
Toscana Aeroporti Group



2015 FINANCIAL STATEMENTS

This dossier is available in the Investor Relations section of the Toscana Aeroporti website at www.toscana-aeroporti.com.

Toscana Aeroporti S.p.a.

Via del Termine, 11 – 50127 Firenze - www.toscana-aeroporti.com

R.E.A. FI-637708 - Fully paid-up Share Capital € 30,709,743.90

VAT Number and Tax Code: 00403110505

Summary

1. COMPOSITION OF THE SHARE CAPITAL OF THE PARENT COMPANY	4
2. THE PARENT COMPANY'S SHAREHOLDERS	5
3. CORPORATE GOVERNANCE	6
4. MERGER BY INCORPORATION OF "AEROPORTO DI FIRENZE S.P.A."	7
4.1 PRO-FORMA EQUITY AND FINANCIAL INFORMATION OF THE SURVIVING ENTITY AT 31 DECEMBER 2014	7
5. STOCK PERFORMANCE	11
6. MACROSTRUCTURE OF THE TOSCANA AEROPORTI GROUP.....	12
7. COMPOSITION OF CORPORATE GOVERNING BODIES	14
8. HIGHLIGHTS	15
9. YEAR'S PROFILE	16
9.1 THE MACRO-ECONOMIC SCENARIO	16
9.2 THE AIR TRANSPORT INDUSTRY	17
9.3 TRENDS IN THE TUSCAN AIRPORT SYSTEM'S TRAFFIC.....	17
• 9.3.1 Traffic trends in the Pisa "Galileo Galilei" airport).....	20
• 9.3.2 Traffic trends in the Florence "Amerigo Vespucci" airport.....	25
9.4 THE NON-AVIATION BUSINESS	28
10. SIGNIFICANT EVENTS OCCURRED IN 2015.....	29
11. RESULTS OF OPERATIONS FOR THE TOSCANA AEROPORTI GROUP.....	31
• 11.1 Consolidated Income Statement.....	32
• 11.2 Consolidated Statement of Financial Position.....	36
• 11.3 Analysis of financial flows	39
• 11.4 Consolidated Net Financial Position	41
• 11.5 Trends of key Consolidated Financial Report ratios	43
12. THE GROUP'S INVESTMENTS.....	44
13. HUMAN RESOURCES.....	46
14. OCCUPATIONAL HEALTH & SAFETY	47
15. IT SECURITY AND PRIVACY LEGISLATION - LEG. DEC. no. 196 of 30-Jun-2003.....	48

16. RESEARCH & DEVELOPMENT	48
17. RELATIONSHIPS WITH THE OTHER ENTITIES OF THE GROUP AND WITH RELATED PARTIES.....	49
18. MAIN INFORMATION ON THE PARENT COMPANY AND SUBSIDIARIES, AND THEIR RELATIONSHIPS	51
• 18.1 Toscana Aeroporti S.p.a.....	51
• 18.2 Parcheggi Peretola S.r.l.	55
• 18.3 Toscana Aeroporti Engineering S.r.l.....	57
• 18.4 Jet Fuel Co. S.r.l.	59
19. MAIN RISKS AND UNCERTAINTIES TO WHICH THE GROUP IS EXPOSED.....	61
20. SIGNIFICANT EVENTS OCCURRED AFTER THE CLOSING OF THE PERIOD AT 31 DECEMBER 2015.....	64
21. INFORMATION PURSUANT TO ART. 149-DUODECIES OF CONSOB'S ISSUERS' REGULATIONS.....	65
22. OUTLOOK.....	65
23. PROPOSED ALLOCATION OF THE YEAR'S RESULT.....	66
CONSOLIDATED FINANCIAL STATEMENTS – REPORTS AT 31 DECEMBER 2015.....	67
EXPLANATORY NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AT 31 DECEMBER 2015.....	74
ANNEXES TO THE 2015 CONSOLIDATED FINANCIAL STATEMENTS	126
2015 AUDITORS' FEES (ART.159- <i>duodecies</i> OF CONSOB ISSUER REGULATIONS).....	132
CERTIFICATION OF THE 2015 CONSOLIDATED FINANCIAL REPORT.....	133
AUDITORS' REPORT.....	134
FINANCIAL STATEMENTS – REPORTS AT 31 DECEMBER 2015.....	137
EXPLANATORY NOTES - FINANCIAL STATEMENTS AT 31 DECEMBER 2015.....	144
ANNEXES TO THE 2015 FINANCIAL STATEMENTS.....	192
CERTIFICATION OF THE 2015 FINANCIAL STATEMENTS.....	198
AUDITORS' REPORT.....	199
BOARD OF AUDITORS' REPORT	202

Dear Shareholders,

the Report on Operations for the Consolidated Financial Statements of Toscana Aeroporti S.p.a. (hereinafter also briefly referred to as “TA” or the “Holding”) and its subsidiaries (hereinafter the “TA Group”) and for the Separate Draft Financial Statements at December 31, 2015, approved by the Board of Directors on 17 March 2016, have been prepared in compliance with the provisions of CONSOB Resolution no. 11971 of 14 May 1999 and includes the accounting records and the Directors' comments on management trends and the most significant events that took place in 2015 and after the closing of the year on December 31, 2015.

The tables provided and commented below have been prepared based in the Consolidated Financial Statements at December 31, 2015, to which we refer the readers of this document, since, pursuant to the applicable legislation, we considered it more appropriate to prepare a single Report on Operations and provide an analysis of the most significant economic-financial trends, i.e. consolidated data.

The Consolidated Financial Statements and Year's Balance Sheet for the year ended December 31, 2015 have been prepared in compliance with the international accounting principles (“IFRS”) issued by the International Accounting Standard Board (“IASB”) and ratified by the European Union. IFRS also include the current International Accounting Standards and all the interpretation documents issued by the International Financial Reporting Interpretations Committee (“IFRIC”), previously called Standing Interpretations Committee (“SIC”), as well as in compliance with the measures issued to implement art. 9 of Leg. Dec. no. 38/2005 (Consob Resolution no. 15519 of 27 July 2006 concerning measures on corporate reporting, Consob Resolution no. 15520 of 27 July 2006 concerning changes and additions to the Issuers' Regulation adopted with Resolution no. 11971/99, Consob's Notice no. 6064293 of 28 July 2006 concerning corporate information and disclosures pursuant to art. 114, paragraph 5, of Leg. Dec. no. 58/98. 58/98

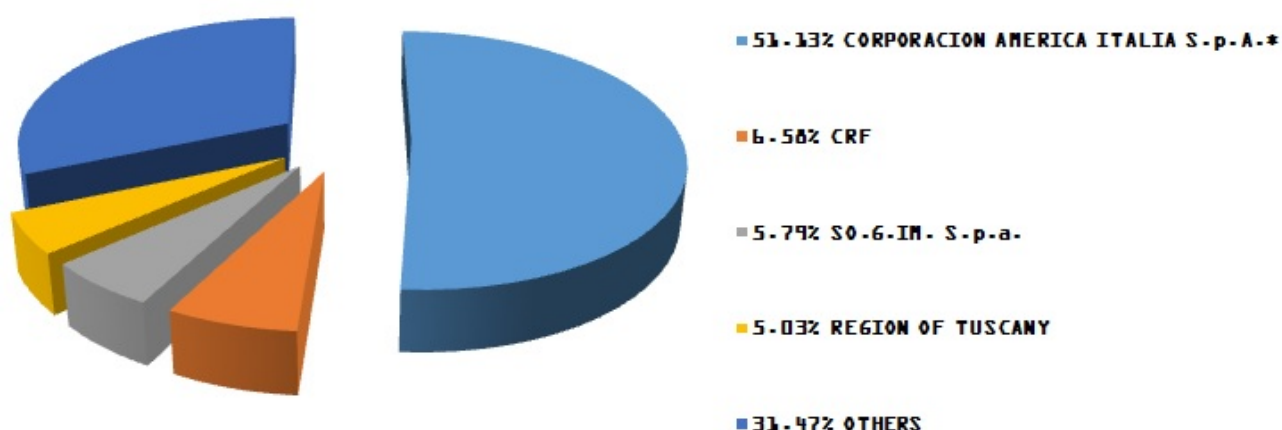
Toscana Aeroporti S.p.a. manages the Pisa “G. Galilei” airport and the Florence “A. Vespucci” airport by developing both air traffic and the infrastructure and passenger services for both airports.

Accounting data at 31 December 2015 include, with the full consolidation method, the data of the parent company “Toscana Aeroporti S.p.A.” and those of the subsidiaries Parcheggi Peretola S.r.l., Toscana Aeroporti Engineering S.r.l. (hereinafter “TAE”) and Jet Fuel Co. S.r.l. (hereinafter “Jet Fuel”).

The consolidated financial report and year's financial statements of the TA Group have been audited by PricewaterhouseCoopers S.p.A. (“PwC”).

1. COMPOSITION OF THE SHARE CAPITAL OF THE PARENT COMPANY

We are providing below a list of the names of the parties which, at 17 March 2016, held, directly and indirectly, a portion of more than 5% of the subscribed share capital of Toscana Aeroporti S.p.a., consisting of shares with voting rights, according to the Shareholders' Register, supplemented with disclosures pursuant to art. 120 of Legislative Decree 58/1998.



* Declarant, i.e. person positioned at the top of the control chain: Southern Cone Foundation

The share capital of Toscana Aeroporti S.p.a. consists of €30,709,743,90, subscribed and fully paid-up, and consisting of 18,611,966 ordinary shares with a nominal value of €1.65 each.

We remind the reader that, after signing the merger by incorporation of Aeroporto di Firenze S.p.a. (hereinafter "AdF") on 11 May 2015 - operation described below - TA (former Società Aeroporto Toscano Galileo Galilei S.p.a. - briefly "SAT") increased its share capital for an aggregate nominal amount of €14,440,743.90 by issuing 8,751,966 shares for the purposes of the exchange.

We point out that the whole of TA's shares owned by Corporación America Italia S.p.a. have been pledged until December 2019 as guarantee of the debenture loan issued by the shareholder in question.

2. THE PARENT COMPANY'S SHAREHOLDERS

Corporate Boards

On 15 July 2015, the Shareholders' Meeting of Toscana Aeroporti S.p.a. appointed the Board of Directors, whose fifteen members shall remain in office for three financial years (until the approval of the financial statements as at 31 December 2017). Furthermore, the Meeting appointed Marco Carrai as Chair of the Board of Directors.

On the same date, the Board of Directors, chaired by newly-appointed Chairman Marco Carrai, appointed Gina Giani as CEO, and Roberto Naldi and Pierfrancesco Pacini as Deputy-Chairs of the Company.

Deputy-Chair Roberto Naldi was vested with authorities, powers of attorney and responsibilities regarding the definition of the Company's policies and strategic plans. By virtue of said authorities, Deputy-Chair, Mr. Naldi, shall be considered as an executive.

Board Member Vittorio Fanti was vested with authorities, powers of attorney and responsibilities regarding the special projects identified by the Board, including the project for the construction of the new runway and the new Florence airport. By virtue of said authorities, Board Member Vittorio Fanti shall be considered as an executive.

The Board of Directors then created the Executive Committee with the following persons: Mr. Marco Carrai (Chair of the Committee), CEO Ms. Gina Giani, Deputy-Chairs Roberto Naldi and Pierfrancesco Pacini, Board Member/Director Vittorio Fanti and Board Members Martin Francisco Antranik Eurnekian Bonnarens and Iacopo Mazzei.

Then the Board of Directors created the following Committees:

- Control and Risk Committee, consisting of Board Members Stefano Bottai, Anna Girello, and Iacopo Mazzei;
- Appointments and Remuneration Committee, consisting of Board Members Stefano Bottai, Elisabetta Fabri, and Pierfrancesco Pacini.

Always on 15 July 2015, the Board of Directors also identified the President, Mr. Marco Carrai, as Director in charge of the Internal Control and Risk Management System.

Then the Board of Directors, after receiving the favourable opinion of the Board of Auditors, deliberated on appointing Mr. Marco Gialletti as Executive in charge of corporate reporting.

For the composition of corporate boards, please refer to section 7 of this Report.

Shareholder Agreements

On 16 April 2014 Corporación America Italia S.r.l. and SO.G.IM. S.p.a. (which preventively exercised its right to withdraw from the shareholder agreement with the Tuscany Region) signed a shareholder agreement in virtue of which Corporación America Italia S.r.l. would be able to exercise a dominating influence over AdF (today incorporated into Toscana Aeroporti S.p.a.). Said agreement has a term of three years, renewable on expiry.

On 13 May 2015, an addendum was added to the original shareholder agreement existing between Corporación America Italia S.p.a. and SO.G.IM. S.p.a. to update its contents after the merger signed on 11 May 2015 and effective from 1 June 2015.

Finally, we inform the reader that, after the appointment of the BoD of Toscana Aeroporti S.p.a. by the Shareholders' Meeting held on 15 July 2015, the shareholder agreement signed on 23 June 2015 between the bank "Ente Cassa di Risparmio di Firenze", Regione Toscana (the Regional Government of Tuscany), Provincia di Pisa (the Provincial Government of Pisa), Fondazione Pisa (Pisa Foundation), C.C.I.A.A. di Firenze (Chamber of Commerce of Florence), Comune di Pisa (Municipality of Pisa), C.C.I.A.A. di Pisa (Chamber of Commerce of Pisa), has automatically ceased to apply.

Further details and contents are available on the official website of the company: www.toscana-aeroporti.com.

3. CORPORATE GOVERNANCE

The Company has a Corporate Governance model that acknowledges the provisions of the Self-Regulatory Code for listed companies promoted by Borsa Italiana S.p.A., in line with the recommendations issued by Consob and with international best practices. The Control and Risk Committee and the Appointments and Remuneration Committee have been operating for some time.

We refer the readers to further information in the "Report on Corporate Governance and Ownership Structure", which is annually prepared in compliance with statutory obligations and which contains a general description of the corporate governance system adopted by Toscana Aeroporti, and provides the required information on the ownership structure and Self-Regulatory Code, including the main governance practices implemented and the characteristics of the risk management and internal control system in compliance with the financial disclosure process. Said Report is available in the website www.toscana-aeroporti.com, "Investor Relations" section.

4. MERGER BY INCORPORATION OF “AEROPORTO DI FIRENZE S.P.A.”

The Merger is part of the industrial and strategic plan already disclosed to the market with the joint press release published by SAT and AdF on 16 October 2014 with the aim of combining SAT and AdF in compliance with the requirements of the National Airport Plan for a single management of the Florence and Pisa airports, to be qualified as “airports of national strategic interest”.

The strategic objective is to create a best-in-class Tuscan airport system, due to become one of the main Italian airport hubs. The merger project aims at maximising the coordinated development of the Galilei Pisa airport and the Vespucci Florence airport by expanding the offer of destinations reached by the two, increasing the number of seats offered on each route, increasing the number of airlines operating in the system by improving the airport infrastructures to meet the traffic volumes expected in the two airports based on their Airport Development Plans (ADP).

At the effective date of the merger (1 June 2015), SAT will change its company name into “Toscana Aeroporti S.p.a.”, a listed company based in Florence, with 51.13% of its share capital owned by Corporación América Italia S.p.a.

For more details regarding the merger by incorporation of AdF, see the section “Merger by incorporation of Aeroporto di Firenze S.p.a.” of the Explanatory Notes.

4.1 PRO-FORMA EQUITY AND FINANCIAL INFORMATION OF THE SURVIVING ENTITY AT 31 DECEMBER 2014

For a better disclosure of TA Group’s management trends, we are providing below the pro-forma information regarding the Surviving Entity at 31 December 2014 (included in the Equivalent Disclosure Document of 22 May 2015).

Pro-forma information has been prepared with the purpose of disclosing the effects of the merger on equity, operations and financial position of the SAT Group (today “Toscana Aeroporti”, TA) as if the transaction had taken place in the period to which said pro-forma information refers, according to the criteria and methods set forth in Consob’s Recommendation no. DEM 1052803 of July 5, 2001 and related technical document (the so-called “Equivalent Disclosure Document”).

Therefore:

- a) as regards the financial position, pro-forma adjustments have been made based on the assumption that the merger has been finalized on 31 December 2014;
- b) as regards the income statement, adjustments have been made based on the assumption that the merger has been finalized at the start of the period to which that income statement refers (1 January 2014);
- d) as a consequence, in consideration of the different purposes of pro-forma information with respect to a consolidated financial report, and having regard to the fact that the effects are considered with respect to a different time period when reporting on the financial position, income statement and cash flows, it must be pointed out that the financial position, the consolidated pro-forma income statement and the pro-forma statement of cash flow should be read and interpreted separately, without looking for connections or any matching between the different bookkeeping records;
- e) pro-forma adjustments have been made by taking into consideration and reflecting significant equity, operations and financial effects, directly correlated to the transaction for which pro-forma information has been requested;

- f) pro-forma adjustments made are supported by objective and independently verifiable evidence;
- g) pro-forma adjustments have been made in compliance with valuation criteria and international accounting standards (IAS/IFRS) approved by the European Commission;
- h) pro-forma adjustments have been determined, as much as possible, by using methods and criteria substantially in line with those adopted for the preparation of the first financial statements after the merger, which reflect the effects of the merger.

As a consequence, as we have already pointed out in the Equivalent Disclosure Document, while complying with the general criteria specified above, some intrinsic limits remain due to the very nature of pro-forma information, which is just based on assumptions. For this reason, this should not be considered as a complete representation of the results that would have been obtained if the transactions considered in the preparation of pro-forma information had actually taken place at the date considered. Pro-forma information reflects an assumption and does not truly represent the real operations and financial or perspective situation of Toscana Aeroporti.

Consolidated pro-forma statements include:

- A) historical data regarding the Annual Consolidated Financial Report of the SAT Group at 31 December 2014, prepared according to international accounting standards (IAS/IFRS);
- B) historical data regarding the Annual Consolidated Financial Report of the AdF Group at 31 December 2014, prepared according to international accounting standards (IAS/IFRS);
- C) the aggregation (sum) of data regarding the SAT Group and the AdF Group at 31 December 2014;
- D) pro-forma adjustments to reflect the Merger transaction;
- E) consolidated pro-forma information of the SAT Group at 31 December 2014 obtained by summing up aggregated data and pro-forma adjustments.

The consolidated Income Statement and Pro-Forma Consolidated Statement of Financial Position of the Issuer for the year ended 31 December 2014 are provided below.

(In €K)

**PRO-FORMA CONSOLIDATED INCOME
STATEMENT AT 31 DECEMBER 2014**

	SAT Group	AdF Group	Aggregate	Pro-forma Adjustments	SAT Group Pro-forma
	(A)	(B)	(C) = (A)+(B)	(D)	(E) = (C) + (D)
Aviation operating revenues	49,592	30,092	79,685	-	79,685
Non-Aviation operating revenues	17,320	10,227	27,546	-	27,546
Revenues from construction services	6,589	2,853	9,442	-	9,442
Other operating revenues	1,764	1,415	3,179	-	3,179
TOTAL REVENUES (A)	75,265	44,587	119,852	-	119,852
Costs for raw and ancillary materials, consumables and goods	(1,152)	(2,660)	(3,812)	-	(3,812)
Cost of Personnel	(22,864)	(15,788)	(38,652)	-	(38,652)
Costs for services	(26,693)	(12,369)	(39,062)	-	(39,062)
Costs for construction services	(6,276)	(2,717)	(8,993)	-	(8,993)
Other operating expenses	(4,581)	(1,475)	(6,056)	-	(6,056)
TOTAL COSTS (B)	(61,565)	(35,009)	(96,574)	-	(96,574)
GROSS OPERATING MARGIN (A-B)	13,699	9,578	23,277	0	23,277
Depreciation	(4,176)	(3,560)	(7,736)	-	(7,736)
Provision for liabilities and expenses	(1,724)	(898)	(2,622)	-	(2,622)
Provisions and write-downs	(107)	(66)	(173)	-	(173)
OPERATING EARNINGS	7,693	5,054	12,747	0	12,747
Financial income	289	872	1,161	(830)	331
Financial expenses	(873)	(1,187)	(2,060)	-	(2,060)
TOTAL ASSET MANAGEMENT	(584)	(315)	- 899	(830)	(1,729)
PROFIT (LOSS) BEFORE TAX	7,109	4,739	11,848	(830)	11,018
Year's taxes	(2,774)	(1,758)	(4,532)	11	(4,521)
PROFIT/(LOSS) FOR THE YEAR	4,335	2,981	7,316	(819)	6,498
Minority Interest's loss (profit) FOR THE YEAR	(136)	0	(136)	-	(136)
GROUP'S PROFIT (LOSS) FOR THE YEAR	4,199	2,981	7,180	(819)	6,361

(€K)

PRO-FORMA CONSOLIDATED STATEMENT OF
FINANCIAL POSITION AT DECEMBER 31, 2014

	SAT Group	AdF Group	Aggregate	Pro-forma Adjustments	SAT Group's pro- forma
	(A)	(B)	(C) = (A)+(B)	(D)	(E) = (C) + (D)
Concession rights	67,695	65,245	132,940	0	132,940
Patents and work in progress	8,165	197	8,362	0	8,362
Total intangible assets	75,860	65,442	141,302	0	141,302
Land and buildings, plant and machinery	21,064	5,490	26,554	0	26,554
Total tangible assets	21,064	5,490	26,554	0	26,554
Equity investments in other entities	1,791	87	1,878	(1,723)	155
Investments in Associated Companies	482	0	482	0	482
Total Equity Investments	2,273	87	2,360	(1,723)	637
Sundry loans and other non-current assets	3,488	298	3,786	315	4,101
Total other non-current assets	3,488	298	3,786	315	4,101
Total non-current assets	102,685	71,317	174,002	(1,408)	172,594
Inventories	0	0	0	0	0
Receivables from customers	13,727	6,548	20,275	0	20,275
Other accounts receivable	3,683	7,759	11,442	(789)	10,653
Cash and cash equivalents	25,091	11,754	36,845	0	36,845
Total current assets	42,501	26,061	68,562	(789)	67,773
TOTAL ASSETS	145,185	97,378	242,563	(2,197)	240,367
Group Shareholders' Equity	66,598	44,210	110,808	(2,375)	108,434
Minority interest	138	0	138	0	138
TOTAL SHAREHOLDERS' EQUITY	66,736	44,210	110,946	(2,375)	108,571
Termination benefits and other personnel-related provisor	4,207	2,962	7,169	0	7,169
Provisions for liabilities and expenses (including repair and replacement)	10,554	8,758	19,312	0	19,312
Deferred tax liabilities	0	476	476	0	476
Non-current financial liabilities	24,700	10,623	35,323	0	35,323
Other payables due beyond the year	1,839	0	1,839	0	1,839
Total medium-long term liabilities	41,300	22,819	64,119	0	64,119
Bank and financial overdrafts	2,068	11,908	13,976	0	13,976
Payables to suppliers	17,142	6,628	23,770	0	23,770
Provision for repair and replacement	1,758	1,188	2,946	0	2,946
Other payables	16,182	10,625	26,807	178	26,985
Total current liabilities	37,150	30,349	67,499	178	67,677
TOTAL LIABILITIES	78,450	53,168	131,618	178	131,796
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	145,185	97,378	242,563	(2,197)	240,367

The pro-forma adjustments shown in the pro-forma reports provided above concern:

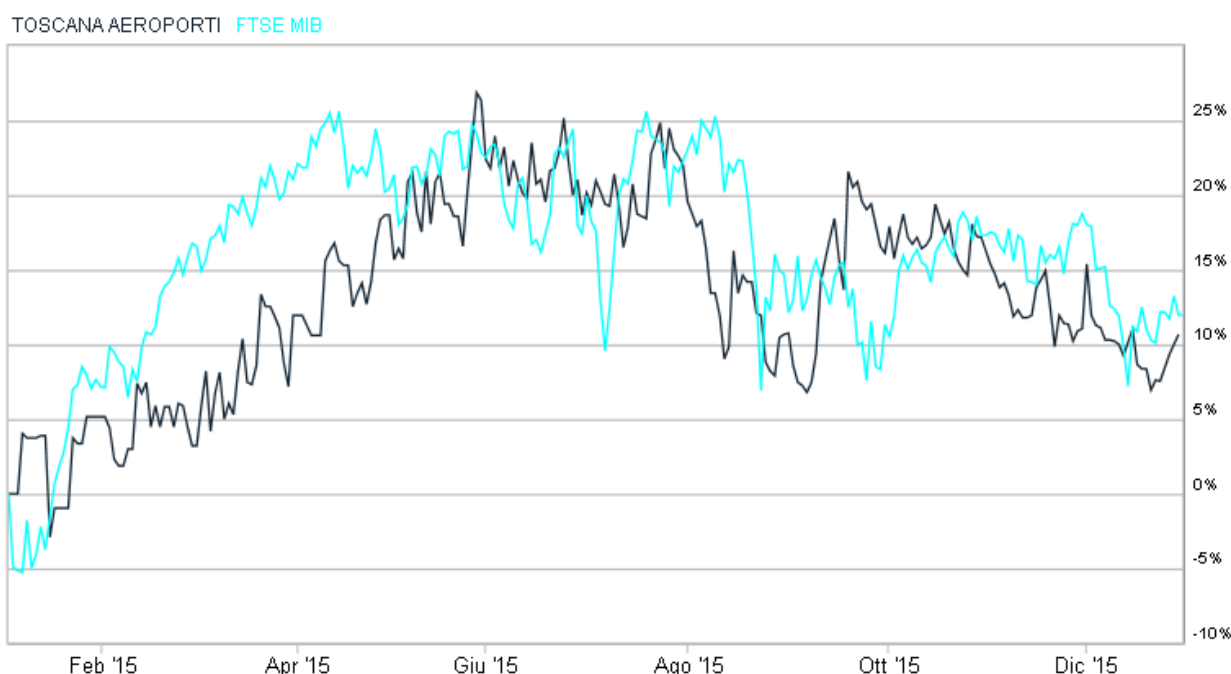
- the elimination of intragroup relationships between the SAT Group and the AdF Group concerning dividends distributed and mutually received during 2014 by the Absorbed Entity and by the Surviving Entity;
- the elimination from the income statement of the capital gain realized by AdF after the sale of the stake held in SAT, because it has been simulated as transaction on treasury stock, with consequent direct booking in the in the Shareholders' Equity in compliance with IAS 32;
- the elimination of the stake held by SAT in AdF, as a contra-entry in the Shareholders' Equity after the merger by incorporation of AdF in SAT;
- capital increase costs connected with the merger transaction, consisting in fees paid to the consultants that assisted the Absorbed Entity and the Surviving Entity in making the transaction after the related taxation¹.

For further details, see the Equivalent Disclosure Document published in the Company' website.

5. STOCK PERFORMANCE

2015 has substantially been a positive year for European stock exchanges, with the best performances seen in Milan (+12.7%), Frankfurt (+9.6%) and Paris (+8.5%), while Madrid went down by 6.2%.

Trends in Toscana Aeroporti stocks (ticker: TYA) have been positive in 2015 (+10.7%), not far from FTSE MIB basket (+12.0%).



¹This is the total estimated amount at the date of preparation of pro-forma statements. The final amount, after taxation, is €864K.

The main data regarding trading prices for the Toscana Aeroporti stock in the course of 2015:

Share price	
Opening price (2 January 2015)	€ 13.40
Minimum price (15 January 2015)	€ 13.01
Maximum price (28 May 2015)	€ 17.00
Closing price (30 December 2015)	€ 14.83
Average price (*)	€ 15.19
Market capitalization at 30-Dec-2015	€ 276.0 M

(*) Arithmetic mean of Reference Price from 02-Jan-2015 to 30-Dec-2015.

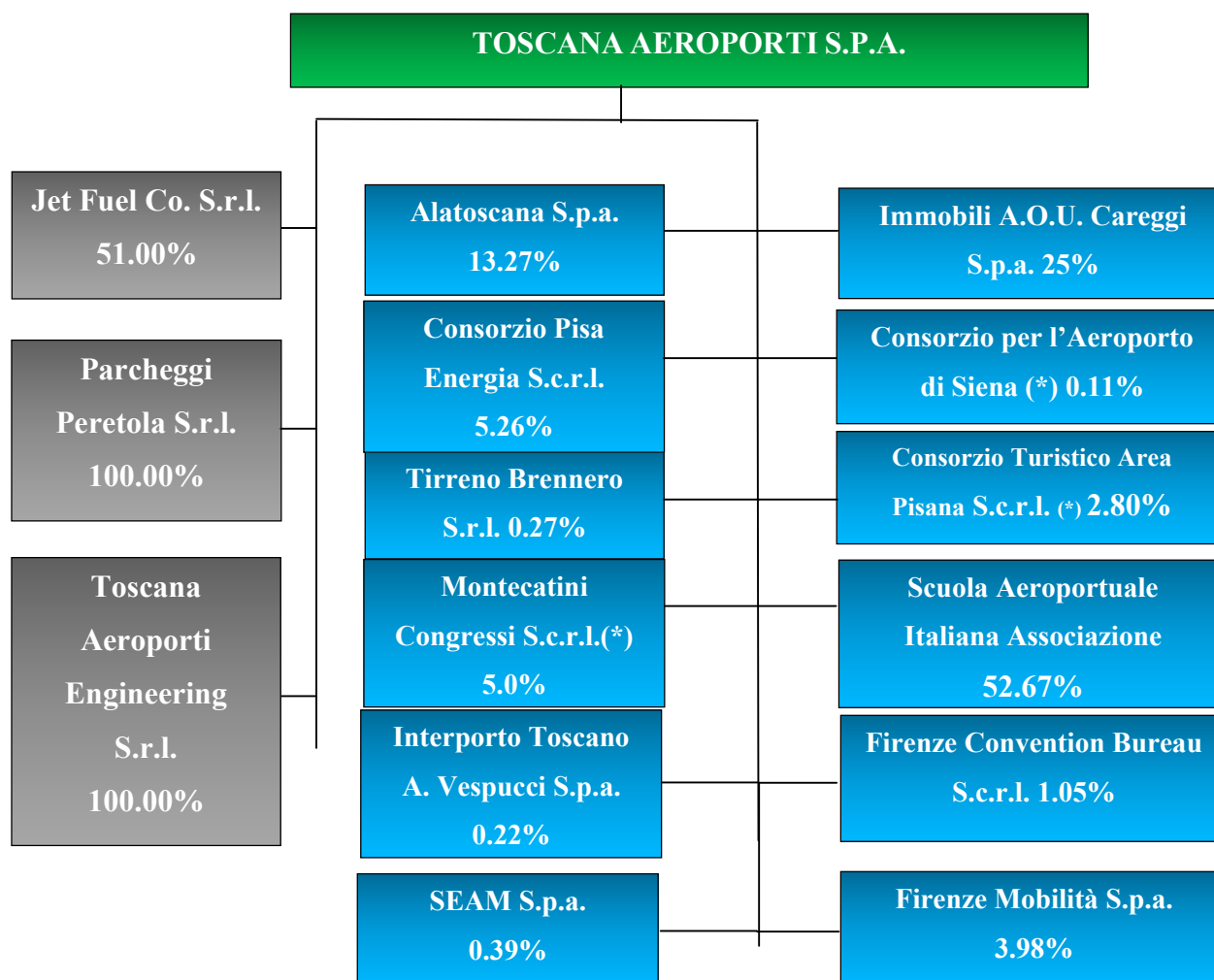
6. MACROSTRUCTURE OF THE TOSCANA AEROPORTI GROUP

Legal details of the Holding

Company name: "Toscana Aeroporti S.p.a., briefly "TA".

Registered office of the company: Firenze, Via del Termine n. 11 - Tax Code: 00403110505

Registration number with the Company Register of Florence - Economic and Administrative index: n. 366022 FI no. 637708 - Fully paid-up share capital: Euro 30,709,743.90



Holding - Toscana Aeroporti (hereinafter TA).



Subsidiaries - Jet Fuel Co. S.r.l. (hereinafter Jet Fuel), Parcheggi Peretola S.r.l., Toscana Aeroporti Engineering S.r.l.. For consolidation purposes, we point out that Toscana Aeroporti owns 33.33% of the property and dividend rights and 51% of the voting rights of Jet Fuel Co. Srl. For further details, see specific section on Subsidiaries; for the Consolidation Area, see the specific section of the Explanatory Notes.



Third Parties - (*) Winding-up entities.

Line-by-line consolidation

Company	Registered Office	Share Capital (€)	Shareholders' Equity (€K)	%
Toscana Aeroporti S.p.a.	Florence	30,709,743.90	108,183	Holding
Parcheggi Peretola S.r.l.	Florence	50,000.00	2,768	100.00
Toscana Aeroporti Engineering S.r.l.	Pisa	80,000.00	110	100.00
Jet Fuel Co. S.r.l.	Pisa	150,000.00	271	51.00

Full Consolidation

Company	Registered Office	Share Capital (€)	Shareholders' Equity (€K)	%
Immobili A.O.U. Careggi S.p.a.	Florence	200,000.00	591	25.00
Alatoscana S.p.a. Campo (LI)	Marina di	2,910,366.20	2,866	13.27

7. COMPOSITION OF CORPORATE GOVERNING BODIES

Board of Directors

	<u>Position</u>
Marco CARRAI	President
Gina GIANI ¹	CEO
Roberto NALDI	Executive Vice-President
Pierfrancesco PACINI	Vice-President
Vittorio FANTI	Delegated Board Member
Leonardo BASSILICHI	Board Member
Giovanni Battista BONADIO	Board Member
Stefano BOTTAI	Board Member
Martin Francisco Antranik EURNEKIAN BONNARENS	Board Member
Elisabetta FABRI	Board Member
Anna GIRELLO	Board Member
Iacopo MAZZEI	Board Member
Angela NOBILE	Board Member
Saverio PANERAI	Board Member
Ana Cristina SCHIRINIAN	Board Member

Board of Auditors

	<u>Position</u>
Paola SEVERINI	President ²
Silvia BRESCIANI	Statutory Auditor
Tania FROSALI	Statutory Auditor
Roberto GIACINTI	Statutory Auditor
Antonio MARTINI	Statutory Auditor

Secretary of the Board of Directors

Nico ILLIBERI

Financial Reporting Manager pursuant to Law 262/05

Marco GIALLETTI

Independent Auditor

PricewaterhouseCoopers S.p.a.

¹ Corporate Manager qualified as Managing Director.

² Appointed by M.E.F. in the first days of September 2015 after the resignation, on 30 July 2015, of the previous president Ms. Loredana Durano.

8. HIGHLIGHTS

Merger by Incorporation	With the merger by incorporation of Aeroporto di Firenze S.p.a. into SAT S.p.a., the operations of the incorporated (or absorbed) entity have been recognised in SAT's balance sheet for accounting and tax purposes effective from 1 January 2015. So, we point out that any difference between progressive values between the Toscana Aeroporti Group at 31 December 2015 and the SAT Group at 31 December 2014, as well as any difference between the two years (2015 for the TA Group and 2014 for the SAT Group), do not quite reflect the real situation because they are affected by the transaction described.
Consolidated Operating Results of 2015 vs. 2014	<p>Revenues totalled €132,590K, up by €57,325K from €75,265K of the SAT Group in 2014.</p> <p>Gross Operating Margin: €25,548K, up by €11,848K from to €13,699K of the SAT Group in 2014.</p> <p>Operating Result: €12,344K, up by €4,651K from the result of €7,693K of the SAT Group in 2014.</p> <p>Result Before Tax: €12,590K, up by €5,480K compared to €7,109K of the SAT Group in 2014.</p> <p>2015 Group profits: €8,498K after taxation, against SAT Group's profits of €4,199K in 2014, up by €4,299K.</p> <p>Net Indebtedness: €12,739K at 31 December 2015, compared to €1,677K for the SAT Group at 31 December 2014.</p>
2015 vs. Pro-Forma 2014 Consolidated Operating Results	<p>Revenues: €132,590K, up by €12,737K compared to €119,859K of Pro-Forma 2014.</p> <p>Gross Operating Margin: €25,548K, up by €2,270K compared to €23,277K of Pro-Forma 2014.</p> <p>Operating result: €12,344K, up by €404 compared to the result of €12,747K of Pro-Forma 2014.</p> <p>Operating result: €12,590K, up by €1,571K compared to the result of €11,018K of Pro-Forma 2014.</p> <p>2015 Group profits: €8,498K after taxation, against 2014 pro-forma Group profits of €6,361K, up by €2,136K.</p> <p>Net Indebtedness: €12,739K at 31 December 2015, compared to €12,454K of Pro-Forma Consolidated Operating Results at 31 December 2014.</p>
2015 Investments	In the course of 2015, the Group invested an aggregate amount of €22.1M mainly for the improvement of flight infrastructures in the Pisa airport (€14.6M) and for the reorganization and development of the Airport Master Plan for the Florence airport (€2.4M).
Traffic	<p>In 2015, the Tuscan Airport System¹ carried 7.2 million passengers, with an aggregate growth of 4.2% for the Passengers component and of 1% for the Flights component, compared to aggregate 2014 Passenger and Flights data for Pisa and Florence.</p> <p>In 2015, the Tuscan Airport System was confirmed the 4th Italian Airport System with the highest number of passengers.</p>

¹ The "Tuscan Airport System" is the whole airport infrastructure including Florence and Pisa airports, controlled by the same Operator.

Shareholders of the Holding	On 13 May 2015, Corporación America Italia S.p.a. and SO.G.IM. S.p.a. signed an addendum to their original Shareholder Agreement to include the Merger agreement signed on 11 May 2015, effective from 1 June 2015. Finally, we inform the reader that, after the appointment of the BoD of Toscana Aeroporti S.p.a. by the Shareholders' Meeting held on 15 July 2015, the Shareholder Agreement signed on 23 June 2015 between the bank "Ente Cassa di Risparmio di Firenze", Regione Toscana (the Regional Government of Tuscany), Provincia di Pisa (the Provincial Government of Pisa), Fondazione Pisa (Pisa Foundation), C.C.I.A.A. di Firenze (the Chamber of Commerce of Florence), Comune di Pisa (the Municipality of Pisa), and C.C.I.A.A. di Pisa (the Chamber of Commerce of Pisa) has automatically ceased to apply.
Corporate Boards	On 15 July 2015, the Shareholders' Meeting of Toscana Aeroporti S.p.a. appointed the Board of Directors. Furthermore, the Meeting appointed Marco Carrai as Chair of the Board of Directors. On the same date, the Board of Directors appointed Gina Giani as CEO, Roberto Naldi and Pierfrancesco Pacini as Deputy-Chairs of the Board of Directors, Vittorio Fanti as Delegated Board Member for Special Projects. On the same date, the Board of Directors created the Executive Committee. On 30 July 2015, the Chair of the Board of Auditors, Durano Loredana, resigned. Appointed by MEF with Notice prot. no. 68043 of 4 September 2015 and effective from 9 September 2015, the new Chairman of the Board of Auditors of Toscana Aeroporti, pursuant to art. 21 of the Articles of Incorporation, is Ms. Paola Severini (current Director of the Local Government Accounting Department of Perugia [<i>Direttore della Ragioneria Territoriale dello Stato di Perugia</i>]).
Outlook	The positive growth signals observed in the passenger traffic of the two airports in the first two months of 2016 (+3.4% in the first 2 months of 2016), the operated flights confirmed to date by the airlines, the new important destinations announced for the summer 2016, and generally the potential beneficial effects on air transport of the reduction in the oil price are all factors that allow us to be confident in good results for 2016.

9. YEAR'S PROFILE

9.1 THE MACRO-ECONOMIC SCENARIO

As in 2014, even in 2015 the growth of the global economy has reached about 3%, with different trends in each geographical area, in a reduced inflation context in Western countries and with raw materials prices affected by the further significant reduction in the oil price.

Growth has consolidated in the United States (approx. +2.5%), thus allowing for a gradual reduction in the Federal budget deficit and a normalization of their monetary policy. This reinforced the US dollar, with a positive impact on the trade balance of the Euro Zone countries.

The Euro Zone improved its global growth in a marginal inflation scenario that induced the ECB to confirm important monetary programmes.

As regards Italy, a near to 1% growth was observed after three consecutive years of decreasing GDP. The slight improvement in consumption and employment confirms the need to implement further structural reforms to improve competitiveness, as well as community policies that do not merely aim at controlling government spending, but also at supporting investment.

9.2 THE AIR TRANSPORT INDUSTRY

According to the data published by ACI Europe, in 2015 passenger traffic in European airports recorded a global growth of 5.2% compared to 2014, with increased scheduled traffic both in EU (+5.6%) and non-EU Countries (+3.9%). Cargo traffic had a mild growth (+0.7% compared to the previous year).

The results recorded in 2015 should be considered against the backdrop of a continuously evolving air transport market structure which could benefit from the collapsed oil price in terms of cost reduction and increased profits. In fact, most airlines have hedging contracts in place at higher than current prices.

The growth trend started in 2014 for the Italian airport system, after 2 years of contraction (2012-2013), was confirmed in 2015. Compared to 2014, Italian airports recorded a 4.5% increase in passenger traffic, a 3.6% increase in carried cargo volumes, and a 1% increase in the overall number of aircraft movements.

More specifically, the global number of passengers in transit in the 35 Italian airports, as monitored by

Assaeroporti, was 157,200,746 in the course of 2015, corresponding to almost 7 million more passengers than in 2014.

This increase in the number of passengers in almost all Italian airports has been confirmed in 2015 to confirm an air traffic growth capacity of the entire Country.

Cargo sector data were also extremely positive in 2015, with a total of 985,532 tons of cargo carried, corresponding to approximately 34k tons more than in 2014.

9.3 TRENDS IN THE TUSCAN AIRPORT SYSTEM'S TRAFFIC

In 2015, the Tuscan Airport System carried 7.2 million passengers, with an aggregate growth of 4.2%, corresponding to + 288,825 transiting passengers compared to 2014.

The final growth rate of the passenger traffic of the Tuscan airport system in 2015 (+4.2%) is in line with the data recorded by the Italian airport system, which specified +4.5% compared to 2014, as shown in the table below¹.

The different traffic components for the January-December 2015 period with the related comparison against 2014 are detailed below:

¹ Source: Assaeroporti.

TOSCANA AEROPORTI TRAFFIC				
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Commercial Passengers	7,205,155	6,916,062	289,093	4.2%
Domestic (Scheduled + Charter)	1,836,354	1,772,069	64,285	3.6%
International (Scheduled + Charter)	5,368,801	5,143,993	224,808	4.4%
General Flight Passengers	19,475	19,743	-268	-1.4%
TOTAL PASSENGERS	7,224,630	6,935,805	288,825	4.2%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Commercial Flights	63,435	62,205	1,230	2.0%
Domestic (Scheduled + Charter)	15,671	15,445	226	1.5%
International (Scheduled + Charter)	46,779	45,916	863	1.9%
Cargo	985	844	141	16.7%
General Flights	10,349	10,817	-468	-4.3%
TOTAL FLIGHTS	73,784	73,022	762	1.0%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Commercial Tonnage	3,732,013	3,680,174	51,839	1.4%
Domestic (Scheduled + Charter)	890,389	933,962	-43,573	-4.7%
International (Scheduled + Charter)	2,766,562	2,676,962	89,600	3.3%
Cargo	75,062	69,250	5,812	8.4%
General Aviation Tonnage	143,396	142,544	852	0.6%
TOTAL TONNAGE	3,875,409	3,822,718	52,691	1.38%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Air cargo (kg)	8,333,851	7,831,701	502,150	6.4%
Ground cargo (kg)	509,934	545,722	-35,788	-6.6%
Mail (kg)	89,736	101,770	-12,034	-11.8%
TOTAL CARGO AND MAIL	8,933,521	8,479,193	454,328	5.4%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
TOTAL TRAFFIC UNITS	7,313,965	7,020,597	293,368	4.2%

January - December 2015			
No.	Airport	Passengers	%
	Rome (system)	46,297,409	6.4
	Milan (system)	38,676,303	5.5
	Venice (system)	11,134,335	3.8
1	Catania	7,105,487	-2.7
2	Bologna	6,889,742	4.7
3	Naples	6,163,188	3.4
4	Palermo	4,910,791	7.4
5	Pisa	4,804,812	2.6
6	Bari	3,972,105	8.0
7	Cagliari	3,719,289	2.2
8	Turin	3,666,582	6.8
9	Verona	2,591,255	-6.6
10	Florence	2,419,818	7.5
11	Lamezia Terme	2,342,406	-2.8
12	Brindisi	2,258,292	4.4
13	Olbia	2,240,016	5.3
Italian Airport System		157,200,784	4.5
Tuscan Airport System (FLR/PSA)		7,224,630	4.2

Note: The Rome airport system includes the Fiumicino and Ciampino airports, the Milan airport system includes the Malpensa, Linate and Bergamo Orio al Serio airports, and the Venice airport system includes the Venice and Treviso airports.

In 2015, the Tuscan Airport System was confirmed the 4th Italian airport system with the highest number of passengers after Rome, Milan and Venice.

During the same period, Tuscan airports have been connected with 94 destinations, of which 13 domestic and 81 international (18 operated in both airports), and have been served by 36 airlines (of which 6 operating in both airports), 21 IATA and 15 Low-Cost airlines (hereinafter also briefly "LC").

The table below provides details on these destinations and airlines.

No. of destinations served January-December 2015 - Tuscan Airport System							
Domestic destinations:		23	Birmingham	47	Glasgow PIK	71	Nantes
1	Alghero	24	Bordeaux	48	Goteborg	72	New Castle
2	Bari	25	Bristol	49	Helsinki	73	New York JFK
3	Brindisi	26	Brussels	50	Ibiza	74	Oslo
4	Cagliari	27	Brussels CRL	51	Istanbul	75	Paris CDG
5	Catania	28	Bucharest	52	Kefalonia	76	Paris CDG
6	Comiso	29	Budapest	53	Kos	77	Paris ORY
7	Crotone	30	Chania	54	Las Palmas	78	Prague
8	Lamezia T.	31	Cologne/Bonn	55	Leeds-Bradford	79	Riga
9	Elba Island (M. Campo)	32	Copenhagen	56	Lyon	80	Rhodes
10	Olbia	33	Cork	57	Lisbon	81	Thessaloniki
11	Palermo	34	Cracovia	58	Liverpool	82	Santorini
12	Rome FCO	35	Gdańsk	59	London LCY	83	Seville
13	Trapani	36	Dublin	60	London LGW	84	Split
International destinations:		37	Düsseldorf	61	London LHR	85	Stuttgart
14	Hamburg	38	Dusseldorf NRN	62	London LTN	86	Stockholm ARN
15	Amsterdam	39	East Midlands	63	London STN	87	Stockholm NYO
16	Athens	40	Edinburgh	64	Madrid	88	Tel Aviv
17	Barcelona	41	Eindhoven	65	Malta	89	Tenerife
18	Barcelona GRO	42	Fez	66	Manchester	90	Tirana
19	Belfast	43	Frankfurt	67	Marrakesh	91	Valencia
20	Berlin SXF	44	Frankfurt HHN	68	Mikonos	92	Warsaw
21	Berlin TXL	45	Fuerteventura	69	Monaco	93	Vienna
22	Billund	46	Geneva	70	Moscow	94	Zurich

Airlines that operated from January to December 2015 Tuscan Airport System**			
1	Aegean Airlines	19	Germanwings
2	Air Baltic	20	Hop!
3	Air Berlin	21	Iberia
4	Air Dolomiti	22	Jet2.com
5	Air France	23	KLM
6	Alitalia	24	Meridiana
7	Arkia Airlines	25	Lufthansa
8	Austrian Airlines	26	Niki
9	Blue Panorama	27	Norwegian Air S.
10	BlueAir	28	Ryanair
11	British Airways	29	SAS
12	Brussels Airlines	30	Silver Air
13	City Jet	31	Swiss
14	Delta Air Lines	32	Transavia
15	easyJet	33	Turkish Airline
16	Etihad Regional	34	Volotea
17	Finnair	35	Vueling Airline
18	Flybe	36	Wizz Air

* The airline FlyBe operated the Florence- Birmingham flight until 28 March 2015 with 6 flights a week.

** Airlines are listed alphabetically.

9.3.1 Traffic trends in the Pisa "Galileo Galilei" airport

The table below compares 2015 annual traffic trends against 2014, broken down into the different components:

PISA AIRPORT TRAFFIC				
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Commercial Passengers	4,796,962	4,676,013	120,949	2.6%
Domestic (Scheduled + Charter)	1,448,687	1,370,121	78,566	5.7%
International (Scheduled + Charter)	3,348,275	3,305,892	42,383	1.3%
General Flight Passengers	7,850	7,798	52	0.7%
TOTAL PASSENGERS	4,804,812	4,683,811	121,001	2.6%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Commercial Flights	35,714	35,093	621	1.8%
Domestic (Scheduled + Charter)	11,625	10,951	674	6.2%
International (Scheduled + Charter)	23,104	23,298	-194	-0.8%
Cargo	985	844	141	16.7%
General Flights	3,801	3,775	26	0.7%
TOTAL FLIGHTS	39,515	38,868	647	1.7%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Commercial Tonnage	2,317,687	2,327,286	-9,599	-0.4%
Domestic (Scheduled + Charter)	662,891	682,162	-19,271	-2.8%
International (Scheduled + Charter)	1,579,734	1,575,874	3,860	0.2%
Cargo	75,062	69,250	5,812	8.4%
General Aviation Tonnage	61,655	61,405	250	0.4%
TOTAL TONNAGE	2,379,342	2,388,691	-9,349	-0.39%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Air cargo (kg)	8,261,572	7,722,145	539,427	7.0%
Ground cargo (kg)	345,421	386,237	-40,816	-10.6%
Mail (kg)	89,736	101,770	-12,034	-11.8%
TOTAL CARGO AND MAIL	8,696,729	8,210,152	486,577	5.9%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
TOTAL TRAFFIC UNITS	4,891,779	4,765,913	125,867	2.6%

A total of 4,804,812 passengers transited in the Pisa airport in 2015, up by 2.6% compared to the same period of the previous year. Pisa has the 11th (eleventh) highest number of passengers among Italian airports.

Scheduled passenger traffic has globally increased by 2.7% (+123,567 passengers) compared to 2014. This is due to the increase both in scheduled domestic traffic (+5.9%, with +79,492 passengers) and scheduled international traffic (+1.4%, with +44,075 passengers).

The load factor of scheduled flights kept growing, with a 2.2% increase (82.5% for the 2015 load factor and 80.2% for the 2014 load factor). With a substantially equal number of seats offered (-0.1%), scheduled air traffic grew by 2.7%.

The number of passengers on rerouted flights, included in commercial traffic, is 0.9% of the total traffic (with 41,206 passengers, +65.1% compared to 2014). The portion coming from Florence is approx. 70%.

Compared to 2014, charter traffic, included in commercial traffic, had a 38.6% decrease (-18,867 passengers) mainly due to the suspension of outgoing flights towards Egypt and

Tunisia and incoming flights from Russia due to the social-political unrest in said Countries during the past year.

General Aviation flights in 2015 remained substantially in line with the figures recorded in 2014 (+0.7%).

The table below shows the main factors that characterised scheduled passenger traffic trends in the Pisa Galilei airport in 2015:

- **Ryanair:** full operation of the four flights per week for Comiso (operated since April 2014) and for Crotone (operated since September 2014), and of the flight for Lisbon (operated since April 2014), which passes from 2 to 3 flights starting from the summer. Weekly flights increased for Palermo (from 11 to 14), Tenerife (passed from 1 to 3 in the winter), and Madrid (from 6 to 7 in the winter and from 7 to 9 in the summer). During the summer 2015,¹ Ryanair connected the Pisa airport with 46 destinations, operating on average over 30 flights a day.
- **Turkish Airlines:** full operation of the direct Pisa-Istanbul connection starting from 26 June 2014, which increased operations passing from 4 to 5 weekly flights since April.
- **Transavia France:** this airline operated a flight to Paris Orly (with 178-seat AB320 or 189-seat B737 aircraft) starting from 13 April 2014, which partially offsets AirFrance operations on Paris Charles de Gaulle (2 daily flights operated with a 72-seat CRJ-700) that continued until 29 March 2014. The flight was suspended in the winter 2015/16 to start again in the summer 2016.
- **Alitalia:** this carrier increased weekly flights to Rome Fiumicino (which passed from 21 to 24), with 68-seat ATR-72 aircraft, and operated annual connections with Catania, Prague and Tirana. Since April, the connection with Berlin Tegel was resumed (2 weekly flights) and also operated in the winter, while connections to Olbia (4 weekly flights) and Moscow Sheremetyevo (3 weekly flights) were resumed during the high season.
- **Volotea:** during the summer, the Spanish carrier operated flights to Bordeaux, Nantes (2 weekly flights), and Athens (2 weekly flights from the end of May to the end of August).
- **easyJet:** the British carrier has operated 2 weekly flights to Hamburg starting from April and 2 weekly flights to Manchester starting from May 23. The two new destinations were added to those operated by the airline on Pisa (Paris Orly, London Gatwick, Bristol, Berlin Schoenefeld and London Luton).
- **Delta Air Lines:** this U.S. carrier operated the direct flight to New York from 16 June to 7 September (4 flights per week throughout June and from 1 to 7 September, and 6 flights per week in July and August).
- **Air Baltic:** from 13 June to 13 September, it operated the new flight for Riga (2 fl/week).
- **Aegean Airlines:** the Greek airline operated 2 weekly flights to Athens from 26 June to 28 September.
- In addition, seasonal connections were operated by: **Finnair** (Helsinki, up to 2 flights per week), **SAS** (Stockholm, Copenhagen, Oslo, up to 2 flights per week), **Norwegian Air Shuttle** (Stockholm, Copenhagen, Oslo, up to 3 flights per week), **Germanwings**

¹ The "Summer 2015" season corresponds to the period between 29 March 2015 and 24 October 2015.

(Cologne/Bonn, 5 flights per week) and **Jet2.com** (Manchester up to 6 flights per week; Belfast, East Midland and Leeds-Bradford 1 flights per week and New Castle 2 flights per week).

In 2015, the Pisa airport has been connected with 79 scheduled destinations operated by 20 airlines, of which 10 IATA and 10 LC.

No. of destinations served January-December 2015 - Pisa Airport							
Domestic destinations:		19	Belfast	39	Fez	59	Manchester
1	Alghero	20	Berlin SXF	40	Frankfurt HHN	60	Marrakesh
2	Bari	21	Berlin TXL	41	Fuerteventura	61	Monaco
3	Brindisi	22	Billund	42	Glasgow PIK	62	Moscow
4	Cagliari	23	Bordeaux	43	Goteborg	63	Nantes
5	Catania	24	Bristol	44	Helsinki	64	New Castle
6	Comiso	25	Brussels CRL	45	Ibiza	65	New York JFK
7	Crotone	26	Bucharest	46	Istanbul	66	Oslo
8	Lamezia T.	27	Budapest	47	Kefalonia	67	Paris CDG
9	Elba Island (M. Campo)	28	Chania	48	Kos	68	Paris ORY
10	Olbia	29	Cologne/Bonn	49	Las Palmas	69	Prague
11	Palermo	30	Copenhagen	50	Leeds-Bradford	70	Riga
12	Rome FCO	31	Cork	51	Lisbon	71	Rhodes
13	Trapani	32	Krakow	52	Liverpool	72	Thessaloniki
International destinations:		33	Gdańsk	53	London LGW	73	Seville
14	Hamburg	34	Dublin	54	London LHR	74	Stockholm ARN
15	Amsterdam	35	Dusseldorf NRN	55	London LTN	75	Stockholm NYO
16	Athens	36	East Midlands	56	London STN	76	Tenerife
17	Barcelona	37	Edinburgh	57	Madrid	77	Tirana
18	Barcelona GRO	38	Eindhoven	58	Malta	78	Valencia
						79	Warsaw

Airlines that operated from January to December 2015 Pisa Airport*			
1	Aegean Airlines	11	Lufthansa
2	Air Baltic	12	Norwegian Air S.
3	Alitalia	13	Ryanair
4	Blue Panorama	14	SAS
5	British Airways	15	Silver Air
6	Delta Air Lines	16	Transavia
7	easyJet	17	Turkish Airline
8	Finnair	18	Volotea
9	Germanwings	19	Vueling
10	Jet2.com	20	Wizz air

** Airlines are listed alphabetically.

Scheduled passenger traffic by Country

A total of 25 markets have been regularly connected with the Pisa airport with scheduled flights in the course of 2015.

The international market accounts for 69.6% of the total scheduled passenger traffic of the Galilei airport, while the domestic traffic accounts for 30.4%.

The table below shows the percentage incidence of each European country over the total number of scheduled traffic passengers recorded by the Galilei airport in the course of 2015 and the difference, both in absolute and percentage terms, compared to 2014:

Passenger line traffic	2015	2014	Diff.	% Diff.	% over TOT
Italy	1,436,241	1,356,925	79,316	5.8%	30.4%
United Kingdom	921,650	970,743	-49,093	-5.1%	19.5%
Spain	540,532	525,983	14,549	2.8%	11.4%
France	348,951	339,452	9,499	2.8%	7.4%
Germany	282,759	259,165	23,594	9.1%	6.0%
The Netherlands	221,239	209,891	11,348	5.4%	4.7%
Belgium	153,762	153,918	-156	-0.1%	3.3%
Albania	133,997	130,510	3,487	2.7%	2.8%
Morocco	77,615	79,588	-1,973	-2.5%	1.6%
Greece	66,637	71,618	-4,981	-7.0%	1.4%
Sweden	62,210	59,667	2,543	4.3%	1.3%
Poland	59,575	57,686	1,889	3.3%	1.3%
Ireland	59,082	59,199	-117	-0.2%	1.3%
Portugal	51,187	26,789	24,398	91.1%	1.1%
Romania	49,792	47,704	2,088	4.4%	1.1%
Denmark	46,719	43,618	3,101	7.1%	1.0%
Malta	45,434	40,732	4,702	11.5%	1.0%
Turkey	43,936	22,979	20,957	91.2%	0.9%
Hungary	42,059	33,259	8,800	26.5%	0.9%
Norway	24,031	51,679	-27,648	-53.5%	0.5%
Czech Republic	21,820	29,394	-7,574	-25.8%	0.5%
United States	17,022	14,158	2,864	20.2%	0.4%
Russian Federation	12,746	14,446	-1,700	-11.8%	0.3%
Finland	3,797	3,118	679	21.8%	0.1%
Latvia	2,807	0	2,807	-	0.1%
TOTAL	4,725,788	4,602,221	123,567	2.7%	100.0%

In 2015, domestic traffic grew by 5.8% compared to 2014. This result is mainly determined by the full operation of Ryanair flights for Comiso and Crotone (operated respectively from April and September 2014) and by the above-mentioned increase in weekly flights for Palermo, as well as by an increase in the global market's flight load factor by 3.8 percentage points.

The British market, which was confirmed to be the first among foreign markets (921,650 passengers; 19.5% of total markets) had a 5.1% decrease compared to 2014. This decrease is the consequence of the reduction of British Airways flights to London Gatwick (8 weekly flights against 2 daily flights of the previous year), of the cancellation of flights to/for Bornemouth and of the reduction of the flight for Leeds-Bradford operated by Ryanair. We remind the introduction of the connection with Manchester, operated by easyJet since 23 May 2015.

The Spanish market grew by 2.8% (540,532 transiting passengers during the year). This result is due to the aforesaid increases in weekly flights to Madrid and Tenerife, in addition to an increase in the flight load factor (hereinafter also briefly "LF") on Spanish routes (+2.9 pp).

The French market has grown by 2.8% compared to 2014. The new Transavia France flights operated on Paris Orly and the increase in flights operated by Ryanair on Paris Beauvais counterbalanced the cancellation of Air France operations in Paris Charles De Gaulle. The market has also grown for the new connections to Nantes and Bordeaux operated by Volotea.

The German market grew by +9.1% with the easyJet flights to Hamburg, the increased flights to Frankfurt Hahn operated by Ryanair, and Alitalia's flights to Berlin even in the winter.

Thanks to Ryanair's connection with Lisbon and to Turkish Airlines' connection with Istanbul, the Portuguese (+24,381 passengers) and Turkish (+20,957 passengers) markets also grew. We remind the reader that these flights started to be operated in April 2014 and June 2014, respectively.

The Norwegian market decreased by 53.3%, affected by the cancellation of Ryanair's seasonal flights to Haugesund and Oslo Torp. However, Oslo will remain among the destinations of the Galilei airport thanks to the flights operated by Norwegian Air Shuttle and SAS.

Cargo & Mail Traffic

Cargo traffic data recorded in 2015 in the Pisa airport show a +5.9% growth (+486,397 kg of cargo and mail carried). This result is mainly due to the **resumption of DHL operations on Pisa**. Since 2 April 2014, the courier restarted operating in the Pisa airport by connecting it directly with its Leipzig hub.

In addition, since 3 November 2015 DHL increased its operations in Pisa by opening a cargo import service.

9.3.2 Traffic trends in the Florence "Amerigo Vespucci" airport

The table below compares annual traffic trends with 2014, broken down into its different components:

FLORENCE AIRPORT TRAFFIC				
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Commercial Passengers	2,408,193	2,240,049	168,144	7.5%
Domestic (Scheduled + Charter)	387,667	401,948	-14,281	-3.6%
International (Scheduled + Charter)	2,020,526	1,838,101	182,425	9.9%
General Flight Passengers	11,625	11,945	-320	-2.7%
TOTAL PASSENGERS	2,419,818	2,251,994	167,824	7.5%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Commercial Flights	27,721	27,112	609	2.2%
Domestic (Scheduled + Charter)	4,046	4,494	-448	-10.0%
International (Scheduled + Charter)	23,675	22,618	1,057	4.7%
General Flights	6,548	7,042	-494	-7.0%
TOTAL FLIGHTS	34,269	34,154	115	0.3%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Commercial Tonnage	1,414,326	1,352,888	61,438	4.5%
Domestic (Scheduled + Charter)	227,498	251,800	-24,302	-9.7%
International (Scheduled + Charter)	1,186,828	1,101,088	85,740	7.8%
General Aviation Tonnage	81,741	81,139	602	0.7%
TOTAL TONNAGE	1,496,067	1,434,027	62,040	4.33%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
Air cargo (kg)	72,279	109,556	-37,277	-34.0%
Ground cargo (kg)	164,513	159,485	5,028	3.2%
TOTAL CARGO AND MAIL	236,792	269,041	-32,249	-12.0%
	YTD AT 31.12.15	YTD AT 31.12.14	2015/14 DIFF.	2015/14 % DIFF.
TOTAL TRAFFIC UNITS	2,422,186	2,254,684	167,502	7.4%

In 2015 the Florence airport recorded 2,419,818 passengers, with a 7.5 % increase (+167,824 passengers) compared to 2014. **Passenger traffic for each month of 2015 reached record levels for the airport** (except for the month of December).

These results are due to an **increase** in line **movements**(2.5%) and scheduled **seats offered** (+3.9%), with a more than proportional increase in passengers also thanks to the increase in the **Load Factor**(+2.7%), which passed from 75.6% in 2014 to 78.3% in 2015.

The main factors that determined 2015 traffic records are described below:

- **Iberia:** starting from 1 April 2015, this carrier operated a flight to Madrid with 6 weekly flights operated with 141-seat A319 aircraft;
- **Arkia Airlines:** in the summer 2015, the Israeli airline operated the Tel Aviv connection with 2 weekly flights with 110-seat E190 aircraft;
- **Alitalia:** starting from June, this carrier re-introduced the larger 138-seat AB319 aircraft and reduced the presence of 88-seat E175 aircraft. The 3/4 Rome daily flights are currently operated with a mix of 100-seat AB319, EMB190 and 88-seat EMB175 aircraft;
- **Blue Air** - on 20 March 2015, the Romanian carrier opened a connection with Bucharest with 3 weekly flights on 141-seat B737-500 aircraft.

- **Blue Panorama** - this airline operated the route for Tirana from March to September with 4 weekly flights operated with 64-seat ATR 72 aircraft.
- **Swiss Airlines** - Starting from 30 March 2015, this airline activated a 4-weekly flight to Geneva with 76-seat DashQ-400 aircraft.
- **Vueling**: full operation of the second AB319 based in Florence in April 2014. The carrier operates a total of 17 destinations, including the seasonal destinations of Olbia (2 weekly flights from 22 June to 7 September) and Tel Aviv (1 weekly flight from 4 July to 4 October).
- **KLM** - in the summer 2015, this carrier increased its flights to Amsterdam passing from 3 to 4 daily flights operated with 100-seat E190 aircraft.
- **British Airways Cityflyer** - Full operation of its connection to London City, opened on 27 March 2014, passing from 4 to 6 weekly flights and up to 9 weekly flights in July and August.
- **Brussels Airlines** - during the summer, this carrier increased flights to Brussels, passing from 10 to 11 weekly flights operated with 97-seat RJ100 aircraft.
- **Air France** - full operation of the 131-seat A318 for the 5 daily flights for Paris CDG during the winter and 44 weekly flights during the summer.

In 2015, the Florence airport was connected with 33 scheduled destinations operated by 22 airlines:

No. of destinations served January-December 2015 - Florence Airport				Airlines that operated from January to December 2015 Florence Airport*			
Domestic destinations:		16	Frankfurt	1	Air Berlin	12	Etihad Regional
1	Bari	17	Geneva	2	Air Dolomiti	13	Flybe**
2	Cagliari	18	Ibiza	3	Air France	14	Hop!
3	Catania	19	Lyon	4	Alitalia	15	Iberia
4	Elba Island (M. Campo)	20	London LCY	5	Arkia	16	KLM
5	Olbia	21	London LGW	6	Austrian Airlines	17	Lufthansa
6	Palermo	22	Madrid	7	Blue Air	18	Meridiana
7	Rome FCO	23	Monaco	8	Blue Panorama	19	Niki
International destinations:		24	Mykonos	9	British Airways	20	Silver Air
8	Amsterdam	25	Paris CDG	10	Brussels Airlines	21	Swiss Airlines
9	Barcelona	26	Paris ORY	11	Cityjet	22	Vueling
10	Berlin TXL	27	Santorini				
11	Birmingham	28	Split				
12	Brussels	29	Stuttgart				
13	Bucharest	30	Tel Aviv				
14	Copenhagen	31	Tirana				
15	Düsseldorf	32	Vienna				
		33	Zurich				

* Airlines are listed alphabetically.

** The airline FlyBe operated the Florence- Birmingham flight until 28 March 2015 with 6 flights a week.

Scheduled passenger traffic by Country

In 2015, international traffic accounted for 77.3% of the total passenger traffic. The Florence airport is connected with 16 countries.

Passenger line traffic	2015	2014	Diff.	% Diff.	% over TOT
France	546,012	488,449	57,563	11.8%	22.7%
Germany	537,799	560,475	-22,676	-4.0%	22.4%
Italy	386,709	400,347	-13,638	-3.4%	16.1%
Spain	197,502	140,576	56,926	40.5%	8.2%
Switzerland	192,234	184,170	8,064	4.4%	8.0%
The Netherlands	188,380	147,091	41,289	28.1%	7.8%
United Kingdom	185,867	182,767	3,100	1.7%	7.7%
Austria	49,870	54,829	-4,959	-9.0%	2.1%
Belgium	48,932	48,900	32	0.1%	2.0%
Romania	22,937	0	22,937	100.0%	1.0%
Denmark	18,190	16,677	1,513	9.1%	0.8%
Greece	11,682	9,348	2,334	25.0%	0.5%
Albania	7,751	0	7,751	100.0%	0.3%
Israel	5,770	0	5,770	100.0%	0.2%
Croatia	3,024	1,111	1,913	172.2%	0.1%
Czech Rep.	777	368	409	111.1%	0.0%
TOTAL	2,403,436	2,235,108	168,328	7.5%	100.0%

As shown in the table above, the French market remained the leader, with 546,012 passengers carried (22.7% of the total), with a +11.8% growth compared to 2014 permitted by the greater capacity offered by Air France (with the introduction of the 131-seat AB318 aircraft) and by the greater number of flights for Paris Orly offered by Vueling.

The German market is the second largest, but had a slight decline (-4%), as Air Berlin suspended its winter flights to Stuttgart and Düsseldorf, and did not introduce the additional summer flights operated in 2015.

The Italian market (386,709 passengers) decreased by 3.4% compared to 2014, as connections to Palermo and Catania were cancelled by Volotea and Alitalia used smaller aircraft - an 88-seat E175 aircraft rather than the 138-seat AB319 aircraft used in the past. This reduction was partly offset by an increased Load Factor in Vueling flights for national routes and by the introduction of the connection with Olbia, still operated by the Spanish carrier.

It is worthwhile mentioning the growth of the Spanish market (+40.5%) and Netherlands (+28.1%) obtained with Iberia's flights for Madrid and with an increase in Vueling's flights for Barcelona, as well as the aforesaid increases in flights for Amsterdam operated by KLM.

The UK market had a slight growth, 1.7% (with +3,100 passengers), thanks to the full operation of flights operated by British Airways Cityflyer for London City starting from the summer 2014 and a growth of the load factor of flights operated by Cityjet.

And finally, the Romanian market grew (+22,937 passengers) after the opening of the connection with Bucharest operated by Blue Air.

9.4 THE NON-AVIATION BUSINESS

Commercial Services

Commercial Services are the whole of the following Non-Aviation activities: Retail (shops), Food (bars & restaurants), Car Rental, sub-concession of areas (spaces for rent), other sub-concessions (minor activities), management of advertising space/advertising and management of parking areas.

Main 2015 Non-Aviation initiatives in the Pisa airport

Car Rental business

In 2015, the Pisa airport remained a significant hub for the organization and logistics of the car rental segment. This allowed for an important increase in performances, with approx. 167,000 car rental agreements (+8% compared to 2014). Significant actions have been implemented in 2015 to consolidate and develop this business, which is considered strategic by TA. In detail:

- The development, since August, of 10 completely equipped dry cleaning facilities. This service is directly sold by TA to car rental companies, which provide it on a self-service basis.
- The start of negotiations for the confirmation of the contracts with all the companies operating in the airport. These negotiations, which started in September due to be concluded for all companies in 2016, generated an additional revenue (in 2015) of approx. €450K from "one-off contributions" to be paid by the companies for the investments made during the contract renewal period.

The Parking business

The parking pricing differentiation strategy adopted by TA from the beginning of the economic crisis (in 2008) allowed the company to significantly minimize the general decline in the revenues of this segment. The main initiatives implemented by the Holding in the Parking business during 2015 are detailed below:

- implementation of the TELEPASS system for access to parking lots P2 and P3. This offered a better management of the entrance and exit from said parking lots, particularly by business users;
- for the other parking lots (P1 and P4), the pricing strategies initiated in previous years were continued.

The Food&Retail business

Airside Area: after the completion of the requalification works in the passport control embarkation area at the first floor of the terminal, an area of approx. 35 square metres could be devoted to a Wine Bar business since July 2015. This activity was added to the Gate Caffè area and provides a fast-food service with local products.

Main 2015 Non-Aviation initiatives in the Florence airport

The Parking business

The main initiatives implemented in 2015 at the Florence airport are:

- - implementation of the TELEPASS system for access to parking lots P1 and P2. This offered a better management of the entrance and exit from said parking lots, particularly by business users;
- - signature with the Municipality of Florence of an amendment to the Agreement for the management of the long-term parking facility P1. In connection with the

implementation of maintenance activities in Via del Termine, TA could obtain the adoption of a more favourable pricing policy for the parking lot in question, in line with the prices of other competitors directly operating in the vicinity of the airport area (new rates applicable since January 2016), as well as the availability of a greater number of car stalls for different (non-parking) activities, such as car rental services which today are located in a remote area.

The Food&Retail business

The management of duty-free shops, which, in the past, were directly managed by the company, have been sub-licensed for a whole year (actual start of the sub-concession: October 2014). This significant operation produced a greater margin, approx. €150K, throughout 2015 - the 2015 Financial Statements directly incorporate revenues for €1.4M from the sub-licensee, when the 2014 Financial Statements posted direct revenues for €4.1M and direct costs for €2.85M.

10. SIGNIFICANT EVENTS OCCURRED IN 2015

Infrastructural development of the Florence airport

The 2014-2029 Master Plan, prepared consistently with the Domestic Airport Plan approved by the Council of Ministers after the 30 September 2014 meeting, which adds the Florence airport to strategic Italian airports, was approved from a technical perspective by ENAC on 3 November 2014. The 2014-2029 Master Plan is subject to the Environmental Impact Assessment procedure (in It. "Valutazione di Impatto Ambientale" or "VIA") required by Legislative Decree no. 152/2006 and to the requirement of issuing a "Conformità Urbanistica" (document providing evidence of compliance with town planning schemes) pursuant to art. 81 of DPR 616/1977.

The Environmental Impact Assessment procedure of the Plan concerned has been started by ENAC on 24 March 2015 at the Ministry of the Environment, Protection of the Territory and the Sea.

The 2014-2029 Master Plan contemplates the requalification of the present Florence airport with the development of a new runway for flights, related connections and aircraft apron areas, the development of a new passenger terminal, the related access road network and parking lots, the development of a logistic area in the west area of the airport, and the necessary preliminary works for the development of the new airport system.

Within the framework of the "VIA" procedure, following the request for supplements by the Ministry of the Environment and Protection of the Territory and the Sea on 21 July 2015, all the project insights and clarifications requested have been prepared and submitted on 4 September 2015, to be simultaneously submitted to all the competent bodies. To date, the "VIA" procedure is still ongoing and it is estimated to be possibly concluded within the next twelve months; in the meantime, the Company is assessing the best financial structure to be selected.

Works planned to improve and enhance flight infrastructures (runways and connections) in the Galilei airport and mitigate the noise impact on the city of Pisa

The main runway of the Pisa Galileo Galilei airport was reopened on 27 March 2015. The works completed at the date of this document consisted in requalifying the floor of the

main runway and developing a new connection between the main and the secondary runways. The run for departure has been advanced with this change, with the consequence of reducing the noise impact on the city of Pisa. The action plan also concerned the improvement of the runway systems and lighting (AVL) to improve airport operations in low visibility conditions and the upgrade of the operating category of the main runway from CAT I to CAT II. The works did not affect the continuity of the airport operations, which have been ensured with the use of the secondary runway. The works for the improvement of the lift of the runway safety areas (Strip and RESA) should be completed by the summer 2016. The global investment for this project has been of approximately € 20 million.

Delocalization of the “Borgo di via Cariola” residential neighbourhood and development of airport infrastructures for the Pisa Galileo Galilei airport

In compliance with the Programme Agreement signed in December 2013, the works for the delocalization of the residential neighbourhood defined as “Borgo di Via Cariola”, bordering the eastern section of the airport apron in the proximity of the Northern section of the secondary runway, have continued throughout 2015. The delocalization of Borgo di via Cariola, where 44 families used to live, was required to:

- 1) Clear the area and allow for the development of the airport infrastructures to serve airport users, as specified in the Master Plan of the airport (expansion of aircraft aprons, creation of parking areas for car rentals activities, creation of parking lots for airport employees);
- 2) Eliminate risk factors for the resident population, such as noise and environmental pollution, as well as the aeronautical risk associated with the vicinity of aircraft runways, as required by the 2002 VIA Decree.

The cost of the entire parking lots project is €16.5M, of which 10 million are made available by the Ministry of Infrastructure and Transport through ENAC, €3M by Regione Toscana (the Regional Government of Tuscany), and up to a maximum of €3.5M by Toscana Aeroporti. In particular, TA invested in the development of the infrastructure as described above. At the date of this document, 40 (over a total of 44) voluntary assignment agreements were signed for the buildings located in Borgo di Via Cariola, for a corresponding amount settled to former owners of approx. €12M (paid by the Ministry of Transport), in addition to approx. €760K for investments made by TA. The completion of the delocalization process is expected by the end of 2016. The new areas will be used for both Aviation and Non-Aviation activities.

2015-2018 Rate Levels for the Galilei airport – Approval by ART - Autorità di Regolazione dei Trasporti (Transport Regulation Authority)

With resolution no. 22 of 12 March 2015, the Transport Regulation Authority (ART) authorized the Pisa airport to apply the new fees regulated for 2015 starting from 16 April 2015. The 2016-2018 scheme contemplates the update, with annual consultations with airport users, of the fees determined on the basis of the final traffic data of each year, investments and quality and environment indicators. The annual consultation with end-users took place during October 2015 and the new 2016 pricing effective from January 1st was notified.

2015-2018 Rate Levels for the Vespucci airport – Approval by ART - Autorità di Regolazione dei Trasporti (Transport Regulation Authority)

With resolution no. 35 of 7 March 2015, the Transport Regulation Authority (ART) authorized the Florence airport to apply the new fees regulated for 2015 starting from 26 May 2015. As for the Pisa airport, the 2016-2018 scheme contemplates the update, with annual consultations with airport users, of the fees determined on the basis of the final traffic data of each year, investments and quality and environment indicators. The annual consultation with end-users took place during October 2015 and the new 2016 pricing effective from January 1st was notified.

11. RESULTS OF OPERATIONS FOR THE TOSCANA AEROPORTI GROUP

INTRODUCTION

As better described in the section called “Merger by Incorporation of Aeroporto di Firenze S.p.a.” provided hereinafter, after the merger the operations of the incorporated (or absorbed) entity have been recognised in TA’s balance sheet for accounting and tax purposes effective from 1 January 2015. So, we point out that any difference in the book values of the two financial years between the Toscana Aeroporti Group at 31 December 2015 and the TA Group (former-SAT Group) at 31 December 2014 do not quite reflect the real situation because they are affected by the transaction described. For details on the income statement items, see the Explanatory Notes.

11.1 Consolidated Income Statement

The table below compares the Consolidated Income Statements of 2015 and 2014 with one another.

Amounts shown in thousand euro (€K)	2015	2014 (1)	2015/2014 Abs. Diff.	% DIFF.
REVENUES				
Aviation revenues	83,853	49,554	34,299	69.2%
Non-Aviation revenues	25,151	17,320	7,832	45.2%
Revenues from construction services	18,616	6,589	12,027	182.5%
Other revenue and income	4,969	1,802	3,167	175.7%
TOTAL REVENUES (A)	132,589	75,265	57,324	76.2%
COSTS				
Consumables	1,236	856	380	44.4%
Cost of Personnel	39,775	22,854	16,921	74.0%
Costs for services	41,068	26,907	14,162	52.6%
Sundry operating expenses	2,004	803	1,201	149.7%
Airport leases	5,269	3,871	1,398	36.1%
Costs for construction services	17,690	6,276	11,414	181.9%
TOTAL COSTS (B)	107,042	61,565	45,476	73.9%
GROSS OPERATING MARGIN (A-B)	25,547	13,699	11,848	86.5%
% incid. over total revenue	19.3%	18.2%		
Amortization and write-downs	8,359	4,176	4,183	100.2%
Provision for risks and repairs	4,682	1,724	2,958	171.6%
Bad debt reserve	163	107	56	52.7%
OPERATING EARNINGS	12,343	7,693	4,650	60.4%
% incid. over total revenue	9.3%	10.2%		
ASSET MANAGEMENT				
Financial income	1,768	289	1,479	511.1%
Financial expenses	-1,565	-873	-692	79.2%
Profit (loss) from equity investments	42	0	42	N.S.
TOTAL ASSET MANAGEMENT	246	-584	829	-142.1%
PROFIT (LOSS) BEFORE TAX	12,589	7,109	5,480	77.1%
Year's taxes	-4,042	-2,774	-1,268	45.7%
PROFIT/(LOSS) FOR THE YEAR	8,547	4,335	4,212	97.2%
Minority Interest's loss (profit) FOR THE YEAR	-50	-136	87	-63.6%
GROUP'S PROFIT (LOSS) FOR THE YEAR	8,498	4,199	4,299	102.4%
Earnings per share (€)	0.568	0.426	0.142	33.3%

Notes:

(1) Please note that, in order to offer the reader a greater comparability of the information disclosed in the consolidated financial statement of Toscana Aeroporti at 31 December 2015, some data regarding 31 December 2014 have been altered. These changes have been considered as non-significant by the Company.

Pursuant to the recommendations set forth in Consob's Notice DEM/6064293 of 28 July 2006, we specify that the summarised income statement data shown can be easily reconciled with those indicated in the financial statements.

In compliance with CESR Recommendation 05-178b regarding alternative performance indicators, TA, with this Consolidated Financial Report, in addition to the financial

indicators required by IFRS, is presenting some indicators derived from the latter, although not required by IFRS (Non-GAAP Measures).

These indicators are presented with the purpose of allowing for a better assessment of the Group's management trends and should not be considered as alternative to those required by IFRS. More specifically:

- the interim EBIT (*Earnings Before Interests and Taxes*) coincides with the Operating Result shown in the Income Statement;
- the interim PBT (*Profit Before Taxes*) coincides with the Profit before taxes shown in the Income Statement.

As regards the EBITDA (*Earnings Before Interests, Taxes, Depreciation, Amortization*) or Gross Operating Margins, we point out that it reflects the EBIT before amortization and provisions.

In general terms, we point out that the interim results indicated in this document are not defined as an accounting measure under IFRS and that, consequently, the criteria for the definition of said interim results might not be consistent with those adopted by other companies.

The table below shows the main income statement results for the period examined.

The 2015 **EBITDA** (Gross Operating Margin) is €25.5M.

The 2015 **EBIT** is €12.3M.

The 2015 **Result Before Tax** is €12.6M.

Finally, 2015 was closed with a **Net Group Result** for the period of €8,498K, **up by €4,299K** compared to 2014 SAT Group reporting. This period result is also affected by the incorporation of AdF's Income Statement items (see, in this regard, the Management Income statement illustrated below).

* * *

Comparison between 2015 Operating Results and Pro-Forma 2014 Financial Information

In order to offer the reader a better understanding of the tables provided above and a better comparability between data, we provide below the 2015 Management Income Statement, with financial values compared with 2014 pro-forma values, as per Equivalent Document.

In any case, see the Explanatory Notes for details on 2015 income statement balances.

Amounts shown in thousand euro (€K)	2015	PRO- FORMA 2014	Abs. Diff. 2015/2014	% Diff.
REVENUES				
Operating income				
Aviation revenues	83,853	79,685	4,168	5.2%
Non-Aviation revenues	25,151	27,546	-2,395	-8.7%
Other revenue and income	4,969	3,179	1,790	56.3%
Total operating revenues	113,973	110,410	3,563	3.2%
Revenues from construction services	18,616	9,442	9,174	97.2%
TOTAL REVENUES (A)	132,589	119,852	12,737	10.6%
COSTS				
Operating Costs				
Consumables	1,236	3,812	-2,576	-67.6%
Cost of Personnel	39,775	38,652	1,123	2.9%
Costs for services	41,068	39,062	2,007	5.1%
Sundry operating expenses	2,004	1,805	199	11.0%
Airport leases	5,269	4,250	1,018	24.0%
Total operating costs	89,352	87,582	1,770	2.0%
Costs for construction services	17,690	8,993	8,697	96.7%
TOTAL COSTS (B)	107,042	96,574	10,467	10.8%
GROSS OPERATING MARGIN (A-B)	25,547	23,277	2,270	9.8%
% incid. over total revenue	19.3%	19.4%		
% incid. over operating revenue	22.4%	21.1%		
Amortization and write-downs	8,359	7,736	623	8.1%
Provision for risks and repairs	4,682	2,622	2,060	78.6%
Bad debt reserve	163	173	-10	-5.6%
OPERATING EARNINGS	12,343	12,747	-404	-3.2%
% incid. over total revenue	9.3%	10.6%		
% incid. over operating revenue	10.8%	11.5%		
ASSET MANAGEMENT				
Financial income	1,768	331	1,437	433.6%
Financial expenses	-1,565	-2,060	495	-24.1%
Profit (loss) from equity investments	42	0	42	N.S.
TOTAL ASSET MANAGEMENT	246	-1,729	1,974	N.S.
PROFIT (LOSS) BEFORE TAX	12,589	11,018	1,571	14.3%
Taxes for the year	-4,042	-4,521	479	-10.6%
PROFIT/(LOSS) FOR THE YEAR	8,547	6,498	2,050	31.5%
Minority Interest's loss (profit) FOR THE YEAR	-50	-136	87	-63.6%
GROUP'S PROFIT (LOSS) FOR THE YEAR	8,498	6,361	2,136	33.6%

Total revenues in 2015 increased by €12.7M compared to 2014, corresponding to +10.6%. More specifically, a 5.2% increase is recorded in Aviation operating revenues in 2015, mainly due to the growth in aggregated air traffic (+4.2% in terms of WLU (World Load Units) between the two financial years), and a 8.7% decrease in Non Aviation revenues mainly due to the lack of direct revenues deriving from the sub-concession of direct-management shops in the Florence airport (ARC) starting from 1 October 2014. The increase in revenues for construction services (+97.2%, corresponding to €9.2M) is mainly due to the higher investments on assets under concession made in the Pisa airport during the period examined (runway and connections for €14.6M). Please note

that this revenue component corresponds to costs incurred for works under concession, increased by a 5% mark-up, recorded to cover internal costs for the general coordination of works carried out by the Group as required by IFRIC12 requirements. The contra-entry of this item is the booking of assets under concession (pursuant to IAS 11) among Intangible Assets not under the Group's control, but in connection to which the Group has the obligation to perform scheduled and unscheduled maintenance based on the concession for the total management of the two airports.

The other 2015 operating revenues have grown by approx. €1.8M compared to 2014. This item mainly includes the posting to the income statement of liabilities posted in previous financial reports as a consequence of the updating of the estimate of the amounts considered to be reliable to distinguish ongoing obligations at the date of approval of this report. For details, see section "Additional information" in the Explanatory Notes.

Total costs of €107M were recorded in 2015, up by €10.5M compared to 2014, corresponding to +10.8%.

The €2.6M reduction in the cost of raw materials, consumables and goods mainly derives from a reduced procurement of goods for sale because, effective from October 1st, 2014, the Incorporated Entity sub-leased the direct management of Airport Retail Corners to a primary domestic operator specialized in the management of Duty Free shops, with the purpose of improving profits.

The +€1.1M difference in the cost of personnel mainly reflects the greater remuneration cost for the higher number of employees of the Group and, to a lesser extent, the renewal of the National Collective Agreement ("CCNL").

The €2M difference in the cost of services mainly reflects the higher cost of external operating services, maintenance services, communication and professional services rendered in connection with the development of the airports and with the start-up of Toscana Aeroporti.

The increase in costs for construction services is linked, as for the corresponding revenue item described above, to the higher investments for flight infrastructure in the Pisa airport.

Sundry management expenses and airport leases have increased by €1.2M, mainly due to the increase in concession fees caused by the greater final 2015 traffic data and the application of the new airport fees in the Florence airport, which ended the effects of Law 248/05, which had reduced airport fees by 75% to offset the application of equally lower consideration paid to users.

In connection with the aforesaid, the Group's Gross Operating Margin - corresponding to €25.5M in 2015 - increased by approx. €2.3M (+9.8%).

Amortization increased by €0.6M due to the higher investments made by the Group in the period examined.

Provision for liabilities and charges increased by €2.06M after the higher amounts set aside for restoration (€1.3M) and risks (€765K).

Consequently, the Operating Result of the Group - €12.3M in 2015 - decreased by approx. €404K (-3.2%).

Financial operations show a positive balance of approximately €246K, mainly arising from the sale of the shares held by SAT in AdF, for €1.42% of the share capital, qualified as "available for sale" and assessed at fair value. This sale was made on 6 May 2015, before signing the merger agreement, as well as at the effective date of the merger, and generated, in 2015, financial income for approximately €1.6M, completely realized from third parties. Considering that the transfer of the stake at issue took place before signing the merger and before its effective date, and furthermore it was done with third parties differing from the reference shareholder (Corporación America Italia S.p.a.), the Directors recognised the amount of capital gains in the income statement.

After the aforesaid, Profits before Tax passed from €11M to €12.6M, with a +14.3% increase.

Year taxes are €4M. The 2015 tax rate was 32%, is lower than the 41% rate used in 2014 due to the tax allowance introduced by the 2015 Finance Law on the deductibility of IRAP and because the financial income generated by the sale of AdF shares is taxed with a lower rate (so-called “Pex regime”).

The net year’s result for the Group has increased by €2.1M (+33.6%), passing from €6.4M to €8.5M.

11.2 Consolidated Statement of Financial Position

INTRODUCTION

With the merger by incorporation of Aeroporto di Firenze S.p.a. Into SAT S.p.a., the operations of the incorporated (or absorbed) entity have been recognised in SAT’s balance sheet for accounting and tax purposes effective from 1 January 2015. So, we point out that any difference between the book values of the Toscana Aeroporti Group at 31 December 2015 and those of the SAT Group at 31 December 2014 does not quite reflect the real situation because they are affected by the transaction described.

Therefore, for details on equity items, see the Explanatory Notes.

The table below provides a comparison between the **Consolidated Statement of Financial Position** at 31 December 2015 and at 31 December 2014. In order to offer the reader a better understanding of the table provided below and a better comparability of data, we also provide the column of the **Pro-forma** Consolidated Statement of Financial Position reclassified at 31 December 2014, as per Equivalent Document.

ASSETS	31.12.2015	31.12.2014	DIFFERENCE	31.12.2014 PRO- FORMA	DIFFERENCE
NON-CURRENT ASSETS					
- Intangible assets	155,100	75,860	79,240	141,302	13,798
- Tangible assets	26,344	21,064	5,281	26,554	-209
- Equity investments	678	2,273	-1,595	637	41
- Financial Assets	2,407	2,298	110	2,018	389
- Prepaid taxes recoverable beyond the year	2,162	2,032	130	1,607	555
TOTAL NON-CURRENT ASSETS	186,692	103,526	83,165	172,118	14,574
CURRENT ASSETS					
- Receivables from customers	19,188	13,727	5,461	20,275	-1,087
- Receivables from associated companies	181	364	-182	364	-182
- Tax receivables	2,359	300	2,059	5,097	-2,738
- Receivables from others, due within the year	1,809	2,177	-368	5,192	-3,383
- Cash and cash equivalents	32,296	25,091	7,205	36,845	-4,549
TOTAL CURRENT ASSETS	55,835	41,659	14,175	67,773	-11,938
TOTAL ASSETS	242,526	145,185	97,341	239,891	2,635
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES					
	31.12.2015	31.12.2014	DIFFERENCE	31.12.2014 PRO- FORMA	DIFFERENCE
CAPITAL AND RESERVES					
- Group Shareholders' Equity	110,399	66,598	43,801	108,434	1,965
- Minority interest	127	138	-10	138	-10
TOTAL SHAREHOLDERS' EQUITY	110,526	66,736	43,790	108,571	1,955
MEDIUM-LONG TERM LIABILITIES					
- Provisions for liabilities and expenses	3,815	33	3,782	3,609	206
- Provisions for repair and replacement	18,759	10,520	8,239	15,702	3,057
- Termination benefits and other personnel-related provisions	6,473	4,207	2,266	7,169	-696
- Financial liabilities	40,534	24,700	15,834	35,323	5,211
- Other payables due beyond the year	805	1,839	-1,034	1,839	-1,034
TOTAL MEDIUM-LONG TERM LIABILITIES	70,386	41,300	29,086	63,643	6,743
CURRENT LIABILITIES					
- Bank overdrafts	0	0	0	10,500	-10,500
- Loans	4,502	2,068	2,434	3,476	1,026
- Tax liabilities	10,008	5,887	4,121	7,665	2,343
- Total trade and sundry receivables	47,104	29,195	17,909	46,036	1,068
TOTAL CURRENT LIABILITIES	61,614	37,150	24,464	67,677	-6,063
TOTAL LIABILITIES	132,000	78,450	53,550	131,320	680
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	242,526	145,185	97,341	239,891	2,635

The difference in total assets, total liabilities and Shareholders' Equity, increased by €97.3M compared to SAT Group data at 31 December 2014, is mainly due to the incorporation of the items of the Assets of AdF.

Non-current assets include a positive difference arising from the investments made by the Group during 2015, for €22.2M, and the decrease in the Equity Investments item, for approximately €1.5M, arising from the sale of the AdF share held by SAT in before the effective date of the merger.

We also point out that the "Cash and cash equivalents" item of current assets, at Group level, was €32.3M at 31 December 2015 compared to €25.1M recorded at 31 December 2014 by the Surviving Entity (+€7.2M), in spite of the investment made in the course of 2015 and the distribution of dividends of approx. €6.8M (of which €2.9M regarding AdF and €3.9M regarding SAT).

The Shareholders' Equity increased by €43.8M as a consequence of the combined effect of the reduction in the fair value reserve after the sale of AdF shares (for approx. €1.6M)

and of the net capital contribution due to the merger after the incorporation of the AdF Group (for approx. €41.3M). This amount is shown in the consolidated Statement of Changes in Shareholders' Equity as sum of item "Capital increase for merger by incorporation of AdF" for €14.4M plus item "Other entries arising from the merger by incorporation of AdF" for €26.9M, equivalent to the al Shareholders' Equity of the AdF Group at 31 December 2014 - €44.2M net of the Dividends distributed before signing the merger for €2.9M. For further details, see the Explanatory Notes.

Furthermore, after the SAT capital increase done to complete the incorporation of AdF, reserves were reduced by €864K as a consequence of the recognition in the Shareholders' Equity of costs qualified as expenses incurred for the capital increase after the merger transaction.

For further details, see the "Statement of Changes in Shareholders' Equity".

Medium/long-term liabilities show an increase in Financial Liabilities of approximately €15.8M arising from both the loan contracted by the Incorporated Entity, for approx. €9.2M, and the further movements regarding the Surviving Entity for €6.6M. This item includes the two medium/long-term loans obtained to open a credit line for a maximum global amount of €60M, of which €20M obtained after the incorporation of AdF, for the investments contemplated in the Group' Business Plan.

After the incorporation of AdF's balance sheet, the total current liabilities at 31 December 2015 show an increase of €24.5M.

Furthermore, we point out that, at 31 December 2015, the short-term credit lines of €10.5M coming from the Incorporated Entity have been completely closed and the "Loans" item, for a total of €4.5M, includes the current portion of the TA Group's medium/long-term indebtedness.

INVESTED CAPITAL

The table below compares the summarised data of the capital invested at 31 December 2015 with those at 31 December 2014. Comment on the differences shown follow.

Amounts shown in €K	CONSOL. 31.12.2015	CONSOL. 31.12.2014	Abs. Diff. 2015/2014	PRO- FORMA 31.12.2014	Abs. Diff. 2015/2014
NON-CURRENT ASSETS	186,692	103,526	83,165	172,118	14,573
NET WORKING CAPITAL	-33,574	-18,514	-15,060	-22,774	-10,800
MEDIUM/LONG-TERM LIABILITIES	-29,852	-16,599	-13,253	-28,320	-1,533
INVESTED CAPITAL	123,265	68,413	54,853	121,025	2,240
SHAREHOLDERS' EQUITY	110,526	66,736	43,790	108,571	1,955
NET FINANCIAL INDEBTEDNESS	12,739	1,677	11,062	12,454	285

Fixed assets increased by €83.2M, substantially after incorporating the balance sheet items of AdF and the investments made during the period examined for an aggregate amount of €22.1M, which includes the improvement and enhancement of flight infrastructures in the Pisa airport (runways and connections) for approx. €14.6M and for €2.4M for the reformulation and development of the Florence Airport Master Plan.

The net working capital, €33.6M at 31 December 2015, is increased by €15.1M due to the combined effect of the increase in payables to suppliers after the investment of the Group and the incorporation of AdF's net working capital.

Non-financial medium/long-term liabilities increased by approximately €13.2M, mainly for the effect of the increase in the non-current portion of the Provision for Repair and Replacement (€8.2M), of the Provision for Liabilities (€3.8M) and of Termination Benefits (€2.3M) after the incorporation of the net working capital of AdF.

For the effect of the movements described above, the Invested Capital of the TA Group at 31 December 2015 is increased by €54.8M compared to 31 December 2014, with a balance of approx. €123.3M at 31 December 2015.

11.3 Analysis of financial flows

The consolidated statement of cash flows illustrated below was prepared using the indirect method as defined by IAS 7 which shows the main determining factors of the movements in the cash and cash equivalents that took place during the reporting periods.

As can be observed, cash flow operations are positive at 31 December 2015, with €32.3M. This item is affected by the incorporation of AdF's balance sheet and by 2015 management and investment activities.

<i>Euro K</i>	2015	2014
OPERATING ACTIVITY		
Year's profit	8,547	4,335
<i>Adjusted for:</i>		
- Amortization	8,359	4,176
- Other provisions and impairment losses	2,564	1,278
- Change in the provision for liabilities and expenses	(186)	(841)
- Net change in termination benefit and other provisions	(370)	(244)
- Financial expenses for the year	1,565	873
- Investment income	(1,638)	-
- Net changes in deferred taxes	(735)	(96)
- Taxes for the year	4,042	2,774
<i>Cash flows of operating activities before changes in the working capital</i>	<i>22,147</i>	<i>12,255</i>
- (Increase)/decrease in trade receivables	1,087	736
- (Increase)/decrease in other accounts receivable and current assets	5,554	948
- Increase/(decrease) in payables to suppliers	5,309	(1,686)
- Increase/(decrease) in other payables	(1,792)	1,109
<i>Cash flows of operating activities before changes in the working capital</i>	<i>10,158</i>	<i>1,107</i>
Liquid assets generated by operating activities	32,305	13,361
- Interest payable paid	(1,068)	(429)
- Taxes paid	(4,513)	(1,574)
Cash flow generated by operating activities	26,724	11,358
INVESTMENT ACTIVITIES		
- Cash and cash equivalents brought in with the incorporation of AdF	11,754	-
- Purchase of tangible assets	(3,124)	(1,470)
- Sale of tangible assets	129	-
- Purchase of intangible assets	(18,952)	(6,131)
- Non-current receivables	-	2,181
- Realizable value from sale of stakes	1,766	-
Cash and cash equivalents generated by the investment activity	(8,426)	(5,419)
CASH FLOW FROM OPERATIONS	18,298	5,939
FINANCIAL ASSETS		
- Dividends paid	(6,830)	(887)
- Short-/long-term loans taken out	10,000	9,186
- (Repayment of) short-/long-term loans	(14,263)	(1,886)
Net cash flow generated by/(used for) investments	(11,093)	6,412
Increase / (decrease) in available cash and cash equivalents	7,205	12,351
Cash and cash equivalents at beginning of period	25,092	12,740
Cash and cash equivalents at end of period	32,297	25,092

More specifically, the items of the Consolidated Statement of Cash Flows at 31 December 2015 include:

- €1.77M regarding the realisable value from transfer of the AdF (Aeroporto di Firenze) stake, corresponding to 1.42% of the share capital, with the consequent sale of 128,599 shares finalized on 6 May 2015, which determined a financial income of €1.6M;
- The repayment in principal of €3.9M for the medium/long-term loans obtained by the Group;
- The draw-down of €10M for the medium/long-term loan of €40M to face the investments made during 2015 for the Pisa airport.
- Dividends have been distributed in May 2015 for a global amount of €6.8M after the result obtained at 31 December 2014 by the Surviving Entity for €3.9M and by the Incorporated Entity for €2.9M.
- Infrastructure investments totalled €22.1M in 2015, €14.6M to improve flight infrastructures in the Pisa airport and €2.4M for the reformulation and development of the Florence airport Master Plan.

In general, cash flows generated by operations - approx. €26.7M - arising from the retroactive merger at 1st January, would have been capable of financing the net absorption of cash linked to investments for €20.2M. As a consequence, the draw-down of approx. €10M made by the Surviving Entity before the merger to serve the investment plan was also useful to extinguish the short-term financial debts of the Incorporated Entity for an amount of €10.5M.

11.4 Consolidated Net Financial Position

For the sake of complete disclosure, we provide below the Consolidated Net Financial Position at 31 December 2015 and at 31 December 2014 in compliance with the provisions set forth in Consob's Notice prot. no. 6064293 of 28 July 2006.

In order to offer the reader a better understanding of the table provided below and a better comparability of data, we also provide the column of the Pro-Forma Consolidated Net Financial Position at 31 December 2014, as per Equivalent Document.

<i>Euro K</i>	31.12.2015 Consolidated	31.12.2014 Consolidated	Abs. Diff. 2015/2014	31.12.2014 Pro- forma	Abs. Diff. from Pro- forma
A. Cash on hand and at banks	32,296	25,091	7,205	36,845	(4,549)
B. Other cash and cash equivalents	-	-	-	-	-
C. Securities held for trading	-	-	-	-	-
D. Liquid assets (A) + (B) + (C)	32,296	25,091	7,205	36,845	(4,549)
E. Current financial receivables	-	-	-	-	-
F. Current bank payables	-	-	-	10,500	10,500
G. Current portion of non-current indebtedness	4,502	2,068	2,434	3,476	1,026
H. Other current financial payables due to leasing companies	-	-	-	-	-
I. Current financial indebtedness (F) + (G) + (H)	4,502	2,068	2,434	13,976	9,474
J. Net current financial indebtedness (I) - (E) - (D)	(27,795)	(23,023)	(4,771)	(22,869)	(4,925)
K. Non-current bank payables	40,534	24,700	15,834	35,323	5,211
L. Bonds issued	-	-	-	-	-
M. Other non-current payables due to leasing companies	-	-	-	-	-
N. Non-current financial indebtedness (K) + (L) + (M)	40,534	24,700	15,834	35,323	5,211
O. Net financial indebtedness (J) + (N) (NFI)	12,739	1,677	11,062	12,454	285

The items shown in the net financial position are affected by the incorporation of AdF's balance sheet items.

Current financial receivables include the current portion of the medium/long-term indebtedness of the TA Group, for a global amount of €4.5M.

In addition, the "Non-current bank payables" item consists of €40.5K, as non-current portion of the two existing loans that require the opening of a line of credit for a maximum global amount of €60M, to be used for the investments scheduled for the Group's Business Plan.

We point out that, at 31 December 2015, the Surviving Entity drew down €10M using up the entire available amount of €40M of the loan. Furthermore, portions of capital were repaid during 2015, as established in the two loan agreements for a global amount of €3.9M.

For further details, see the "Financial Liabilities" section of the Explanatory Notes to the Consolidated Financial Report.

We point out that the "Cash and Banks" item includes:

a) a minimum amount of €1M, available and deposited in a current account pledged as collateral for the medium-/long-term Loan Agreement stipulated with the Intesa-San Paolo-MPS bank pool;

b) an amount of approx. €2.2M, collected by the incorporated AdF on March 18, 2013 from the Ministry of Transport after the pronouncement of judgement no. 2403/2012 as compensation for the damage suffered for the non-adjustment of rights in the years 1999-2005, plus monetary revaluation and legal interests. By writ of summons to appeal, the Attorney General's Office summoned AdF (today "TA") to appear before the Rome Court of Appeal, seeking the overturning of the appealed judgement of the Court of Rome no. 2403/2012, finding that the ordinary courts lacked jurisdiction, and a ruling that no sums are owed by the Ministry that filed the appeal by way of compensation for

failure to update airport fees. As a result, as required by international accounting standards (IAS 37), the amount referred to above has not had nor will it have any impact on the Group's income statement until the final proceedings. In any case, in view of the principle of prudence that constantly guides the management, said amount has been deposited in a separate deposit account, where it will accrue interest that will in turn be reinvested, and not used until the final assignment to the Holding with the last level of justice.

Therefore, the consolidated net financial indebtedness at year-end (31-Dec-2015) was €12.74M, up by €11.06M compared to 31 December 2014. This increase is substantially linked to the incorporation of AdF's balance sheet items and to the further loan drawn down by the Surviving Entity.

Finally, we point out that the Consolidated Financial Indebtedness at 31 December 2015, if compared to the same information at 31 December 2014 (Pro-Forma), shows an increase of €285K.

11.5 Trends of key Consolidated Financial Report ratios

In compliance with CESR Recommendation CESR/05-178b regarding alternative performance indicators, the TA Group, within the framework of the Report on Operations, is disclosing, in addition to the financial indicators required by IFRS, some indicators derived from the latter, although not required by IFRS (Non-GAAP Measures). These indicators are presented with the purpose of allowing for a better assessment of the Group's management trends and should not be considered as alternative to those required by IFRS.

In particular, the alternative performance indicators used are (the related calculation method is described in a note for each individual indicator).

Profitability ratios	31.12.2015 Consolidated	31.12.2014 Consolidated	31.12.2014 Pro- Forma
ROE	7.69%	6.50%	5.98%
Net Income / Shareholders Equity			
Gross ROE	11.39%	10.65%	10.15%
Profit before tax / Shareholders Equity			
ROI	10.01%	11.25%	10.53%
Operating income / Net Invested Capital (1)			
ROS	10.74%	11.15%	11.50%
Operating income / Revenues (2)			
FINANCIAL EXPENSES / REVENUES RATIO	1.36%	1.27%	1.86%
Financial expenses/Revenues (2)			
EBITDA / FINANCIAL EXPENSES RATIO	16.3	15.7	11.3
EBITDA/Financial expenses			
Equity ratios	31.12.2015 Consolidated	31.12.2014 Consolidated	31.12.2014 Pro- Forma
STOCK TO LIABILITIES RATIO	0.91	1.14	1.00
Current assets / Current liabilities			
DEBT TO EQUITY RATIO	0.12	0.03	0.11
Debt (NFP) / Shareholders Equity			
NET DEBT TO EBITDA RATIO	0.50	0.12	0.54
Debt (PFN) / EBITDA			
QUOZIENTE PRIMARIO DI STRUTTURA	0.59	0.65	0.63
Shareholders Equity/ Non-current Assets			

(1) Net Invested Capital = Non-Current Assets + NWC (Net Working Capital) - Medium/long-term (non-financial) Liabilities
 NWC = Current Assets - Cash and cash equivalents - Current Liabilities + Bank overdraft and short-term loans
 (2) Revenues after deduction of revenues from construction (only with mark-up).

12. THE GROUP'S INVESTMENTS

At the end of 2015, Group's investments totalled €22.1M, of which €18.95M regarding intangible assets and €3.15M tangible assets. In addition, during 2015, the Group made repairs and replacements on goods under concession for an amount of **€1.55M**.

Investments in **intangible assets** mainly refer to concession rights acquired after the investments made for the enhancement of manoeuvring areas in the Pisa airport (€14.6M) and works for the expansion of aircraft aprons in the Florence airport (€450K).

The increase in work in progress is mainly explained by the reformulation and development of the Florence airport Master Plan (€2.4M, of which approx. €0.9M relating to the environmental impact study, approx. €0.7M relating to new runway and approx. €0.6M relating to the passenger terminal).

Investments in tangible assets mainly refer to works in the Pisa airport for the delocalization of Borgo Cariola (€476K) and the purchase of cars and ramp vehicles (€1.5M), the development of new advertising facilities (€127K) and the purchase of hardware (€305K).

Pursuant to art. 10 of Law 72/83, the Group informs the public that no revaluation was made to its assets pursuant to any special law in 2015.

The table below provides details on the investments of the TA Group at 31 December 2015:

Amounts shown in €K		Airport	Sub-tot	Sub-tot	Sub-tot	Total
Total Group Investments at 31 December 2015						22,097
A) Amortization of intangible assets						18,952
- Software					327	
- Concession rights					15,764	
improvement of maneuvering areas	PSA		14,629			
Extension of aircraft aprons	FLR		450			
Extension of Fire Brigade barracks	PSA		158			
Battery-charger in West apron	FLR		104			
Special airport systems	PSA		105			
Sundry commercial actions	PSA		76			
Floodlight tower in East and West apron - Step I	FLR		61			
Other minor items	PSA/FLR		182			
- Assets under construction					2,861	
Reformulation and development of 2014-2029 Master Plan	FLR		2,109			
Design of new terminal for reconfiguration of passenger flows and new offices	FLR		285			
new East Terminal Lot 1 (Arrivals)	PSA		356			
Other minor items	FLR		111			
Hydraulic and AVL systems	FLR		70			
B) Tangible assets						3,145
- Land and buildings (*)					652	
delocalization of Borgo Cariola at PSA apt	PSA		476			
works in Via Cariola (Rent-a-car building)	PSA		165			
Other minor items	PSA		12			
- Cars	PSA/FLR				151	
- Ind. and comm. equipm.	PSA/FLR				66	
- Plant and machinery					1,881	
PRM transport vehicles (Ambulift)	PSA/FLR		352			
advertising systems	PSA/FLR		127			
self-propelled belts	FLR		134			
Five motorized rain roof passenger stairs	FLR		349			
Portable restroom handling truck with elevator	FLR		99			
Drinking water supply vehicle with elevator	FLR		55			
Lawn mower and snow plow tractor	FLR		43			
Loader	PSA		108			
lift	PSA		67			
dollies	PSA		67			
ETDS security	PSA		142			
new passenger areas	PSA		61			
requalification of ramp vehicles	PSA		81			
Other minor items	PSA/FLR		196			
- Other assets					395	
electronic machines (HW)	PSA/FLR		305			
Furniture and fittings	PSA/FLR		90			

(*) Land and buildings owned by Toscana Aeroporti

13. HUMAN RESOURCES

INTRODUCTION

With the merger by incorporation of Aeroporto di Firenze S.p.a. into SAT S.p.a., the operations of the Incorporated (or Absorbed) Entity have been recognised in SAT's balance sheet for accounting purposes effective from 1 January 2015. So, we point out that any difference between the book values of the Toscana Aeroporti Group at 31 December 2015 and those of the SAT Group at 31 December 2014 does not quite reflect the real situation because they are affected by the transaction described.

THE GROUP'S STAFF

The table below provides details on the **average annual staff** (expressed in *Equivalent Full Time*) of 2015 and any difference from the same period of 2014:

	2015	2014	Δ+/-	Δ %	of which Pisa	of which Florence
Executives	10.8	9.0	1.8	20.4%	-0.2	2
Employees	501.8	296.6	205.2	69.2%	4.4	200.7
Workers	193.8	95.5	98.3	102.9%	1.9	96.4
TOSCANA AEROPORTI	706.4	401.1	305.3	76.1%	6.2	299.1

Jet Fuel	10.0	11.6	-1.6	-13.8%	-1.6	0.0
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Group	716.4	412.7	303.7	73.6%	4.6	299.1
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Note: 2 part-time units are considered as 1 full-time unit.

In 2015, the average **TA** staff increased in absolute terms by 303.7 EFT compared to the same period of 2014, mainly for the effect of the incorporation of AdF.

We point out that 49 employees have been hired in the course of 2015 with open-ended contracts, with an increase of approx. 7% compared to the permanent work force of the previous year.

The number of employees of the subsidiary **Jet Fuel**, the company that manages the fuel storage facility in the airport, recorded a decrease of 1.6 EFT.

We remind the readers that the subsidiary Parcheggi Peretola S.r.l. and TAE S.r.l. have no directly employed staff.

The Group's cost of personnel in 2015 was €39.8M, up by €16.9M compared to 2014 (+74%). This increase is also mainly due to the incorporation of AdF.

In order to better understand the Group's staff trends, we are providing a table showing the average staff (expressed in Equivalent Full Time) in 2015 and the differences compared to the same 2014 PRO-FORMA period.

- In 2015, the average Group staff increased in absolute terms by 26.9 EFT compared to the same period of 2014 (+3.9%).
- The mean number of TA employees increased by 28.5 EFT in absolute terms (+4.2%), compared to the same period of 2014 in the light of a 4.2% increase in passenger traffic (and UTA).
- The number of employees of the subsidiary Jet Fuel, which manages the fuel storage facility in the airport, decreased by 1.6 EFT.
- The subsidiaries Parcheggi Peretola S.r.l. and TAE S.r.l. have no directly employed personnel.

Education and technical training

Even in 2015 the Company pursued the education/training policies outlined in the previous years. A total of 23,135 training hours were delivered in 2015, 35% of which for personnel operating in the Florence airport (FLR) and 65% for personnel operating in the Pisa airport (PSA) - 25% education and 75% practical training.

14. OCCUPATIONAL HEALTH & SAFETY

In 2015, TA's Prevention and Protection Service ("PPS") continued to constantly monitor the most significant aspects of occupational health and safety. Under the organizational profile, in September 2015 the Employer appointed the single Prevention and Protection Service Manager for both airports and the coordinating Competent Physician.

We are going to highlight the following most significant events occurred during 2015.

BS OHSAS 18001:2007 Certification

In October 2015, the certification body DNV confirmed (with zero non-conformances) for Toscana Aeroporti the BS OHSAS 18001:2007 certification that had been obtained by SAT Spa in November 2013. So, the Company is "Compliant" with art. 16, paragraph 3, and art. 30 of Leg. Dec. no. 81/08, which importantly affects the administrative responsibility of companies for crimes relating to occupational health and safety under Leg. Dec. no. 231/2001.

Risk assessment and protection devices

Risks have been assessed during the year as specified below:

1. Chemical risk (chemical-biological analyses to monitor air quality) in the sites of Florence and Pisa;
2. Physical risk (noise and vibration analyses) in the Pisa site.

Emergency and evacuation drills

Annual emergency and evacuation management drills have been carried out in the two airports as required by D.M. [Ministerial Decree] no. 10/03/98, in cooperation with the Fire Brigade and the Prevention and Protection Service of the Border Police. More specifically, the following drills were carried out in the two airports:

1) Florence airport

- May 28th - Evacuation drill in Departure Terminal (scenario: starting fire in embarkation room)
- December 11th - PEA emergency management drill

2) Pisa airport

- March 6th : Scenario: left fuel tank - organized with JET FUEL (jet fuel tank)
- May 29th: Scenario: fire in departure room at ground floor
- August 5th: Scenario: malicious behaviour - organized with Polaria

Training and information

In 2015, in addition to the ongoing training programmes on safety required by the State-Regions Agreement, the following training and awareness activities were carried out:

- training activities started in the Pisa site or 22 new staff hires to work in the emergency management area;
- 5 new supervisors/managers were trained for the Pisa site.

Information, awareness and discussion initiatives were held on various issues with "RLS" [Workers' Health & Safety Representative], with the Competent Physician and with the Qualified Radioprotection Expert.

Accidents

At aggregate level, 2015 accident trends are in line with those recorded in 2014 (a total of 25 accidents took place in the two airports in 2015 against 23 accidents in 2014).

No unknown professional disease has been reported.

15. IT SECURITY AND PRIVACY LEGISLATION - LEG. DEC. no. 196 of 30-Jun-2003

Law no. 35 of 2012 repealed the obligation to prepare a Safety Plan by eliminating point 19 and the sub-points relating thereto in Annex B to "Testo Unico sulla Privacy" [Consolidated Privacy Act]. After the Merger and within the framework of the Compliance Function's monitoring activities, Toscana Aeroporti took the necessary action for personal data to be dealt with in compliance with the applicable legislation.

16. RESEARCH & DEVELOPMENT

During 2015, Toscana Aeroporti engaged in a restructuring process aimed at renewing and unifying the IT systems of the Pisa and Florence airports and kept developing IT systems in view of implementing its larger action plan aimed at improving corporate processes.

More specifically, during 2015, Toscana Aeroporti:

- Renewed the public information system of the Pisa airport by increasing the number of information points in the airport;
- Enhanced the Wi-Fi network of the Pisa airport and unified the service access and use modes for both airports;
- Built the institutional website of Toscana Aeroporti;
- Implemented a new unified corporate electronic mail system;
- Prepared a dedicated high-performance optic fibre connection for direct connection between the two airports. This connectivity will be the basis for a better use of the services shared by the two airports, as well as for the definition of a joint Disaster Recovery & Business Continuity Plan;
- Installed a Telepresence system in both airports to allow the staff of the two airports to hold video-conference meetings for a smoother management of work;
- Uniformed the Business Intelligence systems that collect the data of both airports and defined specific dashboards for the management and operation of the Commercial Aviation function;

- Prepared a HelpDesk system in the Pisa airport for the centralized management of ICT framework reporting;
- Renewed the PC fleet by signing a rental agreement to ensure better performance and adequate safety levels;
- Installed the Telepass system in the long- and short-term parking areas of the Florence airport.

17. RELATIONSHIPS WITH THE OTHER ENTITIES OF THE GROUP AND WITH RELATED PARTIES

At 31 December 2015 the TA Group held interests in the following other associated companies:

- **Immobili A.O.U. Careggi S.p.a.** (A company incorporated to manage the commercial facilities installed in the new entrance of the Careggi Hospital of Florence – so-called “NIC” – Stake held by TA: 25.00% of the share capital (25% at 31 December 2014). Incorporated on May 11, 2012 between Azienda Ospedaliera Universitaria Careggi (owner of 75%) and TA (former SAT). It has its registered office in the Careggi Hospital of Florence and an administrative office at the Pisa Galilei airport. At 31 December 2015, this associated company had a share capital of €200K (fully paid-up), recorded revenues for €885K (€642K in 2014) and closed its 2015 financial statements with profits for €182K (€155K in 2014) and a Shareholders’ Equity of €591K (€409K at 31-Dec-2014).

At 31 December 2015, TA had an agreement with the associate for the provision of staff activities, for a total annual value of €91K, a variable consideration on revenues of approx. €77K, and a recovery of travel expenses of €3K.

- **Alatoscana S.p.a.** (entity that manages the Elba Island airport) - stake held by TA: 13.27% (13.27% at 31 December 2014) of the share capital. In 2015, Alatoscana S.p.a. reported revenues for €1.29M (€1.19M in 2014) and closed the year with net profits for €19K (€37K in 2014) and a Shareholders’ Equity of €2.87M (€2.84M at 31-Dec.2014).

At 31 December 2015, TA, in continuity with previous years, had a service agreement in place with this associated company for staff activities, for an aggregate annual value of €40K.

At 31 December 2015, relationships existed with the following related parties:

- **Delta Aerotaxi S.r.l.**

- A purchase contract for TA for the scheduled maintenance and safeguarding of the hanger sub-licensed to Delta Aerotaxi in the Florence airport generated in 2015 costs for €35K.
- A number of sale agreements between TA and Delta Aerotaxi S.r.l. are in place for:
 - the sub-licensing of offices, hangers and other types of spaces in the Florence airport, with €132K of revenues for TA;
 - the sub-licensing of hangar and aircraft maintenance services, as well as other ancillary services, to third parties in the Florence airport, with €84K of global revenues for 2015.
 - the sub-licensing of offices and other types of spaces located in the Pisa airport for an aggregate revenue of €92K for TA in 2015;
 - €224K revenues for the invoicing of airport fees and taxes concerning general aviation in the Pisa airport and approx. €2K regarding the provision of extra-handling services upon request.

- Lastly, the report shows further ca. €22K of revenues for said related party regarding the charge-back of common services and insurance expenses due under the existing agreement, as well as for parking passes and airport permits in the two airports.

- Corporate Air Services S.r.l.

- An agreement exists between TA and Corporate Air Services S.r.l., the company that manages general aviation in the Florence airport, which succeeded Delta Aerotaxi S.r.l. starting from 11 June 2007 and is indirectly associated with TA through SO.G.IM. S.p.a., a TA Shareholder, for the sub-concession of that activity for aggregate revenues, in 2015, of €106K.
- In addition, at 31 December 2015, TA accrued the following items from the related party Corporate Air Services S.r.l.:
 - €567K revenues for the invoicing of airport fees and taxes, handling and centralised infrastructure expenses concerning general aviation in the Florence airport, €2K for the Pisa airport, and approx. €4K for the provision of extra-handling services upon request and for the delivery of de-icing liquid for the Florence airport;
 - the sub-licensing of offices and other types of spaces located in the Pisa airport, for an aggregate of €33K for TA in 2015;
 - €7K revenues relating to the charge-back of insurance expenses for third-party liability coverage and PPR penalties of the Florence airport.

- Delifly S.r.l.

- On 13 June 2007, AdF (today TA) and Delifly S.r.l. (related party through SO.G.IM. S.p.A) signed an agreement by which AdF (today TA) committed to sub-license Delifly, effective from 1st September 2007 and until 31 December 2015, an area of approx. 122 square metres to be used by Delifly exclusively to install a removable item to provide catering services for general aviation in the Florence airport, with € 2K revenues in 2015.
- In return for the sub-licensing of the area described above and the associated catering services, Delifly has been paying TA, for the entire term of the agreement, a sum determined on the basis of the agreed guaranteed minimum and the applicable Rates for assets under exclusive use, with revenues accrued for €22K in 2015.
- Lastly, the Group accrued a further €4K of other revenues from Delifly S.r.l. for the charge-back of utilities, third-party liability insurance coverage expenses and from the assignment of parking passes and airport permits in the two airports.

- ICCAB S.r.l.

- ICCAB S.r.l. is a related party of TA since the Member of TA's BoD, Mr. Saverio Panerai, exercised a significant influence on ICCAB S.r.l. pursuant to the regulation on related-party transactions adopted by CONSOB.
We point out that AdF (today TA) sub-licensed ICCAB, until 31 December 2015, a room of approx. 40 square metres located at the Florence airport, which ICCAB uses for sales activities, for revenues of €47K in 2015.
- A contract is in place between AdF (today TA) and ICCAB for the sub-licensing of advertising spaces in the Florence airport, with revenues of €36K in 2015.
- A contract is in place for the sub-licensing of a space located in an air-side area of the Pisa airport used by ICCAB for sales activities, with €70K revenues in 2015.
- Finally, during 2015, the Group accrued an additional €7K revenues from ICCAB S.r.l. for the charge-back of services shared by the two airports.

- Corporación America Italia S.p.a.

- TA entrusted this related party with technical-operational consulting tasks, consisting in providing advice based on the expertise and knowledge of methodologies in the field of airport infrastructure planning and development, which cost TA ca. €13K in 2015. In addition, TA accrued €40K of revenues from its related party in 2015 for Group travel expenses.

- Helpport Uruguay S.A.

- During 2015 Toscana Aeroporti Engineering commissioned said related party (a company controlled by the Group Corporation America specialized in the development and design of airport infrastructures), design contracts for an amount of €731K.

- Comune di Firenze

- An agreement between AdF (today TA) and the Municipality of Florence for the sub-concession of an office space of 13 square metres at the landside ground floor of the Florence airport, for a value of approx. €5K of revenues from tourist information activities in 2015.

- A.L.H.A. S.p.a.

- An agreement being renewed between AdF (today TA) and A.L.H.A for the sub-concession of an office space of 264 square metres at the landside ground floor of the Florence airport, for a value of approx. €27K of revenues in 2015. Further €6K of were recorded for the charge-back of common services and parking passes. Finally, €2K of revenues from warehousing services are recorded in the Pisa airport.

- PisaMo S.p.a.

- This is an in-house company of the shareholder “Comune di Pisa” [Municipality of Pisa]. At 31 December 2015, TA had residual receivables for € 427 K (€ 427 K at 31 December 2014) from this related party. The Directors consider this account receivable irrelevant under the risk perspective because it is covered by a European fund already approved and presently being transferred to PisaMo through the Municipality of Pisa.

It should be noted that the terms and conditions governing transactions with parties identified as related parties are defined in agreements entered into at normal market conditions. For further details, see “Annex C” in the Explanatory Notes of the Consolidated and Year’s Financial Reports.

Finally, we point out that no atypical transaction took place with related parties in 2015.

18. MAIN INFORMATION ON THE PARENT COMPANY AND SUBSIDIARIES, AND THEIR RELATIONSHIPS

18.1 Toscana Aeroporti S.p.a.

The tables provided in this section have been extracted from the Financial Statements at December 31, 2014 (to which we refer the reader), prepared in compliance with the international accounting principles (“IFRS”) issued by the International Accounting

Standard Board ("IASB") and ratified by the European Union, as well as with the provisions implementing art. 9 of Legislative Decree no. 38/2005.

As better described in the section called "Merger by Incorporation of Aeroporto di Firenze S.p.a." provided hereinafter, after the Merger, the operations of the incorporated entity have been recognised in TA's balance sheet for accounting and tax purposes effective from 1 January 2015. So, we point out that any difference between the book values of the two Reports of the Toscana Aeroporti Group at 31 December 2015 and SAT at 31 December 2014 does not quite reflect the real situation because they are affected by the transaction described.

In order to offer the reader a better understanding of the tables provided and for better comparability of the data, we provide below the 2015 Management Income Statement table, with evidence of economic values compared with 2014 pro-forma values. In any case, for details on the 2015 Income Statement, see the Explanatory Notes to the Financial Statements.

TOSCANA AEROPORTI - INCOME STATEMENT

Amounts shown in thousand euro (€K)	2015	2014 (1)	Abs. Diff. 2015/2014	2014 PRO- FORMA (2)
REVENUES				
Aviation revenues	82,403	47,864	34,540	77,744
Non-Aviation revenues	23,830	17,320	6,511	26,574
Revenues from construction services	18,616	6,589	12,027	9,442
Other revenue and income	5,005	1,813	3,192	3,226
TOTAL REVENUES (A)	129,855	73,586	56,269	116,986
COSTS				
Consumables	1,177	776	401	3,715
Cost of Personnel	39,094	22,089	17,006	37,887
Costs for services	40,099	26,389	13,710	38,914
Sundry operating expenses	1,927	795	1,132	988
Airport leases	5,269	3,871	1,398	4,251
Costs for construction services	17,802	6,276	11,527	8,993
TOTAL COSTS (B)	105,368	60,195	45,173	94,747
GROSS OPERATING MARGIN (A-B)	24,487	13,391	11,096	22,239
% incid. over total revenue	18.9%	18.2%		19.0%
Amortization and write-downs	8,216	4,162	4,054	7,590
Provision for risks and repairs	4,678	1,724	2,954	2,618
Bad debt reserve	163	107	56	173
OPERATING EARNINGS	11,430	7,398	4,032	11,858
% incid. over total revenue	8.8%	10.1%		10.1%
ASSET MANAGEMENT				
Financial income	2,244	241	2,003	653
Financial expenses	-1,531	-866	-666	-2,053
Profit (loss) from equity investments	0	0	0	0
TOTAL ASSET MANAGEMENT	713	-625	1,337	-1,400
PROFIT (LOSS) BEFORE TAX	12,143	6,773	5,369	10,458
Year's taxes	-3,827	-2,679	-1,149	-4,235
PROFIT/(LOSS) FOR THE YEAR	8,315	4,095	4,221	6,223

Notes:

(1) Please note that, in order to allow the reader to better compare the information disclosed in the financial statement of Toscana Aeroporti at 31 December 2015, some information regarding 2014 has been altered. These changes have been considered as non-significant by the Company.

(2) For details on Pro-Forma 2014 information, see section "Merger by incorporation of Aeroporto di Firenze Spa" in the Explanatory Notes.

No comments are provided, since information have been already provided in the description of consolidated data and because the differences between the two financial reports are scarcely significant.

STATEMENT OF FINANCIAL POSITION (amounts in €K)

ASSETS	31 DEC. 2015	31 Dec. 2014 (1)	DIFFERENCE	PRO-FORMA 31 DEC. 2014
NON-CURRENT ASSETS				
- Intangible assets	149,345	75,853	73,492	135,435
- Tangible assets	26,174	21,034	5,140	26,397
- Equity investments	3,921	2,228	1,694	3,843
- Financial Assets	2,406	2,298	108	2,018
- Prepaid taxes recoverable beyond the year	3,159	1,965	1,194	2,695
TOTAL NON-CURRENT ASSETS	185,005	103,377	81,628	170,388
CURRENT ASSETS				
- Receivables from customers	18,994	13,473	5,520	20,026
- Receivables from associated companies	181	364	-182	364
- Receivables from subsidiaries	162	230	-68	230
- Tax receivables	2,177	0	2,177	4,797
- Receivables from others, due within the year	1,757	2,078	-321	5,090
- Cash and cash equivalents	31,417	24,792	6,625	36,183
TOTAL CURRENT ASSETS	54,689	40,938	13,751	66,690
TOTAL ASSETS	239,694	144,315	95,379	237,078

(1) Please note that, in order to allow the reader to better compare the information disclosed in the financial statement of Toscana Aeroporti at 31 December 2015, some information regarding 2014 has been altered. In particular, "Prepaid taxes paid within the year" have been reclassified in "Prepaid taxes paid beyond the year" or a value of € 842 K at Dec. 31, 2014. These changes have been considered as non-significant by the Company.

TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	31 DEC. 2015	31 Dec. 2014 (1)	DIFFERENCE	PRO-FORMA 31 DEC. 2014
CAPITAL AND RESERVES				
TOTAL SHAREHOLDERS' EQUITY	108,183	66,500	41,682	106,391
MEDIUM-LONG TERM LIABILITIES				
- Provisions for liabilities and expenses	3,784	33	3,751	3,583
- Provisions for repair and replacement	18,759	10,520	8,239	15,702
- Termination benefits and other personnel-related prov.	6,232	4,013	2,219	6,975
- Financial liabilities	40,534	24,700	15,834	35,323
- Other payables due beyond the year	805	1,839	-1,034	1,839
TOTAL MEDIUM-LONG TERM LIABILITIES	70,114	41,106	29,008	63,423
CURRENT LIABILITIES				
- Bank overdrafts	0	0	0	10,500
- Loans	4,502	2,068	2,434	3,476
- Tax liabilities	9,852	5,736	4,116	7,038
- Total trade and sundry receivables	47,044	28,905	18,139	46,250
TOTAL CURRENT LIABILITIES	61,398	36,709	24,689	67,264
TOTAL LIABILITIES	131,512	77,815	53,697	130,687
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	239,694	144,315	95,379	237,078

(1) Please note that, in order to allow the reader to better compare the information disclosed in the financial statement of Toscana Aeroporti at 31 December 2015, some information regarding 2014 has been altered. In particular, the item "Bank overdraft and loans" has been reclassified into two separate items. The item "Bank overdraft" refers to the use of short-term credit lines obtained from banks and the item "Loans" refers to the current portion of "Financial liabilities". In addition, € 124 K have been reclassified into it, "Other payables due within the year" postes at Dec. 31, 2014 as "Payables to suppliers". These changes have been considered as non-significant by the Company.

NET FINANCIAL INDEBTEDNESS				
<i>Euro K</i>	31.12.2015 Separate	31.12.2014 Separate	Abs. Diff. 2015/2014	31.12.2014 Pro-forma
A. Cash on hand and at banks	31,417	24,792	6,625	36,183
B. Other cash and cash equivalents	-	-	-	-
C. Securities held for trading	-	-	-	-
D. Liquid assets (A) + (B) + (C)	31,417	24,792	6,625	36,183
E. Current financial receivables	-	-	-	-
F. Current bank payables	-	-	-	10,500
G. Current portion of non-current indebtedness	4,502	2,068	2,434	3,476
H. Other current financial payables due to leasing	-	-	-	-
I. Current financial indebtedness (F) + (G) + (H)	4,502	2,068	2,434	13,976
J. Net current financial indebtedness (I) - (E) - (D)	(26,915)	(22,724)	(4,191)	(22,207)
K. Non-current bank payables	40,534	24,700	15,834	35,323
L. Bonds issued	-	-	-	-
M. Other non-current payables due to leasing companies	-	-	-	-
N. Non-current financial indebtedness (K) + (L) + (M)	40,534	24,700	15,834	35,323
O. Net financial indebtedness (J) + (N) (NFI)	13,619	1,976	11,642	13,116

The year's financial statements of the Holding at 31 December 2015 fully comply with the financial covenants specified in the long-term loan agreements in force. For further details, see section "Financial Liabilities" in the Explanatory Notes of the Financial Report.

18.2 Parcheggi Peretola S.r.l.

As already described in the "Consolidation Area" section of the Explanatory Notes, Parcheggi Peretola S.r.l. is an entity that entered the TA Group after the incorporation of AdF, which owned 100% of its shares.

The prevalent activity of this company is the management of a 640-slot payment car parking lot for the public in front of the Departures Terminal of the Florence airport.

The Subsidiary prepares its financial statements in compliance with the applicable legislation. For the purposes of the Consolidated Financial Report, the Financial Report of the Subsidiary is appropriately adjusted to take into account the impact deriving from the application of international accounting principles.

2015 economic values show a value of production of €1,453K, up by €72K compared to 2014 due to the increase in the annual number of passengers in the Florence airport, and consequently also of the clients of the parking area managed by the Company.

The 2015 Gross Operating Margin (or EBITDA) is €850K, up by €96K, and the year's Net Profit is €533K, up by €82K compared to 2014.

The table below is a summarised income statement prepared according to the applicable standards.

PARCHEGGI PERETOLA - INCOME STATEMENT

Amounts shown in thousand euro (€K)	2015	2014	Abs. Diff. 2015/2014
REVENUES			
Non-Aviation revenues	1,453	1,381	72
Other revenue and income	0	0	0
TOTAL REVENUES (A)	1,453	1,381	72
COSTS			
Consumables	1	1	0
Cost of Personnel	0	0	0
Costs for services	546	568	-22
Sundry operating expenses	56	58	-2
TOTAL COSTS (B)	603	627	-24
GROSS OPERATING MARGIN (A-B)	850	754	96
% incid. over total revenue	58.5%	54.6%	
Amortization and write-downs	73	69	4
OPERATING EARNINGS	777	684	93
% incid. over total revenue	53.5%	49.6%	
ASSET MANAGEMENT	-0.4	-0.4	0.0
NON-RECURRING OPERATIONS	0	-23	23
PROFIT (LOSS) BEFORE TAX	777	661	116
Year's taxes	-244	-210	-34
PROFIT/(LOSS) FOR THE YEAR	533	451	82

In the Income Statement, the prevalent portion of revenues refers to parking lots, which have been recognised among revenues from sales and services for €1,308K.

On the cost side, the most important component is the cost of the parking lot management and maintenance service provided by SCAF S.r.l.

Here is the comparison between the financial positions at 31 December 2015 and 31 December 2014:

STATEMENT OF FINANCIAL POSITION (amounts in €K)

ASSETS	31 DEC. 2015	31 DEC. 2014	DIFFERENCE
NON-CURRENT ASSETS	2,273	2,302	-29
CURRENT ASSETS	668	558	110
TOTAL ASSETS	2,941	2,860	81
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	31 DEC. 2015	31 DEC. 2014	DIFFERENCE
SHAREHOLDERS' EQUITY	2,771	2,689	82
CURRENT LIABILITIES	170	171	-1
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	2,941	2,860	81

Parcheggi Peretola has a positive Net Financial Position at 31 December 2015, with €533K (against €363K at 31 December 2014).

18.3 Toscana Aeroporti Engineering S.r.l.

Toscana Aeroporti Engineering (hereinafter "TAE") was **incorporated on 15 January 2015** and started operations in the month of August of the same year as engineering associate and 100% subsidiary of Toscana Aeroporti, with the mission of providing Toscana Aeroporti with the necessary engineering services for the implementation of the development program for the two Florence and Pisa airports.

In implementing the engineering activities defined in the Master Plan, TAE receives support from Helpport Uruguay SA (hereinafter "Helpport"), a related party controlled by the Corporation America Group, specialized in the design and development of airport infrastructures, based on a framework agreement already signed with the purpose of using its extensive and long-term expertise in the design and development of airport infrastructures.

The first activity implemented by TAE has been the preparation of the final project for the Florence runway, which was delivered to ENAC on 27-Aug-2015 and subsequently approved by this body.

More specifically, the Company awarded the following contracts:

- Topographic survey services in support of the preliminary and final design of the projects included in the Master Plan 2014-2029;
 - Geognostic and chemical surveying campaign for the new flight runway and ancillary works;
 - Preventive inspection for the geognostic point survey for the construction of the new runway of Florence;
 - Consulting services for land registry inspections regarding the land involved in the geognostic surveys for the construction of the new runway;
 - Consulting services for the determination of the most probable market value of the land involved in expropriation for the implementation of the Master Plan 2014-2029;
 - Appointment of a person in charge with the unified procedure [or "RUP" for *Responsabile Unico del Procedimento*] for technical-administrative support during the inspection and final testing of the aero-photogrammetry, topography and data rendering surveys for the preparation of the project defined in the 2014-2029 Master Plan;
 - Appointment of a person in charge of supporting the Project Manager and the RUP during the design of the new flight infrastructure for choices and special surveys regarding the new airport flooring and related safety surfaces;
 - Appointment of a person in support of the project of the new flight infrastructure for choices regarding AVL (lighting and signalling system) and hydraulic systems.
- In 2015, TAE spent €572K for the contract defined above.

During this first design experience, TAE defined its operating strategy and passed from a first "inside-out" approach, i.e. outsourcing the complete design and management of services, to an "outside-in" approach, where design is end-user-centred and the completion and general coordination of design activities are internalized within TAE.

The development of the first project experience and the consequent new course of action contributed to consolidate the following operating scheme:

- Helpport's consulting based on the framework agreement signed with TAE;
- Targeted consulting for special directly-awarded projects below the EU threshold;
- TAE in the role of owner of the project.

The design activities carried out by TAE on behalf of TA in the course of 2015 concerned the reformulation and development of the Master Plan 2014-2029 for Florence and Pisa.

More specifically:

- The environmental impact study, the assessment of the incidence and health impact of the new flight infrastructure and the new Florence terminal.
- The preliminary design of the new flight infrastructure of Florence and the specialist inspections of the new airport flooring and related safety surfaces.
- The design of a new terminal for the reconfiguration of passenger flows and new offices in the Florence terminal
- The preliminary design to expand the eastern side of the Pisa passenger terminal (Arrivals).

In 2015, TAE spent €731K for the contracts specified above, entirely paid to the related party Helpport.

At 31 December 2015, the Company had no direct employees. Staff activities were carried out by the Holding based on a service agreement signed between the parties.

The Subsidiary prepares its Financial Report in compliance with the applicable legislation. For the sole purpose of issuing the Annual Consolidated Financial Report of the Subsidiary, its financial statements have been adjusted to take into account the impact deriving from the application of international accounting standards.

The values of the 2015 Income Statement and TAE's Financial Position at 31 December 2015 are provided below:

T. A. ENGINEERING - INCOME STATEMENT	
Amounts shown in thousand euro (€K)	2015
REVENUES	
Aviation revenues	-
Non-Aviation revenues	-
Revenues from construction services	-
Other revenue and income	1,517
TOTAL REVENUES (A)	1,517
COSTS	
Consumables	-
Cost of Personnel	-
Costs for services	1,463
Sundry operating expenses	1
TOTAL COSTS (B)	1,464
GROSS OPERATING MARGIN (A-B)	53
% incid. over total revenue	3%
Amortization and write-downs	1
OPERATING EARNINGS	52
% incid. over total revenue	3%
ASSET MANAGEMENT	0
NON-RECURRING OPERATIONS	1
PROFIT (LOSS) BEFORE TAX	53
Year's taxes	- 23
PROFIT/(LOSS) FOR THE YEAR	30

STATEMENT OF FINANCIAL POSITION (amounts in €K)	
ASSETS	31 DEC. 2015
NON-CURRENT ASSETS	3
CURRENT ASSETS	1,616
TOTAL ASSETS	1,619
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	31 DEC. 2015
SHAREHOLDERS' EQUITY	110
MEDIUM-LONG TERM LIABILITIES	0
CURRENT LIABILITIES	1,509
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	1,619

TAE has a positive Net Financial Position at 31 December 2015 of €53K.

18.4 Jet Fuel Co. S.r.l.

Jet Fuel Co. s.r.l. is the entity that manages the centralized fuel storage facility of the Pisa airport.

The stake held by TA is 51.0% of voting rights, while property and dividend rights are exercised in identical portions by the other shareholders, Refuelling S.r.l. and Air BP Italia S.p.a. For the purpose of consolidating 2015 and 2014 reports, a 33% share was considered as portion of equity and result of the TA Group.

At 31 December 2014, Jet Fuel had a share capital of €150K, reported €60K of profits for the year, and had a Shareholders' Equity of €271K. At 31 December 2015, Jet Fuel had a sub-licensing agreement in place with TA for the management of the centralized fuel storage facility for a global value of €616K and a €20K administrative services contract.

A total of 83,613 cubic metres of jet fuel passed through the storage facility in 2015, with a 16.1% volume decrease compared to the 99,695 cubic metres of 2014. The company provided into-plane services for 63,989 cubic metres of fuel, with a 15.5% reduction compared to the 75,730 cubic metres of 2014.

The Subsidiary prepares its financial statements in compliance with the applicable legislation. For the sole purpose of issuing the Annual Consolidated Financial Report of the Subsidiary, its financial statements have been adjusted to take into account the impact deriving from the application of international accounting standards.

The table below is a summarised income statement prepared according to the applicable standards.

JET FUEL - INCOME STATEMENT

Amounts shown in thousand euro (€K)	2015	2,014	Abs. Diff. 2015/2014
REVENUES			
Aviation revenues	2,063	2,403	-339.7
Other revenue and income	23	22	0.6
TOTAL REVENUES (A)	2,086	2,425	-339.2
COSTS			
Consumables	96	96	-0.4
Cost of Personnel	713	760	-46.9
Costs for services	515	529	-14.2
Sundry operating expenses	6	6	0.3
Airport leases	616	715	-99.4
TOTAL COSTS (B)	1,945	2,106	-160.7
GROSS OPERATING MARGIN (A-B)	141	319	-178.5
% incid. over total revenue	6.7%	13.2%	
Amortization and write-downs	41	47	-5.3
OPERATING EARNINGS	99	273	-173.2
% incid. over total revenue	4.8%	11.2%	
Asset management	-2	-1	-0.9
Non-recurring operations	-5	7	-11.6
PROFIT (LOSS) BEFORE TAX	93	279	-185.7
Year's taxes	-33	-101	68.1
PROFIT/(LOSS) FOR THE YEAR	60	177	-117.6

The main 2015 revenues of Jet Fuel (Aviation) consist of €1,186K (€1,365K in 2014) from the fuel storage service and €853K (€1,038K in 2014) from the into-plane service.

The main costs of 2015 have been: cost of personnel (€713K), airport sub-lease (€616K), rental of tank lorries (€175K), maintenance and fuel tank lorries (€90K), professional services (€89K), industrial insurance (€50K), system maintenance (€23K), and depreciation (€41K).

As a consequence, the 2015 result shows net profits of €60K for the period, with a sharp decrease compared to 2014 profits, mainly due to the smaller volume managed by the storage facility and reduced into-plane service, as specified above.

Here is the comparison between the financial positions at 31 December 2015 and 31 December 2014:

STATEMENT OF FINANCIAL POSITION (amounts in €K)			
ASSETS	31 DEC. 2015	31 DEC. 2014	DIFFERENCE
NON-CURRENT ASSETS	117	149	-33
CURRENT ASSETS	671	972	-300
TOTAL ASSETS	788	1,121	-333
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	31 DEC. 2015	31 DEC. 2014	DIFFERENCE
SHAREHOLDERS' EQUITY	271	287	-15
MEDIUM-LONG TERM LIABILITIES	186	159	28
CURRENT LIABILITIES	331	676	-345
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	788	1,121	-333

At 31 December 2015, Jet Fuel had a positive Net Financial Position of €294K (against €299K at 31 December 2014).

19. MAIN RISKS AND UNCERTAINTIES TO WHICH THE GROUP IS EXPOSED

The main risk factors that may affect the management trends of the Group are explained below:

OPERATING RISKS

Risks associated with the general conditions of the economy and the related industry

The main factors that may affect operations in the transport sector where the Group operates are, *inter alia*, the gross domestic product (GDP), the business and consumer confidence level, the unemployment rate and the oil price. The effects of the downturn of the domestic and international economy that started in the second half of 2008 still affected the economy throughout 2015. More specifically, the international unrest, the credit crunch, the high unemployment rate, the reduction in the available income for families in real terms and the consequent decrease in consumption adversely affected the demand for air transport. Should this weak economy persist, we cannot exclude a negative impact on the economic situation of the Group.

However, recent traffic trends in the two airports, with significant growths in the number of passengers registered in 2013 and 2014, confirmed in 2015, show the particular attractiveness of our territory, which mitigates the existing risk.

Risks associated with airport handling activities and the extremely competitive layout of the related market

Airports with a traffic exceeding 2 million passengers or 50,000 tons of goods are recognised free access to the "ground assistance services" market (Leg. Dec. no. 18/99). To date, in the Pisa and Florence airports, these services are mostly provided by the same entity that manages the airport. At present, the only handling activity to be carried out by

providers of ground assistance services other than TA in the two airports is the general aviation business.

In 2015, the revenues generated by the handling business account for 19.6% of total revenues (22.5% over the total, net of revenues for construction services). The market where the providers of handling services operate is typically characterized by a high level of competitiveness, as well as by a limited profitability in terms of operating income.

The increase in the competitive pressure, on the one hand, and the reduced margins that characterize the business segment, on the other hand, might negatively affect the economic, equity and financial situation of TA.

REGULATORY RISK

The Holding, within the framework of the two concessions for the global management of the Pisa and Florence airports, operates in a sector regulated by domestic and international legislation. Any unpredictable change in the regulatory framework might adversely impact the bottom line of the TA Group.

The Galileo Galilei airport is located in the vicinity of the city of Pisa. In order to avoid risks arising from excessive proximity with the airport, the agricultural neighbourhood "Borgo Cariola", located between the "FI-PI-LI Highway" and the airport area, had to be dismantled and its inhabitants moved elsewhere: approximately 85% of the demolitions and delocalization has been completed in 2015.

A potential risk factor of the airport sector is the constant evolution of the specific legislative and regulatory scenario where the Holding, like the other airport operators, operates. The Company's financial results are affected by the developments in the regulatory framework, particularly as regards the airport services tariff regulations and the fee system for the services offered by airport operation companies. In this regard, we specify that the preliminary stages for the definition with the new Transport Authority of the new rate levels for the regulatory period 2015-2018 have been positively concluded for both the Pisa and Florence airports. In fact, the Pisa airport has started applying the new rates since April 16 and the Florence airport has started since 26 May 2015. The annual consultation with end-users (of Florence and Pisa) took place during October 2015 and the new 2016 pricing effective from January 1st was notified.

RISKS ASSOCIATED WITH RELATIONSHIPS WITH EMPLOYEES AND TRADE UNIONS

The Holding operates in an industrial context characterised by a significant presence of trade unions and is potentially exposed to the risk of strikes and interruptions in its production activities.

In the recent past of Toscana Aeroporti no significant block of the service due to strikes occurred at either Pisa or Florence airports. In order to avoid the risk of these disruptions as far as possible, TA is taking a stance aimed at fostering an open discussion and dialogue with trade unions. In witness of this attitude, it is worthwhile mentioning the signature in April 2015, after a discussion which took place pursuant to art. 47 of Law 428/1990 between the incorporating entities SAT and AdF and Trade Unions, of two specific agreements related to the merger, namely a report on a joint review and complementary corporate agreement with the trade unions CGIL-CISL-UGL-UIL and a report on a joint review with the independent trade union "USB". These agreements allowed for an efficient, effective and risk-free management of the merger and the subsequent (still ongoing) corporate integration steps without strikes or interruptions in airport services.

The recent reorganization of some corporate processes (both in Pisa and Florence) was opposed by Trade Unions, which organized a strike in both airports on February 29th.

The Company is presently conducting negotiations with the Trade Unions to find an agreement to conclude the dispute without further unrest.

RISKS ASSOCIATED WITH DECREASING AIRPORT TRAFFIC AND WITH THE CONCENTRATION OF CERTAIN CARRIERS

As for the other operators of the sector, even for the Holding the possible reduction or termination of flights by one or more carriers, even as a consequence of a possible economic/financial crisis of their business organizations, might significantly impact the bottom line of the TA Group.

In 2015, TA counted 7,224,630 passengers. The total incidence of the first three carriers is 59.9%. More specifically, the incidence of the first carrier is 42.1%, while the incidences of the second and third carriers are 9% and 8.8%, respectively.

The Holding also signed with said carriers multi-year trade agreements that contemplate a commitment from the carrier to promote marketing and advertising campaigns and achieve pre-established objectives in terms of passengers and flights against the Holding's commitment to contribute to their expenses and grant economic incentives for the achievement of the aforesaid objectives. These agreements also establish that penalties be imposed in case of cancellations not caused by force majeure events.

On the other hand, the Holding, based on past experience - while there can be no certainty in this field - is convinced that the risk of a reduction or interruption in flights by one or more carriers could be faced with a probable redistribution of passenger traffic among the various airlines operating in the airport and with its capacity to attract new carriers.

However, we should not exclude the likelihood that, notwithstanding the implementation of the aforesaid remedial measures, a certain amount of time might elapse between the interruption of flights and their replacement by other carriers and that this interruption might, in any case, negatively impact the operations and earnings of the Holding. In order to minimize the risk of traffic concentration on some carriers, the Holding, albeit in the context of a sector, such as the air transport sector, characterised by integration and merger processes between carriers, is pursuing a strategy of diversification of the airlines operating in the two airports.

RISKS ASSOCIATED WITH DEPENDENCE ON KEY PERSONNEL

The Holding believes that its operating and management structure is such as to ensure continuity in the management of its corporate affairs. Furthermore, the Holding has started a process of development of human resources in view of a Succession Plan. However, should one or more key staff of the Holding, such as the CEO and General Director or other senior/Top Management members, terminate their cooperation with the company, there could be a negative impact on the perspectives, business activities and economic/financial results of the Holding. Furthermore, the Board of Directors of the Holding, during its meeting held on 4 February 2014, approved a proposal for an agreement with the General Director to increase the loyalty of this important strategic key person for the company. This agreement, for a term of 36 months, contemplates the application of a penalty in case of early termination of the employment agreement by the executive and, simultaneously, the recognition of an indemnity for the executive in the event of termination of the employment agreement (with the exclusion of termination for just cause) after a decision made by the Holding.

ENVIRONMENTAL RISKS

The activities of the Group are regulated by many European Union regulations and domestic, regional and local legislation on the protection of the environment. The Group has the priority of carrying out its activity in compliance with the applicable environmental legislation; however, since the risk of environmental liability is intrinsic to the activity of the Group, there can be no certainty that any new future regulations may not involve further regulatory requirements for the Group.

FINANCIAL RISK

As regards financial risks, see the specific section in the Explanatory Notes.

20. SIGNIFICANT EVENTS OCCURRED AFTER THE CLOSING OF THE PERIOD AT 31 DECEMBER 2015

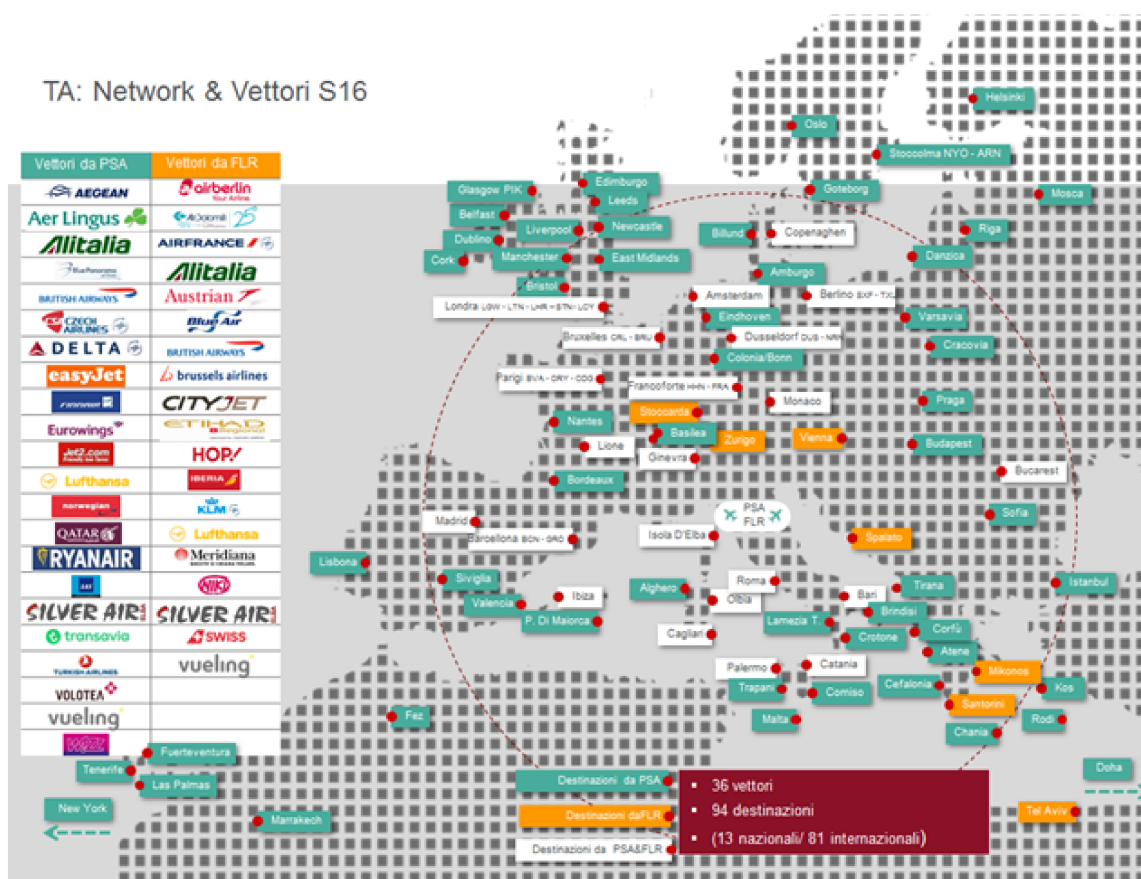
Main news on the operations of the Florence airport

- **Air Berlin:** The carrier resumed operations in Düsseldorf and Stuttgart since the summer. In addition to that, starting from next 3 May 2016, the German carrier will significantly develop the Florence-Düsseldorf route by increasing flights (from 1 to 3 daily flights), thus ensuring a veritable transshipment service for Tuscan and German business customers using the destinations of its network.
- **KLM:** increase in flights operated on Amsterdam Schipol.
- **British Airways:** increase in flights operated on London City.
- **AirFrance:** increase in flights operated on Paris Charles de Gaulles.

Main news on the operations of the Pisa airport

- **Qatar Airways:** starting from 2 August 2016, this carrier will operate a daily connection with the Doha hub (with 144-seat AB320 aircraft) to allow for multiple connections with its extensive network that includes over 150 business destinations in Asia.
- **Czech Airlines:** starting from 3 May 2016 and until 28 September 2016, the Czech carrier will operate the Pisa-Prague connection with 3 weekly flights.
- **Aer Lingus:** from 18 May to 11 September, the Irish carrier will operate a direct connection to Dublin, with important connections to North America through 3 weekly flights.
- **Eurowings:** this German carrier will operate the 2 new weekly and seasonal flights to Hamburg.
- **Easyjet:** the British low-cost carrier has expanded its network from Tuscany by adding new connections from Geneva (2 flights a week since February 2016), Basil (3 weekly flights since 28 March) and Lion (2 flights per week from 1 July to 29 August 2).
- **Transavia:** the Dutch carrier will operate 4 weekly flights to Munich since next April.
- **BluPanorama:** starting next summer, this carrier will increase its operations on Tirana (from 4 to 7 flights).
- **Ryanair:** starting from next summer, the Irish carrier will operate new flights to Catania (daily since April), Berlin (3 weekly flights since April), Corfù (2 weekly flights from June to September) and Sofia (2 weekly flights since April).

- **Alitalia:** the Italian carrier will cease to operate flights from Pisa to Catania, Berlin, Prague and Tirana starting from the summer. These destinations will remain in the Galilei airport network tanks to the aforesaid airlines: Czech Airlines, Ryanair and BluePanorama.
- **Alitalia:** The airline confirmed 24 weekly flights to Roma Fiumicino and 4 weekly flights from/to Olbia from July to September.



21. INFORMATION PURSUANT TO ART. 149-DUODECIES OF CONSOB'S ISSUERS' REGULATIONS

The following table, prepared pursuant to art. 149-duodecies of CONSOB's Issuer Regulation, shows the payments made for auditing 2015 financial reports and for other services rendered by the Auditing Company or other entities of their network.

22. OUTLOOK

In the **month of February**, the Tuscan Airport System recorded a total traffic of 396,115 passengers, up by 5.3% with respect to the same month of 2015.

Year-to-date data regarding the first two months of the year show a 3.4% increase compared to the same period of 2015, for a total of 796,935 passengers transited through the Pisa and Florence airports since the beginning of the year.

Pisa Galileo Galilei airport

Over 520,000 passengers passed through the Pisa Galilei airport in the January-February period, with a 3.8% increase compared to the same period of 2015 (approx. +19,000 passengers).

The Pisa Galilei airport closed the month of February with decreasing passenger traffic (+3.8%, equalling over 9,600 passengers) compared to February 2015, for a total of 261,239 transiting passengers.

Florence Amerigo Vespucci airport

Approximately 272,000 passengers passed through the Florence Vespucci airport in the first two months of the year, with a 2.7% increase compared to the same period of 2015 (+7,000 passengers).

The Florence Vespucci airport closed the month of February with a total of 135,000 passengers, up by 8.2% compared to the same month of the past year (+10,000 passengers).

The positive growth signals observed in the passenger traffic of the two airports in the first two months of 2016 (+3.4% in the first 2 months of 2016), the operated flights confirmed to date by the airlines, the new important destinations announced for the summer 2016, and generally the potential beneficial effects on air transport of the reduction in the oil price are all factors that allow us to be confident in good results for 2016.

23. PROPOSED ALLOCATION OF THE YEAR'S RESULT

Dear Shareholders,

We invite you to approve the 2015 Financial Statements of Toscana Aeroporti S.p.a. prepared based on the criteria indicated in the related Explanatory Notes.

We propose that **the net profit for the year of Euro 8,315,402** be allocated as follows:

- **Euro 423,928** to the **legal reserve** as required by the Articles of Association;
- **Euro 7,891.474** to be distributed as **dividend** to Shareholders (**Eur 0.424 per share**).

The Board thanks the Management and all the Personnel of the Company for their cooperation in achieving the reported results.

The Board also particularly thanks the Board of Auditors for their continuous cooperation.

For the Board of Directors
The Chairman
(Marco Carrai)

CONSOLIDATED FINANCIAL STATEMENTS –
REPORTS AT 31 DECEMBER 2015

TOSCANA AEROPORTI GROUP - CONSOLIDATED INCOME STATEMENT

Amounts shown in thousand euro (€K)	N o t e s	2015	of which Related Parties	2014 (1)	of which Related Parties	2014 PRO- FORMA (2)
REVENUES						
Aviation revenues	1	83,853	799	49,554	-	79,685
Non-aviation revenues	2	25,151	749	17,320	105	27,546
Revenues from construction services	3	18,616		6,589		9,442
Other revenue and income	4	4,969	153	1,802	105	3,179
TOTAL REVENUES (A)		132,589	1,701	75,265	209	119,852
COSTS						
Consumables	5	1,236		856		3,812
Cost of Personnel	6	39,775		22,854		38,652
Costs for services	7	41,068	49	26,907	-	39,062
Sundry operating expenses	8	2,004		803		1,805
Airport leases	9	5,269		3,871		4,251
Costs for construction services	10	17,690		6,276		8,993
TOTAL COSTS (B)		107,042	49	61,565	-	96,574
GROSS OPERATING MARGIN (A-B)		25,547		13,699		23,277
Amortization and write-downs	11	8,359		4,176		7,736
Provision for risks and repairs	12	4,682		1,724		2,622
Bad debt reserve	13	163		107		173
OPERATING EARNINGS		12,343	1,653	7,693	209	12,747
Incid.% su ricavi totali		0		0		0
ASSET MANAGEMENT						
Financial income	14	1,768		289		331
Financial expenses	15	-1,565		-873		-2,060
Profit (loss) from equity investments	16	42		-		-
TOTAL ASSET MANAGEMENT		246		-584		-1,729
PROFIT (LOSS) BEFORE TAX		12,589		7,109		11,018
Taxes for the year	17	-4,042		-2,774		-4,521
PROFIT/(LOSS) FOR THE YEAR		8,547		4,335		6,498
Minority Interest's loss (profit) for the year	18	-50		-136		-136
GROUP'S PROFIT (LOSS) FOR THE YEAR		8,498		4,199		6,361
Earnings per share (€)	19	0.568		0.426		
Diluted earnings per share (€)	19	0.568		0.426		

(1) Please note that, in order to allow the reader to better compare the information disclosed in the 2015 Consolidated Financial Statements of Toscana Aeroporti, some information regarding 2014 has been altered. These changes have been considered as non-significant by the Company.

(2) For details on Pro-Forma 2014 consolidated financial information, see section "Merger by incorporation of Aeroporti di Firenze Spa" in the Explanatory Notes.

CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

Amounts shown in thousand euro (€K)	N o t e s	2015	2014	2014 PRO- FORMA (1)
PROFIT (LOSS) FOR THE YEAR (A)		8,547	4,335	6,498
<i>Other comprehensive profit/(loss) that will not be subsequently reclassified to the Income Statement:</i>				
- Profit (loss) arising from the determination of the Termination Benefit after tax	44	307	-284	-462
<i>Other comprehensive profit/(loss) that will be subsequently reclassified to the Income Statement:</i>				
- Profit/(Loss) arising from the redetermination of available-for-sale financial assets	24	0	489	489
<i>Total other profit (loss) before tax (B)</i>		<i>307</i>	<i>205</i>	<i>27</i>
(B)	42	8,855	4,540	6,525
Minority Interest's comprehensive profit (loss) for the year		-40	-125	-136
GROUP'S COMPREHENSIVE PROFIT/(LOSS) FOR THE YEAR		8,815	4,415	6,388

(1) For details on Pro-Forma 2014 consolidated financial information, see section "Merger by incorporation of Aeroporto di Firenze SpA" in the Explanatory Notes.

CONSOLIDATED STATEMENT OF FINANCIAL POSITION (amounts in €K)

ASSETS	Notes	31.12.2015	31.12.2014 (1)	31.12.2014 PRO-FORMA (2)
NON-CURRENT ASSETS				
INTANGIBLE ASSETS				
Concession rights	20	149,178	67,695	132,940
Industrial patent rights	21	320	176	373
Work in progress and advance payments	22	5,602	7,989	7,989
Total Intangible Assets		155,100	75,860	141,302
TANGIBLE ASSETS				
Land and buildings that can be freely assigned	23	2,122	826	826
Owned property, plant and equipment		24,222	20,238	25,727
Total Tangible Assets		26,344	21,064	26,554
EQUITY INVESTMENTS				
Equity investments in other entities	24	153	1,791	155
Investments in Associated Companies	25	525	482	482
Total Equity investments		678	2,273	637
FINANCIAL ASSETS				
Guarantee deposits	26	137	60	60
Receivables from others due beyond the year	27	2,271	2,237	1,957
Total Financial Assets		2,407	2,298	2,018
Prepaid taxes recoverable beyond the year	28	2,162	2,032	1,608
TOTAL NON-CURRENT ASSETS		186,692	103,526	172,118
CURRENT ASSETS				
Inventories	29	0	0	0
ACCOUNTS RECEIVABLE				
Other receivables from customers	30	19,188	13,727	20,275
<i>of which from Related Parties</i>		<i>668</i>	<i>30</i>	
Receivables from associated companies	31	181	364	364
Receivables from subsidiaries		0	0	
Tax receivables	32	2,359	300	5,097
Receivables from others, due within the year	33	1,809	2,177	5,192
<i>of which from Related Parties</i>		<i>427</i>	<i>427</i>	
Total trade and sundry receivables		23,538	16,568	30,928
Cash and cash equivalents	34	32,296	25,091	36,845
TOTAL CURRENT ASSETS		55,835	41,659	67,773
TOTAL ASSETS		242,526	145,185	239,891

(1) Please note that, in order to offer the reader a greater comparability of the information disclosed in the consolidated financial statement of Toscana Aeroporti at 31 December 2015, some data regarding 31 December 2014 have been altered. In particular, "Prepaid taxes paid within the year" have been reclassified in "Prepaid taxes paid beyond the year" or a value of € 842 K at Dec. 31, 2014. These changes have been considered as non-significant by the Company.

(2) For details on Pro-Forma 2014 consolidated financial information, see section "Merger by incorporation of Aeroporto di Firenze Spa" in the Explanatory Notes.

CONSOLIDATED STATEMENT OF FINANCIAL POSITION (amounts in €K)

TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	Notes	31.12.2015	31.12. 2014 (1)	31.12.2014 PRO-FORMA (2)
CAPITAL AND RESERVES				
Share Capital	35	30,710	16,269	30,710
Capital reserves	36	71,951	47,656	72,442
IAS adjustments reserve	37	-3,229	-3,229	-3,229
Fair value reserve	38	0	1,595	0
Profit/(Loss) carried forward	39	2,470	107	2,013
Group's profit (loss) for the year	40	8,498	4,199	6,498
TOTAL GROUP SHAREHOLDERS' EQUITY		110,399	66,598	108,434
MINORITY INTEREST	41	127	138	138
TOTAL SHAREHOLDERS' EQUITY		110,526	66,736	108,571
MEDIUM-LONG TERM LIABILITIES				
Provisions for liabilities and expenses	43	3,815	33	3,609
Provisions for repair and replacement	44	18,759	10,520	15,702
Termination benefits and other personnel-related prov	45	6,473	4,207	7,169
Financial liabilities	46	40,534	24,700	35,323
Other payables due beyond the year	47	805	1,839	1,839
TOTAL MEDIUM-LONG TERM LIABILITIES		70,386	41,300	63,643
CURRENT LIABILITIES				
Bank overdrafts	48	0	0	10,500
Loans	49	4,502	2,068	3,476
Tax liabilities	50	10,008	5,887	7,665
Payables to suppliers	51	28,956	17,018	23,770
<i>of which from Related Parties</i>		<i>156</i>	<i>24</i>	
Payables to social security institutions	52	2,556	1,710	2,811
Other payables due within the year	53	12,760	8,433	16,233
<i>of which from Related Parties</i>				
Provisions for repair and replacement	44	2,453	1,758	2,946
Advance payments	54	379	276	276
Total trade and sundry receivables		47,104	29,195	46,036
TOTAL CURRENT LIABILITIES		61,614	37,150	67,677
TOTAL LIABILITIES		132,000	78,450	131,320
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY		242,526	145,185	239,891

(1) Please note that, in order to offer the reader a greater comparability of the information disclosed in the consolidated financial statement of Toscana Aeroporti at 31 December 2015, some data regarding 31 December 2014 have been altered. In particular, the item "Bank overdraft and loans" has been reclassified into two separate items. The item "Bank overdraft" refers to the use of short-term credit lines obtained from banks and the item "Loans" refers to the current portion of "Financial liabilities". In addition, € 124 K have been reclassified into it, "Other payables due within the year" postes at Dec. 31, 2014 as "Payables to suppliers". These changes have been considered as non-significant by the Company.

(2) For details on Pro-Forma 2014 consolidated financial information, see section "Merger by incorporation of Aeroporto di Firenze Spa" in the Explanatory Notes.

STATEMENT OF CHANGES IN THE CONSOLIDATED SHAREHOLDERS' EQUITY (amounts shown in €K)

	SHARE CAPITA L	SHARE PREMIU M RESERV E	LEGAL RESER VE	STATUT ORY RESERV ES	OTHER RESERV ES	IAS ADJUST MENTS RESERV E	FAIR VALUE RESER VE	TOTAL RESULT RESERV ES	TOTAL GROUP'S S.E.	MINO RITY INT. S.E.	TOTAL SHAREH OLDERS' EQUITY
S.E. at 31 December 2013	16,269	18,941	2,207	24,160	501	-3,229	1,106	3,115	63,070	12	63,083
NET YEAR'S PROFIT (LOSS)	-	-	-	-	-	-	-	4,199	4,199	125	4,324
TOT. OTHER COMPON. OF COMPREH. IS	-	-	-	-	-	-	489	-273	216	-	216
TOTAL COMPREHENSIVE PROFIT (LOSS)	-	-	-	-	-	-	489	3,926	4,415	125	4,540
PROFIT ALLOCATION	-	-	137	1,711	-	-	-	-1,848	-	-	-
DIVIDENDS	-	-	-	-	-	-	-	-887	-887	-	-887
TOTAL ITEMS DIRECTLY SHOWN IN S.E.	-	-	137	1,711	-	-	-	-2,735	-887	0	-887
S.E. at 31 December 2014	16,269	18,941	2,344	25,871	501	-3,229	1,595	4,306	66,598	138	66,736
NET YEAR'S PROFIT (LOSS)	-	-	-	-	-	-	-	8,498	8,498	50	8,547
TOT. OTHER COMPON. OF COMPREH. IS	-	-	-	-	-	-	-	317	317	-10	307
TOTAL COMPREHENSIVE PROFIT (LOSS)	-	-	-	-	-	-	0	8,815	8,815	40	8,855
PROFIT ALLOCATION	-	-	205	5	-	-	-	-210	-	-	-
DIVIDENDS	-	-	-	-	-	-	-	-3,885	-3,885	- 50	-3,935
FAIR VALUE RES. FROM SALE OF ADF SHARES	-	-	-	-	-	-	- 1,595	-	-1,595	-	-1,595
CAPITALE INCREASE FOR MERGER BY INCORPORATION OF ADF	14,441	-	-	-	-	-	-	-	14,441	-	14,441
OTHER DETAILS REGARDING MERGER BY INCORPORATION OF ADF	-	-	-	-	24,948	-	-	1,941	26,890	-	26,890
TO RESERVE FOR CAPITAL INCREASE COSTS	-	-	-	-	- 864	-	-	0	-864	-	-864
TOTAL ITEMS DIRECTLY SHOWN IN S.E.	14,441	-	205	5	24,084	-	- 1,595	-2,153	34,986	- 50	34,936
S.E. at 31 December 2015	30,710	18,941	2,548	25,876	24,585	-3,229	0	10,968	110,399	127	110,526

CONSOLIDATED STATEMENT OF CASH FLOWS

Euro K	2015	2014
OPERATING ACTIVITY		
Year's profit	8,547	4,335
<i>Adjusted for:</i>		
- Amortization	8,359	4,176
- Other provisions and impairment losses	2,564	1,278
- Change in the provision for liabilities and expenses	(186)	(841)
- Net change in termination benefit and other provisions	(370)	(244)
- Financial expenses for the year	1,565	873
- Investment income	(1,638)	-
- Net changes in deferred taxes	(735)	(96)
- Taxes for the year	4,042	2,774
<i>Cash flows of operating activities before changes in the working capital</i>	<i>22,147</i>	<i>12,255</i>
- (Increase)/decrease in trade receivables	1,087	736
- (Increase)/decrease in other accounts receivable and current assets	5,554	948
- Increase/(decrease) in payables to suppliers	5,309	(1,686)
- Increase/(decrease) in other payables	(1,792)	1,109
<i>Cash flows of operating activities before changes in the working capital</i>	<i>10,158</i>	<i>1,107</i>
Liquid assets generated by operating activities	32,305	13,361
- Interest payable paid	(1,068)	(429)
- Taxes paid	(4,513)	(1,574)
Cash flow generated by operating activities	26,724	11,358
INVESTMENT ACTIVITIES		
- Cash and cash equivalents brought in with the incorporation of AdF	11,754	-
- Purchase of tangible assets	(3,124)	(1,470)
- Sale of tangible assets	129	-
- Purchase of intangible assets	(18,952)	(6,131)
- Non-current receivables	-	2,181
- Realizable value from sale of stakes	1,766	-
Cash and cash equivalents generated by the investment activity	(8,426)	(5,419)
CASH FLOW FROM OPERATIONS	18,298	5,939
FINANCIAL ASSETS		
- Dividends paid	(6,830)	(887)
- Short-/long-term loans taken out	10,000	9,186
- (Repayment of) short-/long-term loans	(14,263)	(1,886)
Net cash flow generated by/(used for) investments	(11,093)	6,412
Increase / (decrease) in available cash and cash equivalents	7,205	12,351
Cash and cash equivalents at beginning of period	25,092	12,740
Cash and cash equivalents at end of period	32,297	25,092

EXPLANATORY NOTES TO THE CONSOLIDATED FINANCIAL
STATEMENTS AT 31 DECEMBER 2015

EXPLANATORY NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS AT 31 DECEMBER 2015

INTRODUCTION

The Toscana Aeroporti Group (hereinafter also briefly referred to as the “Group” or the “TA Group”) consists of the Holding “Toscana Aeroporti S.p.a.” (hereinafter also briefly referred to as “TA”), a treasury stock company (former “Società Aeroporto Toscano Galileo Galilei S.p.a.”), with registered office at the Office of the Register of Companies of Florence on 1 June 2015, and its subsidiaries “Toscana Aeroporti Engineering s.r.l.”, “Parcheggi Peretola S.r.l.” and “Jet Fuel Co. S.r.l.” The main activities of the Group are described in the Report on Operations.

This Consolidated Financial Report shows amounts in thousand euro (€K) as this is the currency used by TA and its subsidiaries for most of their transactions.

In addition, international accounting standards have been consistently applied for all the companies of the Group. The financial statements of the Subsidiaries, used for the consolidation, have been appropriately amended and reclassified, where necessary, for consistency with international accounting standards and classification criteria.

The 2015 Consolidated Financial Report of the TA Group has been audited by PricewaterhouseCoopers S.p.A.

BASIS FOR CONSOLIDATION

The subsidiaries directly or indirectly controlled by the Holding as defined by art. 26 of Legislative Decree no. 127/1991, have been fully consolidated.

For the structure of the TA Group at 31 December 2015, see the Report on Operations in this document.

The consolidation area is integrated with respect to the consolidated report at 31 December 2014 with Parcheggi Peretola S.r.l. after the incorporation of AdF; at 31 December 2014, Parcheggi Peretola S.r.l. was 100% controlled by the Incorporated Entity. Furthermore, we specify that the company “Toscana Aeroporti Engineering S.r.l.”, a 100% TA subsidiary, was created on 15 January 2015 with a share capital of € 80 K. The Company was therefore fully consolidated at 31 December 2015.

STRUCTURE AND CONTENT OF STATEMENTS AND REPORTS

The 2015 Consolidated Report of the TA Group has been prepared in compliance with the applicable International Accounting Standards (IAS/IFRS) in force at that date, as issued by the International Accounting Standards Board and approved by the European Union, as well as in compliance with the measures issued to implement art. 9 of Leg. Dec. no. 38/2005 (Consob Resolution no. 15519 of 27 July 2006 concerning measures on corporate reporting, Consob Resolution no. 15520 of 27 July 2006 concerning changes and additions to the Issuers’ Regulation adopted with Resolution no. 11971/99, Consob’s Notice no. 6064293 of 28 July 2006 concerning corporate information and disclosures pursuant to art. 114, paragraph 5, of Leg. Dec. no. 58/98. Furthermore, we considered the International Financial Reporting Interpretations Committee (“IFRIC”), formerly Standing Interpretations Committee (“SIC”).

FORMAT OF FINANCIAL STATEMENTS

The forms used for the Annual Consolidated Financial Report of the TA Group at 31 December 2015 have been prepared by using the updated version of IAS 1 "Presentation of Financial Statements" approved with Regulation no. 1274/2008 issued by the European Commission on 17 December 2008 and effective from 1 January 2009.

As regards the format of financial statements, the Company decided to present the following types of consolidated statements: Statement of Financial Position, Income Statement, Statement of Comprehensive Income, Statement of Changes in the Consolidated Shareholders' Equity, Statement of Cash Flows and Explanatory Notes. In their turn, Assets and Liabilities have been shown in the Balance Sheet based on their classifications as current and non-current.

Income Statement

The Income Statement is presented with classifications by nature, as this is considered to be the most significant classification method for the best disclosure of the earnings of the Company.

Furthermore, the Income Statement, pursuant to Consob's Resolution no. 15519 of 27 July 2006, reflects the effects of relationships with related parties directly in cost and revenue items.

Statement of Comprehensive Income

In order to present additional information on its earnings, the Company chose to prepare two separated statements: the "Income Statement", which includes the operating result for the period, and the "Statement of Comprehensive Income", which includes both the operating result for the period and changes in the Shareholders' Equity relating to revenue and expense accounts, which, as specified in international accounting standards, are recognised among the components of the Shareholders' Equity. Since January 1, 2013, the Statement of Comprehensive Income is presented with details of Other Comprehensive Profits and Losses to distinguish between profits and losses that will be reclassified in the income statement in the future and profits and losses that will never be reclassified in the income statement.

Statement of Cash Flows

The Statement of Cash Flows is presented subdivided into cash flow formation areas. It has been adopted by the Group TA and prepared by using the indirect method. Cash and cash equivalents included in the cash flow statement include the balance values of said items at the reference date. Income and expenses concerning interests, dividends received and income taxes are included in the financial flows generated by operations.

Pursuant to Consob Resolution no. 15519 of 27 July 2006, we specify that the cash flow statement does not show the financial flows regarding relationships with related parties, because they are not considered significant.

Statement of Changes in the Consolidated Shareholders' Equity

The statement of Changes in the Consolidated Shareholders' Equity is presented as required by international accounting standards, with separated items for the year's result and each revenue, income, charge and expense not passed in the income statement or in the statement of comprehensive income, but directly recognised in the Shareholders' Equity based on specific IAS/IFRS accounting standards.

Basis for consolidation

The main consolidation criteria adopted in preparing the consolidated financial report

prepared in compliance with IFRS at 31 December 2015 are specified below:

- a) the book value of investments in subsidiaries is eliminated against the corresponding net worth, with the assets and liabilities of associates recognised by using the full consolidation method; there is control when the Group is exposed or is entitled to receive variable returns from its involvement in the enterprise and has the capacity to affect said variable returns with its power on the subsidiary; the acquisition of a subsidiary is accounted for by using the acquisition method. The cost of the acquisition is determined by the sum of current entries at the date when control has been obtained on the given assets, on the liabilities incurred or undertaken, and on the financial instruments issued by the Group in exchange for the control of the purchased entity.
- b) the assets, liabilities and potential liabilities acquired and identifiable are recognized at their fair value at the acquisition date. The positive difference between the purchase cost and the share of the Group in the fair value of said assets and liabilities is classified as goodwill and booked as intangible asset in the balance sheet.
- c) Should a negative difference emerge, IFRS 3 does not provide for the recognition of a negative goodwill, so the excess of the share of the purchaser in the fair value of the identifiable assets, liabilities and potential liabilities of the acquired entity compared to the cost of the acquisition is recognised in the income statement after re-determining the fair value of the identifiable assets, liabilities and potential liabilities of the acquired entity;
- d) Once the control of the associate has been acquired, the acquisition of further shares is recognised by charging the price difference paid and the value of the corresponding share of the Shareholders' Equity's book value of the associate directly to reduce the consolidated Shareholders' Equity. Similarly, in case of transfer of equity investments without losing control, the capital gain or loss is directly charged to an item of the Shareholders' Equity and subsequently transferred to the income statement only when the control of the associate is transferred.
- e) The economic results of subsidiaries acquired or transferred during the year are included in the consolidated income statement from the effective date of the acquisition until the effective transfer date.
- f) Investments in associated companies are assessed by using the equity method: if any TA share of the loss of the associate exceeds the book value of the investment in the balance sheet, then the value of the investment is zeroed and the portion of the further loss is recorded to the extent that TA is responsible for it.
- g) Any significant transaction occurred between consolidated entities is eliminated, as well as the credit and debt items, costs and revenues and profits not yet realized arising from transactions between entities of the of the Group, after any taxes.
- h) The share of minority shareholders in the net assets of the consolidated subsidiaries is identified separately from the Group's Shareholders' Equity. This share is determined based on the percentage held in the fair value of the assets and liabilities recorded at the original acquisition date and in the changes in the Shareholders' Equity after that date. Subsequently, the loss attributable to minority shareholders exceeding their Shareholders' Equity are attributed to the Group's Shareholders' Equity, except for the cases where minorities have a binding obligation and are capable of making further investments to cover losses. For the

acquisitions performed before the date of first application of the IFRS, as permitted by IFRS 1, the consolidation is done based on previously applicable principles. Therefore, the Minority interest has been originally determined based on the share of Shareholders' Equity of the minority Shareholder at the acquisition date.

ACCOUNTING PRINCIPLES AND VALUATION CRITERIA

The accounting principles and valuation criteria adopted in the preparation of the Consolidated Financial Report at 31 December 2015 are described below.

The financial statements have been prepared on a historical-cost basis, modified as required for the measurement of certain financial instruments. The Directors assessed whether it was appropriate to prepare the consolidated financial statements on a going-concern basis and concluded that the requirements for so doing had been met in that there were no doubts as to the Company's ability to remain a going concern.

Intangible assets

Concession rights reflect the Concessionaire's right to use the asset (the so-called intangible asset method) under a concession, in consideration of the costs incurred for the design and construction of the asset, with the obligation to return it at the end of the concession. Concession rights are recognised in the balance sheet based on the fair value (estimated in the cost incurred, including financial expenses, in addition to a 5% mark-up, which reflects the estimate of the remuneration of internal costs for the general coordination activity in the execution of TA works) of intangible assets related to the construction and expansion of assets listed in the IFRIC 12 framework.

The principle for the determination of the fair value stems from the fact that the Concessionaire has to comply with section 12 of IAS 18; therefore, if the fair value of the services received (in this case, the right to use the infrastructure) cannot be determined reliably, the revenue is determined based on the fair value of the services provided (fair value of the actual building services).

Construction services in progress at year-end are valued on the basis of the progress of works, as required by IAS 11, and this valuation converges in the Income Statement item "Revenue from construction services".

Restoration or replacement activities are not capitalized and converge in the estimate of the provision described below.

Assets under concession are depreciated over the entire duration of each individual concession - a method that reflects the assumption that the future economic benefits of the asset will be used by the Concessionaire. Considering that the Pisa airport is a military airport opened to civil traffic, assets under concession also include the investments made by the Holding in the shared flight infrastructures that belong to the Air Force.

The provision for impairment and the provision for restoration or replacement expenses, globally considered, ensure an adequate coverage of the following charges:

- free assignment to the State upon expiration of the concession of the assets that can be freely assigned with a useful life exceeding the term of the concession;
- restoration and replacement of the components subject to wear and tear of the assets under concession;
- recovery of the investment, even in connection with the new works contemplated in financial plans.

Should events take place that support the assumption of an impairment of the value of said Intangible assets, the difference between the book value and the related "recovery value" is recorded in the income statement.

An intangible asset purchased or produced internally is recognised in the assets, as required by IAS 38, only if it can be identified, controlled, and it can be reasonably predicted to have general economic future benefits and its cost can be determined reliably.

Intangible fixed assets with an indefinite life are valued at purchase or production cost, after deducting the related amortization and impairment. Amortization is parameterized with the period of their estimated useful life and starts when the asset is available for use. The amortization criteria adopted for the different items of intangible assets are:

- industrial patent rights and use of intellectual property: 2 years;
- multi-year expenses: 5 years or with reference to the different useful life, if shorter;
- concession rights: based on the remaining years of the concession (expiry in 2046 for the Pisa airport and in 2043 for the Florence airport).

The Company elected to maintain the historical purchase cost, as an alternative to fair value, as valuation criterion for tangible assets after their initial recording.

Work in progress is valued at cost, based on the contract steps reached, as defined with the supplier, and are amortized starting from the year when they are actually used.

If, regardless of the amortization already accounted for, there is an impairment, the asset is written down accordingly; if, in subsequent years, the assumption of the impairment ceases to exist, the original value is restored, adjusted with the sole amortization.

Development costs can be capitalized provided that the cost is reliable, can be determined and the asset can be shown to be capable of producing future economic benefits.

Research costs are recorded in the Income Statement in the period when they are incurred.

No intangible assets with an indefinite useful life have been recognised in the balance sheet.

Tangible assets

Property, plant, machinery

Property, plant, and machinery are recognised at purchase cost (in particular, according to this principle, the value of land and of the buildings built on it are separated and only the building is depreciated) and the cost includes ancillary charges and direct and indirect costs for the share reasonably attributable to the asset. For an asset that justifies its capitalization, the cost also includes financial expenses that can be directly attributed to the acquisition, construction or production of the same asset.

Whenever the individual components of a tangible asset have different lives, they are disclosed separately so as to be depreciated in accordance with their relative duration ("component approach").

The costs incurred after the purchase are capitalized only if they increase the future economic benefits of the asset to which they are referred. All the other costs are recognised in the income statement when they are incurred. Tangible assets in progress are valued at cost and depreciated starting from the year when they are actually used.

Fixed assets are systematically depreciated every year on a straight-line basis, based on economic-technical rates determined in connection with the residual possibilities of use of the assets.

The tax rates applied are:

- | | | |
|---|--------------------------------------|----------------|
| ✓ | Property: | 4% (25 years) |
| ✓ | Plant and machinery: | 10% (10 years) |
| ✓ | Industrial and commercial equipment: | 10% (10 years) |
| ✓ | Electronic machines: | 20% (5 years) |

✓ Furniture and office equipment:	12% (9 years)
✓ Trucks:	25% (4 years)
✓ Cars:	20% (5 years)

Investments made before 1997 on assets that can be freely disposed of, have been depreciated based on the shorter between the term of the concession (40 years) and the useful life of individual assets.

Ordinary maintenance costs are fully debited to the Income Statement. Incremental maintenance costs are attributed to the assets to which they refer and depreciated in connection with their residual possibility of use.

Profits and losses arising from transfers or sales of assets are determined as a difference between the sale revenue and the net book value of the asset and are recognised in the income statement of the year.

Impairment

At each balance sheet date, the TA Group reviews the carrying value of its tangible and intangible assets to determine whether there are indications that they have been impaired. When this appears to be the case, the recoverable amount of said assets is estimated to determine the amount to be written down (impairment test). When it is not possible to estimate the recoverable value of each individual asset, the TA Group estimates the recoverable amount of the cash-generating unit to which the asset belongs.

The recoverable amount is the greater between the net sales price and the value in use. In determining value in use, estimated future cash flows are discounted at their current value using a rate gross of taxes that reflects the market's current valuation of the current value of money and the specific risks of the activity.

If the recoverable amount of an asset (or a cash-generating unit) is estimated to be lower than the related carrying amount, the carrying amount of the asset will be reduced to the lower recoverable value. An impairment is immediately recognised in the income statement.

When the circumstances requiring a write-down no longer exist, the carrying amount of the asset (or of the cash-generating unit) is adjusted upward to its new estimated recoverable amount which, however, does not exceed what the net carrying amount would have been, had the impairment not been recognized. The recovery of the value is immediately recognized in the income statement.

Leased assets

The assets owned with a finance lease through which all the risks and benefits associated with ownership are substantially transferred to the Group, are recognised as assets owned at their current value or, if lower, at the current value of the minimum payments due for the leasing. The corresponding liability due to the lessor is posted among financial liabilities in the balance sheet. Assets are amortized by using the criterion and tax rates used for owned assets.

The leases where the lessor substantially maintains all the risks and benefits associated with the ownership of assets are classified as operating leases. Costs referred to operating leases are linearly recognised in the income statement for the entire of the leasing agreement.

Equity investments in other entities

Equity investments in other entities that consist of non-current financial assets not to be used for trading activities (so-called equity investments available for sale) are booked at fair value at the transaction date. Gains and losses arising from any subsequent fair value changes based on market prices are recognized directly in equity until the investments

are sold or suffer impairment. When such assets are sold, all gains and losses previously recognized in equity are recognized through profit or loss for the period. When an asset becomes impaired, the accumulated losses are recognized in the income statement.

Available-for-sale assets are regularly tested to determine whether there is objective evidence that they may have become impaired. Whenever there is objective evidence that the asset is impaired, the cumulative loss that had been recognized in equity is removed from equity and recognized through profit or loss, even though the financial asset has not been eliminated. If the grounds for the impairment loss cease to apply at a later date, the loss is recovered through equity.

Equity investments in other minor entities for which market prices are not available are recognized at cost, written down for impairment as necessary.

Investments in associated companies

These are equity investments in entities on which the TA Group has a significant influence but not the control of financial and operating policies. TA's consolidated financial report includes the relevant portion of results of the associates, carried with the equity method starting from the date when the significant influence has started and until the time when said influence ceases to exist. If TA's relevant portion of the losses of the associates exceeds the book value of the investment in the balance sheet, then the value of the investment is zeroed and the portion of the further loss is recorded to the extent that TA is responsible for it.

The Directors believe that the TA Group has a very significant influence on Alatoscana S.p.a. (the Elba Island airport), also for the presence of a share that has become lower than 20% only since the end of 2013. In particular, this influence is due to the corporate layout and to the possibility of affecting its financial and operating policies.

Financial Assets

TA's financial assets are booked at fair value. Financial assets consisting of receivables are valued at their estimated realizable value.

Inventories

The TA Group has no inventories.

Trade and Sundry Receivables

Accounts receivable are booked at their face value, adjusted according to their estimated realizable value, by booking a provision for bad debt, in order to approximate their fair value. This provision is determined based on the recovery values determined by analysing the individual positions and the global risk of all receivables. Since the collection of the consideration is not deferred beyond the normal commercial terms used with clients, it was not necessary to use the discounting of credit.

Derivative instruments and hedge accounting

No such items are recorded in this Consolidated Financial Report.

Cash and cash equivalents

The "Cash and cash equivalents" item includes cash, bank current accounts and deposits repayable on demand (postal current accounts held with post offices) that, due to their nature, are not subject to significant changes in value.

Financial liabilities

These are bank overdrafts and loans. Loans are initially recognised at the cost represented by the fair value of the value initially received net of loan acquisition ancillary

charges. After the initial recognition, loans are recognized according to the amortized cost criterion by using the effective interest rate method.

Loans are classified under current liabilities unless the Company has the unconditional right to defer the redemption of the liability for at least 12 months after the applicable date.

Provisions for liabilities and charges

The TA Group recognises provisions for risks and liabilities when it has a legal or implicit obligation to third parties and probably the Company will have to use resources to comply with that obligation and when a reliable estimate can be made of the amount of the same obligation.

Changes in the estimates are reflected in the income statement for the period when the change occurred.

If the effect is significant, the provisions are calculated by discounting back future estimated cash flows at a pre-tax discount rate, such as to reflect the current market valuation of the current value of money and specific risks connected with liabilities.

Provisions for restoration or replacement of assets under concession

As described above, in accordance with the requirements introduced by IFRIC 12, the concessionaire is not entitled to recognize the infrastructure as property, plant and equipment and the accounting of the work done on the infrastructure differs depending on its nature. More specifically, they are distinguished into two categories:

- work that can be classified as normal maintenance of the infrastructure; and
- replacement and maintenance of the infrastructure scheduled in a future date.

While the former category refers to the ordinary maintenance of the infrastructure, which is recognized in the income statement when incurred, including after the adoption of IFRIC 12,

the latter, considering that IFRIC 12 does not require the recognition of the physical asset, but of a right, should be recognized in accordance with IAS 37 - Provisions, Contingent Liabilities and Assets, which requires:

- on one hand, that a provision be booked in the income statement consisting of an operating component (including any effect arising from changes in the discount rate) and a financial component,
- on the other hand, the recognition of a provision for charges in the balance sheet.

Therefore, in accordance with the obligations established by individual concession agreements, the "Provision for restoration or replacement of assets under concession" includes the greater estimated present value of the expenses accrued at year-end for maintenance scheduled in future years and aimed at ensuring the required functionality, operation and safety of all the assets under concession based on the information available at the balance sheet date.

Pension funds and employee benefits

Since IFRS have been adopted, the TI accrued until 31 December 2006 is considered as a defined benefit obligation to be recognised as recommended by IAS 19 - "Employee Benefits", so its amount must be recalculated using the so-called "Projected Unit Credit Method" by making actuarial valuations at the end of the reference period.

We point out that TA, during the first application, had decided not to use the so-called "corridor method", and therefore recognise said actuarial components in the income statement.

Starting from the third quarter 2013, TA applied in advance the revised IAS principle no. 19 published in the Official Journal on 6 June 2013).

The amendment made to IAS 19 – “Employee Benefits” eliminates the option to defer the recognition of actuarial gains and losses with the corridor method and required, instead, that the deficit or surplus of the entire provision be presented in the statement of financial position, while the labour cost components and net financial expenses should be recognized separately in the income statement, with actuarial gains and losses deriving from the re-measurement of the liability and asset being recognized as items of the Statement of Comprehensive Income. Furthermore, the return on assets included in net financial expenses is determined on the basis of the discount rate of the liabilities, and no longer on the return expected from them.

Deferred/prepaid taxes

Deferred/prepaid taxes are determined on the basis of the taxable temporary differences existing between the value of assets and liabilities and their tax value and are classified among non-current assets. Prepaid taxes are booked only to the extent that adequate future taxable bases are likely to exist against which the credit balance can be used. The value of deferred tax assets reportable in the balance sheet is audited on an annual basis. Deferred tax liabilities are determined based on tax rates expected to be used in the year when said deferrals take place, considering the applicable or subsequent tax rates. Current and deferred tax assets and liabilities are offset when the income taxes are applied by the same tax authority and there is a legal right to offset them. Deferred tax assets and liabilities are calculated by using the tax rates that are expected to be applied in the legal system of the country where the Group operates, in the years when temporary differences will be realized or paid off.

Accounts payable

Accounts payable are booked at their face value, considered to be representative of their discharge value.

Revenues

The operating activity of the Group essentially consists in the provision of services.

Revenues are recognized on an accrual basis, when their fair value can be reliably determined and the related economic benefits are likely to be enjoyed. According to the type of transaction, revenues are booked based on the specific criteria defined below:

- a) revenues for sales of assets when the significant risks and benefits of the ownership of the same assets are transferred to the buyer;
- b) revenues for services based on the completion stage of the assets. Amounts are determined based on airport fees (regulated and free). Considering the short-term nature of revenues, there is no need to make any discounting or consider the option of identifying a progress percentage.
- c) Leases receivable and royalties during the maturity period, based on the contract agreements signed;
- d) interest income (as well as interest expenses) is recognized on an accrual basis, determined on the value of the related financial assets/liabilities by using the effective interest rate method.

The Group does not defer collection terms in excess of the normal market terms, so there is no need to distinguish between a commercial component and a revenue interest component, as specified by IAS 18.

Revenues from construction services

Revenue accrued during the period from building activities are recorded in connection with the progress of works according to the “completion percentage” criterion and based on the costs incurred for said activities, plus a 5% mark-up representing the

remuneration of the internal costs for the general coordination of works carried out by the Group.

Contributions

The contributions received from the State or Local Bodies for investments in fixed assets are booked at the time when the right of collection becomes certain, in compliance with IFRIC 12, as an unconditional right to receive a consideration regardless of the actual use of the same infrastructure (financial asset method).

Costs

Costs are recognized in the income statement when they are actually incurred, if their amount can be objectively determined, and when it is possible to verify that the company has incurred such costs on an accrual basis.

Financial expenses

Financial expenses are recorded on an accrual basis and include interests payable on financial debts determined by using the effective interest rate method and exchange rate differences payable. Financial expenses also include the financial component of the annual provision for repair.

The financial expenses incurred for investments in assets for which a given period of time normally elapses to make the asset ready for use are capitalized and amortized along the useful life of the related class of assets to which they refer.

Dividends

The dividends in the year's income statement, earned by minority interest, are booked on an accrual basis, that is to say at the time when the related credit right has arisen after the resolution for distribution made by the associate.

Income taxes

They are booked based on the gross year's result, for the taxable portion, in compliance with the applicable provisions, taking into account all the applicable exemptions.

Taxes have been subdivided into current taxes, determined on the taxable portion of the year, and deferred taxes (receivable or payable) concerning the taxable portion of subsequent years.

Foreign currency translation criteria

Receivables, payables and any short-term provisions denominated in foreign currency are initially recognized by using the exchange rates ruling at the date of their inception and, if still existing at December 31st, they are stated in the balance sheet at the exchange rate ruling at year-end, charging the exchange gains/losses to the income statement.

Exchange rate differences are of a financial nature, so they are classified in the income statement as finance income because they are not strictly linked to the sale transaction, but express the fluctuation over time of the currency chosen for the transaction, when the transaction has been concluded.

Use of estimates

We are now going to summarize the critical valuation processes and key assumptions used by the Group in the application of IFRS, which may significantly affect the values recorded in the Consolidated Financial Report or for which there is a risk that significant differences may emerge compared to the book values of future assets and liabilities.

As already indicated in the Report on Operations, we point out, in this context, that the situation caused by the present global economic and financial crisis implied the need to

make assumptions concerning future trends characterized by a significant uncertainty. Consequently, we cannot exclude that the results actually achieved next year might considerably differ from the estimates, and therefore could require adjustments, even significant ones, of the book value of the associated items, which at present may clearly not be foreseen or estimated.

Recoverable value of non-current assets

Non-current assets include: Property, plant and equipment, Other intangible assets, Equity investments and Other financial assets. The Group periodically reviews the book value of its non-current assets held and used and of the assets to be disposed of when events and circumstances so require. When the book value of a non-current asset has been impaired, the Group writes it down for a value corresponding to the difference between the book value of the asset and its value that can be recovered through use or sale, determined by making reference to the cash flows of the most recent corporate plans.

Provision for repair

For the assets held under concession, a special provision has been allocated for the maintenance and restoration work that will be required over time and recorded in the Assets as these assets held under concession must be returned to the State in perfect operating conditions at the end of the concession term.

Funds are allocated to this provision for restoration on an annual basis based on a technical assessment and estimate of future liabilities that will be incurred for the cyclic maintenance required to keep the assets in the required conditions before being returned for free at the end of the concession term. The provision will be used during the period for the actual maintenance required.

Current taxes

The determination of tax liabilities requires the Management to assess amounts by considering the transactions that have uncertain fiscal implications at year-end. The Group recognizes the liabilities that could derive from future inspections by the tax authority based on the estimate of due taxes. Any result of a tax assessment that differs from the Management's estimates may significantly affect current and deferred taxes.

Pension schemes and other post-employment benefits

Employee termination benefits or indemnities and net financial expenses are valued by using an actuarial method that requires the use of estimates and assumptions for the determination of the net value of the obligation. The actuarial method considers financial parameters such as, for example, the discount rate and salary growth rates, and considers the probability of occurrence of potential future events through the use of demographic parameters like mortality rates or employee resignation or retirement rates. The assumptions used for the assessment are detailed in the section entitled "Termination benefits and other personnel-related provisions".

Provision for bad debt

The provision for bad debt reflects the Management's estimate of the expected losses connected with the customer portfolio. Based on past experiences, provisions are allocated for expected losses on receivables (bad debt). The Management carefully monitors the quality of the customer portfolio and the current conditions and forecast of the economy and markets. Estimates and assumptions are periodically reviewed and the effects of each change are reflected in the Income Statement for the period.

Potential liabilities

The Group ascertains liabilities from pending litigation and legal actions when it deems it likely to face a financial disbursement and when the amount of the deriving loss can be reasonably estimated. If a financial disbursement becomes possible but its amount cannot be determined, this fact is disclosed in the Notes. The Group is a party in legal actions and tax assessments concerning complex and difficult legal issues that are characterized by a different degree of uncertainty, including facts and circumstances regarding each case, jurisdiction and different applicable law. Considering the uncertainty of these issues, it is difficult to predict the disbursement that will be required by said controversies, so the value of provisions for litigation and the like may vary substantially after future developments in ongoing proceedings. The Group monitors the status of ongoing legal actions and litigation with the aid of legal consultants and tax advisors.

NEW ACCOUNTING STANDARDS, AMENDMENTS AND INTERPRETATIONS APPLIED SINCE 1 JANUARY 2015

Effective from 1 January 2015, some amendments have been applied as introduced by international accounting standards and interpretations, none of which, however, determined a significant effect on the Group's reports. The main differences are illustrated below:

- IAS 19 - "Employee Benefits" Revised: the changes made to IAS 19 on 21 November 2013 allow (but do not define as mandatory) the accounting in reduction of the "current service cost" of the period of the contributions paid by employees or by third parties, that are not related to the number of years of service, in lieu of the allocation of said contributions along the time span when the service has been rendered. These contributions must fulfil the following conditions: (i) be indicated in the formal conditions of the plan; (ii) be connected with the service rendered by the employee; (iii) be independent on the number of years of service of the employee (e.g. contributions are a fixed percentage of the remuneration or a fixed amount for the entire term of the labour contract or correlated with the age of the employee);
- on 12 December 2013, IASB issued a set of proposals for changes to some accounting standards, summarised below:
 - a) IFRS 13 "Fair Value Measurement": the changes clarify that the exemption that allows an entity to value groups of financial assets and liabilities at fair value applies to all contracts, including non-financial agreements, and there is still the option to account for short-term trade receivables and payables without recognising the effects of discounting, if that said effects are not material.
 - B) IAS 16 "Property, plant and equipment" and IAS 38 "Intangible assets": both standards have been revised to clarify that the recoverable value and the useful life are treated if the entity is making a revaluation;

AMENDMENTS AND INTERPRETATIONS EFFECTIVE SINCE 1st JANUARY 2015 AND NOT RELEVANT FOR THE COMPANY

The following amendments and interpretations, effective from 1st January 2015, regulate situations and cases that are not relevant to the Group at this balance sheet date:

- On 12 December 2013, IASB issued a set of proposals to amend some accounting standards, summarised below:

- a) IFRS 2 “Share-Based Payments”: the modification clarifies the definition of “vesting conditions” and separately defines “performance conditions” and “service conditions”;
- b) IFRS 3 “Business Combinations”: the modification clarifies that an obligation to pay a consideration in a business combination that meets the requirements to be defined as a financial instrument is classified in the balance sheet as a financial liability based on IAS 32 “Financial Instruments: presentation”. Furthermore, the revision clarifies that the standard examined does not apply to joint ventures and joint arrangements regulated by IFRS 11;
- c) IFRS 8 “Operating Segments”: this standard was amended as regards the information requirements for the case where different operating segments, with common economic characteristics, are to be combined;
- d) IAS 40 “Investment Property”: the revision of the standard regards the interaction between the provisions of IFRS 3 “Business combinations” and those of this standard where the acquisition of property is considered as a business combination.

ACCOUNTING STANDARDS, AMENDMENTS AND INTERPRETATIONS NOT YET APPLICABLE

Starting from the years begun on or after 1st January 2016, the following accounting principle is applicable:

- On 12 May 2014, IASB issued amendments to IAS 16 and IAS 38 “Clarification of Acceptable Methods of Depreciation and Amortisation”, which consider inappropriate the adoption of a revenue-based method of amortisation. As regards exclusively intangible assets, that indication is considered a relative assumption that can be overcome only if one of the following circumstances arise: (i) the right of use of an intangible asset and related to reaching a preset threshold of revenue to be produced; or (ii) when it can be demonstrated that realizing revenues and using the economic benefits of the asset are highly correlated.

At the date of these financial statements, the competent bodies of the European Union have not yet concluded the ratification process required for the adoption of the following accounting principles and amendments:

- On 6 May 2014, IASB issued some amendments to IFRS 11 “Joint arrangements: Accounting for Acquisitions of Interests in Joint Operations” to clarify the accounting for acquisitions of an interest in a joint operation when the operation constitutes a business. The amendments are retrospectively applicable for the fiscal years beginning on or after 1 January 2016. Anticipated application is permitted.
- In May 2014, IASB and FASB jointly published IFRS 15 - “Revenue from Contracts with Customers”. The purpose of that principle is to improve the disclosure of revenues and their comparability between different balance sheets. The new principle can be applied retrospectively for the fiscal years beginning on or after 1 January 2017. Anticipated application is permitted.
- On 24 July 2014, IASB finalized the project of revision of the accounting standard on financial instruments by issuing the complete version of IFRS 9 “Financial Instruments”. More specifically, the new provisions of IFRS 9: (i) modify the model for the classification and assessment of investments; (ii) introduce a new method for the write down of investments, which keeps into account expected credit losses; and (iii) modify hedge accounting provisions. The provisions of IFRS 9 are effective starting from the periods that will start on or after January 1st, 2018.

- On 12 August 2014, IASB published an amendment to IAS 27 Revised "Separate Financial Statements": this amendment will be effective from 1 January 2016 and will allow an entity to use the Shareholders' Equity method to account investments in subsidiaries, joint ventures and associated companies in the separated financial statements.
- In September 2014, IASB amended IAS 28 "Investments in Associates and Joint Ventures" and IFRS 10 - Consolidated Financial Statements" with the intention of resolving an inconsistency in the treatment of the sale or contribution of assets between an investor and its associate or joint venture. After the changes made, the profit or loss is totally recognised when the transaction regards a business. These changes would be applicable effective from 1 January 2016, but in January 2015 the decision has been made to defer this effectiveness date to wait until certain inconsistencies are resolved in some sections of IAS 28.
- Annual changes to IFRS 2012-2014: on 25 September 2014, IASB published a number of amendments to some international accounting standards applicable from 1 January 2016. The changes concern:
 - (i) IFRS 5 "Non-current assets held for sale and discontinued operations";
 - (ii) IFRS 7 "Financial Instruments: Additional Information";
 - (iii) IAS 19 "Employee Benefits";
 - (iv) IAS 34 "Interim Financial Reporting".

As regards the first point, the amendment clarifies that balance sheet data do not need to be booked when an asset or a group of assets available for sale is reclassified as "held for distribution", or vice versa.

As regards IFRS 7, the amendment establishes that if an entity transfers a financial asset "in such a way that part or all of the financial assets do not qualify for derecognition", then the entity is required to disclose information concerning its involvement in the transferred asset.

The amendment proposed to IAS 19 clarifies that in determining the discount rate of the obligations arising after employment, it is the currency in which the obligations are denominated that matters rather than the State where they are located.

The amendment proposed to IAS 34 requires the indication of cross-references between the data disclosed in the interim financial reports and the associated information.

- On 18 December 2014, IASB issued an amendment to accounting standard IAS 1 "Presentation of Financial Statements". The change, applicable beginning on 1 January 2016, provides clarifications on the aggregation or disaggregation of balance sheet items if their amount is relevant or "material". More specifically, the amendment to the standard requires the entity not to aggregate items with different characteristics nor disaggregate items that make the information and reading of the balance sheet difficult. Furthermore, as regards the recognition of the financial position of an entity, the amendment clarifies the need to disaggregate some items required by sections 54 (financial position) and 82 (income statement) of IAS 1.
- On 18 December 2014, IASB amended IFRS 10 "Consolidated Financial Statements", IFRS 12 "Disclosure of Interests in Other Entities", and IAS 28 "Investments in associates and joint ventures".

As regards the first point, the amendment clarifies that the exemption from presenting consolidated financial statements applies to a parent company that is, in its turn, a subsidiary of an investment entity, when the latter measures all its subsidiaries at fair value.

As to IAS 28, this principle was amended for interests held in associates or joint ventures that are "investment entities", which can be valued with the equity or fair value method. These changes can be applied beginning from 1 January 2016.

The Group will adopt said new principles, amendments and interpretations based on the effectiveness date specified and will assess their potential impact when these will be ratified by the European Union.

MERGER BY INCORPORATION OF "AEROPORTO DI FIRENZE S.P.A."

The Merger is part of the industrial and strategic plan already disclosed to the market with the joint press release published by SAT and AdF on 16 October 2014; its aim is to integrate SAT and AdF in compliance with the requirements of the National Airport Plan for a single management of the Florence and Pisa airports, to be qualified as "airports of national strategic interest".

The strategic objective is to create a best-in-class Tuscan airport system, due to become one of the main Italian airport hubs. The integration project aims at maximising the coordinated development of the Pisa Galilei and Florence Vespucci airports by expanding the offer of destinations reached, increasing the number of seats offered on each individual route, increasing the number of airlines operating in the system by improving the airport infrastructures to meet the traffic volumes expected in the two airports based on their Airport Development Plans (ADP).

On 19 December 2014, the Boards of Directors of "Società Aeroporto Toscano Galileo Galilei S.p.a." ("SAT", now "Toscana Aeroporti S.p.a.") and "Aeroporto di Firenze S.p.a." ("AdF") approved the project for the merger by incorporation of AdF into SAT and the preparatory documentation for the transaction. At its first call, the Extraordinary Shareholders' meeting held on 10 February 2015 approved the merger by incorporation of AdF into SAT. The Shareholders also delegated the Board of Directors, pursuant to art. 2443 of the Civil Code, to increase the share capital with the exclusion of the option right after the merger has become effective.

The Merger will ensure a single strategic direction of the System, which will allow for economies of scale and generated value to be used to finance the investments required to support the growth plans of the two airports.

As described in the "Information regarding the Merger by Incorporation of Aeroporto di Firenze S.p.a. into Società Aeroporto Toscano Galileo Galilei S.p.a.", both companies were under the joint control of "Corporacion America Italia S.r.l." (today an "S.p.a.", i.e. a joint-stock company), which, with a 53.039% share, controlled SAT and, with a direct 48.983% share and an indirect 1.42% share held by SAT, could actually control AdF, even by virtue of the Shareholder Agreement signed with SO.G.IM. S.p.a. and disclosed to the market pursuant to article 122 of "Testo Unico".

The Merger was implemented by increasing SAT's share capital with new ordinary shares to be offered as a stock swap to AdF Shareholders, with the consequent dissolution of AdF into SAT. The exchange ratio has been fixed at 0.9687 SAT ordinary shares per AdF ordinary share (the "Exchange Ratio").

The Deed of Merger signed on 11 May 2015 established that the effective date of the merger, pursuant to art. 2504-bis, second paragraph, of the Civil Code, should be the fifth open market day after the date when the merger deed would be registered for the last time as required by art. 2504 of the Civil Code, i.e. 1st June 2015.

Starting from the effective merger date, SAT took over all AdF rights and obligations, and continued all its legal transactions, including in court, existing before the merger.

Furthermore, the deed of merger established that, for accounting and fiscal purposes, the operations of the Incorporated Company be recognised in SAT's financial statements starting from the first day of the year during which the merger would have been registered for the last time pursuant to art. 2504 of the Civil Code (and therefore from 1 January 2015, as both companies close their financial year on 31 December).

At the merger effective date, SAT increased its share capital for a global nominal amount of € 14,440,743.90 by issuing 8,751,966 shares for the purpose of the exchange and changed its company name into "Toscana Aeroporti S.p.a." listed company headquartered in Florence.

Based on IAS/IFRS accounting standards, the merger is a business combination of entities under a common control. Being a "business combination involving entities under common control", the Merger is explicitly excluded from the scope of the accounting standard IFRS 3.

Since there is no specific IFRS standard to be applied to the merger, based on IAS 8.10 the Management is required to develop their own opinion on how to develop and apply an accounting treatment that provides relevant and reliable information. In forming their own judgement, the corporate management must consider: (i) the provisions and guidelines of IFRS, which regulate similar and related cases, and (ii) the definitions, criteria and notions set forth in the so-called systematic picture.

Based on the aforesaid, TA assessed that:

- the transaction does not involve a significant influence on the cash flows of the merged entities;
- the transaction is designed to reorganize the company within the Corporación America Italia Group, keeping the predictions of the National Airport Plan into consideration;

the accounting treatment to be followed to adequately reflect the purposes of the business combination transaction reflects, in the company's financial statements resulting from the merger, the assets and liabilities of the acquired entity and relates them with the values resulting from the financial statements of the incorporated entity.

In consideration of the backdating of the effects of the merger, a "third column" was added to our financial statements (2014 pro-forma consolidated information, as per Equivalent Disclosure Document, appropriately reclassified) to disclose accounting information regarding the previous year, recognised again in order to permit a comparison with the information provided with the first post-merger financial statements. The 2014 pro-forma consolidated information do not replace the information of the previous year approved by the Meeting, but are disclosed together with them to allow the reader to compare them consistently with the information regarding the current year.

As regards the details of the items to be incorporated and the method used to process them, see section "Pro-forma financial statements of the Surviving Entity" in the Report on Operations. More specifically, we point out that the table with the Statement of Changes in Shareholders' Equity at 31 December 2015 of this Document contains the global effect of the merger by incorporation of AdF, summing up the Shareholders' Equity of Toscana Aeroporti with that of the AdF Group at 31 December 2014, after deducting the dividends distributed before the merger. For details, see section "Shareholders' Equity and Liabilities" in the Explanatory Notes.

CHANGES TO THE PRESENTATION OF COMPARATIVE DATA

Furthermore, we point out that, after the transaction in question, some comparative data regarding 2014 have been reported again and compared with previously presented data referred to SAT, now TA Group.

More specifically, the following actions were implemented:

1. operating revenues were distinguished into "Aviation revenues" and "Non-Aviation revenues", as shown in the table below (data in €K):

Consolidated Income Statement	2014 Post-reclassification	2014 Pre-reclassification	Difference
Operating income	-	66,912	66,912
Aviation revenues	49,554	-	(49,554)
Non-Aviation revenues	17,320	-	(17,320)
Revenues from construction services	6,589	6,589	-
Other revenue and income	1,802	1,764	(38)
Total Revenues	75,265	75,265	-

2. harmonize the recognition of costs in the categories listed below, as shown in the following table (data in €K):

Consolidated Income Statement	2014 Post-reclassification	2014 Pre-reclassification	Difference
Consumables (former "Costs for raw and ancillary materials, consumables and goods")	856	1,152	296
Cost of Personnel	22,854	22,864	10
Costs for services	26,907	26,693	(214)
Sundry operating expenses	803	-	(803)
Airport leases	3,871	-	(3,871)
Costs for construction services	6,276	6,276	-
Other operating expenses	-	4,581	4,581
Total Costs	61,565	61,565	-

3. include the write-down of tangible and intangible assets in a single cost item called "Amortization and write-downs";
4. In the Consolidated Statement of Financial Position, to reclassify "Prepaid taxes recoverable within the year" into "Prepaid taxes beyond the year" for a value of €842K at 31 December 2014. Furthermore, the item "Bank overdraft and loans" has been separated and €124K of "Other accounts receivable within the year" recognised at 31 December 2014 have been reclassified into "Payables to suppliers". The Company believes that these changes to 31 December 2014 data are not significant.

MAIN FINANCIAL RISKS

A description of the main financial risks and of the mitigating actions implemented by the TA Group is given below.

1) Credit risk

Over the last few years, the effects of the crisis of financial markets and the consequent recessive economy in the main industrialized Countries negatively affected the balance sheets of the airlines - the main clients of the Group. Hence, the risk of a partial non-collection of receivables accrued from airlines. The Group believes that it has suitably controlled said risk through its constant monitoring of accounts receivable, also sometimes promptly initiating legal actions to protect said receivables, which are reflected in the allocation of a specific provision for bad debt, currently deemed to be adequate in connection with the amounts of the existing receivables. Always with the purpose of hedging the credit risk, the Holding usually asks for sureties as guarantee (e.g. from sub-licensees) or pre-payments (e.g. from unknown airlines). Furthermore, since January 2012, the Holding hired a company for its long-term debt collection activities.

2) Liquidity risk

At 31 December 2015, the Group had a negative net financial position for €12.7M (€1.7M at 31 December 2014). This is the result of a positive current NFP of €27.8M (€23M at 31 December 2014) and a negative non-current NFP of €40.6M (€24.7M at 31 December 2014) regarding two loans granted by the banks "Intesa San Paolo" and "MPS Capital Service", both presently drawn in their maximum availability. Six-month EURIBOR interest rates are paid on the two loan agreements, expiring in 2022 and 2027, and some financial covenants are to be complied with, for which at 31 December 2015 there was no criticality. Financial covenants are presently also complied for 2015. The Group believes that the funds and medium/long-term credit lines available at present, in addition to those that will be generated by operations, are sufficient to cover its needs of investment, management of the working capital and repayment of debts at their natural maturity.

3) Interest rate risk

Exposure to the interest rate risk arises from the need to finance both industrial and financial operations, as well as use the available cash. Changes in market interest rates may have a negative or positive impact on the Group's operating result, thereby indirectly impacting the costs and returns of loans and investments. The Net Financial Position at 31 December 2015 is €12.7M and the debt-to-equity ratio (NFP/Shareholders' Equity) at 31 December 2015 was 0.12 (vs. 0.03 at 31 December 2014), which confirms the financial soundness of the Group.

The potential impact in terms of annual increase/decrease of interest expense associated with interest rate trends, as a result of a hypothetical growth of 100 bp, would be approximately +/- €450K.

As to the sensitivity analysis of the Termination Indemnity and Provisions for repair and replacement, please see the specific sections.

4) Exchange rate risk

The TA Group is not subject to risks linked to fluctuations in exchange rates because it prevalently operates in a European context where transactions are made in Euro.

OPERATING SEGMENT REPORTING

Since 1 January 2009, compliance with IFRS 8 - "Operating Segments" has become mandatory; it requires entities to identify operating segments based on internal reporting systems used by the Management to allocate resources and assess performance.

Information regarding the main operating sectors of the Group is given below as required by IFRS 8. First of all, it is important to highlight that the type of business activity carried out by TA Group does not allow for the identification of business segments related to completely independent activities in terms of market/customer combinations. Currently, the "traffic" component influences the results of all the company's activities.

However, we may identify two significant operating segments characterized by the independent nature of their products/services and production processes, for which - for the aforesaid reasons - we propose a disclosure relating to the information directly made available by the company's analytical accounting system used by Chief Operating Decision Makers.

The currently available information regarding the main operating segments identified are provided below: Aviation, Non-Aviation and Corporate.

- **Aviation:** this operating segment includes the so-called "air-side" activities (after the security check), which are the core business of an airport. They include: passenger and aircraft ground handling, landing, aircraft departure and stopover, security and safety activities, passenger boarding and disembarkation, cargo loading and unloading.

Revenues for the Aviation segment are represented by the prices paid for airline assistance services and are generated by airport fees such as: landing, take-off and stopover fees, freight revenue taxes, passenger boarding fees, passenger and baggage security fees.

- **Non-Aviation Business:** this segment includes the activities that are normally carried out in the "land-side" area (before the security check), which are not directly associated with the Aviation business. They include retail activities, catering, car parking, car rental, advertising, ticket office, VIP Lounge.

Revenues for the Non-Aviation segment are represented by the royalties earned on sub-licensed activities, from the direct management of certain activities (i.e. car parking, ticket office and advertising) to the rents paid by sub-licensees.

The table below provides the main information regarding the operating segments described above by highlighting, in unallocated items, (corporate) revenues, costs, assets and investments not directly attributable to the two segments. More specifically, the main types of unallocated costs refer to the cost of labour/personnel (staff), professional services rendered, insurance and industry association membership fees, pro-rata portion of utilities, maintenance and depreciation, administrative costs, provisions for liabilities, Directors' and Auditors' fees.

- **Corporate segment:** the values shown in unallocated items mainly refer to revenues and costs not directly attributable to the two business segments, such as - for example - the cost of staff personnel, Management professional services rendered, general insurance and industry association membership fees, pro-rata portion of utilities, general maintenance and unallocated depreciation of infrastructure, administrative costs, provisions for liabilities, Directors' and Auditors' fees, etc.

With the merger by incorporation of Aeroporto di Firenze S.p.a. Into SAT S.p.a., the operations of the incorporated (or absorbed) entity have been recognised in SAT's

balance sheet for accounting and tax purposes effective from 1 January 2015. So, we point out that any difference between the book values of the summarised report between the Toscana Aeroporti Group at 31 December 2015 and the SAT Group at 31 December 2014 does not quite reflect the real situation because they are affected by the transaction described.

(values in €K)	Aviation		Non-Aviation		Unallocated assets (Corporate)		Total	
<u>TA Group - Income Statement</u>	<u>2015</u>	<u>2014 (*)</u>	<u>2015</u>	<u>2014 (*)</u>	<u>2015</u>	<u>2014 (*)</u>	<u>2015</u>	<u>2014 (*)</u>
Operating income	83,853	49,554	25,151	17,320	4,969	1,802	113,973	68,676
of which Pisa	50,397	49,554	16,856	17,320	3,362	1,802	70,615	68,676
of which Florence	33,455	0	8,295	0	1,607	0	43,358	0
Revenues from constr. serv.	15,996	6,224	158	365	2,462	0	18,616	6,589
of which Pisa	15,113	6,224	95	365	0	0	15,208	6,589
of which Florence	884	0	63	0	2,462	0	3,409	0
Total Segment Income	99,849	55,778	25,309	17,685	7,432	1,802	132,589	75,265
Operating Costs (*)	54,424	30,816	20,410	17,169	14,518	7,305	89,352	55,290
of which Pisa	32,683	30,816	16,272	17,169	8,296	7,305	57,251	55,290
of which Florence	21,742	0	4,137	0	6,222	0	32,101	0
Cost of constr. serv.	15,235	5,928	150	348	2,305	0	17,690	6,276
of which Pisa	14,393	5,928	91	348	0	0	14,484	6,276
of which Florence	841	0	60	0	2,305	0	3,206	0
Amortization and provisions	8,703	4,647	1,730	952	2,772	407	13,204	6,006
of which Pisa	5,823	4,647	1,183	952	967	407	7,973	6,006
of which Florence	2,880	0	546	0	1,805	0	5,231	0
Operating Earnings	21,488	14,387	3,019	-783	-12,163	-5,911	12,343	7,693
of which Pisa	12,612	14,387	-595	-783	-5,901	-5,911	6,115	7,693
of which Florence	8,876	0	3,614	0	-6,262	0	6,228	0
Asset management	0	0	0	0	246	-584	246	-584
Profit before tax	21,488	14,387	3,019	-783	-11,917	-6,494	12,589	7,109
Year's taxes	0	0	0	0	-4,042	-2,774	-4,042	-2,774
Net year's result	21,488	14,387	3,019	-783	-15,959	-9,268	8,547	4,335
Loss (profit) of min. interest	0	0	0	-136	-50	0	-50	-136
Net Group result	21,488	14,387	3,019	-920	-16,009	-9,268	8,498	4,199
<u>TA Group - Statement of financial position</u>	<u>2015</u>	<u>31 Dec 14</u>	<u>2015</u>	<u>31 Dec 14</u>	<u>2015</u>	<u>31 Dec 14</u>	<u>2015</u>	<u>31 Dec 14</u>
Current assets	12,671	10,356	5,437	4,970	37,727	27,175	55,835	42,501
Non-current assets	134,034	65,376	45,621	32,278	7,037	5,030	186,692	102,685
<u>TA Group - Additional information</u>	<u>2015</u>	<u>2014 (*)</u>	<u>2015</u>	<u>2014 (*)</u>	<u>2015</u>	<u>2014 (*)</u>	<u>2015</u>	<u>2014 (*)</u>
Investments	18,337	7,269	702	729	3,058	228	22,097	8,226

(*) Please note that, in order to allow the reader to better compare the information disclosed in the 2015 Consolidated Financial Report of Toscana Aeroporti, some information regarding 2014 has been altered. In particular, €1,802K, previously allocated for €167K to the Aviation business and for €1,635K to the Non-Aviation business, have been allocated to "Unallocated assets". As a consequence, the Operating Results for the segment, for 2014, have also changed. These changes have been considered as non-significant by the Company.

(**) including Airport leases for €5,269K in 2015 (€3,871K in 2014).

Information on the main customers of the Holding "TA"

In the course of 2015, the Holding TA registered 7,244,630 passengers. The total incidence of the first three carriers is 59.9%. More specifically, the incidence of the first carrier (Ryanair) is 42.1%, while the incidences of the second (Alitalia) and third (Vueling) carriers are 9% and 8.8%, respectively.

NOTES TO THE MAIN ITEMS OF THE CONSOLIDATED FINANCIAL REPORT: INCOME STATEMENT

INTRODUCTION

With the merger by incorporation of Aeroporto di Firenze S.p.a. into SAT S.p.a., the operations of the incorporated (or absorbed) entity have been recognised in SAT's balance sheet for accounting and tax purposes effective from 1 January 2015. So, we point out that any difference between the book values of the two years of the Toscana Aeroporti Group at 31 December 2015 and the SAT Group at 31 December 2014 does not quite reflect the real situation because they are affected by the transaction described. For a comparison between the financial information of the TA Group at 31 December 2015 and pro-forma financial statements of the TA Group at 31 December 2014, see the specific considerations disclosed in the section "Consolidated Income Statement - Comparison between operating results at 31 December 2015 and pro-forma operating results at 31 December 2014" in the Report on Operations.

VALUE OF PRODUCTION

On the whole, consolidated revenues at 31 December 2015 totalled €132.6M (€75.3M at 31 December 2014), with a positive change of €57.3M, and include:

Amounts shown in thousand euro (€K)	Notes	2015		2014	
		2015	of which Related Parties	2014 (1)	of which Related Parties
REVENUES					
Aviation revenues	1	83,853	799	49,554	-
Non-Aviation revenues	2	25,151	749	17,320	105
Revenues from construction services	3	18,616		6,589	
Other revenue and income	4	4,969	153	1,802	105
TOTAL REVENUES (A)		132,589	1,701	75,265	209

(1) Please note that, in order to allow the reader to better compare the information disclosed in the 2015 Consolidated Financial Report of Toscana Aeroporti, some information regarding 2014 has been altered. These changes have been considered as non-significant by the Company.

1. Aviation revenues

The table below shows the items of “Aviation revenues” at 31 December 2015 and the changes, both in absolute and percentage terms, compared to 31 December 2014:

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	Diff. Abs. 2015/2014	Diff. %
AVIATION REVENUES				
Passenger boarding fees	28,290	16,612	11,678	70.3%
Landing/departure fees	11,310	6,116	5,194	84.9%
Stopover fees	938	499	439	87.9%
PRM assistance fees	2,136	923	1,213	131.5%
Cargo fees	534	563	-29	-5.1%
Passenger security fees	7,196	4,651	2,546	54.7%
Baggage security fees	4,807	3,725	1,082	29.0%
Handling	25,993	15,101	10,892	72.1%
Centralised infrastructures	2,649	1,365	1,284	94.0%
TOTAL AVIATION REVENUES	83,853	49,554	34,299	69.2%
% incid. over Revenues	63.2%	65.8%		

We also remind the reader that **Aviation revenue** trends are affected by the overall growth of traffic volumes of the Tuscan Airport System in 2015 compared to the previous year (+4.2% WLU), as well as by the increased fees of the Florence and Pisa airports since 26 May 2015 and 16 April 2015, respectively.

2. Non-Aviation revenues

At 31 December 2015, “Non-Aviation revenues” totalled approximately €25.2M.

Non-Aviation activities relating to the management of property and business activities of the two airports, are:

- i. Sub-leased to third parties (Food, Retail, Real Estate, Car Rental and others);
- ii. Directly managed (Parking Lots, Advertising, VIP Lounge, Air Ticket Offices and Cargo Agency).

In 2015, revenues deriving from sub-leased activities accounted for 61.4% of Non-Aviation revenues, while those deriving from directly managed activities accounted for the remaining 38.6%. In 2014, these percentages were respectively 62.6% and 37.4%.

The table below provides details on revenues from non-aviation activities carried out in 2015 and those of 2014:

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	Diff. Abs. 2015/2014	Diff. %
NON-AVIATION REVENUES				
Parking lots	5,755	3,899	1,856	47.6%
Food	2,868	1,763	1,105	62.7%
Retail	4,124	2,746	1,378	50.2%
Advertising	2,126	1,281	845	66.0%
Real Estate	2,008	1,425	582	40.9%
Car rentals	4,582	3,688	894	24.2%
Other subconcessions	1,866	1,212	653	53.9%
VIP Lounge	892	298	594	199.1%
Air tickets	540	542	-3	-0.5%
Cargo agency	394	465	-71	-15.4%
TOTAL NON-AVIATION REVENUES	25,151	17,320	7,832	45.2%
% incid. over Revenues	19.0%	23.0%		

We also remind the reader that the above-mentioned changes were positively affected by the Tuscan Airport System's air traffic trends of 2015 compared to 2014.

3. Revenues from construction services

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	Diff. Abs. 2015/2014	Diff. %
REVENUES FROM CONSTRUCTION SERV.	18,616	6,589	12,027	182.5%
% incid. over Revenues	14.0%	8.8%		

In the course of 2015, revenues from construction services totalled €18.6M (€6.6M in 2014) and include revenues obtained with the services of development and improvement of airport infrastructures (construction and expansion) provided under the two Pisa and Florence concessions.

More specifically, the year 2015 was mostly affected by the investment made for the improvement and enhancement of flight infrastructures (runways and connections) in the Pisa airport for approximately €14.6M and by the reformulation and development of the Florence airport Master Plan for approx. €2.4M. For further details, see the section "Group Investments" in the Report on Operations.

4. Other revenue and income

Other revenue and income in 2015 totalled €5M (€1.8M in 2014), with a positive difference of €3.2M, as detailed below:

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	2015/2014 Abs. Diff.	% Diff.
OTHER REVENUE AND INCOME				
Contingent assets	3,556	945	2,610	276.1%
Services and consulting	163	192	-30	-15.4%
Cost recoveries	1,199	613	586	95.6%
Minors	51	51	0	0.0%
TOTAL REVENUES AND INCOME	4,969	1,802	3,167	175.7%
% incid. over Revenues	3.7%	2.4%		

Contingent Assets include the posting to the income statement of the Provision for Liabilities and the write-off of liabilities no longer due and payable recognised after the update of estimates. More specifically, €1.8M have been posted as a consequence of the updates made to the legal proceedings regarding the dispute on the “Fire Brigade Protection Service”. For further details, see sections “Provisions for liabilities and expenses” and “Additional information” below. The residual amounts refer to the posting to the income statement of liabilities no longer due.

The “Cost recovery” item mainly refers to the debiting of centralized shared services provided by the airport manager (e.g. utilities, equipment, etc.), revenues from airport permits, canteen recovery paid by employees, “white certificates” (energy service provider), insurance reimbursements.

COSTS

Amounts shown in thousand euro (€K)	N o t e s	2015	of which Related Parties	2014 (1)	of which Related Parties
COSTS					
Consumables	5	1,236		856	
Cost of Personnel	6	39,775		22,854	
Costs for services	7	41,068	49	26,907	-
Sundry operating expenses	8	2,004		803	
Airport leases	9	5,269		3,871	
Costs for construction services	10	17,690		6,276	
TOTAL COSTS (B)		107,042	49	61,565	-
GROSS OPERATING MARGIN (A-B)		25,547		13,699	

(1) Please note that, in order to allow the reader to better compare the information disclosed in the 2015 Consolidated Financial Report of Toscana Aeroporti, some information regarding 2014 has been altered. These changes have been considered as non-significant by the Company.

In 2015, total costs totalled €107M, up by €45.5M compared to the final 2014 balance, when they totalled €61.6M, mainly as a consequence of the merger, as indicated in the introduction. Furthermore, there is a difference of €11.4M due to the increase in the “Costs for construction services” item for the same reasons described in “Revenues for construction services”.

5. Consumables

This item refers to the cost of consumables, which totalled €1,236K (€856K in 2014), as broken down below:

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	Abs. Diff. 2015/2014	% Diff. 2015/2014
CONSUMABLES				
Stationery	61	34	27	79.6%
Fuels, lubricants	677	480	197	41.2%
Materials for car parking lots	8	12	-4	-35.8%
Small tools	11	8	3	39.2%
Security Contr. Serv. (mat.)	40	21	19	93.4%
Clothing	244	159	86	54.0%
Mat. for operating services	194	142	52	36.5%
TOTAL CONSUMABLES	1,236	856	380	44.4%
Incid.% over Costs	1.2%	1.4%		

6. Cost of Personnel

The cost of personnel (€39.8M In 2015) increased by €16.9M compared to 2014. The difference is mainly due to the incorporation of the cost items of former AdF and, to a lesser extent, to the increase of the Group's staff, as described in the specific section of the Report on Operations.

This cost item is broken down below:

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
PERSONNEL COSTS				
Remuneration	39,548	22,820	16,729	73.3%
<u>of which:</u>				
Wages	21,354	13,137	8,217	62.5%
Salaries	7,571	3,647	3,924	107.6%
Social security contributions	8,574	4,899	3,675	75.0%
Term. Ben.	2,049	1,136	913	80.3%
Other labour costs	227	35	192	556.0%
<u>of which:</u>				
Contributions to CRAL	10	11	-1	-8.4%
Social Fund	9	11	-2	-21.5%
Benefits to personnel	49	13	37	290.3%
Administered and sundry	159	0	159	
TOTAL COSTS OF PERSONNEL	39,775	22,854	16,921	74.0%
Incid.% over Costs	37.2%	37.1%		

The table below provides details on the **average annual staff** (expressed in Equivalent Full Time) for 2015 and any difference from 2014:

	2015	2014	Δ+/-	Δ %	of which Pisa	of which Florence
Executives	10.8	9.0	1.8	20.4%	-0.2	2
Employees	501.8	296.6	205.2	69.2%	4.4	200.7
Workers	193.8	95.5	98.3	102.9%	1.9	96.4
TOSCANA AEROPORTI	706.4	401.1	305.3	76.1%	6.2	299.1

Jet Fuel	10.0	11.6	-1.6	-13.8%	-1.6	0.0
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Group	716.4	412.7	303.7	73.6%	4.6	299.1
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In the table above, 2 part-time units are considered as 1 full-time unit.

7. Costs for services

On the whole, costs for services in 2015 and 2014 consist of.

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	Abs. Diff. 2015/2014	% Diff. 2015/2014
COSTS FOR SERVICES				
Commercial services	14,540	13,695	845	6.2%
Institutional expenses	1,296	571	724	126.8%
Other services	4,793	1,952	2,841	145.5%
Services for the personnel	1,720	969	751	77.5%
Maintenance services	4,771	2,158	2,613	121.1%
Utilities	3,610	1,928	1,682	87.3%
Operating services	10,339	5,634	4,705	83.5%
TOTAL COSTS FOR SERVICES	41,068	26,907	14,162	52.6%
Incid.% over Costs	38.4%	43.7%		

“*Commercial services*” for €14.5M, including marketing support costs.

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	Abs. Diff. 2015/2014	% Diff. 2015/2014
COSTS FOR SERVICES				
Commercial services	14,540	13,695	845	6.2%
<u>of which:</u>				
Network development	14,238	13,541	697	5.1%
Advertising commissions	129	119	10	8.6%
Management of advertising systems	113	35	78	225.2%
Dry cleaning service	60	0	60	

"Institutional expenses" for €1.296K for 2015 (€571K in 2014), mainly including the cost of control and auditing boards.

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	Abs. Diff. 2015/2014	% Diff. 2015/2014
COSTS FOR SERVICES				
Institutional expenses	1,296	571	724	126.8%
<i>of which:</i>				
Directors' fees	866	314	553	176.3%
Auditors' fees	193	194	-1	-0.7%
Directors' business travels	204	41	163	403.6%
Legal, notarial, meeting expenses	33	23	9	40.7%

The difference is mainly due to the incorporation of the cost items of former AdF.

"Other services" for €4.8M (€1.952K in 2014), mainly include professional services, industrial insurance and communication costs.

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	2015/2014 Abs. Diff.	% Diff. 2015/2014
COSTS FOR SERVICES				
Other services	4,793	1,952	2,841	145.5%
<i>of which:</i>				
Professional services	2,480	1,284	1,196	93.1%
Industrial insurance	880	565	315	55.8%
Communications	750	94	656	700.4%
DNV audits	20	10	11	108.0%
Toscana Aeroporti Start Up	663	0	663	

Start-up expenses for the creation of Toscana Aeroporti refer to the one-off amount spent for external consulting for the organizational start-up of the new Tuscan Airport System.

"Other personnel services" - €1.720K (€969K in 2014) - mainly include canteen, payroll service, transfers and employee training costs.

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Services for the personnel	1,720	969	751	77.5%
<i>of which:</i>				
Canteen	1,137	625	512	81.9%
Insurance	120	81	39	47.8%
Preventive medicine and med. examinations	54	34	19	56.8%
Training	92	50	42	84.3%
Personnel recruitment	8	6	2	30.8%
Payroll services	171	107	65	60.5%
Journeys	138	66	72	109.0%

"Maintenance services" - €4.8M (€2.2M in 2014) - include the maintenance of airport infrastructures, systems and installations, equipment and vehicles.

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Maintenance services	4,771	2,158	2,613	121.1%
<u>of which:</u>				
Equipm./Car maint.	829	456	374	82.0%
BHS system maint.	853	492	361	73.3%
Maint. of infrastructures	2,192	892	1,300	145.7%
IT maintenance	897	318	579	182.4%

"Utility services" for €3.6M (€1.928K in 2014), mainly include costs for electricity, gas, water and telephone utilities:

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Utilities	3,610	1,928	1,682	87.3%
<u>of which:</u>				
Electricity	1,693	486	1,206	248.0%
Water	399	207	192	92.7%
Telephones	231	105	126	119.9%
Mobile phones	108	46	62	136.3%
Gas	1,015	1,019	-4	-0.4%
Minors	164	65	100	154.7%

"Operating services" for €10.3M (€5.6M in 2014) - mainly include external costs for porters, surveillance, cleaning, rentals, first aid care and other services typically associated with airport operations.

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Operating services	10,339	5,634	4,705	83.5%
<u>of which:</u>				
Porterage	2,736	1,832	904	49.3%
Aircraft cleaning	737	344	393	114.3%
Agency/Wareh. service	283	314	-31	-9.9%
Cleaning	1,116	550	566	103.0%
PRM Support	258	281	-22	-8.0%
Surveillance service	2,071	515	1,557	302.6%
Services Centre	224	230	-6	-2.7%
Connection arco az	318	182	136	75.0%
Rental of mach. and equip.	786	332	454	136.7%
Management of parking lots	469	96	373	389.4%
Gardening	124	76	48	62.6%
VIP Lounge	328	175	153	87.9%
First Aid Service	560	398	162	40.6%
Shuttle bus	328	310	18	5.7%

8. Sundry operating expenses

"Sundry management expenses" - €2M (€803K in 2014) - mainly include taxes and levies, membership fees, sundry administrative costs, non-recurring costs and other minor items.

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
SUNDRY OPERATING EXPENSES				
Publications	22	11	12	107.0%
Ins. entities and sundry institutions	305	180	126	70.0%
Taxes and levies	617	271	346	127.7%
Entertainment	122	132	-10	-7.3%
Revenue stamps	28	6	22	344.5%
Non-recurring costs	531	25	506	2020.2%
Post and telegraph	24	8	16	210.2%
Rebates and allowances	0	0	0	210.8%
Sundry administrative costs	354	170	184	108.0%
SUNDRY OPERATING EXPENSES	2,004	803	1,201	149.7%
Incid.% over Costs	1.9%	1.3%		

9. Airport leases

"Airport leases" - €5.3M (€3.9M in 2014) - include concession fees and the contribution paid to the fire-protection fund.

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
AIRPORT LEASES				
Concession and security fees	4,136	2,978	1,158	38.9%
Fire Brigade fee	1,133	893	239	26.8%
TOTAL AIRPORT FEES/LEASES	5,269	3,871	1,398	36.1%
Incid.% over Costs	4.9%	6.3%		

10. Costs for construction services

Costs for construction services, totalling €17.7M (€6.3M at 31 December 2015), arise from the investment made in the airport infrastructures under concession in 2015 and have as contraentry the item "Revenues for construction services" with the addition of a 5% mark-up. Investments made for the improvement and enhancement of flight infrastructures (runways and connections) in the Pisa airport had the greatest incidence, approx. €13.9M, together with those for the reformulation and development of the Florence airport Master Plan, for approx. €2.3M.

Amounts shown in thousand euro (€K)	CONSOLIDATED 2015	CONSOLIDATED 2014	Diff. Abs. 2015/2014	Diff. % 2015/2014
TOTAL COSTS FOR CONSTRUCTION SERV.	17,690	6,276	11,414	181.9%
Incid.% over Costs	16.5%	10.2%		

11. Amortization and write-downs

In 2015 the total of this item is €8.4M (against €4.2M in 2014). It includes the amortization of intangible assets for €5M (€2.3M in 2014) and the depreciation of tangible assets for €3.3M (€1.8M in 2014).

12. Provision for liabilities and charges

This item, with a value of €4.7M (against €1.7M in 2014), mainly includes the provision for repair, which has been introduced in compliance with accounting standard IFRIC 12 starting from 2010, which is the year's accrual required for future maintenance expenses

relating to repairs and replacements required to keep the assets used under the two ENAC concessions in good operating conditions.

13. Provision for bad debt

This item totals €163K (€107K in 2014) and consists in the amount set aside based on an estimate of the estimated realizable value of receivables existing at 31 December 2015.

14. Financial income

This item totals €1.8M (€289K in 2014) and mainly refers to the proceeds obtained with the sale of Aeroporto di Firenze S.p.a. shares (€1.6M). Considering that the transfer of the interest at issue took place before signing the merger on 6 May 2015, before the effective date of the Merger, and furthermore it was done with third parties differing from the reference shareholder (Corporación America Italia S.p.a.), the Directors recognised the amount of capital gains in the income statement.

The item also includes interests receivable accrued on bank current accounts (€142K), interest on arrears (€37K) and other minor items.

15. Financial expenses

This item totals €1.565K (€873K in 2014) and is mainly composed of interests payable and commissions on bank current accounts for €1.068K (€428K in 2014), interest cost as defined in IAS 19 for €105K (€82K in 2014), financial expenses relating to the discounting of the provision for repair and replacement for €392K (€362K in 2014).

16. Profit (loss) of minority interest

This item totals €42K (not reported at 31 December 2014) and indicates the valuation in the Shareholders' Equity of the interests in associated companies (Immobili A.O.U. Careggi S.p.a. and Alatoscana S.p.a.). Careggi S.p.a. and Alatoscana S.p.a.).

17. Year's income taxes

This item includes an aggregate amount of €4,042K for 2015 (€2,774K in 2014) arising from:

- current taxes assessed on 2015 taxable income for €4,436K, of which €3,390K for IRES and €1,046K for IRAP;

Deferred taxes for €394K;

Current taxes have been estimated by using the so-called "principle of derivation". The reconciliation compared to the theoretical tax rate is provided in the annex.

18. Minority Interest's loss (profit) for the period

This item shows the result of the subsidiary Jet Fuel owned by minority shareholders. Based on 2015 property and dividend rights, the profit for the period of the subsidiary Jet Fuel - approx. €74K - is a minority interest to a 66.67% extent, which corresponds to approx. €50K (€136K in 2014). The overall minority interest's profit for the period is €40K (€125K in 2014).

19. Earnings per share / Diluted earnings per share

Basic earnings per share in 2015 - €0.568 (€0.426 in 2014) - have been determined by dividing the Group's profits for the period (€8.498K) by the weighted average of the ordinary shares outstanding during the period (14,965,314 shares), as there is no diluting factor.

NOTES TO THE MAIN ITEMS OF THE CONSOLIDATED FINANCIAL REPORT AT 31 DECEMBER 2015: STATEMENT OF FINANCIAL POSITION

INTRODUCTION

With the merger by incorporation of Aeroporto di Firenze S.p.a. Into SAT S.p.a., the operations of the incorporated (or absorbed) entity have been recognised in SAT's balance sheet for accounting and tax purposes effective from 1 January 2015. So, we point out that any difference between the book values of the Toscana Aeroporti Group at 31 December 2015 and those of the SAT Group at 31 December 2015 does not quite reflect the real situation because they are affected by the transaction described.

As regards the details of the items to be incorporated, see section "Pro-forma information" in the Report on Operations.

NON-CURRENT ASSETS

Changes in non-current assets at 31 December 2015 are shown below.

Data in €K	31.12.2015	31.12.2014	DIFF.
NON-CURRENT ASSETS	186,692	103,526	83,166

More specifically, this aggregate consists of the following categories:

Intangible assets

Data in €K	31.12.2015	31.12.2014	DIFF.
INTANGIBLE ASSETS	155,100	75,860	79,240

In addition to the aforesaid, an aggregate amount of approximately €19M has been invested in intangible assets in 2015, namely:

<i>(amounts shown in €K)</i>	
Concession rights	15,764
Work in progress	2,861
Software	327
Total	18,952

Investments in intangible assets mainly concerned concession rights deriving from the improvement of manoeuvring areas (€14.6M) in the Pisa airport and from the expansion of the aircraft aprons in the Florence airport (€431K). Investments in intangible assets in progress relating to reformulation and development of the Florence Master Plan were also added for approx. €2.4M and the purchase of software (€327K). See "Group Investments" section of the Report on Operations for further details.

No asset was disposed of in 2015.

Details on intangible assets are provided in Annex A.

20. Concession rights: their value at 31 December 2015 is €149.2M (€67.7M at 31 December 2014), with an increase of €81.5M mainly due to the reasons described in the introduction and, to a lesser extent, to the combined effect of investments and amortization for the period.

21. Industrial patent rights: their value at 31 December 2015 is €320K (€176K at 31 December 2014), with an increase of €144K mainly due to the reasons described in the introduction and, to a lesser extent, to the combined effect of the purchase of software and amortization for the period.

22. Work in progress and advance payments At 31 December 2015, this item totalled €5.6M (€7.9M at 31 December 2014), with a reduction of €2.4M due to the capitalization of the investment made for the improvement of manoeuvring areas in the Pisa airport to concession rights, in addition to the new ongoing investments and the other issues described in the introduction.

23. Tangible assets

Data in €K	31.12.2015	31.12.2014	DIFF.
TANGIBLE ASSETS	26,344	21,064	5,280

On the whole, investments for approximately €3.1M were made in the course of 2015, concerning:

<i>(amounts shown in €K)</i>	
Owned land and buildings	652
Plant and machinery	1,881
Ind. and comm. equipm.	66
Cars	151
Furniture and fittings	90
Hardware	305
Work in progress	0
Total	3,145

Investments in tangible assets mainly refer to works in the Pisa airport for the delocalization of Borgo Cariola (€476K) and the purchase of cars and ramp vehicles (€1.5M), the development of new advertising facilities (€127K) and the purchase of hardware (€305K). See "Group Investments" section of the Report on Operations for further details.

The values indicated in the Statement of Assets and Liabilities are net of the depreciation calculated based on the rates considered to be representative of the residual possibility of utilization of the related tangible assets.

Assets were disposed of in the course of 2015 for €129K.

Details on tangible assets are provided in Annex B.

24. Equity investments in other entities

At 31 December 2015, the Holding "TA" held other equity investments, valued at purchase cost, consisting of:

- I.T. Amerigo Vespucci S.p.a. (0.22 % of the capital): €49.8K;

- Consorzio Turistico Area Pisana S.c.a.r.l. (2.4% of the capital): €420;
- Scuola Aeroportuale Italiana Onlus (52.7% of the capital): €13.2K;
- Tirreno Brennero S.r.l. (0.27% of the capital): €620;
- Consorzio Pisa Energia S.c.r.l. (5.27% of the capital): €831;
- Montecatini CB S.c.r.l. (5.0% of the capital): €4K;
- Consorzio per l'Aeroporto di Siena (0.11% of the capital): €18K;
- Firenze Convention Bureau S.c.r.l. (1.05% of the capital): €1.3K;
- Firenze Mobilità S.p.a. (3.98% of the capital): €54.6K;
- Società Esercizio Aeroporto della Maremma S.p.a. (0.39% of the capital): €10.2K.

Scuola Aeroportuale Italiana Onlus has been listed with the other entities because it is a non-profit organization.

Consorzio Turistico Area Pisana, Montecatini Congressi S.c.r.l., Tirreno Brennero S.r.l. and Consorzio per l'Aeroporto di Siena were winding up at the closing date of this Report.

25. Investments in Associated Companies

At 31 December 2015, the value of TA's interests in associated and related entities was €525K (€482K at 31 December 2014), as shown in the table below.

Data in €K	31.12.2015	31.12.2014	DIFF.
Alatoscana Spa	377	377	0
Immobili AOU Careggi Spa	148	105	43
Total	525	482	43

For further considerations on the characteristics of the entities in question, see the section "Relationships with associated companies and related parties" of the Report on Operations.

No impairment indicator applies to these stakes.

Financial Assets

26. Guarantee deposits

At 31 December 2015 this item totalled €137K (€60K at 31 December 2014), and mainly refers to guarantee deposits issued in favour of utility providers (for connections), tobacco products, cash floats given to ticket offices and parking fees.

27. Receivables from others, due beyond the year

Receivables from others total €2,271K (€2,237K at 31 December 2014), with receivables mainly deriving from:

- a specific convention with the State for infrastructural works (Law 299/79) within the civil Pisa airport (€301K). Said receivables may be offset with the advances received from the State, posted among medium/long-term liabilities.
- Requests for IRES reimbursements for not deducted IRAP concerning the cost of personnel for €1,774K, pursuant to art. 2, paragraph 1, of D.L. [Law Decree] no. 201/2011 (converted into Law no. 214/2011) – "Manovra Monti" - completed by Law Decree no. 16 of 02/03/2013 (so-called "Decreto semplificazioni fiscali" [tax simplification decree]

converted, with amendments, into Law no. 44 of 26 April 2013), which provided for the option to apply the new provisions on full deductibility also on previous taxable periods 2007-2011;

- €172K related to the loan granted to the associated company “Firenze Mobilità SpA” for works completed by this entity (to be repaid not earlier than 4 years after the testing of the works).

28. Prepaid taxes recoverable beyond the year

Deferred tax assets and liabilities have been posted in their net amount when they could be offset in the same jurisdiction. The net balance is €2,162K (€2,032K at 31 December 2014). This amount mainly includes taxes determined on the temporary differences due to taxed provisions (for repair, bad debt, etc.) and to the accounting of intangible assets (concession rights) according to IFRIC 12. See Annex D for details relating to the composition of the item and related movements.

We also point out that, for the item at issue, prepaid taxes recoverable within the year, previously recognised in the specific item of current assets, have been reclassified for €842K.

Deferred and prepaid taxes have been assessed by applying the tax rate applicable in the year when temporary differences will be charged back. Therefore, the Group adjusted deferred and prepaid taxes to the new tax rate introduced by Law 208/2015 (“Legge di stabilità 2016”), which amended art. 77, paragraph 1, of TUIR, by reducing the nominal IRES tax rate from 27.5% to 24%, effective in taxable periods after the ongoing period at 31 December 2016.

CURRENT ASSETS

As shown in the table, current assets totalled €60,418K at 31 December 2015, with an increase of €18,759K compared to 31 December 2014.

Data in €K	31.12.2015	31.12.2014	DIFF.
CURRENT ASSETS	55,835	41,659	14,176

More specifically, the main differences reflect:

29. Inventories

There is no inventory of raw and ancillary materials, consumables and goods.

Trade and Sundry Receivables

At 31 December 2015, this item shows €23,538K (€16,568K at 31 December 2014) and includes:

30. Receivables from customers

At 31 December 2015, Receivables from customers, net of the Provision for bad debt, totalled €19,188K (€13,727K at 31 December 2014), as detailed below:

Data in €K	31.12.2015	31.12.2014	DIFF.
Toscana Aeroporti	22,265	15,654	6,611
Jet Fuel	197	273	-76
Total gross receivables	22,462	15,927	6,535
Bad debt reserve	-3,274	-2,200	-1,073
Total net receivables	19,188	13,727	5,461

The Provision for bad debt (entirely of the Holding "TA") has been increased over the period by contributing €163K, while €379K have been used. The details of this item are given below (in €K):

Data in €K	31.12.2014	Contribution from merger	prov.	use	31.12.2015
Bad debt reserve	2,200	1,289	163	379	3,274

The composition of "Receivables grouped by due date" is detailed in the table below:

	Aggregate Total	Receivables due	Receivables under pending dispute	Expired receivables	Beyond 90 days	90 days	60 days	30 days
Accounts receivable at 31.12.2015	22,265	10,898	3,135	8,232	1,205	132	463	6,431
Accounts receivable at 31.12.2014	15,927	7,292	2,757	5,878	829	127	489	4,433
Difference	6,338	3,606	379	2,353	376	5	-26	1,999

31. Receivables from associated companies

Details of these receivables (in €K) are given in the table below:

Data in €K	31.12.2015	31.12.2014	DIFF.
Alatoscana Spa	35	54	-20
Immobili AOU Careggi Spa	147	309	-163
Total	181	364	-182

32. Tax receivables

At 31 December 2015, this item showed €2,359K (€300K at 31 December 2014), including:

- a €1,740K IRAP credit of the Holding;
- a €438K VAT credit of the Holding relating to previous years (2013);
- a €134K VAT credit of the subsidiary Jet Fuel;
- a €43K VAT credit of the subsidiary TAE;
- other minor tax credits for €4K.

33. Receivables from others, due within the year

The item "Receivables from others, due within the year" is broken down below:

Data in €K	31.12.2015	31.12.2014	DIFF.
Prepaid expenses	478	499	-20
Advance payments made to suppliers	651	651	0
Receipts from monopoly products	309	0	309
Receipts from parking lots	77	396	-319
Receivables from employees	54	44	10
Prepaid expenses related to capital increase after merger	0	378	-378
Receivables from social inst. and insurance	26	39	-14
Other minor items	214	170	44
Total	1,809	2,177	-368

"Prepaid expenses" mainly refer to consumables, such as airport uniforms, supplies invoiced in advance, membership fees, insurance.

"Advances paid to suppliers" mainly refer to the "People Mover" project.

"Receivables for collections" are due from the providers of tobacco points of sale and for the management of the receipts of parking lots (including the Telepass service).

Prepaid expenses related to capital increase include the costs incurred at 31 December 2015 for the legal and financial consultants that assisted the company in the Merger by incorporation of AdF into SAT promoted by the common Shareholder, which will be finalized during the first half of 2015. These costs, for a total amount of €1,159K (including expenses incurred in 2015), have been reclassified by reducing the Shareholders' Equity by €864K (after taxation) after TA's capital increase for the incorporation of AdF.

34. Cash and cash equivalents

Cash at 31 December 2015 is given below, compared with the same value at 31 December 2014.

Data in €K	31.12.2015	31.12.2014	DIFF.
Cash and cash equivalents	32,296	25,091	7,205

We point out that the "Cash and Banks" item includes:

a) a minimum amount of €1M available and deposited in a current account pledged as collateral for the medium-/long-term Loan Agreement stipulated with the Intesa-San Paolo-MPS bank pool;

b) an amount of approx. €2.2M, collected by the incorporated AdF on 18 March 2013 from the Ministry of Transport after judgement no. 2403/2012 as compensation for the damage suffered for the non-adjustment of rights in the years 1999-2005, plus monetary revaluation and legal interests. By writ of summons to appeal, the Attorney General's Office summoned AdF (today "TA") to appear before the Rome Court of Appeal, seeking the overturning of the appealed judgement of the Court of Rome no. 2403/2012, finding that the ordinary courts lacked jurisdiction, and a ruling that no sums are owed by the Ministry that filed the appeal by way of compensation for failure to update airport fees. As a result, as required by international accounting standards (IAS 37), the amount referred to above has not had nor will it have any impact on the Group's income statement until the final proceedings. In any case, in view of the principle of prudence that constantly guides the management, said amount has been deposited in a separate deposit account,

where it will accrue interest that will in turn be reinvested, and not used until the final assignment to the Holding with the last level of justice.
For more details, see Statement of Cash Flows.

SHAREHOLDERS' EQUITY AND LIABILITIES

The differences in the Shareholders' Equity occurred during 2015 are detailed below:

Data in €K	31.12.2015	31.12.2014	DIFF.
CAPITAL AND RESERVES	110,526	66,736	43,790

The Shareholders' Equity increased by €43.8M as a consequence of the combined effect of the reduction in the fair value reserve after the sale of AdF shares (for approx. €1.6M) and of the net capital contribution due to the merger after the incorporation of the AdF Group (for approx. €41.3M). This amount is shown in the consolidated Statement of Changes in Shareholders' Equity as sum of item "Capital increase for merger by incorporation of AdF" for €14.4M plus item "Other entries arising from the merger by incorporation of AdF" for €26.9M, equivalent to the total Shareholders' Equity of the AdF Group at 31 December 2015 - €44.2M net of the Dividends distributed before signing the merger for €2.9M.

Furthermore, after the SAT capital increase done to complete the incorporation of AdF, reserves were reduced by €864K as a consequence of the recognition in the Shareholders' Equity of share capital increase costs. For more details on each individual item, see the specific tables in the financial statements.

More specifically, the Shareholders' Equity consists of the following items:

35. Share Capital

At 31 December 2015, the fully paid-up share capital consisted of 18,611,966 ordinary shares with a nominal value of €1.65 each (9,860,000 shares at 31 December 2014). The item was increased because, at the effective date of the merger, Toscana Aeroporti (former SAT) increased its share capital for a total amount of €14,440,743.90 by issuing 8,751,966 shares for the purpose of the exchange.

For details on Shareholders, see the table and section "Shareholders of the Holding" in the Report on Operations.

36. Capital reserves

Capital reserves consist of:

- A share premium reserve for €18,941K created with the paid capital increase upon listing SAT S.p.a. on the Stock Exchange in July 2007;
- A legal reserve for an amount of €2,548K. The increase of €205K compared to 31 December 2015 stems from the allocation of the year's profit for 2014 as deliberated by the Shareholders' Meeting during their approval of 2014 financial statements.
- Statutory reserves for an amount of €25,876K. The increase of €5K stems from the allocation of the year's profit for 2014 as deliberated by the Shareholders' Meeting during their approval of 2014 financial statements.
- Other reserves mainly created from the reserve created after the merger by incorporation of AdF for €24,585K, net of €864K spent for the merger and capital contributions paid under art. 55 of DPR 917 for €66K. Pursuant to point 5 of the first paragraph of art. 2426 of the Civil Code, we specify that there is no restriction on available reserves.

37. IAS adjustments reserve

This reserve, consisting of €3,229K, includes: (i) the IAS reserve (negative for €-711K) net of theoretical taxation created on 1 January 2005 upon First Time Adoption to reflect the impacts on the Shareholders' Equity of the adoption of international accounting standards; (ii) the IAS reserve (negative for €-2,517K) created after the application of the new international standard IFRIC 12 since 1 January 2011.

38. Fair value reserve

At 31 December 2015, this reserve was empty (€1,595K at 31 December 2014). The reserve was closed after the sale of the equity investment in Aeroporti di Firenze S.p.a. finalized before the signature of the Merger and with the effectiveness thereof.

39. Profit/(Loss) carried forward

This item includes profits carried forward for €2,470K (€107K at 31 December 2014). The difference is due for €263K to the actuarial effect of the reassessment of the Termination Benefit according to IAS 19 and for €2,048K to the profits coming from the Incorporated Entity being carried forward.

40. Group's profit (loss) for the period

This item shows the result of the TA Group at 31 December 2015, €8,498K, against €4,199K at 31 December 2014.

41. Minority interest

Based on 2015 financial statements, the 66.67% minority interest corresponds to €127K (€138K at 31 December 2014). The difference is mainly due to the distribution of dividends of the subsidiary Jet Fuel and to the year's result.

42. Other components of the Statement of Comprehensive Income

The value at 31 December 2015 is broken down below:

SITUATION AT 31.12.2015	FAIR VALUE RESERVE	PROFIT/ (LOSS) CARRIED FORWARD	GROUP TOTAL	MINORITY INT. S.E.	TOT. OTHER COMPON. OF COMPREH. IS
<i>Other comprehensive profit/(loss) that will not be subsequently reclassified to the Income Statement:</i>					
- Profit (loss) arising from the determination of the Termination Benefit after tax	0	317	317	-10	307
<i>Other comprehensive profit/(loss) that will be subsequently reclassified to the Income Statement:</i>					
- Profit/(Loss) arising from the redetermination of available-for-sale financial assets	0	0	0	0	0
COMPREHENSIVE PROFIT (LOSS) FOR THE YEAR	0	317	317	-10	307

Other components of the Statement of Comprehensive Income at 31.12.2014

SITUATION AT 31.12.2014	FAIR VALUE RESERVE	PROFIT/ (LOSS) CARRIED FORWARD	GROUP TOTAL	MINORITY INT. S.E.	TOT. OTHER COMPON. OF COMPREH. IS
<i>Other comprehensive profit/(loss) that will not be subsequently reclassified to the Income Statement:</i>					
- Profit (loss) arising from the determination of the Termination Benefit after tax	0	-273	-273	-11	-284
<i>Other comprehensive profit/(loss) that will be subsequently reclassified to the Income Statement:</i>					
- Profit/(Loss) arising from the redetermination of available-for-sale financial assets	489	0	489	0	489
COMPREHENSIVE PROFIT (LOSS) FOR THE YEAR	489	-273	216	-11	205

The tax effect regarding the other components of the Statement of Comprehensive Income is broken down below:

SITUATION AT 31.12.2015	Gross value	Tax (charge)/ benefit	Net value
- Profit (loss) arising from the determination of the Termination Benefit after tax	424	-117	307
- Profit/(Loss) arising from the redetermination of available-for-sale financial assets	0	0	0
TOTAL	424	-117	307

SITUATION AT 31.12.2014	Gross value	Tax (charge)/ benefit	Net value
- Profit (loss) arising from the determination of the Termination Benefit after tax	-392	108	-284
- Profit/(Loss) arising from the redetermination of available-for-sale financial assets	489	0	489
TOTAL	97	108	205

MEDIUM/LONG-TERM LIABILITIES

Details of medium/long-term liabilities during the period considered are given below:

Data in €K	31.12.2015	31.12.2014	DIFF.
MEDIUM-LONG TERM LIABILITIES	70,386	41,300	29,086

More specifically, this aggregate consists of the following categories:

43. Provisions for liabilities and expenses

The Provision for liabilities and expenses totalled €3,815K at 31 December 2015 (against €33K at 31 December 2014). Details of the Provision, which is totally of the Holding, are given below:

- *Severance pay and similar obligations*

It includes the provision of approx. €35K (€33K at 31 December 2014) relating to the supplemental customer allowance due under the Collective Economic Agreement of sales agents and representatives.

- *Others (provision for liabilities and future expenses)*

It includes the Provision for liabilities of approx. €3,780K, which is broken down into the main following amounts:

- 1) €2,351K relating to provisions connected with the "Fire Brigade Protection Service" dispute, better described in the "Additional information" section;
- 2) €505K relating to provisions connected with the risk of potential labour dispute liabilities, better described in the "Additional information" section;
- 3) €422K for potential liabilities that may derive from the renegotiation of an agreement with an air carrier operating in the Pisa airport;
- 4) €303K as estimated charge for the possible unfavourable outcome of the assessment resulting from the Guardia di Finanza (Tax Police) inspection occurred during 2003 regarding the taxes of previous years (referring to this dispute, ADF had favourable first and second instance judgments and the adverse party filed an appeal with the Court of Cassation).
- 5) €113K as best estimate of the liability associated with risk of a disbursement for the doubling of general aviation rights – Art. 2 duodecies of Leg. Dec. of 30 September 1994.

The amounts set aside by the Company to face potential risks deriving from ongoing litigation are deemed to be appropriate in connection with the predictable outcome of the legal proceedings.

The year's movements are detailed below:

Data in €K	31.12.2014	Contribution from merger	prov.	use	reclass.	31.12.2015
Provisions for liabilities and expenses	33	3,576	929	-1,644	921	3,815

44. Provisions for repair and replacement

This provision (valued according to the best estimate of the expense required to fulfil the obligation at the closing date of the report) includes the amounts spent for the maintenance and repair of infrastructures in the Florence and Pisa airports, to be returned in perfect maintenance conditions to the Grantor at the end of the concession period. The global value of this item at 31 December 2015 is €21,212K, up by €8,934K with respect to 31 December 2014 due to the effect of the incorporation of AdF, of the contributions paid to the provision in 2015, partially offset by the uses of the period. Details are given below:

Data in €K	31.12.2014	Contribution from merger	prov.	use	31.12.2015
Provisions for repair and repl.	12,278	6,344	4,142	-1,552	21,212

This provision, depending on the estimated time of its use within the year, is allocated to medium/long-term liabilities (€18,759K at 31 December 2014) and to current liabilities (€2,453K at 31 December 2014).

The potential impact on the Provision in terms of increase/decrease as a consequence of an assumed increase/decrease of 50 b.p. on an annual basis of interest rates, would be approx. +/- €700K.

45. Employee Termination Benefits

As indicated above, the ETB is considered as a defined benefit obligation to be recognised as recommended by IAS 19 - "Employee Benefits". The amount of the termination benefit has been recalculated by using the so-called "Projected Unit Credit Method", by making actuarial valuations at the end of the reference period.

The amendment made to IAS 19 - "Employee Benefits" eliminates the option to defer the recognition of actuarial gains and losses with the corridor method and required, instead, that the deficit or surplus of the entire provision be presented in the statement of financial position, while the labour cost components and net financial expenses should be recognized separately in the income statement, with actuarial gains and losses deriving from the re-measurement of the liability and asset being recognized as items of the Statement of Comprehensive Income. Furthermore, the return on assets included in net financial expenses should be determined on the basis of the discount rate of the liabilities, and no longer on the return expected from them.

As regards the economic-financial scenario, the parameters used for the valuation of the Pisa and Florence staffs at 31 December 2015 are:

- annual technical discount rate: 2.03%
- Annual inflation rate: 1.75%
- Annual ETB increase rate: 2.81%

As far as the discount rate is concerned, the iBoxx Eurozone Corporate AA 10+ index has been selected as criterion for the valuation of this parameter, as the duration of 10+ years is suitable for the average time of permanence in the two staffs being considered.

There is no defined benefit scheme for the executive personnel of the company.

The value of the consolidated liability at 31 December 2015, as required by IAS 19, was €6,473K (€4,207K at 31 December 2014). This provision is posted net of the advance payments and settlements made during the period examined and shows an increase of €2,266K compared to 31 December 2014, as specified below (in €K):

Data in €K	31.12.2014	Contribution from merger	Actuarial (gain)/loss	prov.	use	31.12.2015
Termination benefits and other personnel-related provisions	4,207	2,962	-424	105	-376	6,473

The difference shown in the Statement of Comprehensive Income (€+307K) corresponds to the actuarial gain of €4243K, after a taxation of €117K.

The valuation of future benefits is obviously affected by all the assumptions required for its identification; therefore, in order to obtain the sensitivity shown by the actual value as determined above compared to said assumptions, some tests have been conducted to provide the difference in the actual value against a given difference in some of the assumptions adopted, which may mostly affect that value. The table below provides the sensitivity analysis of the Provision.

	Annual discount rate		Annual inflation rate		Annual turnover rate	
	+ 0.50 %	- 0.50 %	+ 0.25 %	- 0.25 %	+ 1.00 %	- 1.00 %
T.B. provision	6,115	6,862	6,589	6,361	6,425	6,495

Finally, the table below provides a prediction of disbursement of the provision.

Future Cash Flows

(Euro)			
Year	Florence Airport	Pisa Airport	Jet Fuel
0 - 1	35,561	86,747	7,435
1 - 2	37,638	116,329	7,079
2 - 3	49,672	367,121	8,485
3 - 4	44,347	137,916	7,730
4 - 5	41,479	215,004	9,991
5 - 6	129,685	158,844	10,882
6 - 7	71,111	207,547	69,519
7 - 8	46,076	231,662	9,123
8 - 9	151,935	88,239	15,816
9 - 10	62,579	185,224	9,234

46. Financial liabilities

This item (entirely of the Holding "TA") shows €40,534K (against €24,700K at 31 December 2014). The details of non-current and current financial liabilities are given below (in the "Loans" item). The amount of €4,502K refers to the portions expiring within the subsequent twelve months of the long-term loans shown in this section.

Data in €K	31.12.2014	Contribution	draw-down	reimbursement	reclass.	31.12.2015
Non-current financial liabilities	24,700	10,623	10,000	0	-4,789	40,534
Current financial liabilities	2,068	1,408	0	-3,876	4,902	4,502
Total	26,768	12,031	10,000	-3,876	113	45,036

The total increase in Financial Liabilities, €18,268K, refers for €12M to the incorporation of AdF, for €10M to draw-downs made in the period, and for €3.9M to repayments of portions of capital at the relevant due dates.

Said financial liabilities refer to two long-term loans granted by the banks "Banca infrastrutture Innovazione and development" (of the Intesa San Paolo Group) and "MPS Capital Service" to support infrastructure investments. These loans must be repaid before June 2022 (€20M, with a residue of approx. €8M) and September 2027 (€40M completely used up), respectively, with a Euribor 6 months interest rate plus a spread. The amount posted in the balance sheet substantially reflects the value of the amortized cost of the liability as provided for by IAS 39.

The aforesaid medium/long-term financial debt is required to comply with certain financial indices defined in the related agreement, such as a certain net financial position/EBITDA and net financial position/Shareholders' Equity, according to the definitions agreed with the lending counterparties and measured on the book values of the Parent Company for the €40M loan and of the Group for the €20M loan.

We finally point out that, in addition to the aforesaid parameters, the €20M loan agreement requires a minimum amount of €1M to be made available and deposited in a current account pledged as security for the same loan and that no extraordinary transaction be entered into with third parties (entities not of the Group) without the previous written consent of the lending banks.

Failure to comply with the covenants and the other contractual obligations undertaken with the loan in question may imply, if not remedied under the agreement provisions, the anticipated reimbursement of the residual loan amount and/or a limit to the distribution of dividends.

At 31 December 2015 the Company was compliant with all the above-mentioned parameters.

47. Other payables due beyond the year

Payables due beyond the subsequent year (entirely of the Holding "TA") consist of €805K (€1,839K at 31 December 2014).

More specifically:

- i) €30K refer to guarantee deposits received from customers as performance bonds for services provided to them;
- ii) €775K refer to the advances received from the Ministry of Transport pursuant to Law 299/79, which could be offset against accounts receivables from others due beyond the year.

Payables due beyond 5 years

The company has loans expiring after 5 years, for which details have been given in Note 46 to Financial liabilities.

CURRENT LIABILITIES

Changes in non-current assets occurred during the period are shown below.

Data in €K	31.12.2015	31.12.2014	DIFF.
CURRENT LIABILITIES	61,614	37,150	24,464

More specifically, this aggregate consists of the following categories:

48. Bank overdrafts

At 31 December 2015, the TA Group had no short-term payables to banks (€0 at 31 December 2014).

49. Loans

At 31 December 2015, the TA Group had bank loans for €4,502K (€2,068K at 31 December 2014), exclusively referred to the reimbursement prediction in the subsequent year of long-term loans (which are also shown in the related table ad a comment of non-current financial liabilities).

The **Net Financial Position** at 31 December 2015, as shown in the Report on Operations in compliance with Consob Resolution prot. no. 6064293 of 28 July 2006, is specified below:

<i>Euro K</i>	31.12.2015 Consolidated	31.12.2014 Consolidated	Abs. Diff. 2015/2014
A. Cash on hand and at banks	32,296	25,091	7,205
B. Other cash and cash equivalents	-	-	-
C. Securities held for trading	-	-	-
D. Liquid assets (A) + (B) + (C)	32,296	25,091	7,205
E. Current financial receivables	-	-	-
F. Current bank payables	-	-	-
G. Current portion of non-current indebtedness	4,502	2,068	2,434
H. Other current financial payables due to leasing companies	-	-	-
I. Current financial indebtedness (F) + (G) + (H)	4,502	2,068	2,434
J. Net current financial indebtedness (I) - (E) - (D)	(27,795)	(23,023)	(4,771)
K. Non-current bank payables	40,534	24,700	15,834
L. Bonds issued	-	-	-
M. Other non-current payables due to leasing companies	-	-	-
N. Non-current financial indebtedness (K) + (L) + (M)	40,534	24,700	15,834
O. Net financial indebtedness (J) + (N) (NFI)	12,739	1,677	11,062

See comments in the Report on Operations and to the “Statement of Cash Flows” for a more in-depth analysis of this item.

50. Tax liabilities

The aggregate amount of this item at 31 December 2015 is €10,008K (against €5,887K at 31 December 2014), broken down below:

<i>Data in €K</i>	31.12.2015	31.12.2014	DIFF.
Municipal surtax for passenger boarding	7,153	4,672	2,481
IRES/IRAP due	1,489	316	1,173
IRPEF due for employees and self-employed	328	256	72
Higher fees due for private flights	155	155	0
Local taxes	132	401	-269
VAT due	749	86	663
Other minor items	1.1	0.2	0.9
Total	10,008	5,887	4,120

Accounts payable to the Revenue Agency for the municipal surtax on passenger boarding fees, presently consisting of €7.2M, established by art.2, paragraph 11, of Law no. 350 of 24 December 2003 starting from 1 June 2004, has increased by further €4.1M mainly as a consequence of the incorporation of AdF and partially due to the increase in passenger traffic recorded at the end of 2015 compared to the aggregate traffic of the two airports in 2014.

Even the other increases in “Other tax liabilities” mainly derive from the incorporation of AdF.

The "IRES/IRAP due" item has increased by €1,173K mainly due to the increase in current taxes (IRES).

51. Payables to suppliers

At 31 December 2015, Payables to suppliers totalled €28.9M (€17M at 31 December 2014), up by €11.9M after the incorporation of AdF's €6.6M of Payables to suppliers and the major investments made by the TA Group in 2015.

52. Payables to social security institutions

This item includes accounts payable to social security and pension institutions (INPS, INAIL) at 31 December 2015, for a total of €2,556K (against €1,710K at 31 December 2014). The difference is the result of the amounts accrued with the incorporation of AdF's €1.1M debt, reduced by the payment of approx. €300K in the course of 2015.

53. Other payables due within the year

Other payables due within the year at 31 December 2015 consist of €12.8M (€8.4M at 31 December 2014), which include the following debt items:

Data in €K	31.12.2015	31.12.2014	DIFF.
Concession fees	2,066	1,500	565
Ministry of Transport	2,205	0	2,205
Air/bus/train ticket office receipts	922	761	161
Due to employees	6,050	3,207	2,843
Insurance policies and damage excesses	92	96	-4
Due to Directors and Auditors	332	26	306
Fire-protection service	577	2,292	-1,714
Due to banks on a quarterly basis	3	129	-126
Deferred income	248	124	124
Other minor items	266	298	-31
Total	12,760	8,433	4,327

More specifically:

- concession fees are increased in connection with the aggregate fee of the Florence airport after the merger by incorporation and, to a lesser extent, with the increased traffic. We point out that, effective from 26 May 2015 (enforcement of new airport fees in Florence), concession fees in the Florence airport has no longer been reduced under Law 248/2005.
- Accounts payable to the Ministry of Transport, €2.2M, derive from an amount collected by the Florence airport in 2013 after the positive outcome of trial no. 2403/2012 that compensated for damages suffered for the non-improvement of airport fees in the years 1999-2005, which, on a precautionary basis, had not been recognised to the income statement before the last-instance trial, also because of the appeal lodged with the Attorney General's Office.
- Ticket office receipts have increased due to the higher traffic reported in 2015 compared to 2014.
- The increased employee salaries and Directors' and Auditors' fees is mainly due to the incorporation of the debt of former AdF.

- The Fire Brigade Protection Service is an amount payable to the Revenue Agency at 31 December 2015, as introduced by the Finance Law 2007. This item shows a decrease of €1,714K due to the effect of the posting to the Income Statement of approx. €921K of amounts set aside in the 2007-2009 period after the positive judgement of the Court of Florence, which nullified the opposed court order requested by the Ministry. This also determined the reclassification of the residual debt of €921K to a Provision for liabilities to face any liability arising for subsequent appeals. For further considerations, see section "Provisions for liabilities and expenses".
- Prepaid expenses refer to non-aviation revenues invoiced in advance.

54. Advance payments

Advance payments totalled €379K against €276K at 31 December 2014, which substantially confirms the amount of advance payments made to customers.

COMMITMENTS AND GUARANTEES

At 31 December 2015, total commitments and guarantees (regarding the Holding) were €21,005K (€17,200K at 31 December 2014), consisting of €12,862K of third party suretyships in favour of TA and €8,143K of suretyships given by third parties on behalf of TA. The difference is mainly due to the incorporation of AdF.

Data in €K	31.12.2015	31.12.2014	DIFF.
Third-party guarantee in favour of Company	12,862	8,728	4,134
Third-party guarantee on behalf of Company	8,143	8,472	-329
Total commitments and guarantees	21,005	17,200	3,805

Suretyships provided by third parties in the favour of TA (€12.9M) mainly refer to performance bonds for contract works, for compliance with agreements by sub-licensees, air carriers and other customers.

The suretyships provided to third parties on behalf of TA (€8.1M) mainly refer to performance bonds in favour of ENAC to ensure full and exact fulfilment of the obligations established with the two 40-year Conventions signed; of the Municipalities of Pisa and Florence to ensure compliance with municipal regulations in the execution of works for the expansion of the airport infrastructures by TA and minor items.

ADDITIONAL INFORMATION

Disclosure regarding the main items of the Provision for liabilities and expenses at 31 December 2015

1. Provision for liabilities connected with the Fire Brigade Protection Service dispute (€2,351K)

A regards the Fire Brigade Fire Protection Service, AdF (today TA), together with other management companies, initiated specific legal actions both with the administrative and tax courts opposing the last note issued by ENAC on 31 July 2009 that established the final allocation of the contribution to the fire protection fund due by the individual

airport management companies. In particular, AdF (today TA) is one of the twenty-four airport management companies that, on the basis of the most recent ENAC note of 31 July 2009, are required to pay larger sums and therefore have a real and current interest in challenging this measure. The main purpose of the legal proceedings brought forward is to challenge the constitutionality of the provisions of paragraph 3-bis of Article 4 of Legislative Decree No. 185/2008, which entered into force on 29 January 2009 and allocated the fund resources for purposes totally unrelated to those initially envisaged by the 2007 National Finance Law. It is indeed believed that any obligation for airport operators to contribute to the fund would represent an asset tax imposed in breach of the principle of taxpaying capacity set out in Article 53 of the Constitution, as well as in evident violation of the principles of equality and reasonableness, as set out in Article 3 of the Constitution.

After the positive judgements of the Administrative Court of the Region Lazio (TAR Lazio no. 045588/2013) and of the Tax Court of Rome (CTP Roma no. 10137/51/14), now even a Civil Judge pronounced a positive opinion on the matter and fully admitted the petition of an airport management company who opposed against the court order issued by the competent Administrations and confirmed that the Fire Protection Fund is a special-purpose tax and therefore falls under the jurisdiction of the Tax Court.

The Court of Florence, on 16 June 2015, issued judgement no. 2139/2015 and ascertained that a joinder is possible between the warning proceeding and the previous judgement pending before the Court of Rome RG no. 43796/2012. Furthermore, the Court of Florence: i) declared that the Court of Florence has no jurisdiction, but the Court of Rome has; ii) nullified the opposed court order no. 4412/12 for a value of € 934,309.00 plus interests; iii) fixed as term for the re-opening of the trial before the Court of Rome 19 October 2015; iv) shared the legal expenses equally between the parties.

After the disclaimer of jurisdiction of the Court of Florence of 16 June 2015, the Ministry of Internal Affairs and the Ministry of the Economy and Finance on 15 September 2015 sent Toscana Aeroporti a new notification of reinstatement of proceedings and asked that the Company be ordered to pay Euro 934,309.00, plus legal fees.

The proceeding was registered with RG (Index) no. 59840/2015 under the jurisdiction of the second section of the Court of Rome, with hearing fixed for 29 February 2016.

On 29 January 2016 Toscana Aeroporti filed its Statement of Claim where it stated the absolute coincidence of this case, in all respects, with the previous case RGN 43796/2012 pending before the Court of Rome, and asked for their combination.

The Judge admitted Toscana Aeroporti's request and, on 1st February 2016, filed the case with the President of the Section.

The hearing for the first appearance was held on 18 February 2016: the Judge combined this proceeding RG n. 59840/2015 with the previous proceeding RG n. 43796/2012.

The Administrations, in order to overturn the negative outcome of the ongoing litigation, solicited a specific legislative action aimed at amending *ab origine* the regulation of the Provision for Fire Protection and replacing it with favourable regulations for the Administrations.

In fact, Law no. 208 of 28 December 2015 was published in the Official Journal on 30 December 2015, with article 1, paragraph 478, providing for an innovative supplement to art. 39-bis, paragraph 1, of Law Decree no. 159 of 1st October 2007 converted with amendments into Law no. 222 of 29 November 2007, with the introduction, effective from 1st January 2016, of the sentence "and fees to be paid by airport management companies for fire protection services in airports, as per article 1, paragraph 1328, of Law

no. 296 of 25 December 2006" in order to allow for their interpretation "in the sense that no tax obligation arises from them".

In this regard, we point out that a Judge's Order was filed on 1st March 2016 to decide on the pending issue dealt with in the hearing of 18 February before the Court of Rome RC n. 43796/22012 concerning the constitutional lawfulness of art.1, paragraph 478, of Law no. 208 of 28 December 2015, concerning art. 39-bis, paragraph 1, of Law Decree no. 159 of 1st October 2007.

The Court of Rome specified that "certainly the effects of the final judgement cannot be challenged, as they are not affected by the new provisions being issued, whose effectiveness is retroactive" and therefore "the censored provision (paragraph 478) could not be highlighted" "at least as regards the entities that are parties in the cases that reached a final judgement (and theoretically also regarding the others, if the extension of the judgement is recognised in their favour)".

The Court of Rome, based on said preliminary considerations, deemed that "at present the applicability of the provision suspected of being unconstitutional for the case at issue is not certain" with reference to the airport management companies that claimed a final judgement, such as APT Toscana.

On 28 July 2015, TA (former AdF), together with the other airport management companies involved, notified the competent Administrations about the opposition against 2015 ENAC Note of 29 May 2015 that established the subjective and objective framework of contribution to the Fire Protection Fund based on the air traffic reported in 2014.

TA brought legal proceedings before the Court of Rome against the Ministry of the Interior, the National Fire Brigade, ENAC, the Ministry of the Economy and Finance and the Ministry of Infrastructure and Transport to obtain that said Court ascertain and declare the non-existence of any obligation for TA to pay the contribution of € 357,702 to the Fire Brigade protection services fund for the year 2013 and sentence the Ministry of the Interior and the National Fire Brigade and, in the second place, each defendant Administration for their part, to refund the claimant any amount paid for the year 2013.

The case was subsequently adjourned to 11 February 2016 for the examination of witnesses. During that hearing, the Judge further adjourned the case for the specification of the conclusions on 22 March 2018 and represented that should, pending the outcome, the Court of Cassation pronounce an opinion on the ground for jurisdiction promoted on a similar issue and state the jurisdiction of the *Giudice Tributario* (Fiscal Judge), an application for advancement of hearing date may be filed to obtain a declaratory decision of jurisdictional defect.

As regards the position of the Pisa airport (former SAT), the company has been regularly paying the aforesaid contribution since 2010 based on its recognition of the levy as rate. For the years 2007-2009, the company accordingly posted the aggregate debt in its balance sheet as account payable to the Revenue Agency while waiting for the conclusion of the petition submitted by the Ministry of the Interiors (classified as "Other accounts payable due within the year" at 31 December 2014). The Court of Florence passed positive sentence no. 2975 of 15 September 2015, with which it overturned its previous decision (after which an agreement on €700K had been accepted by the Company) and admitted that the Company was right, annulled the injunction opposed by reason of the "jurisdictional defect of the ordinary court, since the case at issue could be perfectly identified as a special tax" and establishing the exclusive jurisdiction of the Fiscal Judge. Based on that sentence and with the support of independent professional advice, the company reclassified the item "Other payables due within the year" as Provision for liabilities and expenses €921K and posted €921K in the income statement.

As regards the position of Aeroporto di Firenze (ex-AdF), the company, based on the positive evolution of the above-mentioned petitions and with the support of the opinions of independent consultants, adjusted the estimate of the Provision for Liabilities to €1,430K and posted €311K to the Income Statement. Furthermore, for the same considerations, accounts payable of the incorporated entity have been posted as contingent assets for approx. €567K for the years 2007-2009.

As a consequence, the Provision for Liabilities, at 31 December 2015, totalled €2,351K.

2. Provision for potential labour dispute liabilities (€505K)

The Company deemed it necessary to create a Provision for Liabilities of a total of €505K for disputes that may be possibly initiated by shift personnel of the company in connection with an alleged wrong calculation in a contract and salary percentage concerning their "horizontal part-time" working hours in years before 2015.

The Company estimated the amount of this provision with the support of independent consultants. A discussion between Florence Trade Unions and the Company is ongoing for the negotiation of a possible arrangement before starting litigation on the matter.

Finally, further potential liabilities have also been considered with the help of independent consultants in connection with the dispute regarding the return of fuel supply fees requested by some airlines from oil companies, where the Company has been summoned as third party. For all the disputes described above, the Company did not consider it necessary to create provisions based on the indications of the independent consultants appointed for defence.

Reconciliation statement between the Holding's result and equity and the corresponding values in the TA Group

Pursuant to Consob's Communication of 28 July 2006, we provide below the reconciliation statement between 2015 results and the Shareholders' Equity at December 31, 2014 (for the portion attributable to the Group) with the parallel values of the Holding.

Description	Shareholders' Equity at 31 Dec. 2015	Net 2015 earnings
Holding TA Spa's SE and earnings	108,183	8,315
Group's Subsidiaries' SE and earnings	2,943	588
Elimination of the book value of stakes	-3,388	-
Earnings of entities consolidated in SE	128	40
Elimination of intragroup dividends	-	-476
After tax consolidation difference (concession rights)	2,526	31
Other minor items	8	0
SE and Group earnings	110,399	8,498
Shareholders' Equity and Minority Interest's earnings	127	50
SE and Group and Minority Interest's earnings	110,526	8,548

Amounts shown in €K

Directors', Auditors' and Top Strategic Executives' fees

Details on these fees are given in the specific table of the Report on Remuneration pursuant to art. 123-ter of Leg. Dec. no. 58/98 (published in the Company's website).

We point out that Directors and Statutory Auditors have interests neither in non-recurring transactions performed in 2015, nor in any other similar transaction initiated during previous years and not yet concluded.

At year-end, no loan has been given to any member of the Board of Directors or Board of Statutory Auditors.

Relationships with related parties

See the specific section in the Report and in Annex C to this Consolidated Financial Report at 31 December 2015 for a summary of the main effects on the balance sheet of the Holding's transactions with related parties, which are scarcely significant.

Atypical and/or unusual transactions

Pursuant to CONSOB Communication no. 6064293 of 28 July 2006, we disclose that no atypical and/or unusual transaction was performed in 2015.

Significant non-recurring events and transactions

Pursuant to Consob's Notice of 28 July 2006, we specify that no significant non-recurring transaction was performed.

Fair value measurement hierarchy

As regards the financial instruments recognised in the Financial Position at fair value, IFRS 7 requires these values to be classified based on a hierarchy of levels that reflects the significance of the input used in the determination of fair value.

The following levels are identified:

Level 1 – the price of the asset or liability being measured is drawn from an active market;

Level 2 – the inputs used are not the listed prices indicated above, but may be observed on the market, either directly (prices) or indirectly (price derivatives);

Level 3 – the inputs are not based on observable market data.

These notions are not applicable to the 2015 Consolidated Financial Report of the TA Group because the stake held in Aeroporto di Firenze S.p.a., whose fair value (€1,723K at 31 December 2014) could be qualified as Level 1 because measured on the basis of an official listing in the Italian stock exchange, was sold.

Therefore, there is no asset valued at fair value (FVPL or FVOCI) at 31 December 2015.

Information on financial instruments

No derivative financial instrument is used. No liability has been valued at fair value.

Authorization to publication

This document has been approved by the Board of Directors on 17 March 2016 and made available for the public on 5 April 2016 upon the Chairman's authorization.

For the Board of Directors
The Chairman
(Marco Carrai)

ANNEXES TO THE 2015 CONSOLIDATED FINANCIAL
STATEMENTS

TABLE OF CHANGES IN INTANGIBLE ASSETS IN 2015
(amounts shown in €K)

	CONCESSION RIGHTS	PATENT AND INTELLECTUAL PROPERTY RIGHTS	WORK IN PROGRESS AND ADVANCE PAYMENTS	TOTAL
Historical cost	81,074	6,680	7,989	95,743
Accumulated depreciation	-13,379	-6,504	0	-19,883
A - Value as at Dec. 31, 2014	67,695	176	7,989	75,860
<i>YEAR'S DIFFERENCES</i>				
Purchases	17,823	327	794	18,943
Previous years' work in progress	7,295	0	-7,295	0
Disinvestments/Decreases	-122	0	0	-122
Historical cost of assets deriving from the merger by incorporation of Florence Airport (ex-AdF) ADF	73,501	2,983	4,114	80,598
Accumulated depreciation of asset from merger by incorporation of Florence Airport (ex-AdF)	-12,369	-2,787	0	-15,156
Depreciation	-4,645	-379	0	-5,024
B - Balance of changes	81,483	144	-2,387	79,240
Historical cost	172,398	9,989	12,897	195,284
Accumulated depreciation	-23,221	-9,669	-7,295	-40,184
Value as at 31-12-15 (A+B)	149,178	320	5,602	155,100

TABLE OF CHANGES IN TANGIBLE ASSETS IN 2015
(amounts shown in €K)

	LAND, BUILDINGS AND RUNWAY INSTALLATIONS		PLANT AND MACHINERY	INDUSTRIAL AND COMMERCIAL EQUIPMENT	ASSETS UNDER CONSTR UCTION	OTHER ASSETS	TOTAL
	that can be freely assigned	owned by the Company					
Historical cost	4,189	15,250	16,065	677	0	8,850	45,031
Accumulated depreciation	-3,363	-876	-11,635	-490	0	-7,602	-23,967
A - Value as at 31-12-2014	826	14,374	4,429	187	0	1,248	21,064
<i>YEAR'S DIFFERENCES</i>							
Purchases	0	652	1,864	66	45	518	3,145
Previous years' work in progress	0	0	0	0	0	0	0
Disinvestments/Decreases	-69	0	-103	-1	69	-61	-165
Historical cost of asset from merger by incorporation of Florence Airport (ex-AdF)	8,357	509	9,374	301	357	5,566	24,464
Accumulated depreciation of asset from merger by incorporation of Florence Airport (ex-AdF)	-6,603	-474	-7,068	-274	-233	-4,246	-18,897
Depreciation	-459	-150	-1,703	-42	0	-982	-3,335
Reversal of previous years' accum. depr.	69	0	0	0	0		69
B - Balance of changes	1,296	537	2,366	51	238	794	5,281
Historical cost	12,546	16,411	27,303	1,044	402	14,933	72,640
Accumulated depreciation	-10,425	-1,500	-20,508	-806	-164	-12,891	-46,294
Value as at 31-12-2015 (A+B)	2,122	14,911	6,794	238	238	2,042	26,345

RELATIONSHIPS WITH RELATED PARTIES

balance sheet item	31 December 2015			31 December 2014		
	values in EuroK	% incidence on balance sheet item	Balance sheet item (€K)	values in EuroK	% incidence on balance sheet item	Balance sheet item (€K)
Associated companies						
<i>Immobili A.O.U. Careggi Spa</i>						
Investments in Associated Companies	147.9	28.17%	525	105.4	21.85%	482
Receivables from associated companies	146.7	80.85%	181	309.4	85.05%	364
Non-Aviation revenues	77.3	0.31%	25,151	54.1	0.31%	17,330
Other revenue and income	93.8	1.89%	4,969	98.8	5.60%	1,764
<i>Alatoscana Spa</i>						
Investments in Associated Companies	377.0	71.83%	525	377.0	78.15%	482
Receivables from associated companies	34.8	19.15%	181	54.4	14.95%	364
Other revenue and income	40.4	0.81%	4,969	42.0	2.38%	1,764
Other related parties						
<i>Provincia di Pisa</i>						
Non-Aviation revenues	-		-	30.0	0.17%	17,330
<i>Pisano Spa (*)</i>						
Receivables from others, due within the year	426.8	23.59%	1,809	426.8	19.60%	2,177
Payables to suppliers	23.7	0.08%	28,956	23.7	0.14%	17,142
<i>Fondazione Sistema Toscana</i>						
Non-Aviation revenues	-		-	20.0	0.12%	17,330
<i>Alfea Spa</i>						
Sundry operating expenses	-		-	0.3	0.01%	4,581
<i>Alfa - Air Lines Handling Agents Spa</i>						
Non-Aviation revenues	30.4	0.12%	25,151	0.5	0.00%	17,330
Other revenue and income	5.1	0.10%	4,969			
Receivables from customers	64.0	0.33%	19,188	0.6	0.00%	13,727
Payables to suppliers	80.5	0.28%	28,956	-		-
<i>Delta Aerotaxi srl</i>						
Aviation revenues	226.5	0.27%	83,853	-		-
Non-Aviation revenues	317.4	1.26%	25,151	-		-
Other revenue and income	11.9	0.24%	4,969	-		-
Costs for services	34.9	0.08%	41,068	-		-
Receivables from customers	497.6	2.59%	19,188	-		-
Payables to suppliers	2.9	0.01%	28,956	-		-
<i>Corporate Air Services srl</i>						
Aviation revenues	572.3	0.68%	83,853	-		-
Non-Aviation revenues	138.8	0.55%	25,151	-		-
Other revenue and income	6.9	0.14%	4,969	-		-
Receivables from customers	33.7	0.18%	19,188	-		-
<i>Aeroporto di Firenze</i>						
Other revenue and income	-		-	4.9	0.28%	1,763.7
Receivables from customers	-		-	6.0	0.04%	13,727.0
<i>Delifly srl</i>						
Non-Aviation revenues	26.2	0.10%	25,151	-		-
Other revenue and income	2.8	0.06%	4,969	-		-
Receivables from customers	1.5	0.01%	19,188	-		-
<i>ICCAB srl</i>						
Non-Aviation revenues	154.7	0.62%	25,151	-		-
Other revenue and income	4.8	0.10%	4,969	-		-
Other receivables from customers	30.8	0.16%	19,188	-		-
Costs for services	0.4	0.00%	41,068	-		-
<i>Corporacion America Italia srl</i>						
Receivables from customers (**)	39.9	0.21%	19,188	-		-
Payables to suppliers	48.7	0.17%	28,956	-		-
Other revenue and income			4,969	-		-
Costs for services	13.3	0.03%	41,068	-		-
<i>Helpport Uruguay S.A.</i>						
Costs for services	731	1.78%	41,068	-		-
Payables to suppliers	731	2.52%	28,956	-		-
<i>Comune di Firenze (Municipality of Florence)</i>						
Non-Aviation revenues	4.6	0.02%	25,151	-		-
Receivables from customers	-	0.00%	19,188	-		-
<i>Pacini Editore Spa</i>						
Receivables from customers	-		-	23.8	0.17%	13,727

(*) a company 100% owned by Comune di Pisa (a TA partner).

(**) Receivables for invoices to be issued

TABLE OF DEFERRED AND PREPAID TAXES AND CONSEQUENT EFFECTS (amounts in €K)

ITEMS	PREPAID / DEFERRED TAXES AT 31/12/2014		CONTRIBUTIONS FROM INCORPORATION OF ADF				2015 REABSORPTION				2015 INCREASES		Effect of reduction of IRES to 24% on 01/01/2017	PREPAID / DEFERRED TAXES AT 31/12/2015	
CAPITAL INCREASE EXPENSES	-	IRE S	-	IRES	231.707	IRES	63.719	1.158.535	IRES	318.587	-	24.329	IRE S	926.828	230.548
FOR BAD DEBT & OTHER RECEIVABLES	2.166.577	IRE S	595.809	3.723.035	IRES	1.023.835	63.137	30.159	IRES	8.294	-	123.326	IRE S	3.523.605	845.665
PROVISIONS FOR REPAIR AND		IRE S/ IRA P		IRES / IRA P	229.589	IRES / IRA P			IRES / IRA P				IRE S / IRA P		
MAINTENANC	3.091.170	P	1.008.340	1.786.765	P	582.843	526.218	2.635.315	P	859.640		8.030	2.808.905	P	924.295
ACTUARIAL GAIN / LOSS (O.C.I.)	900.873	IRE S	247.740	900.873	IRES	247.740	122.266	-	IRES	-	-	15.969	456.270	IRE S	109.505
SUNDRY MINOR ITEMS	55.391	IRE S / IRA P	12.345	101.536	P	30.810	55.834	234.441	P	64.471	-	4.059	134.669	IRE S / IRA P	35.389
FUTURE LIABILITIES AND		IRE S		IRES / IRA P	376.383	IRES / IRA P			IRES / IRA P				3.446.946	IRE S / IRA P	969.255
EXPENSES	2.207	S	607	1.975.173	P	635.662	122.776	1.848.156	P	577.012	-	120.643			
DIFFERENCES															
IN APPL. OF		IRE S	124.485	635.880	IRES	174.867	123.655	-	IRES	-	-	6.518	186.226	IRE S	44.684
from		IRE S / IRA P		IRES / IRA P	449.654	IRES / IRA P			IRES / IRA P					IRE S / IRA P	
consolidation of Parcheggi Peretola	-	P	-	3.636.330	P	1.140.985	22.364	-	IRES / IRA P	-	-	77.286	3.567.770	IRE S / IRA P	1.041.344
Other differences	209.000	IRE S / IRA P	67.000	148.000	P	47.000	8.142	40.714	P	11.196	-	6.061	163.755	IRE S / IRA P	43.994
Aggregate Total	6.767.145		2.031.646	5.634.933		1.601.772	1.108.111	5.947.320		1.839.211	-	215.589	8.079.434		2.162.001

RECONCILIATION BETWEEN THE YEAR'S RESULT AND THE TAXABLE BASE (amounts in €K)

	T.A. GROUP S.p.A.		SAT GROUP S.p.A.	
	31/12/2015		31/12/2014	
	IRES	IRAP	IRES	IRAP
Profit before tax according to law tax	12,185	49,429	6,773	28,338
Ordinary applicable tax rate	27.50%	5.12%	27.50%	5.12%
Theoretical tax burden	3,351	2,531	1,863	1,451
Main final differences				
- Dividends collected (95% exempt)	- 453	-	- 5	-
- Capital gain from sale of shares (95% exempt)	- 1,518	-	-	-
- Analytical and lump-sum deductions from IRAP	- 552	-	- 1,276	-
- a.c.e.	- 811	-	- 450	-
- Cost of labour of permanent employees	-	- 34,288	-	-
- Other deductible costs of labour	-	- 1,426	-	- 878
Sundry final differences (balance)	1,221	2,124	- 348	1,191
Sundry temporary differences (balance)	1,354	3,548	- 863	1269
Taxable base	11,426	19,387	3,831	29,920
Current taxes	3,142	993	1,054	1,532
Application for IRAP reimb.	-	-	- 79	-
Deferred taxes	- 372	- 182	235	- 64
Effect of reduction of IRES to 24% as of 01/01/2017	246	-	-	-
Other minor effects	120	95	54	42
Total taxes posted in balance sheet	3,136	906	1,264	1,510

2015 AUDITORS' FEES
(ART.159- *duodecies* OF CONSOB ISSUER REGULATIONS)

Type of services	Entity that provided the service	Beneficiary	Notes	2015 fees (€)
Auditing	PwC SpA	Holding TA SpA	(1)	67,100
	PwC SpA	Subsidiary Parcheggi Peretola S.r.l.	(2)	4,300
	PwC SpA	TA SpA	(3)	15,000
Certification services	PwC SpA	TA SpA	(4)	16,200
Total				102,600

Notes

- (1) Fees paid for the statutory auditing of the consolidated and year's financial statements of TA SpA, due the limited auditing of the interim consolidated abridged financial report of the TA Group and for periodic audits.
- (2) Fees paid the statutory auditing of the financial statement of the subsidiary Parcheggi Peretola Srl and periodic audits.
- (3) Additional fees paid in 2015 for auditing activities connected with the merger transaction.
- (4) Fees paid for complying with the obligation to have accounts audited pursuant to CIPE Resolution no. 38/2007.

CERTIFICATION OF THE 2015 CONSOLIDATED FINANCIAL REPORT PURSUANT TO ART. 81-TER OF CONSOB ISSUER REGULATIONS NO. 11971 OF 14 MAY 1999 AND SUBSEQUENT AMENDMENTS AND SUPPLEMENTS

1. The undersigned Gina Giani (Chief Executive Officer) and Marco Gialletti (Financial Reporting Manager) of Toscana Aeroporti S.p.a., also considering the provisions contained in art. 154-bis, paragraphs 3 and 4, of Legislative Decree no. 58 of 24 February 1998, hereby certify:

- the appropriateness in connection with the distinguishing features of the company, and
- the actual implementation

of the administrative and accounting procedures for the preparation of the 2015 Consolidated Financial Report.

2. Furthermore, it is hereby certified that the Consolidated Financial Report for the year 2015:

- has been prepared in accordance with applicable accounting standards recognized within the European Community pursuant to EC Regulation no. 1606/2002 of the European Parliament and of the Council of 19 July 2002;
- reflects the contents of accounting books and records;
- provides a true and fair view of the assets, liabilities, and financial situation of the issuer and of the issuer.

3. The Report on Operations includes a reliable analysis of operating performance and income, as well as the situation of the issuer, along with a description of the primary risks and uncertainties to which it is exposed.

Florence, 17 March 2016

For the Board of Directors

Chief Executive Officer
Gina Giani - CEO

Financial Reporting Manager
Marco Gialletti

AUDITORS' REPORT

TOSCANA AEROPORTI SPA

**CONSOLIDATED FINANCIAL STATEMENTS
AT 31 DECEMBER 2015**

**INDEPENDENT AUDITORS' REPORT IN
ACCORDANCE WITH ARTICLES 14 AND
16 OF LEGISLATIVE DECREE No. 39 OF
27 JANUARY 2010**

**INDEPENDENT AUDITORS' REPORT IN ACCORDANCE WITH ARTICLES 14
AND 16 OF LEGISLATIVE DECREE No. 39 OF 27 JANUARY 2010**

To the shareholders of
Toscana Aeroporti SpA

Report on the consolidated financial statements

We have audited the accompanying consolidated financial statements of the Toscana Aeroporti Group, which comprise the consolidated statement of financial position as of 31 December 2015, the consolidated income statement, consolidated statement of comprehensive income, statement of changes in consolidated shareholders' equity and consolidated statement of cash flows for the year then ended, a summary of significant accounting policies and other explanatory notes.

Directors' responsibility for the consolidated financial statements

The directors of Toscana Aeroporti SpA are responsible for the preparation of consolidated financial statements that give a true and fair view in compliance with International Financial Reporting Standards as adopted by the European Union, as well as with the regulations issued to implement article 9 of Legislative Decree no. 38/2005.

Auditors' responsibility

Our responsibility is to express an opinion on these consolidated financial statements based on our audit. We conducted our audit in accordance with International Standards on Auditing (ISA Italia) drawn up pursuant to article 11, paragraph 3, of Legislative Decree no. 39 of 27 January 2010. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the consolidated financial statements are free from material misstatement.

An audit involves performing audit procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The audit procedures selected depend on the auditor's professional judgment, including the assessment of the risks of material misstatement of the consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation of consolidated financial statements that give a true and fair view, in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the directors, as well as evaluating the overall presentation of the consolidated financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the consolidated financial statements give a true and fair view of the financial position of the Toscana Aeroporti Group as of 31 December 2015 and of the result of its operations and cash flows for the year then ended in compliance with International Financial Reporting Standards as adopted by the European Union, as well as with the regulations issued to implement article 9 of Legislative Decree no. 38/2005.

Emphasis of Matter

Without modifying our opinion, we draw your attention to paragraph “Merger by incorporation of Aeroporto di Firenze SpA” in the explanatory notes which describes the merger by incorporation that occurred in the first half of 2015.

Report on compliance with other laws and regulations

Opinion on the consistency with the consolidated financial statements of the report on operations and of certain information set out in the report on corporate governance and ownership structure

We have performed the procedures required under auditing standard (SA Italia) no. 720B in order to express an opinion, as required by law, on the consistency of the report on operations and of the information set out in the report on corporate governance and ownership structure referred to in article 123-bis, paragraph 4, of Legislative Decree no. 58/98, which are the responsibility of the directors of Toscana Aeroporti SpA, with the consolidated financial statements of the Toscana Aeroporti Group as of 31 December 2015. In our opinion, the report on operations and the information in the report on corporate governance and ownership structure mentioned above are consistent with the consolidated financial statements of the Toscana Aeroporti Group as of 31 December 2015.

Florence, 1 April 2016

PricewaterhouseCoopers SpA

Signed by

Luigi Necci
(Partner)

This report has been translated into English from the Italian original solely for the convenience of international readers. We have not examined the translation of the financial statements referred to in this report.

FINANCIAL STATEMENTS – REPORTS AT
31 DECEMBER 2015

TOSCANA AEROPORTI - INCOME STATEMENT

Amounts shown in thousand euro (€K)	N o t e s	2015	of which Related Parties	2014 (1)	of which Related Parties	2014 PRO- FORMA (2)
REVENUES						
Aviation revenues	1	82,403	799	47,864	-	77,744
Non-Aviation revenues	2	23,830	749	17,320	105	26,574
Revenues from construction services	3	18,616		6,589		9,442
Other revenue and income	4	5,005	153	1,813	146	3,226
TOTAL REVENUES (A)		129,855	1,701	73,586	250	116,986
COSTS						
Consumables	5	1,177		776		3,715
Cost of Personnel	6	39,094		22,089		37,887
Costs for services	7	40,099	49	26,389	-	38,914
Sundry operating expenses	8	1,927		795		988
Airport leases	9	5,269		3,871		4,251
Costs for construction services	10	17,802		6,276		8,993
TOTAL COSTS (B)		105,368	49	60,195	0	94,747
GROSS OPERATING MARGIN (A-B)		24,487		13,391		22,239
Amortization and write-downs	11	8,216		4,162		7,590
Provision for risks and repairs	12	4,678		1,724		2,618
Bad debt reserve	13	163		107		173
OPERATING EARNINGS		11,430	1,653	7,398	250	11,858
ASSET MANAGEMENT						
Financial income	14	2,244		241		653
Financial expenses	15	-1,531		-866		-2,053
Profit (loss) from equity investments	16	0		0		-
TOTAL ASSET MANAGEMENT		713		-625		-1,400
PROFIT (LOSS) BEFORE TAX		12,143		6,773		10,458
Year's taxes	17	-3,827		-2,679		-4,235
PROFIT/(LOSS) FOR THE YEAR		8,315.402		4,095		6,223
Earnings per share (€)	18	0.556		0.415		
Diluted earnings per share (€)	18	0.556		0.415		

(1) Please note that, in order to allow the reader to better compare the information disclosed in the 2015 Financial Report of Toscana Aeroporti, some information regarding 2014 has been altered. These changes have been considered as non-significant by the Company.

(2) For details on Pro-Forma 2014 information, see section "Merger by incorporation of Aeroporto di Firenze Spa" in the Explanatory Notes.

TOSCANA AEROPORTI - STATEMENT OF COMPREHENSIVE INCOME

Amounts shown in thousand euro (€K)	N o t e s	2015	2014	2014 PRO- FORMA (1)
PROFIT (LOSS) FOR THE YEAR (A)		8,315	4,095	6,223
<i>Other comprehensive profit/(loss) that will not be subsequently reclassified to the Income Statement:</i>				
- Profit (loss) arising from the determination of the Termination Benefit after tax	45	322	-295	-462
<i>Other comprehensive profit/(loss) that will be subsequently reclassified to the Income Statement:</i>				
- Profit/(Loss) arising from the redetermination of available-for-sale financial assets	23	0	554	489
<i>Total other profit (loss) before tax (B)</i>		<i>322</i>	<i>258</i>	<i>27</i>
COMPREHENSIVE PROFIT (LOSS) FOR THE YEAR (A) + (B)	42	8,638	4,353	6,250

(1) For details on Pro-Forma 2014 information, see section "Merger by incorporation of Aeroporto di Firenze Spa" in the Explanatory Notes.

STATEMENT OF FINANCIAL POSITION (amounts in €K)

ASSETS	Notes	31.12.2015	31.12.2014 (1)	31.12.2014 PRO- FORMA (2)
NON-CURRENT ASSETS				
INTANGIBLE ASSETS				
Concession rights	19	143,428	67,695	127,080
Industrial patent rights	20	316	169	366
Work in progress and advance payments	21	5,602	7,989	7,989
Total Intangible Assets		149,345	75,853	135,435
TANGIBLE ASSETS				
Land and buildings that can be freely assigned	22	2,122	826	827
Owned property, plant and equipment		24,052	20,208	25,571
Total Tangible Assets		26,174	21,034	26,397
EQUITY INVESTMENTS				
Equity investments in other entities	23	153	1,791	68
Investments in Subsidiaries	24	3,388	57	3,395
Investments in Associated Companies	25	380	380	380
Total Equity investments		3,921	2,228	3,843
FINANCIAL ASSETS				
Guarantee deposits	26	135	60	60
Receivables from others due beyond the year	27	2,270	2,237	1,958
Total Financial Assets		2,406	2,298	2,018
Prepaid taxes recoverable beyond the year	28	3,159	1,965	2,695
TOTAL NON-CURRENT ASSETS		185,005	103,377	170,388
CURRENT ASSETS				
Inventories	29	0	0	0
ACCOUNTS RECEIVABLE				
Other receivables from customers	30	18,994	13,473	20,026
<i>of which from Related Parties</i>		<i>668</i>	<i>30</i>	
Receivables from associated companies	31	181	364	364
Receivables from subsidiaries	32	162	230	230
Tax receivables	33	2,177	0	4,797
Receivables from others, due within the year	34	1,757	2,078	5,090
<i>of which from Related Parties</i>		<i>427</i>	<i>427</i>	
Total trade and sundry receivables		23,272	16,146	30,508
Cash and cash equivalents	35	31,417	24,792	36,183
TOTAL CURRENT ASSETS		54,689	40,938	66,690
TOTAL ASSETS		239,694	144,315	237,078

(1) Please note that, in order to allow the reader to better compare the information disclosed in the financial statement of Toscana Aeroporti at 31 December 2015, some information regarding 2014 has been altered. In particular, "Prepaid taxes paid within the year" have been reclassified in "Prepaid taxes paid beyond the year" or a value of € 842 K at Dec. 31, 2014. These changes have been considered as non-significant by the Company.

(2) For details on Pro-Forma 2014 information, see section "Merger by incorporation of Aeroporti di Firenze Spa" in the Explanatory Notes.

STATEMENT OF FINANCIAL POSITION (amounts in €K)

TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	Notes	31.12.2015	31.12.2014 (1)	31.12.2014 PRO-FORMA (2)
CAPITAL AND RESERVES				
Share Capital	36	30,710	16,269	30,710
Capital reserves	37	71,950	47,656	72,442
IAS adjustments reserve	38	-3,229	-3,229	-3,229
Fair value reserve	39	0	1,595	0
Profit/(Loss) carried forward	40	436	113	245
Profit/(loss) for the year	41	8,315	4,095	6,223
TOTAL SHAREHOLDERS' EQUITY		108,183	66,500	106,391
MEDIUM-LONG TERM LIABILITIES				
Provisions for liabilities and expenses	43	3,784	33	3,583
Provisions for repair and replacement	44	18,759	10,520	15,702
Termination benefits and other personnel-related provisions	45	6,232	4,013	6,975
Financial liabilities	46	40,534	24,700	35,323
Other payables due beyond the year	47	805	1,839	1,839
TOTAL MEDIUM-LONG TERM LIABILITIES		70,114	41,106	63,423
CURRENT LIABILITIES				
Bank overdrafts	48	0	0	10,500
Loans	49	4,502	2,068	3,476
Tax liabilities	50	9,852	5,736	7,038
Payables to suppliers	51	27,483	16,957	23,697
<i>of which from Related Parties</i>		<i>156</i>	<i>24</i>	
Payables to associated companies	52	1,661	20	20
Payables to social security institutions	53	2,521	1,671	2,772
Other payables due within the year	54	12,547	8,224	16,816
Provisions for repair and replacement	44	2,453	1,758	2,946
Advance payments	55	379	276	
Total trade and sundry receivables		47,044	28,905	46,250
TOTAL CURRENT LIABILITIES		61,398	36,709	67,264
TOTAL LIABILITIES		131,512	77,815	130,687
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY		239,694	144,315	237,078

(1) Please note that, in order to allow the reader to better compare the information disclosed in the financial statement of Toscana Aeroporti at 31 December 2015, some information regarding 2014 has been altered. In particular, the item "Bank overdraft and loans" has been reclassified into two separate items. The item "Bank overdraft" refers to the use of short-term credit lines obtained from banks and the item "Loans" refers to the current portion of "Financial liabilities". In addition, € 124 K have been reclassified into it, "Other payables due within the year" postes at Dec. 31, 2014 as "Payables to suppliers". These changes have been considered as non-significant by the Company.

(2) For details on Pro-Forma 2014 information, see section "Merger by incorporation of Aeroporto di Firenze Spa" in the Explanatory Notes.

STATEMENT OF CHANGES IN SHAREHOLDERS' EQUITY
(amounts shown in €K)

	SHARE CAPITAL	SHARE PREMIUM RESERVE	LEGAL RESERV E	STATUT ORY RESER VES	OTHER RESERVES	IAS ADJUST MENTS RESER VE	FAIR VALUE RESERVE	TOTAL RESULT RESERVES	TOTAL S.E.
S.E. at 31 December 2013	16,269	18,941	2,207	24,160	502	-3,229	1,106	3,116	63,071
NET YEAR'S PROFIT (LOSS)	-	-	-	-	-	-	-	4,095	4,095
TOT. OTHER COMPON. OF COMPREH. IS	-	-	-	-	-	-	489	-267	222
TOTAL COMPREHENSIVE PROFIT (LOSS)	-	-	-	-	-	-	489	3,827	4,316
PROFIT ALLOCATION	-	-	137	1,711	-	-	-	-1,848	-
DIVIDENDS	-	-	-	-	-	-	-	-887	-887
TOTAL ITEMS DIRECTLY SHOWN IN S.E.	-	-	137	1,711	-	-	-	-2,735	-887
S.E. at 31 December 2014	16,269	18,941	2,344	25,871	502	-3,229	1,595	4,208	66,500
NET YEAR'S PROFIT (LOSS)	-	-	-	-	-	-	-	8,315	8,315
TOT. OTHER COMPON. OF COMPREH. IS	-	-	-	-	-	-	-	322	322
TOTAL COMPREHENSIVE PROFIT (LOSS)	-	-	-	-	-	-	0	8,638	8,638
PROFIT ALLOCATION	-	-	205	5	-	-	-	-210	-
DIVIDENDS	-	-	-	-	-	-	-	-3,885	-3,885
FAIR VALUE RES. FROM SALE OF ADF SHARES	-	-	-	-	-	-	1,595	-	-1,595
CAPITALE INCREASE FOR MERGER BY INCORPORATION OF ADF	14,441	-	-	-	-	-	-	-	14,441
OTHER DETAILS REGARDING MERGER BY INCORPORATION OF ADF	-	-	-	-	24,948	-	-	-	24,948
TO RESERVE FOR CAPITAL INCREASE	-	-	-	-	864	-	-	-	-864
TOTAL ITEMS DIRECTLY SHOWN IN S.E.	14,441	-	205	5	24,084	-	1,595	-4,095	33,045
S.E. at 31 December 2015	30,710	18,941	2,548	25,876	24,586	-3,229	0	8,751	108,183

STATEMENT OF CASH FLOWS

Euro K	2015	2014
OPERATING ACTIVITY		
Profit for the period	8,315	4,095
<i>Adjusted for:</i>		
- Amortization	8,216	4,162
- Other provisions and impairment losses	2,564	1,278
- Change in the provision for liabilities and expenses	(190)	(841)
- Net change in termination benefit and other provisions	(367)	(251)
- Financial expenses for the year	1,531	866
- Investment income	(1,638)	-
- Net changes in deferred taxes	(548)	(31)
- Year's taxes	3,827	2,679
<i>Cash flows of operating activities before changes in the working capital</i>	<i>21,710</i>	<i>11,956</i>
- (Increase)/decrease in trade receivables	1,033	788
- (Increase)/decrease in other accounts receivable and current assets	5,454	1,059
- Increase/(decrease) in payables to suppliers	3,806	(1,687)
- Increase/(decrease) in other payables	(113)	1,113
<i>Cash flows of operating activities before changes in the working capital</i>	<i>10,180</i>	<i>1,273</i>
Liquid assets generated by operating activities	31,890	13,229
- Interest payable paid	(1,067)	(428)
- Taxes paid	(4,255)	(1,574)
Cash flow generated by operating activities	26,568	11,228
INVESTMENT ACTIVITIES		
- Cash and cash equivalents brought in with the incorporation of AdF	11,754	0
- Purchase of tangible assets	(3,468)	(1,463)
- Sale of tangible assets	129	-
- Purchase of intangible assets	(18,952)	(6,130)
- Non-current receivables	(80)	2,181
- Realizable value from sale of stakes	1,766	-
Cash and cash equivalents generated by the investment activity	(8,850)	(5,412)
CASH FLOW FROM OPERATIONS	17,718	5,816
FINANCIAL ASSETS		
- Dividends paid	(6,830)	(887)
- Short-/long-term loans taken out	10,000	9,186
- (Repayment of) short-/long-term loans	(14,263)	(1,886)
Net cash flow generated by/(used for) investments	(11,093)	6,412
Increase / (decrease) in available cash and cash equivalents	6,625	12,228
Cash and cash equivalents at beginning of period	24,792	12,564
Cash and cash equivalents at end of period	31,417	24,792

EXPLANATORY NOTES - FINANCIAL STATEMENTS AT
31 DECEMBER 2015

EXPLANATORY NOTES - FINANCIAL STATEMENTS AT 31 DECEMBER 2015

INTRODUCTION

Toscana Aeroporti S.p.a. (hereinafter also the “Company” or “TA”) is a joint-stock company having its registered office at the Office of the Register of Companies of Florence since 1st June 2015, originated from the Merger by Incorporation into “Società Aeroporto Toscana Galileo Galilei S.p.a.” (Pisa Airport) with Aeroporto di Florence S.p.a. The main activities of the Group are described in the Report on Operations.

These Financial Statements for the year 2015 amount in thousand euros (€K) as this is the currency used by TA for most transactions.

TA's Financial Statements have been audited by PricewaterhouseCoopers S.p.A.

STRUCTURE AND CONTENT OF STATEMENTS AND REPORTS

The 2015 Financial Statements of TA have been prepared in compliance with the applicable International Accounting Standards (IAS/IFRS) in force at that date, as issued by the International Accounting Standards Board and approved by the European Union, as well as in compliance with the measures issued to implement art. 9 of Leg. Dec. no. 38/2005 (Consob Resolution no. 15519 of 27 July 2006 concerning measures on corporate reporting, Consob Resolution no. 15520 of 27 July 2006 concerning changes and additions to the Issuers' Regulation adopted with Resolution no. 11971/99, Consob's Notice no. 6064293 of 28 July 2006 concerning corporate information and disclosures pursuant to art. 114, paragraph 5, of Leg. Dec. no. 58/98. Furthermore, we considered the International Financial Reporting Interpretations Committee (“IFRIC”), formerly Standing Interpretations Committee (“SIC”).

FORMAT OF FINANCIAL STATEMENTS

The forms used for the year's financial statements of TA at 31 December 2015 have been prepared by using the updated version of IAS 1 “Presentation of Financial Statements” approved with Regulation no. 1274/2008 issued by the European Commission on 17 December 2008 and effective from 1 January 2009.

As regards the format of financial statements, the Company decided to present the following types of consolidated statements: Statement of Financial Position, Income Statement, Statement of Comprehensive Income, Statement of Changes in the Consolidated Shareholders' Equity, Statement of Cash Flows and Explanatory Notes. In their turn, Assets and Liabilities have been shown in the Balance Sheet based on their classifications as current and non-current.

Income Statement

The Income Statement is presented with classifications by nature, as this is considered to be the most significant classification method for the best disclosure of the earnings of the Company.

Furthermore, the Income Statement, pursuant to Consob's Resolution no. 15519 of 27 July 2006, reflects the effects of relationships with related parties directly in cost and revenue items.

Statement of Comprehensive Income

In order to present additional information on its earnings, the Company chose to prepare two separated statements: the “Income Statement”, which includes the operating result for the period, and the “Statement of Comprehensive Income”, which includes both the operating result for the period and changes in the Shareholders’ Equity relating to revenue and expense accounts, which, as specified in international accounting standards, are recognised among the components of the Shareholders’ Equity. Since January 1, 2013, the Statement of Comprehensive Income is presented with details of Other Comprehensive Profits and Losses to distinguish between profits and losses that will be reclassified in the income statement in the future and profits and losses that will never be reclassified in the income statement.

Statement of Cash Flows

The Statement of Cash Flows is presented subdivided into cash flow formation areas. The Financial Report adopted by TA has been prepared by using the indirect method. Cash and cash equivalents included in the cash flow statement include the balance values of said items at the reference date. Income and expenses concerning interests, dividends received and income taxes are included in the financial flows generated by operations. Pursuant to Consob Resolution no. 15519 of 27 July 2006, we specify that the cash flow statement does not show the financial flows regarding relationships with related parties, because they are not considered significant.

Statement of Changes in the Consolidated Shareholders’ Equity

The statement of Changes in the Consolidated Shareholders’ Equity is presented as required by international accounting standards, with separated items for the year’s result and each revenue, income, charge and expense not passed in the income statement or in the statement of comprehensive income, but directly recognised in the Shareholders’ Equity based on specific IAS/IFRS accounting standards.

ACCOUNTING PRINCIPLES AND VALUATION CRITERIA

The accounting principles and valuation criteria adopted in the preparation of the Financial Report at 31 December 2015 are described below.

The financial statements have been prepared on a historical-cost basis, modified as required for the measurement of certain financial instruments. The Directors assessed whether it was appropriate to prepare the consolidated financial statements on a going-concern basis and concluded that the requirements for so doing had been met in that there were no doubts as to the Company’s ability to remain a going concern.

Intangible assets

Concession rights reflect the Concessionaire’s right to use the asset (the so-called intangible asset method) under a concession, in consideration of the costs incurred for the design and construction of the asset, with the obligation to return it at the end of the concession. Concession rights are recognised in the balance sheet based on the fair value (estimated in the cost incurred, including financial expenses, in addition to a 5% mark-up, which reflects the estimate of the remuneration of internal costs for the general coordination activity in the execution of TA works) of intangible assets related to the construction and expansion of assets listed in the IFRIC 12 framework.

The principle for the determination of the fair value stems from the fact that the Concessionaire has to comply with section 12 of IAS 18; therefore, if the fair value of the services received (in this case, the right to use the infrastructure) cannot be determined reliably, the revenue is determined based on the fair value of the services provided (fair value of the actual building services).

Construction services in progress at year-end are valued on the basis of the progress of works, as required by IAS 11, and this valuation converges in the Income Statement item "Revenue from construction services".

Restoration or replacement activities are not capitalized and converge in the estimate of the provision described below.

Assets under concession are depreciated over the entire duration of each individual concession - a method that reflects the assumption that the future economic benefits of the asset will be used by the Concessionaire. Considering that the Pisa airport is a military airport opened to civil traffic, assets under concession also include the investments made by the Holding in the shared flight infrastructures that belong to the Air Force.

The provision for impairment and the provision for restoration or replacement expenses, globally considered, ensure an adequate coverage of the following charges:

- free assignment to the State upon expiration of the concession of the assets that can be freely assigned with a useful life exceeding the term of the concession;
- restoration and replacement of the components subject to wear and tear of the assets under concession;
- recovery of the investment, even in connection with the new works contemplated in financial plans.

Should events take place that support the assumption of an impairment of the value of said Intangible assets, the difference between the book value and the related "recovery value" is recorded in the income statement.

An intangible asset purchased or produced internally is recognised in the assets, as required by IAS 38, only if it can be identified, controlled, and it can be reasonably predicted to have general economic future benefits and its cost can be determined reliably.

Intangible fixed assets with an indefinite life are valued at purchase or production cost, after deducting the related amortization and impairment. Amortization is parameterized with the period of their estimated useful life and starts when the asset is available for use. The amortization criteria adopted for the different items of intangible assets are:

- industrial patent rights and use of intellectual property: 2 years;
- multi-year expenses: 5 years or with reference to the different useful life, if shorter;
- concession rights: based on the remaining years of the concession (expiry in 2046 for the Pisa airport and in 2043 for the Florence airport).

The Company elected to maintain the historical purchase cost, as an alternative to fair value, as valuation criterion for tangible assets after their initial recording.

Work in progress is valued at cost, based on the contract steps reached, as defined with the supplier, and are amortized starting from the year when they are actually used.

If, regardless of the amortization already accounted for, there is an impairment, the asset is written down accordingly; if, in subsequent years, the assumption of the impairment ceases to exist, the original value is restored, adjusted with the sole amortization.

Development costs can be capitalized provided that the cost is reliable, can be determined and the asset can be shown to be capable of producing future economic benefits.

Research costs are recorded in the Income Statement in the period when they are incurred.

No intangible assets with an indefinite useful life have been recognised in the balance sheet.

Tangible Assets

Property, plant, machinery

Property, plant, and machinery are recognised at purchase cost (in particular, according to this principle, the value of land and of the buildings built on it are separated and only the building is depreciated) and the cost includes ancillary charges and direct and indirect costs for the share reasonably attributable to the asset. For an asset that justifies its capitalization, the cost also includes financial expenses that can be directly attributed to the acquisition, construction or production of the same asset.

Whenever the individual components of a tangible asset have different lives, they are disclosed separately so as to be depreciated in accordance with their relative duration ("component approach").

The costs incurred after the purchase are capitalized only if they increase the future economic benefits of the asset to which they are referred. All the other costs are recognised in the income statement when they are incurred. Tangible assets in progress are valued at cost and depreciated starting from the year when they are actually used.

Fixed assets are systematically depreciated every year on a straight-line basis, based on economic-technical rates determined in connection with the residual possibilities of use of the assets.

The tax rates applied are:

✓	Property:	4% (25 years)
✓	Plant and machinery:	10% (10 years)
✓	Industrial and commercial equipment:	10% (10 years)
✓	Electronic machines:	20% (5 years)
✓	Furniture and office equipment:	12% (9 years)
✓	Trucks:	25% (4 years)
✓	Cars:	20% (5 years)

Investments made before 1997 on assets that can be freely disposed of, have been depreciated based on the shorter between the term of the concession (40 years) and the useful life of individual assets.

Ordinary maintenance costs are fully debited to the Income Statement. Incremental maintenance costs are attributed to the assets to which they refer and depreciated in connection with their residual possibility of use.

Profits and losses arising from transfers or sales of assets are determined as a difference between the sale revenue and the net book value of the asset and are recognised in the income statement of the year.

Impairment

At each balance sheet date, TA reviews the carrying value of its tangible and intangible assets to determine whether there are indications that they have been impaired. When this appears to be the case, the recoverable amount of said assets is estimated to determine the amount to be written down (impairment test). When it is not possible to estimate the recoverable value of each individual asset, TA estimates the recoverable amount of the cash-generating unit to which the asset belongs.

The recoverable amount is the greater between the net sales price and the value in use. In determining value in use, estimated future cash flows are discounted at their current value using a rate gross of taxes that reflects the market's current valuation of the current value of money and the specific risks of the activity.

If the recoverable amount of an asset (or a cash-generating unit) is estimated to be lower than the related carrying amount, the carrying amount of the asset will be reduced to

the lower recoverable value . An impairment is immediately recognised in the income statement.

When the circumstances requiring a write-down no longer exist, the carrying amount of the asset (or of the cash-generating unit) is adjusted upward to its new estimated recoverable amount which, however, does not exceed what the net carrying amount would have been, had the impairment not been recognized. The recovery of the value is immediately recognized in the income statement.

Leased assets

The assets owned with a finance lease through which all the risks and benefits associated with ownership are substantially transferred to the Group, are recognised as assets owned at their current value or, if lower, at the current value of the minimum payments due for the leasing. The corresponding liability due to the lessor is posted among financial liabilities in the balance sheet. Assets are amortized by using the criterion and tax rates used for owned assets.

The leases where the lessor substantially maintains all the risks and benefits associated with the ownership of assets are classified as operating leases. Costs referred to operating leases are linearly recognised in the income statement for the entire of the leasing agreement.

Equity investments in other entities

Equity investments in other entities that consist of non-current financial assets not to be used for trading activities (so-called equity investments available for sale) are booked at fair value at the transaction date. Gains and losses arising from any subsequent fair value changes based on market prices are recognized directly in equity until the investments are sold or suffer impairment. When such assets are sold, all gains and losses previously recognized in equity are recognized through profit or loss for the period. When an asset becomes impaired, the accumulated losses are recognized in the income statement.

Available-for-sale assets are regularly tested to determine whether there is objective evidence that they may have become impaired. Whenever there is objective evidence that the asset is impaired, the cumulative loss that had been recognized in equity is removed from equity and recognized through profit or loss, even though the financial asset has not been eliminated. If the grounds for the impairment loss cease to apply at a later date, the loss is recovered through equity.

Equity investments in other minor entities for which market prices are not available are recognized at cost, written down for impairment as necessary.

Investments in associates and related companies

The equity investments in associates and subsidiaries on which TA has a significant influence are recognized at their cost adjusted for impairments.

The equity investments in associates and subsidiaries are checked every year or more, if necessary, to assess any impairment. If there is evidence that said equity investments have been impaired, their impaired value is recognized in the Income Statement as impairment. If, subsequently, the impairment ceases to apply or is reduced, the recovered value is posted in the Income Statement within the limits of the cost.

The other investments for which the fair value is not available are valued at purchase or subscription cost, and impaired, if appropriate.

The Directors believe that the TA Group has a very significant influence on Alatoscana S.p.a. (the Elba Island airport), also for the presence of a share that has become lower than 20% only since the end of 2013. In particular, this influence is due to the corporate layout and to the possibility of affecting its financial and operating policies.

Financial Assets

TA's financial assets are booked at fair value. Financial assets consisting of receivables are valued at their estimated realizable value.

Inventories

TA has no inventories.

Trade and Sundry Receivables

Accounts receivable are booked at their face value, adjusted according to their estimated realizable value, by booking a provision for bad debt, in order to approximate their fair value. This provision is determined based on the recovery values determined by analysing the individual positions and the global risk of all receivables. Since the collection of the consideration is not deferred beyond the normal commercial terms used with clients, it was not necessary to use the discounting of credit.

Derivative instruments and hedge accounting

No such items are recorded in these Financial Statements.

Cash and cash equivalents

The "Cash and cash equivalents" item includes cash, bank current accounts and deposits repayable on demand (postal current accounts held with post offices) that, due to their nature, are not subject to significant changes in value.

Financial liabilities

These are bank overdrafts and loans. Loans are initially recognised at the cost represented by the fair value of the value initially received net of loan acquisition ancillary charges. After the initial recognition, loans are recognized according to the amortized cost criterion by using the effective interest rate method.

Loans are classified under current liabilities unless the Company has the unconditional right to defer the redemption of the liability for at least 12 months after the applicable date.

Provisions for liabilities and charges

TA recognises provisions for risks and liabilities when it has a legal or implicit obligation to third parties and probably the Company will have to use resources to comply with that obligation and when a reliable estimate can be made of the amount of the same obligation.

Changes in the estimates are reflected in the income statement for the period when the change occurred.

If the effect is significant, the provisions are calculated by discounting back future estimated cash flows at a pre-tax discount rate, such as to reflect the current market valuation of the current value of money and specific risks connected with liabilities.

Provisions for restoration or replacement of assets under concession

As described above, in accordance with the requirements introduced by IFRIC 12, the concessionaire is not entitled to recognize the infrastructure as property, plant and equipment and the accounting of the work done on the infrastructure differs depending on its nature. More specifically, they are distinguished into two categories:

- work that can be classified as normal maintenance of the infrastructure; and
- replacement and maintenance of the infrastructure scheduled in a future date.

- While the former category refers to the ordinary maintenance of the infrastructure, which is recognized in the income statement when incurred, including after the adoption of IFRIC 12,
- the latter, considering that IFRIC 12 does not require the recognition of the physical asset, but of a right, should be recognized in accordance with IAS 37 - Provisions, Contingent Liabilities and Assets, which requires:
- on one hand, that a provision be booked in the income statement consisting of an operating component (including any effect arising from changes in the discount rate) and a financial component,
- on the other hand, the recognition of a provision for charges in the balance sheet.

Therefore, in accordance with the obligations established by individual concession agreements, the "Provision for restoration or replacement of assets under concession" includes the greater estimated present value of the expenses accrued at year-end for maintenance scheduled in future years and aimed at ensuring the required functionality, operation and safety of all the assets under concession based on the information available at the balance sheet date.

Pension funds and employee benefits

Since IFRS have been adopted, the TI accrued until 31 December 2006 is considered as a defined benefit obligation to be recognised as recommended by IAS 19 - "Employee Benefits", so its amount must be recalculated using the so-called "Projected Unit Credit Method" by making actuarial valuations at the end of the reference period.

We point out that TA, during the first application, had decided not to use the so-called "corridor method", and therefore recognise said actuarial components in the income statement.

Starting from the third quarter 2013, TA applied in advance the revised IAS principle no. 19 published in the Official Journal on 6 June 2013).

The amendment made to IAS 19 - "Employee Benefits" eliminates the option to defer the recognition of actuarial gains and losses with the corridor method and required, instead, that the deficit or surplus of the entire provision be presented in the statement of financial position, while the labour cost components and net financial expenses should be recognized separately in the income statement, with actuarial gains and losses deriving from the re-measurement of the liability and asset being recognized as items of the Statement of Comprehensive Income. Furthermore, the return on assets included in net financial expenses is determined on the basis of the discount rate of the liabilities, and no longer on the return expected from them.

Deferred/prepaid taxes

Deferred/prepaid taxes are determined on the basis of the taxable temporary differences existing between the value of assets and liabilities and their tax value and are classified among non-current assets. Prepaid taxes are booked only to the extent that adequate future taxable bases are likely to exist against which the credit balance can be used. The value of deferred tax assets reportable in the balance sheet is audited on an annual basis. Deferred tax liabilities are determined based on tax rates expected to be used in the year when said deferrals take place, considering the applicable or subsequent tax rates.

Current and deferred tax assets and liabilities are offset when the income taxes are applied by the same tax authority and there is a legal right to offset them. Deferred tax assets and liabilities are calculated by using the tax rates that are expected to be applied in the legal system of the country where TA operates, in the years when temporary differences will be realized or paid off.

Accounts payable

Accounts payable are booked at their face value, considered to be representative of their discharge value.

Revenues

The operating activity of the Group essentially consists in the provision of services.

Revenues are recognised on an accrual basis to the extent that their fair value can be reliably determined

and the related economic benefits are likely to be enjoyed. According to the type of transaction, revenues are recognised based on the following specific criteria:

a) revenues for sales of assets when the significant risks and benefits of the ownership of the same assets are transferred to the buyer;

b) revenues for services based on the completion stage of the assets. Amounts are determined based on airport fees (regulated and free). Considering the short-term nature of revenues, there is no need to make any discounting or consider the option of identifying a progress percentage.

c) Leases receivable and royalties during the maturity period, based on the contract agreements signed;

d) interest income (as well as interest expenses) is recognized on an accrual basis, determined on the value of the related financial assets/liabilities by using the effective interest rate method.

TA does not defer collection terms in excess of the normal market terms, so there is no need to distinguish between a commercial component and a revenue interest component, as specified by IAS 18.

Revenues from construction services

Revenue accrued during the period from building activities are recorded in connection with the progress of works according to the “completion percentage” criterion and based on the costs incurred for said activities, plus a 5% mark-up representing the remuneration of the internal costs for the general coordination of works carried out by the Holding.

Contributions

The contributions received from the State or Local Bodies for investments in fixed assets are booked at the time when the right of collection becomes certain, in compliance with IFRIC 12, as an unconditional right to receive a consideration regardless of the actual use of the same infrastructure (financial asset method).

Costs

Costs are recognized in the income statement when they are actually incurred, if their amount can be objectively determined, and when it is possible to verify that the company has incurred such costs on an accrual basis.

Financial expenses

Financial expenses are recorded on an accrual basis and include interests payable on financial debts determined by using the effective interest rate method and exchange rate differences payable. Financial expenses also include the financial component of the annual provision for repair.

The financial expenses incurred for investments in assets for which a given period of time normally elapses to make the asset ready for use are capitalized and amortized along the useful life of the related class of assets to which they refer.

Dividends

The dividends in the year's income statement, earned by minority interest, are booked on an accrual basis, that is to say at the time when the related credit right has arisen after the resolution for distribution made by the associate.

Income taxes

They are booked based on the gross year's result, for the taxable portion, in compliance with the applicable provisions, taking into account all the applicable exemptions.

Taxes have been subdivided into current taxes, determined on the taxable portion of the year, and deferred taxes (receivable or payable) concerning the taxable portion of subsequent years.

Foreign currency translation criteria

Receivables, payables and any short-term provisions denominated in foreign currency are initially recognized by using the exchange rates ruling at the date of their inception and, if still existing at December 31st, they are stated in the balance sheet at the exchange rate ruling at year-end, charging the exchange gains/losses to the income statement.

Exchange rate differences are of a financial nature, so they are classified in the income statement as finance income because they are not strictly linked to the sale transaction, but express the fluctuation over time of the currency chosen for the transaction, when the transaction has been concluded.

Use of estimates

We are now going to summarize the critical valuation processes and key assumptions used by the Group in the application of IFRS, which may significantly affect the values recorded in the financial report or for which there is a risk that significant differences may emerge compared to the book values of future assets and liabilities.

As already indicated in the Report on Operations, we point out, in this context, that the situation caused by the present global economic and financial crisis implied the need to make assumptions concerning future trends characterized by a significant uncertainty. Consequently, we cannot exclude that the results actually achieved next year might considerably differ from the estimates, and therefore could require adjustments, even significant ones, of the book value of the associated items, which at present may clearly not be foreseen or estimated.

Recoverable value of non-current assets

Non-current assets include: Property, plant and equipment, Other intangible assets, Real estate investments, Equity investments and Other financial assets. TA periodically reviews the book value of its non-current assets held and used and of the assets to be disposed of when events and circumstances so require. When the book value of a non-current asset has been impaired, TA writes it down for a value corresponding to the difference between the book value of the asset and its value that can be recovered through use or sale, determined by making reference to the cash flows of the most recent corporate plans.

Provision for repair

For the assets held under concession, a special provision has been allocated for the maintenance and restoration work that will be required over time and recorded in the Assets as these assets held under concession must be returned to the State in perfect operating conditions at the end of the concession term.

Funds are allocated to this provision for restoration on an annual basis based on a technical assessment and estimate of future liabilities that will be incurred for the cyclic maintenance required to keep the assets in the required conditions before being

returned for free at the end of the concession term. The provision will be used during the period for the actual maintenance required.

Current taxes

The determination of tax liabilities requires the Management to assess amounts by considering the transactions that have uncertain fiscal implications at year-end. TA recognizes the liabilities that could derive from future inspections by the tax authority based on the estimate of due taxes. Any result of a tax assessment that differs from the Management's estimates may significantly affect current and deferred taxes.

Pension schemes and other post-employment benefits

Employee termination benefits or indemnities and net financial expenses are valued by using an actuarial method that requires the use of estimates and assumptions for the determination of the net value of the obligation. The actuarial method considers financial parameters such as, for example, the discount rate and salary growth rates, and considers the probability of occurrence of potential future events through the use of demographic parameters like mortality rates or employee resignation or retirement rates. The assumptions used for the assessment are detailed in the section entitled "Termination benefits and other personnel-related provisions".

Provision for bad debt

The provision for bad debt reflects the Management's estimate of the expected losses connected with the customer portfolio. Based on past experiences, provisions are allocated for expected losses on receivables (bad debt). The Management carefully monitors the quality of the customer portfolio and the current conditions and forecast of the economy and markets. Estimates and assumptions are periodically reviewed and the effects of each change are reflected in the Income Statement for the period.

Potential liabilities

TA ascertains liabilities from pending litigation and legal actions when it deems it likely to face a financial disbursement and when the amount of the deriving loss can be reasonably estimated. If a financial disbursement becomes possible but its amount cannot be determined, this fact is disclosed in the Notes. TA is a party in legal actions and tax assessments concerning complex and difficult legal issues that are characterized by a different degree of uncertainty, including facts and circumstances regarding each case, jurisdiction and different applicable law. Considering the uncertainty of these issues, it is difficult to predict the disbursement that will be required by said controversies, so the value of provisions for litigation and the like may vary substantially after future developments in ongoing proceedings.

TA monitors the status of ongoing legal actions and litigation with the aid of legal consultants and tax advisors.

NEW ACCOUNTING STANDARDS, AMENDMENTS AND INTERPRETATIONS APPLIED SINCE 1 JANUARY 2015

Effective from 1 January 2015, some amendments have been applied as introduced by international accounting standards and interpretations, none of which, however, determined a significant effect on TA's financial statements. The main differences are illustrated below:

- IAS 19 - "Employee Benefits" Revised: the changes made to IAS 19 on 21 November 2013 allow (but do not define as mandatory) the accounting in reduction of the "current service cost" of the period of the contributions paid by employees or by third parties, that are not related to the number of years of service, in lieu of the allocation of said contributions along the time span when the service has been rendered. These contributions must fulfil the following conditions: (i) be indicated in the formal conditions of the plan; (ii) be connected with the service rendered by the employee; (iii) be independent on the number of years of service of the employee (e.g. contributions are a fixed percentage of the remuneration or a fixed amount for the entire term of the labour contract or correlated with the age of the employee);
- on 12 December 2013, IASB issued a set of proposals for changes to some accounting standards, summarised below:
 - a) IFRS 13 "Fair Value Measurement": the changes clarify that the exemption that allows an entity to value groups of financial assets and liabilities at fair value applies to all contracts, including non-financial agreements, and there is still the option to account for short-term trade receivables and payables without recognising the effects of discounting, if that said effects are not material.
 - B) IAS 16 "Property, plant and equipment" and IAS 38 "Intangible assets": both standards have been revised to clarify that the recoverable value and the useful life are treated if the entity is making a revaluation;

AMENDMENTS AND INTERPRETATIONS EFFECTIVE SINCE 1st JANUARY 2015 AND NOT RELEVANT FOR THE COMPANY

The following amendments and interpretations, effective from 1st January 2015, regulate situations and cases that are not relevant to the Group at this balance sheet date:

- On 12 December 2013, IASB issued a set of proposals to amend some accounting standards, summarised below:
 - a) IFRS 2 "Share-Based Payments": the modification clarifies the definition of "vesting conditions" and separately defines "performance conditions" and "service conditions";
 - b) IFRS 3 "Business Combinations": the modification clarifies that an obligation to pay a consideration in a business combination that meets the requirements to be defined as a financial instrument is classified in the balance sheet as a financial liability based on IAS 32 "Financial Instruments: presentation". Furthermore, the revision clarifies that the standard examined does not apply to joint ventures and joint arrangements regulated by IFRS 11;
 - c) IFRS 8 "Operating Segments": this standard was amended as regards the information requirements for the case where different operating segments, with common economic characteristics, are to be combined;
 - d) IAS 40 "Investment Property": the revision of the standard regards the interaction between the provisions of IFRS 3 "Business combinations" and those of this standard where the acquisition of property is considered as a business combination.

ACCOUNTING STANDARDS, AMENDMENTS AND INTERPRETATIONS NOT YET APPLICABLE

Starting from the years begun on or after 1st January 2016, the following accounting principle is applicable:

- On 12 May 2014, IASB issued amendments to IAS 16 and IAS 38 "Clarification of Acceptable Methods of Depreciation and Amortisation", which consider inappropriate the adoption of a revenue-based method of amortisation. As regards exclusively

intangible assets, that indication is considered a relative assumption that can be overcome only if one of the following circumstances arise: (i) the right of use of an intangible asset and related to reaching a preset threshold of revenue to be produced; or (ii) when it can be demonstrated that realizing revenues and using the economic benefits of the asset are highly correlated.

At the date of these financial statements, the competent bodies of the European Union have not yet concluded the ratification process required for the adoption of the following accounting principles and amendments:

- On 6 May 2014, IASB issued some amendments to IFRS 11 "Joint arrangements: Accounting for Acquisitions of Interests in Joint Operations" to clarify the accounting for acquisitions of an interest in a joint operation when the operation constitutes a business. The amendments are retrospectively applicable for the fiscal years beginning on or after 1 January 2016. Anticipated application is permitted.
- In May 2014, IASB and FASB jointly published IFRS 15 - "Revenue from Contracts with Customers". The purpose of that principle is to improve the disclosure of revenues and their comparability between different balance sheets. The new principle can be applied retrospectively for the fiscal years beginning on or after 1 January 2017. Anticipated application is permitted.
- On 24 July 2014, IASB finalized the project of revision of the accounting standard on financial instruments by issuing the complete version of IFRS 9 "Financial Instruments". More specifically, the new provisions of IFRS 9: (i) modify the model for the classification and assessment of investments; (ii) introduce a new method for the write down of investments, which keeps into account expected credit losses; and (iii) modify hedge accounting provisions. The provisions of IFRS 9 are effective starting from the periods that will start on or after January 1st, 2018.
- On 12 August 2014, IASB published an amendment to IAS 27 Revised "Separate Financial Statements": this amendment will be effective from 1 January 2016 and will allow an entity to use the Shareholders' Equity method to account investments in subsidiaries, joint ventures and associated companies in the separated financial statements.
- In September 2014, IASB amended IAS 28 "Investments in Associates and Joint Ventures" and IFRS 10 - Consolidated Financial Statements" with the intention of resolving an inconsistency in the treatment of the sale or contribution of assets between an investor and its associate or joint venture. After the changes made, the profit or loss is totally recognised when the transaction regards a business. These changes would be applicable effective from 1 January 2016, but in January 2015 the decision has been made to defer this effectiveness date to wait until certain inconsistencies are resolved in some sections of IAS 28.
- Annual changes to IFRS 2012-2014: on 25 September 2014, IASB published a number of amendments to some international accounting standards applicable from 1 January 2016. The changes concern:
 - (i) IFRS 5 "Non-current assets held for sale and discontinued operations";
 - (ii) IFRS 7 "Financial Instruments: Additional Information";
 - (iii) IAS 19 "Employee Benefits";
 - (iv) IAS 34 "Interim Financial Reporting".

As regards the first point, the amendment clarifies that balance sheet data do not need to be booked when an asset or a group of assets available for sale is reclassified as "held for distribution", or vice versa.

As regards IFRS 7, the amendment establishes that if an entity transfers a financial asset "in such a way that part or all of the financial assets do not qualify for derecognition", then the entity is required to disclose information concerning its involvement in the transferred asset.

The amendment proposed to IAS 19 clarifies that in determining the discount rate of the obligations arising after employment, it is the currency in which the obligations are denominated that matters rather than the State where they are located.

The amendment proposed to IAS 34 requires the indication of cross-references between the data disclosed in the interim financial reports and the associated information.

- On 18 December 2014, IASB issued an amendment to accounting standard IAS 1 "Presentation of Financial Statements". The change, applicable beginning on 1 January 2016, provides clarifications on the aggregation or disaggregation of balance sheet items if their amount is relevant or "material". More specifically, the amendment to the standard requires the entity not to aggregate items with different characteristics nor disaggregate items that make the information and reading of the balance sheet difficult. Furthermore, as regards the recognition of the financial position of an entity, the amendment clarifies the need to disaggregate some items required by sections 54 (financial position) and 82 (income statement) of IAS 1.
- On 18 December 2014, IASB amended IFRS 10 "Consolidated Financial Statements" and IAS 28 "Investments in associates and joint ventures".

As regards the first point, the amendment clarifies that the exemption from presenting consolidated financial statements applies to a parent company that is, in its turn, a subsidiary of an investment entity, when the latter measures all its subsidiaries at fair value.

As to IAS 28, this principle was amended for interests held in associates or joint ventures that are "investment entities", which can be valued with the equity or fair value method.

These changes can be applied beginning from 1 January 2016.

TA will adopt said new standards, amendments and interpretations based on the effectiveness date specified and will assess their potential impact when these will be ratified by the European Union.

MERGER BY INCORPORATION OF "AEROPORTO DI FIRENZE S.P.A."

The Merger is part of the industrial and strategic plan already disclosed to the market with the joint press release published by SAT and AdF on 16 October 2014 with the aim of combining SAT and AdF in compliance with the requirements of the National Airport Plan for a single management of the Florence and Pisa airports, to be qualified as "airports of national strategic interest".

The strategic objective is to create a best-in-class Tuscan airport system, due to become one of the main Italian airport hubs. The integration project aims at maximising the coordinated development of the Pisa Galilei and Florence Vespucci airports by expanding the offer of destinations reached, increasing the number of seats offered on each individual route, increasing the number of airlines operating in the system by improving the airport infrastructures to meet the traffic volumes expected in the two airports based on their Airport Development Plans (ADP).

On 19 December 2014, the Boards of Directors of "Società Aeroporto Toscano Galileo Galilei S.p.a." ("SAT", now "Toscana Aeroporti S.p.a.") and "Aeroporto di Firenze S.p.a." ("AdF") approved the project for the merger by incorporation of AdF into SAT and the preparatory documentation for the transaction. At its first call, the Extraordinary Shareholders' meeting held on 10 February 2015 approved the merger by incorporation of AdF into SAT. The Shareholders also delegated the Board of Directors, pursuant to art. 2443 of the Civil Code, to increase the share capital with the exclusion of the option right after the merger has become effective.

The Merger will ensure a single strategic direction of the System, which will allow for economies of scale and generated value to be used to finance the investments required to support the growth plans of the two airports.

As described in the “Information regarding the Merger by Incorporation of Aeroporto di Firenze S.p.a. into Società Aeroporto Toscano Galileo Galilei S.p.a.”, both companies were under the joint control of “Corporacion America Italia S.r.l.” (today an “S.p.a.”, i.e. a joint-stock company), which, with a 53.039% share, controlled SAT and, with a direct 48.983% share and an indirect 1.42% share held by SAT, could actually control AdF, even by virtue of the Shareholder Agreement signed with SO.G.IM. S.p.a. and disclosed to the market pursuant to article 122 of “Testo Unico”.

The Merger was implemented by increasing SAT’s share capital with new ordinary shares to be offered as a stock swap to AdF Shareholders, with the consequent dissolution of AdF into SAT. The exchange ratio has been fixed at 0.9687 SAT ordinary shares per AdF ordinary share (the “Exchange Ratio”).

The Deed of Merger signed on 11 May 2015 established that the effective date of the merger, pursuant to art. 2504-bis, second paragraph, of the Civil Code, should be the fifth open market day after the date when the merger deed would be registered for the last time as required by art. 2504 of the Civil Code, i.e. 1st June 2015.

Starting from the effective merger date, SAT took over all AdF rights and obligations, and continued all its legal transactions, including in court, existing before the merger.

Furthermore, the deed of merger established that, for accounting and fiscal purposes, the operations of the Incorporated Company be recognised in SAT’s financial statements starting from the first day of the year during which the merger would have been registered for the last time pursuant to art. 2504 of the Civil Code (and therefore from 1 January 2015, as both companies close their financial year on 31 December).

At the merger effective date, SAT increased its share capital for a global nominal amount of € 14,440,743.90 by issuing 8,751,966 shares for the purpose of the exchange and changed its company name into “Toscana Aeroporti S.p.a.” listed company headquartered in Florence.

Based on IAS/IFRS accounting standards, the merger is a business combination of entities under a common control. Being a “business combination involving entities under common control”, the Merger is explicitly excluded from the scope of the accounting standard IFRS 3.

Since there is no specific IFRS standard to be applied to the merger, based on IAS 8.10 the Management is required to develop their own opinion on how to develop and apply an accounting treatment that provides relevant and reliable information. In forming their own judgement, the corporate management must consider: (i) the provisions and guidelines of IFRS, which regulate similar and related cases, and (ii) the definitions, criteria and notions set forth in the so-called systematic picture.

Based on the aforesaid, TA assessed that:

- the transaction does not involve a significant influence on the cash flows of the merged entities;
- the transaction is designed to reorganize the company within the Corporación America Italia Group, keeping the predictions of the National Airport Plan into consideration;

the accounting treatment to be followed to adequately reflect the purposes of the business combination transaction reflects, in the company’s financial statements resulting from the merger, the assets and liabilities of the acquired entity and relates them with the values resulting from the financial statements of the incorporated entity.

In consideration of the backdating of the effects of the merger, a “third column” was added to the financial statements (2014 pro-forma information) to disclose accounting

information regarding the previous year in order to permit a comparison with the information provided with the first post-merger financial statements. Pro-forma 2014 information does not replace the information of the previous year approved by the Meeting, but are disclosed together with them to allow the reader to compare them consistently with the information regarding the current year.

As regards the details of the items to be incorporated and the method used to process them, see section “Pro-forma financial statements of the Surviving Entity” in the Report on Operations. The information and data in question have been appropriately reprocessed to present the values of the Holding. More specifically, we point out that the statement of changes in Shareholders’ Equity details at 31 December 2015 of this Document contains the global effect of the merger by incorporation of AdF, summing the Shareholders’ Equity of Toscana Aeroporti to that of AdF Group at 31 December 2014, net of the dividends distributed before the merger. For details, see section “Shareholders’ Equity and Liabilities” in the Explanatory Notes.

A summary of the main items of the incorporation is provided below.

Assets	€K
Intangible assets	59,582
Tangible assets	5,363
Investments in Subsidiaries	3,338
Receivables from others due beyond the year	942
Prepaid taxes	731
Other receivables from customers	6,553
Tax receivables	4,797
Receivables from others, due within the year	2,264
Cash and cash equivalents	11,391
TOTAL ASSETS	94,960

Liabilities	€K
Provisions for liabilities and expenses	3,550
Provisions for repair and replacement	6,370
Termination benefits and other personnel-related provisions	2,962
Financial liabilities	12,031
Bank overdrafts	10,500
Tax liabilities	1,778
Payables to suppliers	6,720
Payables to social security institutions	1,101
Other payables due within the year	7,682
TOTAL LIABILITIES	52,693
SHAREHOLDERS' EQUITY	42,267
TOTAL LIABILITIES AND S.E.	94,960

CHANGES TO THE PRESENTATION OF COMPARATIVE DATA

Furthermore, we point out that, after the transaction in question, some comparative data regarding 2014 have been reported again and compared with previously presented data referred to SAT, now TA.

More specifically, the following actions were implemented:

1. operating revenues were distinguished into "Aviation revenues" and "Non-Aviation revenues", as shown in the table below (data in euroK):

Year's Income Statement	2014 Post-reclassification	2014 Pre-reclassification	Difference
Operating income	-	65,224	65,224
Aviation revenues	47,864	-	(47,864)
Non-Aviation revenues	17,320	-	(17,320)
Revenues from construction services	6,589	6,589	-
Other revenue and income	1,813	1,773	(41)
Total Revenues	73,586	73,586	-

2. harmonize the recognition of costs in the categories listed below, as shown in the following table (data in €K):

Year's Income Statement	2014 Post-reclassification	2014 Pre-reclassification	Difference
Consumables (former "Costs for raw and ancillary materials, consumables and Cost of Personnel	776	1,056	280
Costs for services	22,089	22,099	10
Sundry operating expenses	26,389	26,190	(199)
Airport leases	795	-	(795)
Costs for construction services	3,871	-	(3,871)
Other operating expenses	6,276	6,276	-
Total Costs	60,195	60,195	0

3. include the write-down of tangible and intangible assets in a single cost item called "Amortization and write-downs";
 4. In the Consolidated Statement of Financial Position, to reclassify "Prepaid taxes recoverable within the year" into "Prepaid taxes beyond the year" for a value of €842K at 31 December 2014. Furthermore, the item "Bank overdraft and loans" has been separated and €124K of "Other accounts receivable within the year" recognised at 31 December 2014 have been reclassified into "Payables to suppliers".
- The Company believes that these changes to 31 December 2014 data are not significant.

MAIN FINANCIAL RISKS

A description of the main financial risks and of the mitigating actions implemented by TA is given below.

1. Credit risk

Over the last few years, the effects of the crisis of financial markets and the consequent recessive economy in the main industrialized Countries negatively affected the balance sheets of the airlines - the main clients of TA. Hence, the risk of a partial non-collection of receivables accrued from airlines. TA believes that it has suitably controlled said risk through its constant monitoring of credit positions, also sometimes promptly initiating

legal actions to protect said receivables, which are reflected in the allocation of a specific provision for bad debt, currently deemed to be adequate in connection with the amounts of the existing receivables. Always with the purpose of hedging the credit risk, TA usually asks for sureties as guarantee (e.g. from sub-licensees) or pre-payments (e.g. from unknown airlines). Furthermore, since January 2012, TA hired an independent contractor for its long-term debt collection activities.

2. Liquidity risk

At 31 December 2015, TA had a negative net financial position of €13.6M (€2M at 31 December 2014). This is the result of a positive current NFP of €26.9M (€22.7M at 31 December 2014) and a negative non-current NFP of €40.5M (€24.7M at 31 December 2014) regarding two loans granted by banks “Intesa San Paolo” and “MPS Capital Service”, both drawn in their maximum availability. Six-month EURIBOR interest rates are paid on the two loan agreements, expiring in 2022 and 2027, and some financial covenants are to be complied with, for which at 31 December 2015 there was no criticality. Financial covenants are presently also complied for 2015. TA believes that the funds and medium/long-term credit lines available, in addition to those that will be generated by operations, are sufficient to permit its investment, working capital management and debt repayment at natural maturity requirements to be met.

3. Interest rate risk

Exposure to the interest rate risk arises from the need to finance both industrial and financial operations, as well as use the available cash. Changes in market interest rates may have a negative or positive impact on TA's operating result, thereby indirectly impacting the costs and returns of loans and investments. The net financial indebtedness at 31 December 2015 is €13.6M and the debt-to-equity ratio (NFP/Shareholders' Equity) at 31 December 2015 was 0.13 (vs. 0.03 at 31 December 2014), which confirms the financial soundness of TA.

The potential impact in terms of annual increase/decrease of interest expense associated with interest rate trends, as a result of a hypothetical growth of 100 bp, would be approximately +/- €450K.

As to the sensitivity analysis of the Termination Indemnity and Provisions for repair and replacement, please see the specific sections.

4. Exchange rate risk

TA is not subject to risks linked to fluctuations in exchange rates because it prevalently operates in a European context where transactions are made in Euro.

OPERATING SEGMENT REPORTING

Since 1 January 2009, compliance with IFRS 8 - “Operating Segments” has become mandatory; it requires entities to identify operating segments based on internal reporting systems used by the Management to allocate resources and assess performance.

Information regarding the main operating sectors of the Group is given below as required by IFRS 8. First of all, it is important to highlight that the type of business activity carried out by TA does not allow for the identification of business segments related to completely independent activities in terms of market/customer combinations. Currently, the “traffic” component influences the results of all the company's activities.

However, we may identify two significant operating segments characterized by the independent nature of their products/services and production processes, for which - for the aforesaid reasons - we propose a disclosure relating to the information directly made

available by the company's analytical accounting system used by Chief Operating Decision Makers.

The currently available information regarding the main operating segments identified are provided below: Aviation, Non-Aviation and Corporate.

- *Aviation*: this operating segment includes the so-called "air-side" activities (after the security check), which are the core business of an airport. They include: passenger and aircraft ground handling, landing, aircraft departure and stopover, security and safety activities, passenger boarding and disembarkation, cargo loading and unloading.

Revenues for the Aviation segment are represented by the prices paid for airline assistance services and are generated by airport fees such as: landing, take-off and stopover fees, freight revenue taxes, passenger boarding fees, passenger and baggage security fees.

- *Non-Aviation*: this segment includes activities normally carried out in the "land-side" area (before the security check), which are not directly associated with the Aviation segment. They include retail activities, catering, car parking, car rental, advertising, ticket office, VIP Lounge.

Revenues for the Non-Aviation segment are represented by the royalties earned on sub-licensed activities, from the direct management of certain activities (i.e. car parking, ticket office and advertising) to the rents paid by sub-licensees.

The table below provides the main information regarding the operating segments described above by highlighting, in unallocated items, (corporate) revenues, costs, assets and investments not directly attributable to the two segments. More specifically, the main types of unallocated costs refer to the cost of labour/personnel (staff), professional services rendered, insurance and industry association membership fees, pro-rata portion of utilities, maintenance and depreciation, administrative costs, provisions for liabilities, Directors' and Auditors' fees.

- *Corporate segment*: the values shown in unallocated items mainly refer to revenues and costs not directly attributable to the two business segments, such as - for example - the cost of staff personnel, Management professional services rendered, general insurance and industry association membership fees, pro-rata portion of utilities, general maintenance and unallocated depreciation of infrastructure, administrative costs, provisions for liabilities, Directors' and Auditors' fees, etc.

With the merger by incorporation of Aeroporto di Firenze S.p.a. Into SAT S.p.a., the operations of the incorporated (or absorbed) entity have been recognised in SAT's balance sheet for accounting and tax purposes effective from 1 January 2015. So, we point out that all the differences between the values of the two interim reports of the above-mentioned summarized scheme between Toscana Aeroporti at 31 December 2015 and SAT at 31 December 2014 do not quite reflect the real situation because they are affected by the transaction described.

(values in €K)	Aviation		Non-Aviation		Unallocated assets (Corporate)		Total	
<i>TA - Income Statement</i>	<i>2015</i>	<i>2014 (*)</i>	<i>2015</i>	<i>2014 (*)</i>	<i>2015</i>	<i>2014 (*)</i>	<i>2015</i>	<i>2014 (*)</i>
Operating income	82,403	47,864	23,830	17,320	5,005	1,813	111,238	66,997
of which Pisa	48,948	47,864	16,856	17,320	3,362	1,813	69,166	66,997
of which Florence	33,456	0	6,974	0	1,643	0	42,073	0
Revenues from construct. serv.	15,996	6,224	158	365	2,462	0	18,616	6,589
of which Pisa	15,113	6,224	95	365	0	0	15,208	6,589
of which Florence	884	0	63	0	2,462	0	3,409	0
Total Segment Income	98,399	54,088	23,988	17,685	7,467	1,813	129,855	73,586
Operating Costs (*)	51,708	29,446	21,204	17,169	14,654	7,305	87,566	53,920
of which Pisa	31,372	29,446	16,272	17,169	8,317	7,305	55,961	53,920
of which Florence	20,336	0	4,932	0	6,337	0	31,604	0
Cost of construct. serv.	15,235	5,928	150	348	2,417	0	17,802	6,276
of which Pisa	14,393	5,928	91	348	0	0	14,484	6,276
of which Florence	841	0	60	0	2,417	0	3,319	0
Amortization and provisions	8,695	4,633	1,591	952	2,771	407	13,057	5,992
of which Pisa	5,815	4,633	1,183	952	967	407	7,965	5,992
of which Florence	2,880	0	408	0	1,804	0	5,091	0
Operating Earnings	22,762	14,081	1,043	-783	-12,375	-5,899	11,430	7,398
of which Pisa	12,481	14,081	-595	-783	-5,922	-5,899	5,963	7,398
of which Florence	10,282	0	1,638	0	-6,453	0	5,467	0
Asset management	0	0	0	0	713	-625	713	-625
Profit before tax	22,762	14,081	1,043	-783	-11,662	-6,524	12,143	6,773
Year's taxes	0	0	0	0	-3,827	-2,679	-3,827	-2,679
Net year's result	22,762	14,081	1,043	-783	-15,490	-9,203	8,315	4,095
<i>TA - Statement of financial position</i>	<i>31 Dec 15</i>	<i>31 Dec 14</i>	<i>31 Dec 15</i>	<i>31 Dec 14</i>	<i>31 Dec 15</i>	<i>31 Dec 14</i>	<i>31 Dec 15</i>	<i>31 Dec 14</i>
Current assets	13,993	10,103	4,769	4,970	35,927	26,707	54,689	41,779
Non-current assets	130,384	65,340	43,348	32,278	11,273	4,918	185,005	102,536
<i>TA - Additional information</i>	<i>2015</i>	<i>2014 (*)</i>	<i>2015</i>	<i>2014 (*)</i>	<i>2015</i>	<i>2014 (*)</i>	<i>2015</i>	<i>2014 (*)</i>
Investments	18,325	7,262	702	729	3,069	228	22,097	8,218

(*) Please note that, in order to allow the reader to better compare the information disclosed in the 2015 Financial Report of Toscana Aeroporti, some information regarding 2014 has been altered. In particular, €1,802K, previously allocated for €167K to the Aviation business and for €1,635K to the Non-Aviation business, have been allocated to "Unallocated assets". As a consequence, the Operating Results for the segment, for 2014, have also changed. These changes have been considered as non-significant by the Company.

(**) including Airport leases for €5,269K in 2015 (€3,871K in 2014).

Information on the main customers of TA

In the course of 2015, TA ha registered 7,244,630 passengers. The total incidence of the first three carriers is 59.9%. More specifically, the incidence of the first carrier (Ryanair) is 42.1%, while the incidences of the second (Alitalia) and third (Vueling) carriers are 9% and 8.8%, respectively.

NOTES TO THE MAIN ITEMS OF THE 2015 FINANCIAL REPORT: INCOME STATEMENT

INTRODUCTION

With the merger by incorporation of Aeroporto di Firenze S.p.a. Into SAT S.p.a., the operations of the incorporated (or absorbed) entity have been recognised in SAT's balance sheet for accounting and tax purposes effective from 1 January 2015. So, we point out that all the differences between the book values of the two financial years between Toscana Aeroporti at 31 December 2015 and SAT at 31 December 2014 do not quite reflect the real situation because they are affected by the transaction described.

VALUE OF PRODUCTION

On the whole, consolidated revenues at 31 December 2015 totalled €129.6M (€73.6M at 31 December 2014), with a positive change of €57.3M, and include:

Amounts shown in thousand euro (€K)	Notes	2015	of which Related Parties	2014 (1)	of which Related Parties
REVENUES					
Aviation revenues	1	82,403	799	47,864	-
Non-Aviation revenues	2	23,830	749	17,320	105
Revenues from construction services	3	18,616		6,589	
Other revenue and income	4	5,005	153	1,813	146
TOTAL REVENUES (A)		129,855	1,701	73,586	250

- (1) Please note that, in order to allow the reader to better compare the information disclosed in the 2015 Financial Report of Toscana Aeroporti, some information regarding 2014 has been altered. These changes have been considered as non-significant by the Company.

1. Aviation revenues

The table below shows the items of “Aviation revenues” at 31 December 2015 and the changes, both in absolute and percentage terms, compared to 31 December 2014:

Amounts shown in thousand euro (€K)	2015	2014	2015/2014 Abs. Diff.	% Diff.
AVIATION REVENUES				
Passenger boarding fees	28,290	16,612	11,678	70.3%
Landing/departure fees	11,310	6,116	5,194	84.9%
Stopover fees	938	499	439	87.9%
PRM assistance fees	2,136	923	1,213	131.5%
Cargo fees	534	563	-29	-5.1%
Passenger security fees	7,196	4,651	2,546	54.7%
Baggage security fees	4,807	3,725	1,082	29.0%
Handling	25,114	14,061	11,053	78.6%
Centralised infrastructures	2,079	715	1,364	190.7%
TOTAL AVIATION REVENUES	82,403	47,864	34,540	72.2%
% incid. over Revenues	63.5%	65.0%		

We also remind the reader that **Aviation revenue** trends are affected by the overall growth of traffic volumes of the Tuscan Airport System in 2015 compared to the previous year (+4.2% WLU), as well as by the increased fees of the Florence and Pisa airports since 26 May 2015 and 16 April 2015, respectively.

2. Non-Aviation revenues

At 31 December 2015, “Non-Aviation revenues” totalled approximately €23.8M.

Non-Aviation activities relating to the management of property and business activities of the two airports, are:

- iii. Sub-leased to third parties (Food, Retail, Real Estate, Car Rental and others);
- iv. Directly managed (Parking Lots, Advertising, VIP Lounge, Air Ticket Offices and Cargo Agency).

In 2015, revenues deriving from sub-leased activities accounted for 64.8% of Non-Aviation revenues, while those deriving from directly managed activities accounted for the remaining 35.2%. In 2014, these percentages were respectively 62.6% and 37.4%.

The table below provides details on revenues from non-aviation activities carried out in 2015 and those of 2014:

Amounts shown in thousand euro (€K)	2015	2014	Diff. Abs. 2015/2014	Diff. %
NON-AVIATION REVENUES				
Parking lots	4,447	3,899	548	14.1%
Food	2,868	1,763	1,105	62.7%
Retail	4,124	2,746	1,378	50.2%
Advertising	2,112	1,281	831	64.9%
Real Estate	2,008	1,425	582	40.9%
Car rentals	4,582	3,688	894	24.2%
Other subconcessions	1,866	1,212	653	53.9%
VIP Lounge	892	298	594	199.1%
Air tickets	540	542	-3	-0.5%
Cargo agency	394	465	-71	-15.3%
TOTAL NON-AVIATION REVENUES	23,830	17,320	6,511	37.6%
% incid. over Revenues	18.4%	23.5%		

We also remind the reader that the above-mentioned changes were positively affected by the Tuscan Airport System's air traffic trends of 2015 compared to 2014.

3. Revenues from construction services

Amounts shown in thousand euro (€K)	2015	2014	Diff. Abs. 2015/2014	Diff. %
TOTAL REVENUES FROM CONSTRUCTION SERV.	18,616	6,589	12,027	182.5%
% incid. over Revenues	14.3%	9.0%		

In the course of 2015, revenues from construction services totalled €18.6M (€6.6M in 2014) and include revenues obtained with the services of development and improvement of airport infrastructures (construction and expansion) provided under the two Pisa and Florence concessions.

More specifically, the year 2015 was mostly affected by the investment made for the improvement and enhancement of flight infrastructures (runways and connections) in the Pisa airport for approximately €14.6M and by the reformulation and development of the Florence airport Master Plan for approx. €2.4M. For further details, see the section "Group Investments" in the Report on Operations.

4. Other revenue and income

Other revenue and income in 2015 totalled €5M (€1.8M in 2014), with a positive difference of €3.4M, as detailed below:

Amounts shown in thousand euro (€K)	2015	2014	2015/2014 Abs. Diff.	% Diff.
OTHER REVENUE AND INCOME				
Contingent assets	3,550	938	2,612	278.3%
Services and consulting	259	213	47	22.0%
Cost recoveries	1,145	611	533	87.3%
Minors	51	51	0	0.0%
TOTAL REVENUES AND INCOME	5,005	1,813	3,192	176.0%
% incid. over Revenues	3.9%	2.5%		

Contingent Assets include the posting to the income statement of the Provision for Liabilities and the write-off of liabilities no longer due and payable recognised after the update of estimates. More specifically, €1.8M have been posted as a consequence of the updates made to the legal proceedings regarding the dispute on the "Fire Brigade Protection Service". For further details, see sections "Provisions for liabilities and expenses" and "Additional information" below. The residual amounts refer to the posting to the income statement of liabilities no longer due.

The "Cost recovery" item mainly refers to the debiting of centralized shared services provided by the airport manager (e.g. utilities, equipment, etc.), revenues from airport permits, canteen recovery paid by employees, "white certificates" (energy service provider), insurance reimbursements.

COSTS

Amounts shown in thousand euro (€K)	Notes	2015	of which Related Parties	2014 (1)	of which Related Parties
COSTS					
Consumables	5	1,177		776	
Cost of Personnel	6	39,094		22,089	
Costs for services	7	40,099	49	26,389	-
Sundry operating expenses	8	1,927		795	
Airport leases	9	5,269		3,871	
Costs for construction services	10	17,802		6,276	
TOTAL COSTS (B)		105,368	49	60,195	0

(1) Please note that, in order to allow the reader to better compare the information disclosed in the 2015 Consolidated Financial Report of Toscana Aeroporti, some information regarding 2014 has been altered. These changes have been considered as non-significant by the Company.

In 2015, total costs totalled €105.4M, up by €45.2M compared to the final 2014 balance, when they totalled €60.2M, mainly due to the reasons indicated in the introduction. Furthermore, there is a difference of €11.4M due to the increase in the "Costs for construction services" item for the same reasons described in "Revenues for construction services".

5. Consumables

This item refers to the cost of consumables, which totalled €1,177K (€776K in 2014), as broken down below:

Amounts shown in thousand euro (€K)	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
CONSUMABLES				
Stationery	59	30	28	93.5%
Fuels, lubricants	634	414	221	53.3%
Materials for car parking lots	8	12	-4	-35.8%
Small tools	0	1	-1	-59.5%
Security Contr. Serv. (mat.)	40	21	19	93.4%
Clothing	242	156	86	55.3%
Mat. for operating services	194	142	52	36.5%
TOTAL CONSUMABLES	1,177	776	401	51.7%
Incid.% over Costs	1.1%	1.3%		

6. Cost of Personnel

The cost of personnel (€39.1M In 2015) increased by €17M compared to 2014. The difference is mainly due to the incorporation of the cost items of former AdF and, to a lesser extent, to the increase of TA's staff, as described in the specific section of the Report on Operations.

This cost item is broken down below:

Amounts shown in thousand euro (€K)	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
PERSONNEL COSTS				
Remuneration	38,867	22,054	16,813	76.2%
of which:				
Wages	21,354	12,583	8,771	69.7%
Salaries	7,037	3,647	3,390	92.9%
Social security contributions	8,427	4,729	3,699	78.2%
Term. Ben.	2,049	1,095	954	87.1%
Other labour costs	227	35	192	556.0%
of which:				
Contributions to CRAL	10	11	-1	-8.4%
Social Fund	9	11	-2	-21.5%
Benefits to personnel	49	13	37	290.3%
Administered and sundry	159	0	159	
TOTAL COSTS OF PERSONNEL	39,094	22,089	17,006	77.0%
Incid.% over Costs	37.1%	36.7%		

The table below provides details on the **average annual staff** (expressed in Equivalent Full Time) for 2015 and any difference from 2014:

	2015	2014	Δ+/-	Δ %	of which Pisa	of which Florence
Executives	10.8	9.0	1.8	20.4%	-0.2	2
Employees	501.8	296.6	205.2	69.2%	4.4	200.7
Workers	193.8	95.5	98.3	102.9%	1.9	96.4
TOSCANA AEROPORTI	706.4	401.1	305.3	76.1%	6.2	299.1

In the table above, 2 part-time units are considered as 1 full-time unit.

7. Costs for services

On the whole, costs for services in 2015 and 2014 consist of.

Amounts shown in thousand euro (€K)	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Commercial services	14,540	13,695	845	6.2%
Institutional expenses	1,228	547	681	124.6%
Other services	4,549	1,795	2,754	153.4%
Services for the personnel	1,683	938	744	79.4%
Maintenance services	4,683	2,041	2,642	129.4%
Utilities	3,588	1,921	1,667	86.8%
Operating services	9,830	5,452	4,377	80.3%
TOTAL COSTS FOR SERVICES	40,099	26,389	13,710	52.0%
Incid.% over Costs	38.1%	43.8%		

“Commercial services” for €14.5M, including marketing support costs;

Amounts shown in thousand euro (€K)	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Commercial services	14,540	13,695	845	6.2%
of which:				
Network development	14,238	13,541	697	5.1%
Advertising commissions	129	119	10	8.6%
Management of advertising systems	113	35	78	225.2%
Dry cleaning service	60	0	60	

“*Institutional expenses*” totalled €1,228K in 2015 (€547K in 2014), mainly including the cost of control and auditing boards.

Amounts shown in thousand euro (€K)	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Institutional expenses	1,228	547	681	124.6%
of which:				
Directors' fees	813	301	513	170.5%
Auditors' fees	182	183	-1	-0.6%
Directors' business travels	200	40	160	398.3%
Legal, notarial, meeting expenses	32	23	10	41.6%
Participation in conferences	0	0	0	

The difference is mainly due to the incorporation of the cost items of former AdF.

“*Other services*” totalled €4.5M (€795K in 2014), mainly including professional services, industrial insurance and communication costs.

Amounts shown in thousand euro	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Other services	4,549	1,795	2,754	153.4%
of which:				
Professional services	2,304	1,183	1,122	94.8%
Industrial insurance	812	511	301	58.9%
Communications	749	92	658	716.0%
DNV audits	20	10	11	108.0%
Toscana Aeroporti Start Up	663	0	663	

Start-up expenses for the creation of Toscana Aeroporti refer to the one-off amount spent for external consulting for the organizational start-up of the new Tuscan Airport System.

“*Other personnel services*” - €1,683K (€938K in 2014) - mainly include canteen, payroll service, transfers and employee training costs.

Amounts shown in thousand euro	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Services for the personnel	1,683	938	744	79.4%
of which:				
Canteen	1,115	605	511	84.5%
Insurance	115	81	33	41.1%
Preventive medicine and med. examina	52	33	20	59.8%
Training	91	48	43	88.6%
Personnel recruitment	8	6	2	30.8%
Payroll services	163	99	63	63.7%
Journeys	138	66	73	110.6%

"Maintenance services" - €4.8M (€2.2M in 2014) - include the maintenance of airport infrastructures, systems and installations, equipment and vehicles.

Amounts shown in thousand euro	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Maintenance services	4,683	2,041	2,642	129.4%
of which:				
Equipm./Car maint.	780	394	385	97.7%
BHS system maint.	853	492	361	73.3%
Maint. of infrastructures	2,159	841	1,318	156.7%
IT maintenance	892	314	578	184.1%

"Utility services" €3.6M (€1,921K in 2014) - mainly include costs for electricity, gas, water and telephone services:

Amounts shown in thousand euro	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Utilities	3,588	1,921	1,667	86.8%
of which:				
Electricity	1,678	486	1,191	244.9%
Water	396	207	189	91.4%
Telephones	230	103	127	122.5%
Mobile phones	106	43	63	145.5%
Gas	1,014	1,018	-4	-0.4%
Minors	164	63	101	160.9%

"Operating services" - €9.8M (€5.5M in 2014) - mainly include external costs for porters, surveillance, cleaning, rentals, first aid care and other services typically associated with airport operations.

Amounts shown in thousand euro	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
COSTS FOR SERVICES				
Operating services	9,830	5,452	4,377	80.3%
of which:				
Porterage	2,736	1,832	904	49.3%
Aircraft cleaning	737	344	393	114.3%
Agency/Wareh. service	283	314	-31	-9.9%
Cleaning	1,106	541	566	104.6%
PRM Support	258	281	-22	-8.0%
Surveillance service	2,069	515	1,555	302.2%
Services Centre	224	230	-6	-2.7%
Connection arco az	318	182	136	74.9%
Rental of mach. and equip.	608	159	449	282.1%
Management of parking lots	196	96	100	104.3%
Gardening	78	76	2	2.2%
VIP Lounge	328	175	153	87.9%
First Aid Service	560	398	162	40.6%
Shuttle bus	328	310	18	5.7%

8. Sundry operating expenses

"Sundry management expenses" - €1.9K (€795K in 2014) - mainly include taxes and levies, membership fees, sundry administrative costs, non-recurring costs and other minor items.

Amounts shown in thousand euro	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
SUNDRY OPERATING EXPENSES				
Publications	22	11	12	107.0%
Ins. entities and sundry institutions	305	180	126	70.0%
Taxes and levies	560	270	290	107.3%
Entertainment	121	131	-9	-7.2%
Revenue stamps	27	6	20	327.3%
Non-recurring costs	522	25	498	2001.2%
Post and telegraph	23	7	15	204.3%
Rebates and allowances	0	0	0	246.6%
Sundry administrative costs	345	165	180	109.1%
SUNDRY OPERATING EXPENSES	1,927	795	1,132	142.3%
Incid.% over Costs	1.8%	1.3%		

9. Airport leases

"Airport leases" - €5.3M (€3.9M in 2014) - include concession fees and the contribution paid to the fire-protection fund.

Amounts shown in thousand euro	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
AIRPORT LEASES				
Concession and security fees	4,136	2,978	1,158	38.9%
Fire Brigade fee	1,133	893	239	26.8%
TOTAL AIRPORT FEES/LEASES	5,269	3,871	1,398	36.1%
Incid.% over Costs	5.0%	6.4%		

10. Costs for construction services

Costs for construction services, totalling €17.8M (€6.3M at 31 December 2014), arise from the investment made in the airport infrastructures under concession during 2015 and have as contraentry the item "Revenues for construction services" with the addition of a 5% mark-up. Investments made for the improvement and enhancement of flight infrastructures (runways and connections) in the Pisa airport had the greatest incidence, approx. €13.9M, together with those for the reformulation and development of the Florence airport Master Plan, for approx. €2.3M.

Amounts shown in thousand euro (€K)	2015	2014	2015/2014 Abs. Diff.	2015/2014 % Diff.
TOTAL COSTS FOR CONSTRUCTION SERV.	17,802	6,276	11,527	183.7%
Incid.% over Costs	16.9%	10.4%		

11. Amortization and write-downs

This item totalled €8.2M in 2015 (€4.2M in 2014). It includes intangible asset amortization for €5M (€2.3M in 2014) and tangible asset depreciation for €3.2M (€1.8M in 2014).

12. Provision for liabilities and charges

This item, with a value of €4.7M (against €1.7M in 2014), mainly includes the provision for repair, which has been introduced in compliance with accounting standard IFRIC 12 starting from 2010, which is the year's accrual required for future maintenance expenses

relating to repairs and replacements required to keep the assets used under the two ENAC concessions in good operating conditions.

13. Provision for bad debt

This item totals €163K (€107K in 2014) and consists in the amount set aside based on an estimate of the estimated realizable value of receivables existing at 31 December 2015.

14. Financial income

This item totalled €2.2M (€241K in 2014) and mainly refers to the income proceeds received for the sale of the shares of Aeroporto di Firenze S.p.a. (€1.6M). Considering that the transfer of the stake at issue took place on 6 May 2016, before signing the merger deed and before its effective date, and furthermore it was done with third parties differing from the reference shareholder (Corporación America Italia S.p.a.), the Directors recognised the amount of capital gains in the income statement.

The item also includes the dividends of subsidiaries (€476K), interests receivable accrued on bank current accounts (€134K), interest on arrears (€37K) and other minor items.

15. Financial expenses

This item totalled €1,531K (€866K in 2014) and is mainly composed of interests payable and commissions on bank current accounts for €1,049K (€428K in 2014), interest cost as defined in IAS 19 for €105K (€82K in 2014), financial expenses relating to the discounting of the provision for repair and replacement for €392K (€362K in 2014).

16. Profit (loss) of minority interest

This item is zero (not reported at 31 December 2014).

17. Year's income taxes

It includes an aggregate amount of €3,827K in 2015 (€2,679K in 2014) deriving from:

- current taxes assessed on 2015 taxable income for €4,135K, of which €3,142K for IRES and €993K for IRAP;
- prepaid/deferred taxes for €308K.

Current taxes have been estimated by using the so-called "principle of derivation". The reconciliation compared to the theoretical tax rate is provided in the annex.

18. Earnings per share / Diluted earnings per share

Basic earnings per share in 2015 - €0.556 (€0.415 in 2014) - have been determined by dividing TA's profits for the period (€8,315K) by the weighted average of the ordinary shares outstanding during the period (14,965,314 shares), as there is no diluting factor.

NOTES TO THE MAIN ITEMS OF THE 2015 FINANCIAL REPORT STATEMENT OF FINANCIAL POSITION

INTRODUCTION

With the merger by incorporation of Aeroporto di Firenze S.p.a. Into SAT S.p.a., the operations of the incorporated (or absorbed) entity have been recognised in SAT's balance sheet for accounting and tax purposes effective from 1 January 2015. So, we point out that any difference between the book values of Toscana Aeroporti at 31 December 2015 and SAT at 31 December 2014 does not quite reflect the real situation because they are affected by the transaction described.

NON-CURRENT ASSETS

Changes in non-current assets at 31 December 2015 are shown below.

Data in €K	31.12.2015	31.12.2014	DIFF.
NON-CURRENT ASSETS	185,005	103,377	81,628

More specifically, this aggregate consists of the following categories:

Intangible assets

Data in €K	31.12.2015	31.12.2014	DIFF.
INTANGIBLE ASSETS	149,345	75,853	73,492

In addition to the aforesaid, an aggregate amount of approximately €19M has been invested in intangible assets in 2015, namely:

<i>(amounts shown in €K)</i>	
Concession rights	15,756
Work in progress	2,861
Software	327
Total	18,952

Investments in intangible assets mainly concerned concession rights deriving from the improvement of manoeuvring areas (€14.6M) in the Pisa airport and from the expansion of the aircraft aprons in the Florence airport (€431K). Investments in intangible assets in progress relating to reformulation and development of the Florence Master Plan were also added for approx. €2.4M and the purchase of software (€327K). See "Group Investments" section of the Report on Operations for further details.

No asset was disposed of in 2015.

Details on intangible assets are provided in Annex A.

19. Concession rights: their value at 31 December 2015 is €143.4M (€67.7M at 31 December 2014), with an increase of €75.7M mainly due to the reasons described in the introduction and, to a lesser extent, to the combined effect of investments and amortization for the period.

20. Industrial patent rights: their value at 31 December 2015 is €316K (€169K at 31 December 2014), with an increase of €146K mainly due to the reasons described in the introduction and, to a lesser extent, to the combined effect of the purchase of software and amortization for the period.

21. Work in progress and advance payments At 31 December 2015, this item totalled €5.6M (€7.9M at 31 December 2014), with a reduction of €2.4M due to the capitalization of the investment made for the improvement of manoeuvring areas in the Pisa airport to concession rights, in addition to the new ongoing investments and the other issues described in the introduction.

22. Tangible assets

Data in €K

	31.12.2015	31.12.2014	DIFF.
TANGIBLE ASSETS	26,174	21,034	5,140

On the whole, investments for approximately €3.1M were made in the course of 2015, concerning:

<i>(amounts shown in €K)</i>	
Owned land and buildings	653
Plant and machinery	1,878
Ind. and comm. equipm.	66
Cars	151
Furniture and fittings	90
Hardware	305
Work in progress	0
Total	3,142

Investments in tangible assets mainly refer to works in the Pisa airport for the delocalization of Borgo Cariola (€476K) and the purchase of cars and ramp vehicles (€1.5M), the development of new advertising facilities (€127K) and the purchase of hardware (€305K). See "Group Investments" section of the Report on Operations for further details.

The values indicated in the Statement of Assets and Liabilities are net of the depreciation calculated based on the rates considered to be representative of the residual possibility of utilization of the related tangible assets.

Assets were disposed of in the course of 2015 for €129K.

Details on tangible assets are provided in Annex B.

23. Equity investments in other entities

At 31 December 2015, TA owns other equity investments, valued at purchase cost, which consist of:

- I.T. Amerigo Vespucci S.p.a. (0.22 % of the capital): €49.8K;
- Consorzio Turistico Area Pisana S.c.a.r.l. (2.4% of the capital): €420;
- Scuola Aeroportuale Italiana Onlus (52.7% of the capital): €13.2K;
- Tirreno Brennero S.r.l. (0.27% of the capital): €620;
- Consorzio Pisa Energia S.c.r.l. (5.27% of the capital): €831;
- Montecatini CB S.c.r.l. (5.0% of the capital): €4K;

- Consorzio per l'Aeroporto di Siena (0.11% of the capital): €18K;
- Firenze Convention Bureau S.c.r.l. (1.05% of the capital): €1.3K;
- Firenze Mobilità S.p.a. (3.98% of the capital): €54.6K;
- Società Esercizio Aeroporto della Maremma S.p.a. (0.39% of the capital): €10.2K.

Scuola Aeroportuale Italiana Onlus has been listed with the other entities because it is a non-profit organization.

Consorzio Turistico Area Pisana, Montecatini Congressi S.c.r.l., Tirreno Brennero S.r.l. and Consorzio per l'Aeroporto di Siena were winding up at the closing date of this Report.

24. Investments in Subsidiaries

At 31 December 2015, the value of TA's stakes in subsidiaries was €3,388K (€57K at 31 December 2014), as shown in the table below.

Data in €K	31.12.2015	31.12.2014	DIFF.
Parcheggi Peretola	3251	0	3251
Toscana Aeroporti Engineering	80	0	80
Jet Fuel	57	57	0
Total	3388	57	3331

25. Investments in Associated Companies

At 31 December 2015, the value of TA's stakes in associates and related entities was €380K (€380K at 31 December 2014), as shown in the table below.

Data in €K	31.12.2015	31.12.2014	DIFF.
Alatoscana Spa	330	330	0
Immobili AOU Careggi Spa	50	50	0
Total	380	380	0

For further considerations on the characteristics of the entities in question, see the section "Relationships with associated companies and related parties" of the Report on Operations.

No impairment indicator applies to these stakes.

Financial Assets

26. Guarantee deposits

At 31 December 2015, this item totalled €135K (€60K in 2014), and mainly refers to guarantee deposits issued in favour of utility providers (for connections), tobacco products, cash floats given to ticket offices and parking fees.

27. Receivables from others, due beyond the year

Receivables from others total €2,270K (€2,237K at 31 December 2014), with receivables mainly deriving from:

- a specific convention with the State for infrastructural works (Law 299/79) within the civil Pisa airport (€301K). Said receivable may be offset with the advances received from the State, posted among medium/long-term liabilities, over times that cannot be defined at present.
- Requests for IRES reimbursements for not deducted IRAP concerning the cost of personnel for €1,774K, pursuant to art. 2, paragraph 1, of D.L. [Law Decree] no. 201/2011 (converted into Law no. 214/2011) - "Manovra Monti" - completed by Law Decree no. 16 of 02/03/2013 (so-called "Decreto semplificazioni fiscali" [tax simplification decree]

converted, with amendments, into Law no. 44 of 26 April 2013), which provided for the option to apply the new provisions on full deductibility also on previous taxable periods 2007-2011;

- €172K related to the loan granted to the associated company “Firenze Mobilità SpA” for works completed by this entity (to be repaid not earlier than 4 years after the testing of the works).

28. Prepaid taxes recoverable beyond the year

Deferred tax assets and liabilities have been posted in their net amount when they could be offset in the same jurisdiction. The net balance is €3,159K (€1,965K at 31 December 2014). This amount mainly includes taxes determined on the temporary differences due to taxed provisions (for repair, bad debt, etc.) and to the accounting of intangible assets (concession rights) according to IFRIC 12. See Annex D for details relating to the composition of the item and related movements.

We also point out that, for the item at issue, prepaid taxes recoverable within the year, previously recognised in the specific item of current assets, have been reclassified for €842K.

Deferred and prepaid taxes have been assessed by applying the tax rate applicable in the year when temporary differences will be charged back. Therefore, the Company adjusted deferred and prepaid taxes to the new tax rate introduced by Law 208/2015 (“Legge di stabilità 2016”), which amended art. 77, paragraph 1, of TUIR, by reducing the nominal IRES tax rate from 27.5% to 24%, effective in taxable periods after the ongoing period at 31 December 2016.

CURRENT ASSETS

As shown in the table, current assets totalled €54,689K at 31 December 2015, with an increase of €13,751K compared to 31 December 2014.

Data in €K	31.12.2015	31.12.2014	DIFF.
CURRENT ASSETS	54,689	40,938	13,751

More specifically, the main differences reflect:

29. Inventories

There is no inventory of raw and ancillary materials, consumables and goods.

Trade and Sundry Receivables

At 31 December 2015, this item shows €23,272K (€16,146K at 31 December 2014) and includes:

30. Receivables from customers

At 31 December 2015, Receivables from customers, net of the Provision for bad debt, totalled €18,994K (€13,473K at 31 December 2014), as detailed below:

Data in €K	31.12.2015	31.12.2014	DIFF.
Receivables from customers	22,267	15,674	6,593
Bad debt reserve	-3,274	-2,200	-1,073
Total net receivables	18,994	13,473	5,520

The Provision for bad debt (entirely of TA) has been increased over the period by contributing €163K, while €379K have been used. The details of this item are given below (in €K):

Data in €K	31.12.2014	Contribution from merger	prov.	use	31.12.2015
Bad debt reserve	2,200	1,289	163	379	3,274

The composition of "Receivables grouped by due date" is detailed in the table below:

	Aggregate Total	Receivables due	Receivables under pending dispute	Expired receivables	Beyond 90 days	90 days	60 days	30 days
Accounts receivable at 31.12.2015	22,267	11,476	2,757	8,035	1,205	132	266	6,431
Accounts receivable at 31.12.2014	15,674	7,285	2,757	5,633	829	127	435	4,242
Difference	6,593	4,191	0	2,402	376	5	-169	2,190

31. Receivables from associated companies

Details of these receivables (in €K) are given in the table below:

Data in €K	31.12.2015	31.12.2014	DIFF.
Alatoscana Spa	35	54	-20
Immobili AOU Careggi Spa	147	309	-163
Total	181	364	-182

32. Receivables from subsidiaries

Details of these receivables (in €K) are given in the table below:

Data in €K	31.12.2015	31.12.2014	DIFF.
Parcheggi Peretola	48	0	48
Toscana Aeroporti Engineering	26	0	26
Jet Fuel	88	230	-142
Total	162	230	-68

33. Tax receivables

At 31 December 2015, this item showed €2,177K (€0K at 31 December 2014), including:

- a €438K VAT credit of TA relating to previous years (2013);
- a €1,740K IRAP credit of TA.

34. Receivables from others, due within the year

The item "Receivables from others, due within the year" includes (data in €K):

Data in €K	31.12.2015	31.12.2014	DIFF.
Prepaid expenses	478	499	-20
Advance payments made to suppliers	651	651	0
Receipts from monopoly products	309	0	309
Receipts from parking lots	77	396	-319
Receivables from employees	54	44	10
Prepaid expenses related to capital increase after merger	0	378	-378
Receivables from social inst. and insurance	26	39	-14
Other minor items	162	71	91
Total	1,757	2,078	-321

"Prepaid expenses" mainly refer to consumables, such as airport uniforms, supplies invoiced in advance, membership fees, insurance.

"Advances paid to suppliers" mainly refer to the "People Mover" project.

"Receivables for collections" are due from the providers of tobacco points of sale and for the management of the receipts of parking lots (including the Telepass service).

Prepaid expenses related to capital increase include the costs incurred at 31 December 2014 for the legal and financial consultants that assisted the company in the Merger by incorporation of AdF into SAT promoted by the common Shareholder, which will be finalized during the first half of 2015. These costs, for a total amount of €1,159K (including expenses incurred in 2015), have been reclassified by reducing the Shareholders' Equity by €864K (after taxation) after TA's capital increase for the incorporation of AdF.

35. Cash and cash equivalents

Cash at 31 December 2015 is given below, compared with the same value at 31 December 2014.

Data in €K	31.12.2015	31.12.2014	DIFF.
Cash and cash equivalents	31,417	24,792	6,625

We point out that the "Cash and Banks" item includes:

- a) a minimum amount of €1M available and deposited in a current account pledged as collateral for the medium-/long-term Loan Agreement stipulated with the Intesa-San Paolo-MPS bank pool;
- b) an amount of approx. €2.2M, collected by the incorporated AdF on 18 March 2013 from the Ministry of Transport after judgement no. 2403/2012 as compensation for the damage suffered for the non-adjustment of rights in the years 1999-2005, plus monetary revaluation and legal interests. By writ of summons to appeal, the Attorney General's Office summoned AdF (today "TA") to appear before the Rome Court of Appeal, seeking the overturning of the appealed judgement of the Court of Rome no. 2403/2012, finding that the ordinary courts lacked jurisdiction, and a ruling that no sums are owed by the Ministry that filed the appeal by way of compensation for failure to update airport fees. As a result, as required by international accounting standards (IAS 37), the amount referred to above has not had nor will it have any impact on the Group's income statement until the final proceedings. In any case, in view of the principle of prudence that constantly guides the management, said amount has been deposited in a separate deposit account, where it will accrue interest that will in turn

by reinvested, and not used until the final assignment to the Holding with the last level of justice.

For more details, see Statement of Cash Flows.

SHAREHOLDERS' EQUITY AND LIABILITIES

The differences in the Shareholders' Equity occurred during 2015 are detailed below:

Data in €K	31.12.2015	31.12.2014	DIFF.
CAPITAL AND RESERVES	108,183	66,500	41,682

The Shareholders' Equity increased by €41.7M as a consequence of the combined effect of the reduction in the fair value reserve after the sale of AdF shares (for approx. €1.6M) and of the net capital contribution due to the merger after the incorporation of the AdF Group (for approx. €39.4M). This last amount is shown in the Statement of Changes in Shareholders' Equity as sum of the item "Capital increase for merger by incorporation of AdF" for €14.4M plus item "Other entries arising from the merger by incorporation of AdF" for €24.9M, equivalent to the al Shareholders' Equity of the AdF Group at 31 December 2014 - €42.3M net of the Dividends distributed before signing the merger for €2.9M.

Furthermore, after the SAT capital increase done to complete the incorporation of AdF, reserves were reduced by €864K as a consequence of the recognition in the Shareholders' Equity of share capital increase costs. For more details on each individual item, see the specific tables in the financial statements.

More specifically, the Shareholders' Equity consists of the following items:

36. Share Capital

At 31 December 2015, the fully paid-up share capital consisted of 18,611,966 ordinary shares with a nominal value of €1.65 each (9,860,000 shares at 31 December 2014). The item was increased because, at the effective date of the merger, Toscana Aeroporti (former SAT) increased its share capital for a total amount of €14,440,743.90 by issuing 8,751,966 shares for the purpose of the exchange.

For details on Shareholders, see the table and section "TA's Shareholders" in the Report on Operations.

37. Capital reserves

Capital reserves consist of:

- A share premium reserve for €18,941K created with the paid capital increase upon listing SAT S.p.a. on the Stock Exchange in July 2007;
- A legal reserve for an amount of €2,548K. The increase of €205K compared to 31 December 2014 stems from the allocation of the year's profit for 2014 as deliberated by the Shareholders' Meeting during their approval of 2014 financial statements.
- Statutory reserves for an amount of €25,876K. The increase of €5K stems from the allocation of the year's profit for 2014 as deliberated by the Shareholders' Meeting during their approval of 2014 financial statements.
- Other reserves mainly consisting in the reserve created after the merger by incorporation of AdF for €25,586K, net of €864K spent for the merger and capital contributions paid under art. 55 of DPR 917 for €66K. Pursuant to point 5 of the first paragraph of art. 2426 of the Civil Code, we specify that there is no restriction on available reserves.

38. IAS adjustments reserve

This reserve, consisting of €3,229K, includes: (i) the IAS reserve (negative for €-711K) net of theoretical taxation created on 1 January 2005 upon First Time Adoption to reflect the impacts on the Shareholders' Equity of the adoption of international accounting standards; (ii) the IAS reserve (negative for €-2,517K) created after the application of the new international standard IFRIC 12 since 1 January 2011.

39. Fair value reserve

At 31 December 2015, this reserve was empty (€1,595K at 31 December 2014). The reserve was closed after the sale of the equity investment in Aeroporti di Firenze S.p.a. finalized before the signature of the Merger and with the effectiveness thereof.

40. Profit/(Loss) carried forward

This item includes profits carried forward for €434K (€113K at 31 December 2014). The difference mainly stems from the actuarial effect of the reassessment of Termination Indemnity according to IAS 19.

41. Profit/(loss) for the year

This item includes TA's year's result at 31 December 2015, for €8,315K, against €4,095K at 31 December 2014.

42. Other components of the Statement of Comprehensive Income

The value at 31 December 2015 is broken down below:

SITUATION AT 31.12.2015	FAIR VALUE RESERVE	PROFIT/ (LOSS) CARRIED FORWARD	TOTAL
<i>Other comprehensive profit/(loss) that will not be subsequently reclassified to the Income Statement:</i>			
- Profit (loss) arising from the determination of the Termination Benefit after tax	0	322	322
<i>Other comprehensive profit/(loss) that will be subsequently reclassified to the Income Statement:</i>			
- Profit/(Loss) arising from the redetermination of available-for-sale financial assets	0	0	0
COMPREHENSIVE PROFIT (LOSS) FOR THE YEAR	0	322	322

Other components of the Statement of Comprehensive Income at 31.12.2014

SITUATION AT 31.12.2014	FAIR VALUE RESERVE	PROFIT/ (LOSS) CARRIED FORWARD	GROUP TOTAL
<i>Other comprehensive profit/(loss) that will not be subsequently reclassified to the Income Statement:</i>			
- Profit (loss) arising from the determination of the Termination Benefit after tax	0	-295	-295
<i>Other comprehensive profit/(loss) that will be subsequently reclassified to the Income Statement:</i>			
- Profit/(Loss) arising from the redetermination of available-for-sale financial assets	554	0	554
COMPREHENSIVE PROFIT (LOSS) FOR THE YEAR	554	-295	258

The tax effect regarding the other components of the Statement of Comprehensive Income is broken down below:

SITUATION AT 31.12.2015	Gross value	Tax (charge)/ benefit	Net Value
- Profit (loss) arising from the determination of the Termination Benefit after tax	445	-122	322
- Profit/(Loss) arising from the redetermination of available-for-sale financial assets	0	0	0
TOTAL	445	-122	322

SITUATION AT 31.12.2014	Gross value	Tax (charge)/ benefit	Net Value
- Profit (loss) arising from the determination of the Termination Benefit after tax	-295	81	-214
- Profit/(Loss) arising from the redetermination of available-for-sale financial assets	554	0	554
TOTAL	258	81	339

MEDIUM/LONG-TERM LIABILITIES

Details of medium/long-term liabilities during the period considered are given below:

Data in €K	31.12.2015	31.12.2014	DIFF.
MEDIUM-LONG TERM LIABILITIES	70,114	41,106	29,008

More specifically, this aggregate consists of the following categories:

43. Provisions for liabilities and expenses

The provision for liabilities and expenses totalled €3,784K at 31 December 2015 (against €33K at 31 December 2014). The year's movements of the Provision are detailed below:

- *Severance pay and similar obligations*

It includes the provision of approx. €35K (€33K at 31 December 2014) relating to the supplemental customer allowance due under the Collective Economic Agreement of sales agents and representatives.

- *Others (provision for liabilities and future expenses)*

It includes the Provision for liabilities of approx. €3,749K, which is broken down into the main following amounts:

- 1) €2,351K relating to provisions connected with the "Fire Brigade Protection Service" dispute, better described in the "Additional information" section;
- 2) €505K relating to provisions connected with the risk of potential labour dispute liabilities, better described in the "Additional information" section;
- 3) €422K for potential liabilities that may derive from the renegotiation of an agreement with an air carrier operating in the Pisa airport;
- 4) €303K as estimated charge for the possible unfavourable outcome of the assessment resulting from the Guardia di Finanza (Tax Police) inspection occurred during 2003 regarding the taxes of previous years (referring to this dispute, ADF had favourable first and second instance judgments and the adverse party filed an appeal with the Court of Cassation).
- 5) €113K as best estimate of the liability associated with risk of a disbursement for the doubling of general aviation rights - Art. 2 duodecies of Leg. Dec. of 30 September 1994.

The amounts set aside by the Company to face potential risks deriving from ongoing litigation are deemed to be appropriate in connection with the predictable outcome of the legal proceedings.

The year's movements are detailed below.

Data in €K	31.12.2014	Contribution from merger	prov.	use	reclass.	31.12.2015
Provisions for liabilities and expenses	33	3,550	929	-1,649	921	3,784

44. Provisions for repair and replacement

This provision (valued according to the best estimate of the expense required to fulfil the obligation at the closing date of the report) includes the amounts spent for the maintenance and repair of infrastructures in the Florence and Pisa airports, to be returned in perfect maintenance conditions to the Grantor at the end of the concession period. The global value of this item at 31 December 2015 is €21,212K, up by €8,934K with respect to 31 December 2014 due to the effect of the incorporation of AdF, of the contributions paid to the provision in 2015, partially offset by the uses of the period. Details are given below:

Data in €K	31.12.2014	Contribution	prov.	use	31.12.2015
Provisions for repair and repl.	12,278	6,344	4,142	-1,552	21,212

Depending on the estimated time of its use within the year, this provision is allocated to medium/long-term liabilities (€18,759K at 31 December 2015) and to current liabilities (€2,453K at 31 December 2015).

The potential impact on the Provision in terms of increase/decrease as a consequence of an assumed increase/decrease of 50 b.p. on an annual basis of interest rates, would be approx. +/- €700K.

45. Employee Termination Benefits

As indicated above, the ETB is considered as a defined benefit obligation to be recognised as recommended by IAS 19 - "Employee Benefits". The amount of the termination benefit has been recalculated by using the so-called "Projected Unit Credit Method", by making actuarial valuations at the end of the reference period.

The amendment made to IAS 19 - "Employee Benefits" eliminates the option to defer the recognition of actuarial gains and losses with the corridor method and required, instead, that the deficit or surplus of the entire provision be presented in the statement of financial position, while the labour cost components and net financial expenses should be recognized separately in the income statement, with actuarial gains and losses deriving from the re-measurement of the liability and asset being recognized as items of the Statement of Comprehensive Income. Furthermore, the return on assets included in net financial expenses should be determined on the basis of the discount rate of the liabilities, and no longer on the return expected from them.

As regards the economic-financial scenario, the parameters used for the valuation of the Pisa and Florence staffs at 31 December 2015 are:

- annual technical discount rate: 2.03%
- Annual inflation rate: 1.75%
- annual ETB increase rate: 2.81%

As far as the discount rate is concerned, the iBoxx Eurozone Corporate AA 10+ index has been selected as criterion for the valuation of this parameter, as the duration of 10+ years is suitable for the average time of permanence in the two staffs being considered.

There is no defined benefit scheme for the executive personnel of the company.

The value of the liability, in compliance with IAS 19, is €6,232K (€4,013 at 31 December 2014). This provision is posted net of the advance payments and settlements made during the period examined and shows an increase of €2,219K compared to 31 December 2014, as specified below (in €K):

Data in €K	31.12.2014	Contribution from merger	Actuarial (gain)/loss	prov.	use	31.12.2015
Termination benefits and other personnel-related provisions	4,013	2,962	-445	73	-372	6,232

The difference shown in the Statement of Comprehensive Income (€+322K) corresponds to the actuarial gain of €445K, after a taxation of €122K.

The valuation of future benefits is obviously affected by all the assumptions required for its identification; therefore, in order to obtain the sensitivity shown by the actual value as determined above compared to said assumptions, some tests have been conducted to provide the difference in the actual value against a given difference in some of the assumptions adopted, which may mostly affect that value. The table below provides the sensitivity analysis of the Provision.

	Annual discount rate		Annual inflation rate		Annual turnover rate	
	+ 0.50 %	- 0.50 %	+ 0.25 %	- 0.25 %	+ 1.00 %	- 1.00 %
T.B. provision	5,887	6,606	6,345	6,122	6,192	6,251

Finally, the table below provides a prediction of disbursement of the provision.

Future Cash Flows

<i>(Euro)</i>			
<i>Year</i>	<i>Florence Airport</i>	<i>Pisa Airport</i>	<i>Jet Fuel</i>
<i>0 - 1</i>	35,561	86,747	7,435
<i>1 - 2</i>	37,638	116,329	7,079
<i>2 - 3</i>	49,672	367,121	8,485
<i>3 - 4</i>	44,347	137,916	7,730
<i>4 - 5</i>	41,479	215,004	9,991
<i>5 - 6</i>	129,685	158,844	10,882
<i>6 - 7</i>	71,111	207,547	69,519
<i>7 - 8</i>	46,076	231,662	9,123
<i>8 - 9</i>	151,935	88,239	15,816
<i>9 - 10</i>	62,579	185,224	9,234

46. Financial liabilities

The item totalled €40,534K (€24,700K at 31 December 2014). The details of non-current and current financial liabilities are given below (in the “Loans” item). The amount of €4,502K refers to the portions expiring within the subsequent twelve months of the long-term loans shown in this section.

Data in €K	31.12.2014	Contribution from merger	draw-down	reimbursement	reclass.	31.12.2015
Non-current financial liabilities	24,700	10,623	10,000	0	-4,789	40,534
Current financial liabilities	2,068	1,408	0	-3,876	4,902	7,502
Total	26,768	12,031	10,000	-3,876	113	45,036

The total increase in Financial Liabilities, €18,268K, refers for €12M to the incorporation of AdF, for €10M to draw-downs made in the period, and for €3.9M to repayments of portions of capital at the relevant due dates.

Said financial liabilities refer to two long-term loans granted by the banks “Banca infrastrutture Innovazione and development” (of the Intesa San Paolo Group) and “MPS Capital Service” to support infrastructure investments. These loans must be repaid before June 2022 (€20M, with a residue of approx. €8M) and September 2027 (€40M completely used up), respectively, with a Euribor 6 months interest rate plus a spread. The amount posted in the balance sheet substantially reflects the value of the amortized cost of the liability as provided for by IAS 39.

The aforesaid medium/long-term financial debt is required to comply with certain financial indices defined in the related agreement, such as a certain net financial position/EBITDA and net financial position/Shareholders’ Equity, according to the definitions agreed with the lending counterparties and measured on the book values of TA for the €40M loan and of TA for the €20M loan.

We finally point out that, in addition to the aforesaid parameters, the €20M loan agreement requires a minimum amount of €1M to be made available and deposited in a current account pledged as security for the same loan and that no extraordinary transaction be entered into with third parties (entities not of the Group) without the previous written consent of the lending banks.

Failure to comply with the covenants and the other contractual obligations undertaken with the loan in question may imply, if not remedied under the agreement provisions, the anticipated reimbursement of the residual loan amount and/or a limit to the distribution of dividends.

At 31 December 2015 the Company was compliant with all the above-mentioned parameters.

47. Other payables due beyond the year

Payables due beyond the subsequent year consist of €805K (against €1,839K at 31 December 2014).

More specifically:

- 1) €30K refer to guarantee deposits received from customers as performance bonds for services provided to them;
- 2) €775K refer to the advances received from the Ministry of Transport pursuant to Law 299/79, which could be offset against accounts receivables from others due beyond the year.

Payables due beyond 5 years

The company has loans expiring after 5 years, for which details have been given in Note 46 to Financial liabilities.

CURRENT LIABILITIES

Changes in non-current assets occurred during the period are shown below.

Data in €K	31.12.2015	31.12.2014	DIFF.
CURRENT LIABILITIES	61,398	36,709	24,689

More specifically, this aggregate consists of the following categories:

48. Bank overdrafts

At 31 December 2015, TA had no short-term payables to banks (€0 at 31 December 2014).

49. Loans

At 31 December 2015, TA had bank loans for €4,502K (€2,068K at 31 December 2014), exclusively referred to the reimbursement prediction in the subsequent year of long-term loans (which are also shown in the related table and a comment of non-current financial liabilities).

The **Net Financial Position** at 31 December 2015, as shown in the Report on Operations in compliance with Consob Resolution prot. no. 6064293 of 28 July 2006, is specified below:

<i>Euro K</i>	31.12.2015 Separate	31.12.2014 Separate	Abs. Diff. 2015/2014
A. Cash on hand and at banks	31,417	24,792	6,625
B. Other cash and cash equivalents	-	-	-
C. Securities held for trading	-	-	-
D. Liquid assets (A) + (B) + (C)	31,417	24,792	6,625
E. Current financial receivables	-	-	-
F. Current bank payables	-	-	-
G. Current portion of non-current indebtedness	4,502	2,068	2,434
H. Other current financial payables due to leasing	-	-	-
I. Current financial indebtedness (F) + (G) + (H)	4,502	2,068	2,434
J. Net current financial indebtedness (I) - (E) - (D)	(26,915)	(22,724)	(4,191)
K. Non-current bank payables	40,534	24,700	15,834
L. Bonds issued	-	-	-
M. Other non-current payables due to leasing companies	-	-	-
N. Non-current financial indebtedness (K) + (L) + (M)	40,534	24,700	15,834
O. Net financial indebtedness (J) + (N) (NFI)	13,619	1,976	11,642

See comments in the Report on Operations and to the "Statement of Cash Flows" for a more in-depth analysis of this item.

50. Tax liabilities

The aggregate amount of this item at 31 December 2015 is €9,852K (against €5,736K at 31 December 2014), broken down below:

<i>Data in €K</i>	31.12.2015	31.12.2014	DIFF.
Municipal tax for passenger boarding	7,153	4,672	2,481
IRES/IRAP due	1,365	199	1,165
IRPEF due for employees and self-employed prof.	328	222	106
Higher fees due for private flights	155	155	0
Local taxes	132	401	-269
VAT due	717	86	631
Other minor items	1	0	1
Total	9,852	5,736	4,115

Accounts payable to the Revenue Agency for the municipal surtax on passenger boarding fees, presently consisting of €7.2M, established by art.2, paragraph 11, of Law no. 350 of 24 December 2003 starting from 1 June 2004, has increased by further €4.1M mainly as a consequence of the incorporation of AdF and partially due to the increase in passenger traffic recorded at the end of 2015 compared to the aggregate traffic of the two airports in 2014.

Even the other increases in “Other tax liabilities” mainly derive from the incorporation of AdF.

51. Payables to suppliers

At 31 December 2015, Payables to suppliers totalled €27.5M (€17M at 31 December 2014), up by €10.5M after the incorporation of AdF's €6.6M of Payables to suppliers and the major investments made by TA in 2015.

52. Payables to associated companies

This item includes accounts payable to related companies for a total of €1,661K at 31 December 2015 (€20K at 31 December 2014). The difference is mainly due to the accounts payable to Toscana Aeroporti Engineering - €1,517K - for the design services required for the implementation of the Florence and Pisa airport development programme.

53. Payables to social security institutions

This item includes accounts payable to social security and pension institutions (INPS, INAIL) for a total of €2,521K at 31 December 2015 (€1,671K at 31 December 2014). The difference is the result of the amounts accrued with the incorporation of AdF's €1.1M debt, reduced by the payment of approx. €300K in the course of 2015.

54. Other payables due within the year

Other payables due within the year at 31 December 2015 consist of €12.5M (€8.2M at 31 December 2014), which include the following items:

Data in €K	31.12.2015	31.12.2014	DIFF.
Concession fees	2,066	1,500	565
Ministry of Transport	2,205	0	2,205
Air/bus/train ticket office receipts	922	761	161
Due to employees	5,989	3,207	2,783
Insurance policies and damage excesses	92	96	-4
Due to Directors and Auditors	313	26	287
Fire-protection service	577	2,292	-1,714
Deferred income	248	124	124
Other minor items	135	217	-82
Total	12,547	8,224	4,323

More specifically:

- concession fees are increased in connection with the aggregate fee of the Florence airport after the merger by incorporation and, to a lesser extent, with the increased traffic. We point out that, effective from 26 May 2015 (enforcement of new airport fees in Florence), concession fees in the Florence airport has no longer been reduced under Law 248/2005.
- Accounts payable to the Ministry of Transport, €2.2M, derive from an amount collected by the Florence airport in 2013 after the positive outcome of trial no. 2403/2012 that compensated for damages suffered for the non-improvement of airport fees in the years 1999-2005, which, on a precautionary basis, had not been recognised to the income statement before the last-instance trial, also because of the appeal lodged with the Attorney General's Office.

- Ticket office receipts have increased due to the higher traffic reported in 2015 compared to 2014.
- The increased employee salaries and Directors' and Auditors' fees is mainly due to the incorporation of the debt of former AdF.
- The Fire Brigade Protection Service is an amount payable to the Revenue Agency at 31 December 2015, as introduced by the Finance Law 2007. This item shows a decrease of €1,714K due to the effect of the posting to the Income Statement of approx. €921K of amounts set aside in the 2007-2009 period after the positive judgement of the Court of Florence, which nullified the opposed court order requested by the Ministry. This also determined the reclassification of the residual debt of €921K to a Provision for liabilities to face any liability arising for subsequent appeals. For further considerations, see section "Provisions for liabilities and expenses".
- Prepaid expenses refer to non-aviation revenues invoiced in advance.

55. Advance payments

Advance payments totalled €379K against €276K at 31 December 2014, which substantially confirms the amount of advance payments made to customers.

COMMITMENTS AND GUARANTEES

At 31 December 2015, total commitments and guarantees (regarding the Holding) were €21,005K (€17,200K at 31 December 2014), consisting of €13,862K of third party suretyships in favour of TA and €8,143K of suretyships given by third parties on behalf of TA. The difference is mainly due to the incorporation of AdF.

Data in €K	31.12.2015	31.12.2014	DIFF.
Third-party guarantee in favour of Company	12,862	8,728	4,134
Third-party guarantee on behalf of Company	8,143	8,472	-329
Total commitments and guarantees	21,005	17,200	3,805

Suretyships provided by third parties in the favour of TA (€12.9M) mainly refer to performance bonds for contract works, for compliance with agreements by sub-licensees, air carriers and other customers.

The suretyships provided to third parties on behalf of TA (€8.1M) mainly refer to performance bonds in favour of ENAC to ensure full and exact fulfilment of the obligations established with the two 40-year Conventions signed; of the Municipalities of Pisa and Florence to ensure compliance with municipal regulations in the execution of works for the expansion of the airport infrastructures by TA and minor items.

ADDITIONAL INFORMATION

Disclosure regarding the main items of the Provision for liabilities and expenses at 31 December 2015

For a detailed description of ongoing disputes, see the similar section added to the Explanatory Notes to the Consolidated Financial Report.

Directors', Auditors' and Top Strategic Executives' fees

Details on these fees are given in the specific table of the Report on Remuneration pursuant to art. 123-ter of Leg. Dec. no. 58/98 (published in the Company's website).

We point out that Directors and Statutory Auditors have interests neither in non-recurring transactions performed in 2015, nor in any other similar transaction initiated during previous years and not yet concluded.

At year-end, no loan has been given to any member of the Board of Directors or Board of Statutory Auditors.

Relationships with related parties

See the specific section in the Report and in Annex C to this year's financial statements at 31 December 2015 for a summary of the main effects on the balance sheet of TA's transactions with related parties, which are scarcely significant.

Atypical and/or unusual transactions

According to Consob's Notice no. 6064293 of 28 July 2006, we disclose the information that no significant non-recurring events and transactions took place during 2015.

Significant non-recurring events and transactions

Pursuant to Consob's Notice of 28 July 2006, we specify that no significant non-recurring transaction was performed.

Fair value measurement hierarchy

As regards the financial instruments recognised in the Financial Position at fair value, IFRS 7 requires these values to be classified based on a hierarchy of levels that reflects the significance of the input used in the determination of fair value. The following levels are identified:

Level 1 – the price of the asset or liability being measured is drawn from an active market;

Level 2 – the inputs used are not the listed prices indicated above, but may be observed on the market, either directly (prices) or indirectly (price derivatives);

Level 3 – the inputs are not based on observable market data.

These notions are not applicable to TA's 2015 financial report because the stake held in Aeroporto di Firenze S.p.a., whose fair value (€1,723K at 31 December 2014) could be qualified as Level 1 because measured on the basis of an official listing in the Italian stock exchange, was sold.

Therefore, there is no asset valued at fair value (FVPL or FVOCI) at 31 December 2015.

Information on financial instruments

No derivative financial instrument is used. No liability has been valued at fair value.

Authorization to publication

This document has been approved by the Board of Directors on 17 March 2016 and made available of the public on 5 April 2016 upon the Chairman's authorization.

For the Board of Directors
The Chairman
(Marco Carrai)

ANNEXES TO THE 2015 FINANCIAL STATEMENTS

TABLE OF CHANGES IN INTANGIBLE ASSETS IN 2015
(amounts shown in €K)

	CONCESSION RIGHTS	PATENT AND INTELLECTUAL PROPERTY RIGHTS	WORK IN PROGRESS AND ADVANCE PAYMENTS	TOTAL
Historical cost	81,696	6,680	7,989	96,364
Accumulated depreciation	-14,001	-6,504	0	-20,504
A - Value as at 31-12-14	67,695	176	7,989	75,860
<i>YEAR'S DIFFERENCES</i>				
Purchases	17,831	327	794	18,952
Previous years' work in progress	7,295	0	-7,295	0
Disinvestments/Decreases	-122	0	0	-122
Historical cost of assets deriving from the merger by incorporation of Florence Airport (ex-AdF) ADF	67,157	2,934	4,114	74,205
Accumulated depreciation of asset from merger by incorporation of Florence Airport (ex-AdF)	-11,852	-2,787	0	-14,639
Depreciation	-4,576	-335	0	-4,911
B - Balance of changes	75,733	140	-2,387	73,485
Historical cost	166,684	9,941	12,897	189,521
Accumulated depreciation	-23,256	-9,625	-7,295	-40,176
Value as at 31-12-15 (A+B)	143,428	316	5,602	149,345

TABLE OF CHANGES IN TANGIBLE ASSETS IN 2015 (amounts shown in €K)

	LAND, BUILDINGS AND RUNWAY INSTALLATIONS		PLANT AND MACHINERY	INDUSTRIAL AND COMMERCIAL EQUIPMENT	ASSETS UNDER CONSTRUCTION	OTHER ASSETS	TOTAL
	that can be freely assigned	owned by the Company					
Historical cost	4,189	15,250	16,057	633	0	8,823	44,952
Accumulated depreciation	-3,363	-876	-11,636	-449	0	-7,593	-23,918
A - Value as at 31-12-14	826	14,374	4,421	184	0	1,230	21,034
<i>YEAR'S DIFFERENCES</i>							
Purchases	0	652	1,864	66	45	518	3,145
Previous years' work in progress	0	0	0	0	0	0	0
Disinvestments/Decreases	-69	-459	-571	-13	-233	-458	-1,803
Historical cost of asset from merger by incorporation of Florence Airport (ex-AdF)	8,357	509	9,254	301	357	5,500	24,278
Accumulated depreciation of asset from merger by incorporation of Florence Airport (ex-AdF)	-6,603	-474	-7,090	-274	0	-4,246	-18,686
Depreciation	-459	-150	-1,673	-42	0	-982	-3,305
Reversal of previous years' accum. d	69	459	567	12	0	404	1,511
B - Balance of changes	1,296	537	2,352	51	169	736	5,140
Historical cost	12,546	16,411	27,175	1,000	402	14,841	72,376
Accumulated depreciation	-10,425	-1,501	-20,402	-766	-233	-12,875	-46,202
Value as at 31-12-2015 (A+B)	2,122	14,911	6,773	235	169	1,965	26,174

SHAREHOLDERS' EQUITY AT 31.12.2015: ORIGIN, DISTRIBUTABILITY AND USES OF PREVIOUS YEARS (amounts in €K)

NATURE	AMOUNT	POSSIBILITY OF UTILIZATION (*)	AVAILABLE SHARE	SUMMARY OF USES IN THREE PREVIOUS YEARS (**)	
				TO COVER LOSSES	FOR OTHER REASONS
SHARE CAPITAL	30,710				
CAPITAL RESERVES					
Treasury stock reserve					
Reserve for stock or shares of Subsidiaries					
Share premium reserve	18,941	A, B	18,941		
Other reserves	24,586		23,560		
<i>of which:</i>					
<i>Exchange surplus reserve (incorporation of AdF) (***)</i>	<i>24,084</i>	<i>A, B</i>	<i>23,059</i>		
<i>Revaluation reserves purs. to Law 413/91</i>	<i>435</i>	<i>A, B</i>	<i>435</i>		
<i>Other capital contribution reserves purs. to art. 55 DPR 917</i>	<i>66</i>	<i>B</i>	<i>66</i>		
RETAINED EARNINGS					
Legal Reserve	2,548	B	2,548		
Extraordinary reserve	25,876	A, B, C	25,876		
Treasury stock reserve					
Foreign currency translation reserve (gains)					
Reserve for valuation of equity investments with Equity method					
Reserve for derogations from par. 4 of art. 2423 CC.					
IAS ADJUSTMENTS RESERVE	- 3,229				
FAIR VALUE RESERVE	-				
Profit (Loss) carried forward	436				
Year's profit (loss)	8,315	A, B, C	8,315		
Total	108,183		79,241		

of which:

<i>Undistributable share</i>	<i>45,050</i>
<i>Residual distributable share</i>	<i>34,191</i>

(*) Possibility of utilization:

A = capital increase

B = to cover losses

C = distribution to shareholders

(**) No uses have been made in the three previous years.

(***) The IAS reserve originating from AdF's S.E., which totals €1,025K, is not available, as per art. 6 of Legislative Decree 38/2005.

TABLE OF DEFERRED AND PREPAID TAXES AND CONSEQUENT EFFECTS (amounts in €K)

ITEMS	PREPAID / DEFERRED TAXES AT 31/12/2014		CONTRIBUTIONS FROM INCORPORATION OF ADF		2015 REABSORPTION		2015 INCREASES		Effect of reduction of IRES to 24% as of 01/01/2017	PREPAID / DEFERRED TAXES AT 31/12/2015	
		IRE S		IRES		IRES		IRES		IRE S	
CAPITAL INCREASE											
EXPENSES	-		-	IRES	231.707	IRES	63.719	1.158.535	318.597	926.828	230.548
FOR BAD DEBT & OTHER		IRE								IRE	
RECEIVABLES	2.166.577	S	3.723.035	IRES	229.589	IRES	63.137	30.159	8.294	3.523.605	845.665
PROVISIONS FOR REPAIR AND		IRE S /		IRES /		IRES /		IRES /		IRE S /	
MAINTENANCE	3.091.170	IRA P	1.786.765	IRA P	1.613.175	IRA P	526.218	2.635.315	859.640	2.808.905	924.295
ACTUARIAL GAIN / LOSS (O.C.I.)		IRE								IRE	
	900.873	S	247.740	IRES	444.603	IRES	122.266	-	-	456.270	109.505
SUNDY MINOR ITEMS		IRE S /		IRES /		IRES /		IRES /		IRE S /	
	55.391	IRA P	101.536	IRA P	201.307	IRA P	55.834	234.441	64.471	134.669	35.389
FUTURE LIABILITIES AND		IRE		IRES		IRES		IRES		IRE	
EXPENSES	2.207	S	1.975.173	IRA P	376.383	IRA P	122.776	1.848.156	577.012	3.446.946	969.255
DIFFERENCES IN APPL. OF IAS ON T.I.		IRE								IRE	
	452.708	S	635.880	IRES	449.654	IRES	123.655	-	-	186.226	44.694
Aggregate Total	6.558.145		9.123.263		3.546.419		1.077.605	5.906.605	1.828.014	11.483.450	3.159.352

RECONCILIATION BETWEEN THE YEAR'S RESULT AND THE TAXABLE BASE (amounts in €K)

	T.A. S.p.A.		SAT S.p.A.	
	31/12/2015		31/12/2014	
	IRES	IRAP	IRES	IRAP
Profit before tax according to law tax	12,185	49,429	6,773	28,338
Ordinary applicable tax rate	27.50%	5.12%	27.50%	5.12%
Theoretical tax burden	3,351	2,531	1,863	1,451
Main final differences				
- Dividends collected (95% exempt)	- 453	-	- 5	-
- Capital gain from sale of shares (95% exempt)	- 1,518	-	-	-
- Analytical and lump-sum deductions from IRAP	- 552	-	- 1,276	-
- a.c.e.	- 811	-	- 450	-
- Cost of labour of permanent employees	- - 34,288		-	-
- Other deductible costs of labour	- - 1,426		- - 878	
Sundry final differences (balance)	1,221	2,124	- 348	1,191
Sundry temporary differences (balance)	1,354	3,548	- 863	1269
Taxable base	11,426	19,387	3,831	29,920
Current taxes	3,142	993	1,054	1,532
Application for IRAP reimb.	-	-	- 79	-
Deferred taxes	- 372	- 182	235	- 64
Effect of reduction of IRES to 24% as of 01/01/2017	246	-	-	-
Total taxes posted in balance sheet	3,016	811	1,210	1,468

CERTIFICATION OF THE 2015 FINANCIAL STATEMENTS PURSUANT TO ART. 81-TER OF CONSOB'S REGULATIONS NO. 11971 OF 14 MAY 1999 AND SUBSEQUENT AMENDMENTS AND SUPPLEMENTS

1. The undersigned Gina Giani (Chief Executive Officer) and Marco Gialletti (Financial Reporting Manager) of Toscana Aeroporti S.p.a., also considering the provisions contained in art. 154-bis, paragraphs 3 and 4, of Legislative Decree no. 58 of 24 February 1998, hereby certify:

- the appropriateness in connection with the distinguishing features of the company, and
- the actual implementation

of the administrative and accounting procedures for the preparation of the 2015 Financial Statements.

2. Furthermore, it is hereby certified that the Financial Report for the year 2015:

- has been prepared in accordance with applicable accounting standards recognized within the European Community pursuant to EC Regulation no. 1606/2002 of the European Parliament and of the Council of 19 July 2002;
- reflects the contents of accounting books and records;
- provides a true and fair view of the assets, liabilities, and financial situation of the issuer and of the issuer.

3. The Report on Operations includes a reliable analysis of operating performance and income, as well as the situation of the issuer, along with a description of the primary risks and uncertainties to which it is exposed.

Florence, 17 March 2016

For the Board of Directors

Chief Executive Officer
Gina Giani - CEO

Financial Reporting Manager
Marco Gialletti

AUDITORS' REPORT

TOSCANA AEROPORTI SPA

FINANCIAL STATEMENTS AT 31 DECEMBER 2015

**INDEPENDENT AUDITORS' REPORT IN
ACCORDANCE WITH ARTICLES 14 AND
16 OF LEGISLATIVE DECREE No. 39 OF
27 JANUARY 2010**

**INDEPENDENT AUDITORS' REPORT IN ACCORDANCE WITH ARTICLES 14
AND 16 OF LEGISLATIVE DECREE No. 39 OF 27 JANUARY 2010**

To the shareholders of
Toscana Aeroporti SpA

Report on the financial statements

We have audited the accompanying financial statements of Toscana Aeroporti SpA, which comprise the statement of financial position as of 31 December 2015, the income statement, statement of comprehensive income, statement of changes in shareholders' equity and statement of cash flows for the year then ended, a summary of significant accounting policies and other explanatory notes.

Directors' responsibility for the financial statements

The directors of Toscana Aeroporti SpA are responsible for the preparation of financial statements that give a true and fair view in compliance with International Financial Reporting Standards as adopted by the European Union, as well as with the regulations issued to implement article 9 of Legislative Decree no. 38/2005.

Auditors' responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with International Standards on Auditing (ISA Italia) drawn up pursuant to article 11, paragraph 3, of Legislative Decree no. 39 of 27 January 2010. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing audit procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The audit procedures selected depend on the auditor's professional judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation of financial statements that give a true and fair view, in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the directors, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements give a true and fair view of the financial position of Toscana Aeroporti SpA as of 31 December 2015 and of the result of its operations and cash flows for the year then ended in compliance with International Financial Reporting Standards as adopted by the European Union, as well as with the regulations issued to implement article 9 of Legislative Decree no. 38/2005.

Emphasis of Matter

Without modifying our opinion, we draw your attention to paragraph “Merger by incorporation of Aeroporto di Firenze SpA” in the explanatory notes which describes the merger by incorporation that occurred in the first half of 2015

Report on compliance with other laws and regulations

Opinion on the consistency with the financial statements of the report on operations and of certain information set out in the report on corporate governance and ownership structure

We have performed the procedures required under auditing standard (SA Italia) no. 720B in order to express an opinion, as required by law, on the consistency of the report on operations and of the information set out in the report on corporate governance and ownership structure referred to in article 123-bis, paragraph 4, of Legislative Decree no. 58/98, which are the responsibility of the directors of Toscana Aeroporti SpA, with the financial statements of Toscana Aeroporti SpA as of 31 December 2015. In our opinion, the report on operations and the information in the report on corporate governance and ownership structure mentioned above are consistent with the financial statements of Toscana Aeroporti SpA as of 31 December 2015.

Florence, 1 April 2016

PricewaterhouseCoopers SpA

Signed by

Luigi Necci
(Partner)

This report has been translated into English from the Italian original solely for the convenience of international readers. We have not examined the translation of the financial statements referred to in this report.

BOARD OF AUDITORS' REPORT

BOARD OF AUDITORS' REPORT ON THE 2015 FINANCIAL STATEMENTS TO THE SHAREHOLDERS' MEETING (PURSUANT TO ART. 153 OF LEG.DEC. 58/1998 AND ART. 2429, PAR. 2, OF THE C.C.)

To the Shareholders' Meeting of Toscana Aeroporti S.p.A.

Dear Shareholders,

during the year, Board of Auditors of the Company changed its president after the resignation of the former President, Ms. Loredana Durano, and the Ministry of the Economy and Finance (MEF) appointed Ms. Paola Severini for the same role, effective from 9 September 2015.

During the financial year ended 31 December 2015, the Board of Auditors supervised the company as required by the applicable legislation, in compliance with the behaviour principles recommended by the National Council of Chartered Accountants and Accounting Experts (Consiglio Nazionale dei Dottori Commercialisti e degli Esperti Contabili), as well as with CONSOB's provisions, supplemented by the indications of the Self-Regulatory Code concerning corporate auditing and Board of Auditors' activities.

Based on the information received, the documentation acquired and the audits conducted, we point out the following:

Particularly significant transactions

During the financial year 2015, AdF SpA was merged by incorporation into SAT SpA and the name of the latter was changed into Toscana Aeroporti SpA. As a consequence, per effective from 1st June 2015, Toscana Aeroporti acquired all the assets and liabilities of AdF SpA, with the consequent changes in in the structure of the Company and Group. For this reason, we reviewed all the alignment and harmonization activities required to aggregate the two entities.

The Board carefully supervised the management of the investments, particularly as regards the improvement of the Pisa and Florence airports, and the reformulation and development of the Master Plan especially in compliance with ENAC's provisions.

Supervisory activity on regulatory compliance (legislation and Articles of Association)

The Board of Auditors supervised the compliance of the company with the legislation, the Articles of Association and, more specifically, held 9 meetings throughout 2015, as detailed below: 3 Shareholders' Meetings, 13 Board of Directors' Meetings, 4 Executive Committees, 3 Appointment and Remuneration Committees, 5 Control and Risk Committee.

We acknowledge that the applicable disclosure obligations specified by the supervisory authorities have been complied with and we are aware of no infringement or complaint from Shareholders.

Surveillance on compliance with correct corporate management principles

The Board obtained from the Company's Directors, at least on a quarterly basis, information on the activities carried out, on general management trends and on predictable trends, as well as on the most significant economic, financial and equity related transactions made by the Company, also through the intermediary of its subsidiaries, and can reasonably ensure that the transactions deliberated and implemented are compliant with the legislation and Articles of Association, showing no imprudence, bold attitude or conflict of interest or contrast with the resolution made by the Meeting or such as to compromise the integrity of the corporate equity.

Furthermore, the Board acquired information and supervised, to the extent of its task, the Company's compliance with correct management principles, particularly by taking part in the meetings of the Board of Directors and Executive Committees, but also by collecting information from the person in charge of the preparation of accounting records and corporate documents, from the managers of each corporate function, as well as from the mutual exchange of significant data and information pursuant to art. 150 of Leg. Dec. no. 58/1998 with the Auditing Company. In particular, as regards the decision-making process of the Board of Directors, the Board of Auditors

supervised the Company's compliance with the legislation and Articles of Association concerning the management decisions made by Directors.

Based on the information received from Directors and on the interviews of the representatives of the Auditing Company, no atypical or unusual transactions seems to have been performed during the year considered.

Surveillance of the appropriateness of the organizational layout

The surveillance activity revealed an appropriate organizational layout in terms of structure, procedures, competencies, responsibilities for the size of the Company, its nature and the methods used to pursue its business purpose.

The BoA ensured that its members fulfilled the independence requirements established for Directors by the Self-Regulatory Code.

The BoA also observed the operation of the Board of Directors and Committees, with a special focus on the requirements specified for independent Directors, the determination of their fees, as well as the responsibilities connected with corporate functions.

Surveillance of the appropriateness of the internal control system

The BoA acquired information and supervised, to the extent of its task, the appropriateness of the organizational structure of the Company and its internal control system, also by taking part in the meetings of the Risk and Control Committee. This Committee promptly informed the Board, during the meetings, about the activity carried out and illustrated the contents of its interim reports, which confirmed the appropriateness of the internal control and risk management system.

In compliance with the Audit Plan 2015-2017 approved by the Board of Directors on 28 August 2015, the Board monitored the activity carried out by the Manager in charge of the Internal Audit function, listened to their remarks during the meetings, and examined the contents of the interim report, which showed that the internal control and risk management system is effective.

The Board of Auditors informs the readers of this document that significant exchanges of data and information have normally taken place between the different control bodies.

As regards risk assessment, we acknowledge that the Company appointed its own Supervisory Body, which reported on compliance with the model developed after the merger of the two companies in the periodic report submitted to the Board of Directors on 17 March 2016.

Surveillance activity on the appropriateness of the accounting system and statutory auditing activity

The Board supervised the appropriateness of the accounting system, as well as its capacity to reliably and correctly reflect management facts, by obtaining information from the person in charge of the competent functions, meetings with the Auditing Company and the production of Reports on the Financial Statements and Consolidated Financial Report, which provide evidence of compliance with international accounting principles.

In the opinion of the Auditing Company, the Report on Operations and the information disclosed in the Report on Corporate Governance and on the ownership structure, as specified above, are consistent with the Financial Statements and Consolidated Financial Report of the Toscana Aeroporti Group at 31 December 2015.

Nothing lacking conformance emerged from the auditing activity and the review of the reports, while the following was emphasised: *"Without changing our opinion, we would like to focus the reader's attention on the section "Merger by incorporation of Aeroporto di Firenze SpA" in the Explanatory Notes, which describes the merger by incorporation transaction which took place in the first half of 2015"*.

The certification mentioned in art. 154-bis, paragraph 5, of TUF, signed by the CEO and person in charge of the preparation of the corporate accounting records, is enclosed with the Financial Statements and Consolidated Financial Report.

Corporate Governance

The Board supervised corporate governance, which was implemented in compliance with the Self-Regulatory Code adopted by listed companies, including the Company. On 17 March 2016, the Board of Directors approved the Report on Corporate Governance and the ownership structure pursuant to art. 123-bis of TUF.

Surveillance of relationships with subsidiaries and holdings

The Board supervised the relationships between subsidiaries and holdings, which have been promptly brought to the attention of the Committees and Board of Directors.

Surveillance of related parties

The Board of Auditors, pursuant to CONSOB's Regulation no. 17221 of 12 March 2010, subsequently amended with Resolution no. 17389 of 23 June 2010, acknowledged that the Company adopted measures aimed at ensuring that the transactions implemented with related parties, directly and through subsidiaries, are performed transparently and in compliance with substantial correctness and procedural criteria.

Transactions regarding intra-group operations and transactions with related parties, referred to the year 2015, as well as the description of the characteristics and related economic-equity effects, are exhaustively described in the year's financial statements of TA SpA and in the Group's Consolidated Financial Report.

Omissions and reprehensible facts detected, opinions and initiatives undertaken

During 2015, the Board received no report pursuant to art. 2408 del of the Civil Code, nor any complaint has been filed by third parties.

The Board provided the specific opinions required by the individual law provisions.

In the course of the supervisory activity carried out and based on the information obtained by the Auditing Company, pursuant to art. 150, paragraph 3, of Leg. Dec. no. 58/1998, even during the periodic meetings with the Company, the Board observed no significant information to be highlighted in this report, nor any omission or reprehensible fact or irregular conduct worthwhile reporting or mentioning.

Proposals concerning the year's and consolidated financial statements

The Board hereby acknowledges that the documents collected in the financial statements have been prepared correctly and the methods adopted for their preparation and submission to the Meeting are correct.

For the aspects under its competence, the Board declares that there is no reason to oppose the approval of the year's and consolidated financial statements and the allocation proposals expressed by the Board of Directors.

Conclusions and proposal for the Meeting

Based on all the considerations above, we propose the Meeting to approve the year's financial report for the year ended 31 December 2015 and allocate the profit of Euro 8,315,402.00 and distribute dividends, as specified by the Board of Directors.

Florence, 01 April 2016

THE BOARD OF AUDITORS

Paola Severini, President of the Board of Auditors

Silvia Bresciani, Statutory Auditor

Tania Frosali, Statutory Auditor

Antonio Martini, Statutory Auditor

Roberto Giacinti, Statutory Auditor

