

*(English version)*

**Question for written answer E-003557/23  
to the Commission  
Rosa D'Amato (Verts/ALE)  
(5 December 2023)**

*Subject:* Request to cancel state aid for the planned enlargement of Parma airport

So.Ge.A.P., the company which holds the concession to operate Parma's Giuseppe Verdi Airport, has drawn up an airport development plan involving the lengthening of the runway and the creation of a logistics hub for cargo aircraft.

Though Verdi Airport is less than 100 km from the Bologna's Marconi Airport and Brescia-Montichiari's D'Annunzio Airport, Italy's Ministry for Infrastructure and Transport <sup>(1)</sup> is co-financing the plan to the tune of EUR 12 million. In the project's technical/descriptive report, So.Ge.A.P. states that the annual traffic from commercial flights would never exceed 200 000 passengers in the period 2018-2025.

However, this figure is incorrect. Applying the same parameters used in the report, commercial aviation is expected to account for 200 008 passengers in 2025. If we add general aviation figures, 201 260 passengers are expected to transit through Verdi Airport in 2024, and a further 203 903 in 2025.

Pursuant to Article 56a (6) and (7) of Regulation (EU) No 651/2014, airports exceeding 200 000 yearly passengers are not entitled to investment aid and, if we factor in So.Ge.A.P.'s rounded-up daily passenger figures, Verdi Airport would significantly outstrip this limit, as it would handle 240 000 commercial aviation passengers in 2025, for a total of 243 085 if we add general aviation traffic.

In the light of the above, will the Commission request that So.Ge.A.P.'s state aid be withdrawn, seeing as it infringes Regulation (EU) No 651/2014?

Submitted: 5.12.2023

**Answer given by Executive Vice-President Vestager on behalf of the European Commission  
(30 January 2024)**

According to Article 56 a of Regulation (EU) No 651/2014 declaring certain categories of aid compatible with the internal market in application of Articles 107 and 108 of the Treaty ('the General Block Exemption Regulation') investment aid can be granted to an airport located within 100 kilometres or 60 minutes travelling time from an existing airport if the average annual passenger traffic is less than 200 000 passengers during the two financial years preceding the year in which aid is actually granted if the investment aid is not expected to result in the airport increasing its average annual passenger traffic to above 200 000 passengers within two financial years following the granting of the aid.

According to Article 11 of the General Block Exemption Regulation Member States are required to report the summary information about each aid measure granted to the Commission. According to information reported by the Italian authorities the aid in question was granted in 2019.

At this stage, the Commission services have no indication that the requirement about the expected traffic within two years following the granting of the aid or the traffic in two years preceding the granting of the aid has not been met.

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<sup>(1)</sup> Ministry for Infrastructure and Transport