

NAPLES INTERNATIONAL AIRPORT

Object: Redistribution of air traffic between Amsterdam Airport Schipol and Lelystad Airport.

Concerning the Decree to determine rules for the distribution of air traffic of Amsterdam Airport Schipol, we would like to express our concern regarding the inclusion of Naples in the list of leisure destinations to be relocated to Lelystad Airport. We would like to draw your attention on the following evidences of the strategic importance of the NAP – AMS route:

- The Route was activated in 2000. Since then, the passenger throughput has recorded a steady growth as shown in the chart below:

Flight frequency keeps growing year-on-year with limited seasonality. In the Winter season 2016 the flight frequency was 11/week, while during the Summer 2017 was 15/week;

- In 2016 this route recorded an outstanding performance in terms of passenger growth with 92% increase compared to 2015 (211k pax in 2016 vs 110k pax in 2015). In 2017, the traffic Year-to-date (January 1st - November 30th) is growing over 7%;
- Directionality: In the last two IATA seasons, 46% (over 100k) of the total passenger traffic on the route NAP – AMS was originating from Naples;
- Purpose of trip: the route shows all types of traffic demand, VFR, Business, Leisure and Feeder traffic into Amsterdam Hub. In the event that NAP – AMS capacity will be shifted to Lelystad, all the passengers that use this route as connecting flight will be lost and it is very likely that the Point-to-point traffic will fiercely decrease: this would be detrimental to the business and leisure sectors in both Naples as well as Amsterdam region.

NAP Network is composed by 96 destinations, thereof 61 are operated year-round. The remaining 35 are operated Summer only therefore on a leisure basis and, as matter of fact, the NAP – AMS route is not among them.

The connection between Naples International Airport and Amsterdam Airport Schipol represents a strategic route of our network as the fifth international destination out of 82 in terms of passengers.

For the reasons listed above, we are absolutely convinced that our airport cannot be involved in this redistribution of air traffic between Amsterdam Airport Schipol and Lelystad Airport, both for the strategic importance of this connection within our Network and for its distinctiveness as year-round operation serving all types of traffic demand.