	€/ton per parking hour	0.50	0.51	0.01
Cargo	€/kg	0.02	0.02	0.00
Passenger security	€/pax Departing	2.26	2.31	0.04
Luggages security	€/pax Departing	1.20	1.18	-0.02
400 Hz	€/turn-around	126.69	129.92	3.23
Check-In desks	€/hour/year of utilization (weighted average)	15.31	15.70	0.39
	€/hour/year of utilization B-C (5-10 and 15-20)	20.19	20.70	0.51
	€/hour/year of utilization B-C (10-15 e after 20)	16.01	16.41	0.41
	€/year yearly tariff B-C	35,463.95	36,367.02	903.08
	€/hour/year of utilization A-D-R (5-10 and 15-20)	13.91	14.26	0.35
	€/hour/year of utilization A-D-R (10-15 and after 20)	11.13	11.41	0.28
	€/year yearly tariff A-D-R	25,386.05	26,032.49	646.45
Service areas	€/sqm (weighted average)	29.59	29.37	-0.22
	€/sqm Terminal Offices	43.46	41.37	-2.09
	€/sqm Cargo Offices	31.88	30.35	-1.53
	€/sqm General aviation Offices	150.00	150.00	0.00
	€/sqm Technical roos	68.17	68.17	0.00
	€/sqm Changing rooms	18.08	17.21	-0.87
	€/sqm Covered operating areas	9.52	9.06	-0.46
	€/sqm Uncovered operating areas	2.86	2.72	-0.14
	€/sqm Hangar	40.00	40.00	0.00
Fueling	€/lt	0.01	0.01	0.00
Bridges	€/hour	179.48	184.05	4.57

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1. Illustration of the treatment of the commercial margin (MC) referred to in paragraph 10.8

The Commercial Margin (CM), generated by ancillary activities, is determined by the difference between the sum of revenues and costs deriving from those activities, as highlighted in the regulatory accounting tables. The following are included among the ancillary activities:

- ✓ Groundhandling services carried out under the regime of competition;
- ✓ non-regulated ancillary activities directly supplied by the Airport manager (offices, premises and other ancillary activities);
- ✓ non-regulated ancillary activities sub-contracted to third parties (food & beverage, retail, and other ancillary activities);
- ✓ Advertising;
- ✓ Car parks.

The CM resulting from the 2025 certified regulatory accounting data amounts to 16.6 million euros (as reported in the following Table) and it was entirely intended to cover costs linked to activities other than airport ones and those linked to ancillary activities.

ITEM	REGULATORY 2025 AMOUT
COMMERCIAL REVENUES	34,197,426
REGULATORY COSTS ANCILLARY ACTIVITIES INCLUDING REMUNERATION	17,620,176
COMMERCIAL MARGIN (CM)	16,577,250

Having fulfilled the reporting obligations and the transparency criteria indicated in paragraph 10.8, point 4 of Model A, the Airport Managing Company proposes to value the CM component at 0.

m. Date of convocation of the public hearing

In compliance with paragraph 8.2,1 point 2 m) of Guidelines, the Public Hearing is scheduled on 20 October 2026 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.

n. Monitoring of the Service Level Agreement

The figures gathered during the period January-June 2026 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 25 March 2024 are shown below.

Driver	Base unit	Out of performance flights
1 Baggage Handling System failure	Flight delayed with code 87 > 15min	15
2 Mishandled baggage due to Baggage Handling System failure	Flight with more than 20 left-behind baggage due to BHS failure	39
3 CUTE System incl. gate readers and doors	Flight delayed with code 55 or 58 > 15min	None
4 Waiting time for security controls	Flight delayed with code 85 due to security controls in charge of Airport Authority > 15min	None
5 Fixed Electrical Power (FEP 400Hz)	Flight not connected to FEP due to its failure	None SAGAT provides a free-of-charge mobile Ground Power Unit to be used in case of FEP failures
6 Jet Bridges	Flight not connected to jet bridge due to its failure	1

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7	Jet Bridges including FEP and ACU	Flight delayed with code 87 due to jet bridge failure (incl. FEP and ACU) > 15min	2
8	Safety – FOD	Certified aircraft damage by FOD at station	None
9	Safety – Birdstrike	Certified aircraft damage by birdstrike within airport under 300ft AGL	None
10	PRM passengers	Flight delayed with code 19 due to PRM service delay when assistance was correctly notified by carrier > 15min	None

Driver 1 and 2

With regard to the performance of driver 1 and the cases of left-behind luggage highlighted in the table, it should be noted that on 4 January 2026 there was a generalised blockage of the BHS.

Driver 5

In relation to the 400Hz and ACU (Air Conditioning Unit) systems, since 1 August 2017 the Company has a mobile GPU and a mobile ACU to guarantee airport users 100% continuity of service in the event of equipment failures.

Driver 6

On 3 April 2026, there was a localised malfunction of a jet bridge. The flight was handled by buses for arrivals and departures, without causing any delay.

Driver 7

On 1 February and 24 June 2026, there were two localised malfunctions of the boarding piers, which resulted in a maximum delay of 25 minutes.