QUARTERLY REPORT OF THE ADR GROUP as of September 30, 2005

Translation into English from the original version in Italian

Aeroporti di Roma Società per Azioni
Registered office in Fiumicino (Roma) - Via dell'Aeroporto di Fiumicino, 320
Fully paid-in capital stock €62,309,801

www.adr.it

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CORPORATE OFFICERS

Aeroporti di Roma SpA

Board of Directors	
Chairman	Francesco Di Giovanni *(from September 20. 2005)* Federico Falck *(until September 15. 2005)*
Deputy Chairman	Paolo Savona *(until June 6, 2005)*
Managing Director	Francesco Di Giovanni
Directors	Marcus Charles Balmforth Martyn Booth Andrea Ciffo Giuseppina Corsi *(from July 15, 2005)* Nicholas Moore Cesare Pambianchi John Stuart Hugh Roberts Pier Giorgio Romiti Cesare Romiti Massimo Scarpelli *(until September 15, 2005)* Francesco Sensi *(until September 15, 2005)*
Secretary	Massimo Faccioli Pintozzi

Board of Statutory Auditors	
Chairman	Fabrizio Rimassa
Statutory Auditors	Roberto Ascoli Giuseppe Cappella Giorgio Palasciano *(until September 15, 2005)* Luigi Tripodo Guido Zavadini *(from September 15, 2005)*
Alternate Auditors	Giorgio Bovi *(until September 15, 2005)* Guido Zavadini *(until September 15, 2005)*

Independent Auditors	Deloitte & Touche SpA

HIGHLIGHTS

The following table summarizes main traffic data for the third quarter of the year for Rome's airport system and shows changes with respect to the first nine months of 2004.

MAIN TRAFFIC DATA

Traffic component	Q3 2005		9M 2005	
	SYSTEM (°)	% CHANGE (*)	SYSTEM (°)	% CHANGE (*)
Movements (no.)	96,852	*+1.9%*	276,976	*+4.6%*
Aircraft tonnage	6,978,189	*+2.7%*	19,582,216	*+4.5%*
Total passengers	9,455,140	*+5.2%*	25,050,325	*+7.8%*
Total freight (tons)	39,379	*+2.8%*	113,303	*-0.3%*

(°) Fiumicino + Ciampino
(*) with respect to same period in 2004

The following table summarizes key economic, financial and operational data for the third quarter of 2005 and for the nine months ended September 30, 2005.

ADR GROUP

Key consolidated economic, financial and operational data (€000)	***Q3 2005***		***Q3 2004***	***Q3 2003***	***Q3 2002***
Revenues	160,649		154,850	142,665	139,480
EBITDA[1]	77,610		77,481	69,048	64,908
EBIT	51,234		48,204	40,544	39,604
Net income for the period:					
minority interest	(508)		651	1,120	2,360
Group's share	13,138		10,829	9,236	4,378
Investment (€000)	13,476		11,503	6,470	13,917
	9M 2005		***9M 2004***	***9M 2003***	***9M 2002***
Revenues	437,250		417,096	383,279	384,087
EBITDA[1]	197,465		187,701	160,094	157,670
EBIT	118,819		103,601	79,845	92,637
Net income for the period					
minority interest	719		2,063	4,097	2,635
Group's share	21,306		6,304	(5,665)	5,236
Investment (€000)	56,886		38,155	37,021	40,040
	Sep 30, 2005	***Dec 31, 2004***	***Sep 30, 2004***	***Sep 30, 2003***	***Sep 30, 2002***
Invested capital	2,290,679	2,306,006	2,328,104	2,397,970	2,391,277
Shareholders' equity (including minority interest)	715,111	723,729	721,636	744,966	759,859
Group shareholders' equity	713,547	701,558	699,843	688,188	709,917
Net debt	1,575,568	1,582,277	1,606,468	1,653,004	1,631,418
Headcount at the end of the period	4,078	3,709	4,128	3,869	3,780
Ratios	***9M 2005***		***9M 2004***	***9M 2003***	***9M 2002***
Revenues/Average headcount (€000)	125		120	115	110
No. of passengers/Average headcount	7,178		6,697	6,290	5,707

[1] For purposes of comparison, EBITDA for the first half of 2004, 2003 and 2002 has been amended following reclassification of certain Income Statement items. For details of these reclassifications, see the section on the Group's financial position and operating results.

ADR GROUP: CONSOLIDATED ACCOUNTS FOR THE NINE MONTHS ENDED SEPTEMBER 30, 2005

RECLASSIFIED CONSOLIDATED INCOME STATEMENT

(€000)

Year 2004		Third Quarter 2005	Jan.-Sept. 2005	Third Quarter 2004	Jan.- Sept. 2004	Change Sept. 05 - Sept. 04
555.801	Revenues from sales and services	161.646	437.979	154.217	416.359	21.620
983	Contract work in progress	(997)	(729)	633	737	(1.466)
556.784	A.- REVENUES	160.649	437.250	154.850	417.096	20.154
4.687	Capitalized costs and expenses	1.485	3.396	798	2.143	1.253
561.471	B.- REVENUES FROM ORDINARY ACTIVITIES	162.134	440.646	155.648	419.239	21.407
(155.590)	Cost of materials and external services	(45.410)	(125.203)	(41.026)	(114.355)	(10.848)
405.881	C.- GROSS MARGIN	116.724	315.443	114.622	304.884	10.559
(156.263)	Payroll costs	(39.114)	(117.978)	(37.141)	(117.183)	(795)
249.618	D.- GROSS OPERATING INCOME	77.610	197.465	77.481	187.701	9.764
(94.101)	Amortization and depreciation	(24.394)	(71.319)	(23.636)	(69.892)	(1.427)
(11.981)	Other provisions	(429)	(2.448)	(5.522)	(6.453)	4.005
(6.975)	Provisions for risks and charges	(914)	(5.383)	(1.468)	(7.691)	2.308
(9.634)	Other income (expense), net	(639)	504	1.349	(64)	568
126.927	E.- OPERATING INCOME	51.234	118.819	48.204	103.601	15.218
(96.763)	Financial income (expense), net	(22.845)	(68.076)	(24.639)	(73.384)	5.308
7.989	Adjustments to financial assests	2.741	9.029	1.742	3.936	5.093
38.153	F.- INCOME BEFORE EXTRAORDINARY ITEMS AND TAXES	31.130	59.772	25.307	34.153	25.619
(5.943)	Extraordinary income (expense), net	(4.405)	(6.206)	(1.406)	(3.102)	(3.104)
32.210	G.- INCOME BEFORE TAXES	26.725	53.566	23.901	31.051	22.515
(26.200)	Income taxes for the period	(14.226)	(29.857)	(13.072)	(23.396)	(6.461)
450	Deferred tax assets	131	(1.684)	651	712	(2.396)
6.460	H.- NET INCOME FOR THE PERIOD	12.630	22.025	11.480	8.367	13.658
	including:					
2.518	- Minority interest	(508)	719	651	2.063	(1.344)
3.942	**- Group interest**	**13.138**	**21.306**	**10.829**	**6.304**	**15.002**

RECLASSIFIED CONSOLIDATED BALANCE SHEET

(€000)

09-30-2004		09-30-2005	06-30-2005	12-31-2004	Change Sept. 05 - Dec. 04
	A. - NET FIXED ASSETS				
2,151,811	Intangible fixed assets *	2,110,330	2,120,769	2,140,495	(30,165)
106,028	Tangible fixed assets	127,962	126,156	110,928	17,034
130,325	Non - current financial assets	139,797	138,762	138,472	1,325
2,388,164		2,378,089	2,385,687	2,389,895	(11,806)
	B. - WORKING CAPITAL				
21,715	Inventory	19,935	20,920	22,565	(2,630)
158,682	Trade receivables	154,870	146,011	124,718	30,152
38,360	Other assets	37,932	38,006	35,772	2,160
(112,965)	Trade payables	(127,956)	(122,075)	(102,057)	(25,899)
(29,440)	Allowances for risks and charges	(29,824)	(31,012)	(31,015)	1,191
(68,910)	Other liabilities	(75,389)	(87,209)	(66,755)	(8,634)
7,442		(20,432)	(35,359)	(16,772)	(3,660)
2,395,606	C. - INVESTED CAPITAL, minus short-term liabilities (A+B)	2,357,657	2,350,328	2,373,123	(15,466)
67,502	D. - EMPLOYEE SEVERANCE INDEMNITIES	66,978	66,405	67,117	(139)
2,328,104	**E. - INVESTED CAPITAL, minus short-term liabilities and E.S.I. (C-D)**	**2,290,679**	**2,283,923**	**2,306,006**	**(15,327)**
	financed by:				
	F. - SHAREHOLDERS' EQUITY				
699,843	- Group interest	713,547	693,795	701,558	11,989
21,793	- Minority interest	1,564	21,894	22,171	(20,607)
721,636		715,111	715,689	723,729	(8,618)
1,745,019	G. - MEDIUM/LONG-TERM BORROWING	1,640,019	1,745,019	1,745,019	(105,000)
	H. - NET SHORT-TERM BORROWING (NET CASH AND CASH EQUIVALENTS)				
12,593	.Short-term borrowing	18,828	3,842	16,560	2,268
(151,144)	.Cash and current receivables	(83,279)	(180,627)	(179,302)	96,023
(138,551)		(64,451)	(176,785)	(162,742)	98,291
1,606,468	(G+H)	1,575,568	1,568,234	1,582,277	(6,709)
2,328,104	**I. - TOTALE AS IN "E" (F+G+H)**	**2,290,679**	**2,283,923**	**2,306,006**	**(15,327)**
1,959,025	*(*) including the value of the concession totaling*	*1,909,742*	*1,922,063*	*1,946,704*	*(36,963)*

MANAGEMENT REPORT FOR THE THIRD QUARTER OF 2005

MANAGEMENT REPORT ON OPERATIONS

Group operations

A review of operations during the first quarter of 2005 in the various **areas of business** in which the Group is involved is provided below.

Aviation activities

An analysis of traffic figures for the Roman airport system for the **third quarter of 2005**, compared with the same period of 2004, revealed the following performance, broken down by airport - Fiumicino and Ciampino – and segment – domestic and international:

Data for the period July - September, 2005 (The figures in brackets indicate the percentage change with respect to the previous year)

Traffic component	SYSTEM	Fiumicino	Ciampino	Domestic	International
Movements	96,852	80,896	15,956	42,885	53,967
	(+1.9%)	*(-2.5%)*	*(+32.6%)*	*(-4.2%)*	*(+7.4%)*
Aircraft tonnage	6,978,189	6,231,892	746,297	2,394,675	4,583,514
	(+2.7%)	*(-1.1%)*	*(+50.0%)*	*(-3.9%)*	*(+6.5%)*
Total passengers	9,455,140	8,200,985	1,254,155	3,222,678	6,232,462
	(+5.2%)	*(-0.7%)*	*(+72.7%)*	*(-5.5%)*	*(+11.8%)*
Total freight (tons)	39,379	34,009	5,370	2,411	36,968
	(+2.8%)	*(+3.1%)*	*(+1.0%)*	*(-28.8%)*	*(+5.8%)*

International traffic is further broken down in terms of EU or non-EU traffic.

Traffic component	International	EU	Non-EU
Movements	53,967	36,838	17,129
	(+7.4%)	*(+6.7%)*	*(+8.9%)*
Aircraft tonnage	4,583,514	2,505,005	2,078,509
	(+6.5%)	*(+7.0%)*	*(+5.8%)*
Total passengers	6,232,462	4,116,089	2,116,373
	(+11.8%)	*(+13.8%)*	*(+8.1%)*
Total freight	36,968	11,050	25,918
	(+5.8%)	*(+5.0%)*	*(+6.2%)*

Monthly trends for passenger traffic using the Roman airport system during the period under review was as follows:

July up 8.7%
August up 3.1%
September up 3.9%

From July onwards a downturn in the growth trend of passengers embarking at Fiumicino was recorded. This was particularly evident during August, which showed a 2.8% decline with respect to the previous year. The domestic component in particular was affected and recorded a decrease of 12% with respect to the same month in 2004.

At Fiumicino airport, figures for the period under review show a decline in passenger numbers (down 0.7%) compared with the same period in 2004. This decrease is the result of reduced capacity (movements down 2.5% and aircraft tonnage down 1.1%).

The increase in passengers (up 68.3%) at Ciampino airport during the first nine months of the year compared with the same period in 2004 was once again driven by the low-cost segment, which expanded further as a result of the launch of two new EasyJet flights to Belfast and Berlin in July and September.

Overall traffic volumes for the first nine months of 2005 and changes with respect to 2004 are broken down in the table below:

Data up to September 30, 2005 (The figures in brackets indicate the percentage change with respect to the previous year)

Traffic component	SYSTEM	Fiumicino	Ciampino	Domestic	International
Movements	276,976	233,561	43,415	126,495	150,481
	(+4.6%)	*(+0.7%)*	*(+32.0%)*	*(-1.6%)*	*(+10.5%)*
Aircraft tonnage	19,582,216	17,601,563	1,980,653	7,091,963	12,490,253
	(+4.5%)	*(+1.4%)*	*(+44.1%)*	*(-2.9%)*	*(+9.2%)*
Total passengers	25,050,325	21,943,802	3,106,523	9,340,024	15,710,301
	(+7.8%)	*(+2.6%)*	*(+68.3%)*	*(+1.9%)*	*(+14.6%)*
Total freight (tons)	113,303	96,499	16,804	7,761	105,542
	(-0.3%)	*(-1.6%)*	*(+8.2%)*	*(-26.2%)*	*(+2.4%)*

International traffic is further broken down in terms of EU or non-EU traffic.

Traffic component	International	EU	Non-EU
Movements	150,481	104,057	46,424
	(+10.5%)	*(+12.4%)*	*(+6.6%)*
Aircraft tonnage	12,490,253	7,015,677	5,474,576
	(+9.2%)	*(+12.7%)*	*(+5.1%)*
Total passengers	15,710,301	10,563,367	5,146,934
	(+14.6%)	*(+18.8%)*	*(+6.9%)*
Total freight (tons)	105,542	32,261	73,281
	(+2.4%)	*(+7.0%)*	*(+0.5%)*

A comparison of nine-monthly data for 2005 with that for 2004 shows an upturn in passengers (up 7.8%), due only in part to an increase in capacity (movements up 4.6% and aircraft tonnage up 4.5%).

Aviation revenues during the third quarter totaled 102.2 million euros (98.6 million euros in the same period in 2004), which thereby brought the overall nine-monthly performance to 277.3 million euros (264.7 million euros in the corresponding period in 2004).

During the third quarter of 2005, revenues from airport fees, which are directly correlated with airport traffic, rose by 7.2%, a slight decrease with respect to the first six months of the year (up 9.3%). This brought the overall growth figure for the nine months ended September 30, 2005 to 8.5%.

The management of centralized infrastructures earned revenues of 9.8 million euros during the third quarter of 2005, in line with figures for the same period of the previous year.

By contrast, revenues during the first nine months of 2005 amounted to 26.9 million euros, an overall increase of 2% due to higher revenues from the use of baggage handling systems (up 9%), which compensated for a downturn in charges for use of loading bridges and 400 Hz facilities.
Although the number of flights rose and there was an increase in the percentage of scheduled flights with respect to total movements, the two main contributing factors to the upturn were as follow:

1. average turnaround time was reduced by around 18 minutes compared with the same period in 2004;
2. the different mix of aircraft served, compared with the same period in the previous year (up 7.6% for flights using aircraft served with a single-headed loading bridge, down 5.8% for flights using aircraft served with double-headed loading bridges).

For details of the performance of passenger and ramp services and baggage handling, please refer to the section on ADR Handling SpA (ADRH).

During the period, security activities carried out by the Parent Company, ADR, included the opening of five security points in the newly-opened Terminal AA, for security procedures regarding passengers and their carry-on baggage.
Following the reconfiguration of the internal layout of Terminal A, security points were shifted and seven new points were added.
Four new security points were opened in Terminal C (sensitive flights area).

Training initiatives for ground staff (from both ADR SpA and other companies) went ahead and the number of courses held at Fiumicino increased, in part due to directives from the Civil Aviation Authority.

With regard to ID passes, new magnetic passes were introduced at Fiumicino and this resulted in the complete elimination of paper passes.

Revenue from security activities amounted to 16.0 million euros in the period, bringing the total for the first nine months of the year to 42.8 million euros, up 9.2% with respect to the same periods in 2004.

With respect to safety, at Fiumicino airport activities regarding the inspection of runways and aprons, “follow-me” operations, the monitoring and clearance of birds and works assistance based on existing procedures (ISO 9001/2000 certificate) continued, in response to increases in traffic and the number of infrastructures to be monitored.

The monitoring of compliance with Civil Aviation Authority certification requirements and the correct use of airside infrastructure by handlers also continued, with the subsequent notification of any infringements.

At Ciampino airport the surveillance of operational safety – regarding “follow-me” operations, runway inspections, monitoring and clearance of birds and airside supervision – is fully up and running.
The need to considerably increase “follow-me” operations remains, due to traffic and Civil Aviation Authority directives regarding new apron traffic signs.
As regards the presentation of the documentation required to meet Civil Aviation Authority standards, an action plan was drawn up to deal with non-compliant factors that cannot immediately be resolved.

Real estate management

Revenues from sub-concessions, deriving from fees and utilities at Fiumicino and Ciampino airports, amounted to 20.5 million euros in the first nine months of 2005, up by around 5.9% compared with the same period in the previous year.

The results achieved at Fiumicino airport during the period benefited from an increase in sub-concessions arising from the opening of the new Cargo City, an increase in sub-concession fees for VIP lounges and the sub-concession of other spaces used by mobile telephone operators. This positive performance was offset by the relinquishment of certain spaces by Banca di Roma and Air One.

One transaction that generated revenues from July 1 (a lump-sum charge for loss of commercial use of the area during the construction phase; fees for design work and archaeological surveys), is represented by the contract signed with Icarus SpA, regarding the sub-concession of an area that will accommodate a three-star hotel, to be built and subsequently managed by the above company.

At Ciampino the amount of space in sub-concession increased thanks to settlement of certain prior disputes and consequent replacement of the sub-concessionaires concerned.

Revenues from royalties at Fiumicino and Ciampino amounted to 14.8 million euros, an improvement of 4.9% with respect to the same period in the previous year.
In particular, at Fiumicino aviation fuel revenues increased (up 1.5%), as did car hire (up 2.2%) and catering (up 5.5%), whilst Ciampino reported the best performances for aviation fuel (up 34.4%) and car hire (up 47.1%).

Management of the parking systems at Fiumicino and Ciampino airports brought in revenues of 6.9 million euros during the third quarter (down 3.6% with respect to 2004) and 20.5 million euros during the January-September period (up 6.0% compared with 2004).

Maintenance activities to guarantee the reliability of airport infrastructure continued during the period.

The cleaning contracts for Lot 1 at Fiumicino and Lot 4 at Ciampino, due to expire on July 31, 2005, were extended until January 31, 2006, in order to match the expiry date of the cleaning contract for Lot 2 at Fiumicino and proceed with public tenders for the new two-year contracts for the terminals and related airport buildings.

During the period under review, operations were carried out to transform the Western canteen, modifying it to provide commercial rather than traditional services.

Non-aviation activities

Revenues from direct sales rose by 20.5% with respect to the third quarter of 2004, compared with an increase of 8.1% in outgoing traffic. The average passenger spend rose by 11.4% compared with 2004, thanks to the effectiveness of such programs as the introduction of gourmet food in retail outlets (sales of food items rose by 52% with respect to 2004) and fine jewelry (gift items were up by 114% compared with 2004), as well as communications, merchandising and promotional activities.

The August downturn in traffic at Fiumicino had a negative effect on revenues, but this was alleviated to some extent by growth in passenger spending, up 13.6%, 16.0% and 25% in July, August and September, respectively (up 7.7% in progressive terms).
This performance was achieved despite a decrease in tobacco sales at Fiumicino airport (down 7.3% on the previous year) which was also negatively impacted in the first four months by the decrease in sales to passengers from the ten new EU countries. Net of the effect of tobacco sales, the passenger spend during the January-September period registered a rise of 15.7% compared with the same period in 2004.

Ciampino airport registered an increase in revenues of 51.8% compared with the first nine months of 2004, which was less than the growth in traffic (boarded passengers up 68.6%), primarily due to strong growth in the domestic component (up 1200% on the same period in 2004). Figures for passenger spending recorded an upturn from June onwards.

Revenues from outlets managed by sub-concessionaires showed an increase of 7.9% in terms of retailers' turnover during the nine-month period ended 30 September 2005, against a 7.8% increase in overall traffic through the airport system. Royalties paid by sub-concessionaires to ADR SpA for the first nine months of the year fell by 5.5%.

This performance was influenced mainly by the substitution of the sub-concessionaire, The Nuance Group. Excluding the effects of this component, sub-concessionaires' turnover increased by 12.7% and royalties for ADR SpA rose by 14.8%, thus exceeding growth in traffic, thanks to good performances from the "Food and Beverage" sector and new currency exchange businesses.

The upturn in royalties also derived from the restructuring of the Gucci shop, and the opening of two Bijoux Terner - 12 euro shops, one Tre outlet and a Fitness Centre at the end of 2004/beginning of 2005. In addition, six new outlets (C'Art, Calzedonia, Ferrari, Alpha Guess, Furla and Nike) started operations between July-September 2005, and a Lottomatica stand was opened at the end of September. In August, four outlets belonging to the sub-concessionaire, Alpha, also began operating permanently. Alpha has taken over some of the spaces formerly occupied by The Nuance Group. In September, four outlets previously owned by The Nuance Group began operating, managed by the new sub-concessionaire, Dufry. In terms of the "Food" sector, in August 2005 a bar managed by Cremonini was opened in the new Terminal AA, while as regards the "Other Royalties" sector, a new "Travelex" currency exchange point began operating in area C of the arrivals hall.

Some rearrangement of the various businesses in the different areas was also carried out in order to improve the retail offering.

Royalties from sub-concessions at Ciampino airport during the first nine months were up by 83.2% (a total 1.4 million euros), against a 68.6% increase in traffic. This performance also derived from the new "12 Euro" outlet (opened in May 2004), in addition to the new outlet managed by the sub-concessionaire, Alpha, and the currency exchange point positioned in the arrivals area, both of which were opened in August 2005.

Revenues from advertising during the July-September period recorded a downturn of 3.3% with respect to the previous year, but figures for the first nine months of the year showed an increase of 1.2%.

Technical and IT services

During the third quarter of 2005, management and maintenance of existing infrastructures and facilities continued to guarantee reliability and provide quality services in line with customer expectations and leading European airports.

The most important initiatives carried out during the period are described below:

- publication of the call for tenders regarding contracts for the maintenance of civil works, secondary electrical plants, drainage systems and water treatment plants;
- definition of the “Unitary Heat Management” project, in addition to the start of procedures to draw up a “Global Service” contract to be awarded via public tender.

With regard to upgrading of the technology and functionality of certain corporate applications, the following works were carried out during the period:

- Outsourcing of EDP: In the early months of 2005 T-Systems Italia SpA was selected to provide data processing center services and consolidate corporate applications for the new technological platform, which was accompanied by sale of the EDP business unit. During the period under review the installation of new technology platforms (new servers, memory and back-up systems) was begun and completed, and porting activities designed to consolidate corporate applications on fewer platforms began. Porting will be completed by 2006;
- Insourcing of applications from Alitalia’s EDP system: The process of gradual migration of ADR SpA’s mainframe applications to Alitalia’s EDP system continued. The operation will be completed during 2005;
- New Handling Cargo System (HCS): Activities to implement and personalize the system released in 2004 continued. Release of the portal site is expected by the end of 2005. The study regarding construction of a portal site that will enable shipping agents to obtain information online on the status of their freight orders, with obvious operating advantages, has been completed. The technological infrastructure required to implement this and other airport portal sites is being selected, and the developments are expected to be completed by 2006.
- New airport operations management system (UFIS): During 2004 management modules for airport infrastructure and passenger handling were acquired. The necessary implementation and personalization of the modules was carried out and in August 2005 the module for the management of passenger handling was released. The module for the management of airport infrastructure will be released by the end of 2005;
- New sales management system: Implementation and personalization of the new ADR SHOP system, which entered service at the end of 2004, were launched. In particular, a data warehouse for gathering direct sales data is under construction and will be available by the end of 2005.

Environmental protection

During the period, maintenance and development of the Environmental Management System (EMS) at Fiumicino and Ciampino continued according to plan.

Integrated periodic maintenance checks were carried out at both airports by ADR auditors, who confirmed full compliance with EMS standards

Ongoing monitoring of electromagnetic fields at Fiumicino, which began in 2002, were completed, and the new air quality monitoring campaign was continued in the airport areas considered to be most important.
The latter activity will be completed at the end of the year, and a report will be prepared to assess the results of monitoring.

The ADR Environmental Report, which has been updated with 2004 data regarding Fiumicino and Ciampino airport, was distributed.

Quality

As part of the quality program, checks on services at Fiumicino were carried out during the period. These included:

- Over 64,000 objective checks, equivalent to around 5,000 reports. These checks were based on daily surveys of the quality levels of baggage reclaim, the check-in service, carry-on baggage checks, the cleanliness of toilets, the functioning of display screens, passport control and refreshment services;
- around 2,000 customer satisfaction interviews, conducted in conjunction with objective checks of single services.

Monitoring procedures revealed a good overall level of service provision by Aeroporti di Roma during 2005.

In particular, the operating performance of baggage handling and reclaim equipment, loading bridges and apron equipment (the reliability of these facilities averaged 99.4%) were once again rated excellent.

The performance of waiting times for carry-on baggage security checks was also good: the standard (6 minutes in 90% of cases) was complied with in the first half of 2005 and improved on in the period under review (4minutes and 42 seconds in 90% of cases).

On the other hand, poorer performances were registered for certain aviation indicators, which did not meet set standards. In particular, at Fiumicino the levels of baggage reclaim and check-in services, in addition to the punctuality of outgoing flights, fell below the standards published in the Service Charter. As regards the latter, however, the standards set by ADR itself were met, given that delays in outgoing flights (0.1% of cases) were below the Company's official target of 0.3%.

Group investment

During the period under consideration, the ADR Group carried out investment totaling 13.5 million euros (56.9 million euros in the first nine months of 2005). During the same periods in 2004, 11.5 million and 38.2 million euros, respectively, were invested.

Regarding infrastructure development, the following works were completed:

- *Terminals*: Terminal A, new remote departure lounges for domestic traffic and transfer of security check points;
- *Infrastructure*: 5th module of the multi-story car park; extension of long-stay car park (phase 2); completion of work on upgrading Cargo City warehouses and offices;
- *Plant*: construction of a back-up system for Terminal C BHS to check and handle baggage from Islands A and L; installation of holding position signals on aprons and taxiways to improve operating conditions during low visibility;
- *Ciampino*: upgrading of the Alpha taxiway, upgrading of tarmac of runway 15/33, leakage repair to courier mail canopy; restructuring of retail area (phase 2).

The following works are in progress:

- *Terminals:* Terminal A, new domestic baggage building and new remote departure lounges for domestic traffic; Pier A, replacement of false ceilings and lighting equipment; reconfiguration of B11/B21 shopping arcade; upgrading of security check points (phase 1); Terminal C, new tax refund desk in transit lounge;
- *Infrastructures:* extraordinary maintenance on airport road network (phase 2);
- *Plant:* second phase works on the tunnel network; start of works to build light monitoring systems for Runways 2 and 3; construction of a new oxygenation mechanism for the transformation of liquids from the purification plant into oxygen; upgrading of terminal air conditioning system; start of works to build light monitoring systems for Runway 3; completion of security checking system for Cargo City loading platforms; installation of automatic checking device for police passport controls;
- *Runways:* urgent works on Delta taxiway; joint sealing on Alfa taxiway; construction of aircraft aprons in South-eastern area (phase one); repairs of perimeter road network and access runways; repairs to paving of runway 16C/34C; redoubling of Bravo taxiway at pier C in the Northern sector (new contract); insulation of Enel electricity cable in the ECHO area;
- *Ciampino:* activation of development plan (phase 1); restoration of P4-P6 car parks.

Works soon to commence include:

- *Infrastructures:* a mortuary for the Cargo City; road works on domestic terminal viaduct; insulation of PR1 and PR8 short-stay car parks; construction of new EPUA 2 offices;
- *Terminals:* Terminal A, extension of mezzanine retail areas and transfer of security check points (phase 2); sign markings; insulation and upgrading of offices; upgrading of sensitive flights area (phases 1 and 2); Terminal C, modifications to passport check point for arrivals and transits; Terminals A, B and C, retail reconfiguration and image upgrading; Terminals B and C, baggage deposit and new sign markings;
- *Runways:* implementation of noise monitoring system; upgrading of drainage on Southern area of Runway 3;
- *Ciampino*: contingency plan; restoration of P4-P6 car parks.

Group personnel

The average Group headcount from January to September 2005 is compared with the same period in 2004 in the table below:

Category	9M 2005	9M 2004	change
Managers	60	61	(1)
White-collar	2,146	2,106	40
Blue-collar	1,284	1,301	(17)
Total	**3,490**	**3,468**	**22**

The headcount at September 30, 2005, including staff on temporary contracts, was **4,078** broken down as follows:

Category	Sep 30, 2005	June 30, 2005	Dec 31, 2004	Change vs June 2005	Change vs Dec 2004
Managers	56	59	59	(3)	(3)
Supervisors	253	255	250	(2)	3
White-collar	2,215	2,136	2,039	79	176
Blue-collar	1,554	1,554	1,361	0	193
Total	**4,078**	**4,004**	**3,709**	**74**	**369**
Including:					
on permanent contracts	*2,878*	*2,913*	*2,938*	*(35)*	*(60)*
on temporary contracts	*1,200*	*1,091*	*771*	*109*	*429*

Category	Sep 30, 2005	June 30, 2005	Dec 31, 2004	Change vs June 2005	Change vs Dec 2004
ADR SpA	2,373	2,343	2,314	30	59
ADR Handling SpA	1,648	1,605	1,338	43	310
ADR Engineering SpA Unipersonale	29	29	29	0	0
ADR Tel SpA	17	17	17	0	0
ADR Advertising SpA	11	10	11	1	0
Total	**4,078**	**4,004**	**3,709**	**74**	**369**

Compared with June 30, 2005, Group personnel rose by a total of 74 (up 1.8%). Staff on permanent contracts decreased by 35 (down 1.2%), while those on temporary contracts increased by 109 (up 9%).

In particular, the decrease in the number of staff on permanent contracts with respect to June was due to redundancies and resignations involving 33 employees (24 redundancies and 9 resignations).
The increase in the number of staff on temporary contracts (up 57 ADR SpA, up 52 ADRH SpA) is primarily due to stepped up activities during the summer period and the start of new projects.
As part of continued cost-effectiveness measures, 85.2% of seasonal workers were recruited on part-time contracts, which proved beneficial in terms of flexibility and the cost of labor.

The second part of the year featured little trade union unrest, despite negotiations for the renewal of the collective labor contract, the regulatory aspects of which were agreed at the end of July. These will remain valid until December 31, 2007.
The pay-related part of the contract is due to expire on December 31, 2005.
Finally, on July 27, 2005, following the appraisal of company performances in 2004, an agreement was signed with the trade unions regarding incentive pay for 2004, to be awarded to Group employees.

Regarding organizational issues, measures designed to rationalize organization were defined, as part of a plan to develop closer synergies between the operating and maintenance procedures of technology equipment, focus attention on plant engineering and guarantee a more economical, reliable supply of basic services. The measures involved the “Structures, Infrastructures & Real Estate”, “Supply Chain” and “Technical Services” departments of the Parent Company, ADR SpA.
In particular, with regard to the Central Technical Services Department, operational and maintenance procedures for primary and secondary networks were integrated to form a single organizational entity. Two new technical bodies were formed: Maintenance Engineering, designed to preside over plant development procedures, and Ciampino Maintenance, created to guarantee the management and maintenance of technical equipment at Ciampino Airport.

The Central Supply Chain Department set up a Quality and Process Optimization Department to monitor performance levels and suggest improvements, also via the optimization of operating procedures that affect the quality of services provided. In addition, the Services Management Unit was established to reinforce checks on environmental pollution levels (excluding noise) and the management of tenders for cleaning and company canteen services.

On the procedural front, measures regulating “the urgent procurement of goods and services” were drawn up and work proceeded on the preparation of regulations requested in relation to “management of the model as per Legislative Decree no. 231/2001”.

In-house training and refresher courses involved 15,338 hours and 726 participants including middle management, administrative and ground staff for a total of 197 courses. A further 4 training courses were sold to other airports (Catania), and these were attended by 30 employees over a total 672 hours.

A “Teamwork” training course was held in September for young graduates recently hired by the Company. The course, which is part of the organizational development strategy, was designed to underline the advantages of teamwork and create successful teams within the Company.

Four refresher courses for Direct Retail staff (on permanent and temporary contracts) were also held. These aimed to develop greater awareness of organizational behavior to be applied in customer relations, thereby improving sales.

In October a series of management development workshops (300 people in 13 meetings) were held to share information on the new human resources management policies launched by the Company in June.

In October a new stage in the introduction of new policies will begin. This will involve a “trial appraisal” period designed to provide an opportunity for joint reflection on the appraisal process illustrated during workshops, on possible back-up facilities in terms of help desks, and on the capacity for “internal appraisal” to create a company vision that goes beyond an emotional, subjective level. Given that it precedes the Company’s annual appraisal review set to begin this coming January, the experiment will serve as groundwork for the more detailed process at the beginning of 2006.

In terms of recruitment and selection, 205 candidates (156 blue-collar workers comprising baggage handlers and cargo operators, and 49 white-collar technical operators and airport workers) underwent selection procedures during the period to maintain the pool of labor. Particular emphasis was placed on new direct retail programs and on the potential "AZ Cargo" operation.

Absenteeism due to illness stood at 238,278 (data at September 30), while absenteeism due to accidents and strikes decreased compared with the same period of 2004.

Main Group companies

ADR Handling SpA

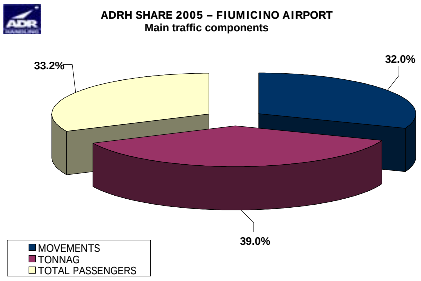
Air traffic served by ADR Handling S.p.A. (ADRH), a Group company which provides passenger assistance and ramp services, at Fiumicino airport during the third quarter of 2005 breaks down as follows:

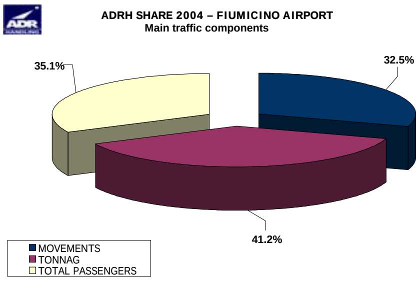
	Q3 2005	Q3 2004	*% change*
Traffic component	Handling at Fiumicino	Handling at Fiumicino	*% vs 2004*
No. of aircraft movements	26,650	28,594	(6.80%)
Aircraft tonnage	2,509,010	2,662,345	(5.76%)
No. of passengers	2,829,659	2,950,846	(4.11%)
Traffic unit	2,932,481	3,049,357	(3.83%)

Traffic handled by ADRH during the third quarter of the year was slightly down with respect to the same period in 2004:

	9M 2005		9M 2004		*change vs 2004*	
Traffic component	Handling at Fiumicino	*% of total Fiumicino*	Handling at Fiumicino	*% of total Fiumicino*	Handling at Fiumicino	*% of total Fiumicino*
No. of aircraft movements	74,683	32.0%	75,379	32.5%	(0.8%)	(0.5%)
Aircraft tonnage	6,866,227	39.0%	7,125,359	41.2%	(3.6%)	(2.2%)
No. of passengers	7,283,151	33.2%	7,503,452	35.1%	(2.9%)	(1.9%)
Traffic unit	7,578,229	33.2%	7,862,959	35.3%	(3.6%)	(2.1%)

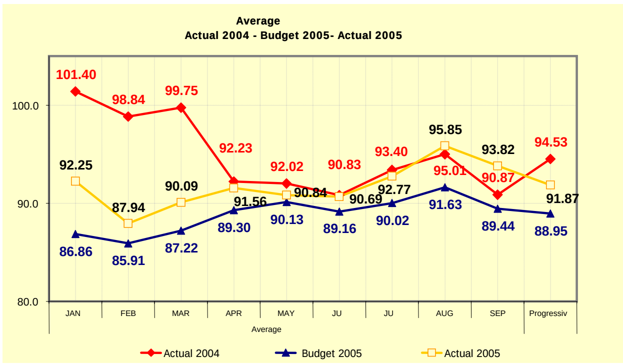
NB: Data recorded under "% of total Fiumicino" do not include 56 movements which took place at Pratica di Mare airport.





Compared with the same periods in 2004, both the third quarter and the first nine months of 2005 saw a downturn in the volume of traffic handled by ADRH SpA and in all components of the company's market share. This was principally caused by the absence of a "target" carrier to replace Volare Airlines.

The significant decrease in aircraft tonnage (down 3.6%), together with the substantial lack of change in the number of movements handled (down 0.8), show that traffic handled by ADHR at Fiumicino comprised aircraft with a lower average tonnage than during the first nine months of 2004. Despite a recovery in the period under review, this component showed a 2.8% decrease at September 30.



The downturn in handling revenues is closely tied to the decline in this traffic component, together with a reduced client portfolio, factors which were offset only partially by the acquisition of new carriers.

Service quality indicators[2] during the period under consideration are shown below:

	Q3 2005	Q3 2004	Target for 2005
Left behind*	0.39	0.43	0.60
Airport punctuality **	99.79%	98.99%	99.50 %

Finally, in relation to the zero minute airport punctuality standard with a target of 98%, the result achieved during the July-September period stood at **99.27%.**

2 ***Key:***
LEFT-BEHIND: the figure indicates every 1,000 passengers boarded, the number of pieces of baggage not loaded together with their "owner", the responsibility for which can be attributed to the handler.
AIRPORT PUNCTUALITY: indicates the percentage of departing flights which did not experience a delay of more than 15 minutes, the responsibility of which can be attributed to the handler.
BAGGAGE RECLAIM: the figure shows the percentage of flights for which the time standards for baggage reclaim were respected, exclusively taking account of the responsibilities held by the handler. The standards of reference call for the last bag to be placed on the belt within a certain number of minutes of ATA (Actual Time of Arrival).

ADRH also compares its baggage reclaim performance with the targets set in ADR SpA's Service Charter.

	Q3 2005	Q3 2004	Target for 2004
Baggage reclaim domestic flights - Service Charter first bag*	96.29%	95.26%	90.0%
Baggage reclaim domestic flights - Service Charter last bag*	98.35%	95.99%	90.0%
Baggage reclaim international flights - Service Charter first bag**	96.45%	96.06%	90.0%
Baggage reclaim international flights - Service Charter last bag**	92.50%	93.15%	90.0%

** New standard as of 2004 - domestic flights: baggage reclaim starts within 22 minutes and finishes within 30 minutes of flight arrival; to be respected for 90% of flights.*
*** New standard as of 2004 - international flights: baggage reclaim starts within 30 minutes and finishes within 38 minutes of flight arrival; to be respected for 90% of flights.*

In some cases baggage reclaim services during the period under consideration were hindered by plant malfunctions and traffic congestion recorded in certain areas.

At Ciampino, the data at September 30, 2005 shows a considerable upturn in all the main traffic components, compared with the same period in 2004. This is shown in the table below:

Traffic component	Q3 2005	Q3 2004	*% change*
No. of aircraft movements	41,550	32,896	26.31%
Aircraft tonnage	1,966,864	1,374,202	43.13%
No. of passengers	3,106,603	1,846,260	68.26%

A breakdown of the mix of traffic shows a marked increase in scheduled flights (up 63%), which can be attributed to the significant increase in the low-cost traffic component (Ryanair up 67%, EasyJet up 210%) with respect to 2004. Increases were also recorded for express courier traffic (up 14.7%) and charter flights (up 5.25%). The downturn registered in the general aviation component is due to the presence of other operators, who took market share away from ADRH by carrying out handling operations for some of its clients.

Traffic component	9M 2005	9M 2004	*% change*
No. of aircraft movements	41,550	32,896	26.31%
SCHEDULED	22,509	13,732	63.92%
Of which: - Ryanair	14,381	8,583	67.55%
- Easyjet	4,575	1,473	210.59%
-other airlines	3,553	3,676	(3.35%)
Charter	1,324	1,258	5.25%
Express couriers	3,632	3,165	14.76%
General aviation	14,085	14,741	(4.45%)

Ryanair and EasyJet stepped up their operations during the third quarter of the year with new domestic and European routes, providing a total of 30 and 12 flights daily respectively.
New carriers such as Hapag Lloyd, Express, Blue Air, Norwegian, Central Wings, Octavia and Denim Air also joined ADRH's portfolio of clients.

The airport does not yet have a system of service quality indicators in place such as those at Fiumicino.

Internal checks on operating organization at Ciampino reveal that services generally comply with Service Charter standards, despite indications of pressure during peak traffic periods.

The Company recorded net income of 1,109 thousand euros for the first nine months of 2005, compared with a loss of 204 thousand euros in the same period in 2004.

Total revenues amounted to 65,270 thousand euros, a 1.9% downturn due both to the reduced operations of Volare Group and more in general to the strong pressure from carriers to obtain renewed contracts at increasingly competitive conditions. A rise in the incidence of planes of smaller average weight at Fiumicino, which resulted in lower unit revenues, was also a factor.

Consumption of materials and services fell by around 2.1%, whilst payroll costs rose by around 109 thousand euros with respect to the same period of the previous year. The increase was primarily due to renewed labor contracts.

Consequently, EBITDA, amounting to 8.8 million euros, decreased by 959 thousand euros with respect to the same period of 2004

Amortization and depreciation increased by 404 thousand euros as a result of new investment, whilst provisions for doubtful accounts and allowances for risks and charges fell by 728 thousand euros and 955 thousand euros, respectively.

ADR Engineering SpA

The company reported net income of 506 thousand euros for the nine-month period, an increase of 287 thousand euros with respect to the same period of the previous year.

This result derives from an increase in revenues of 1,005 thousand euros (up 25%), both from ADR SpA and third parties.

Increased earnings were reflected in improved EBITDA, which stood at 944 thousand euros, compared with 319 thousand euros in the first quarter of 2004.

ADR Tel SpA

During the first nine months of 2005, ADR Tel reported net revenue of 531 thousand euros, up 192 thousand euros with respect to the same period in 2004

Revenues, amounting to 5,214 thousand euros, increased by 1,038 thousand euros (25%) compared with the first nine months of 2004, with 53% of such increase deriving from standard services and 47% from specific activities for the Parent Company, ADR SpA. Operating costs increased by 536 thousand euros (up 16%) with respect to the same period in the previous year, primarily due to the effect of cost increases directly related to the carrying out of works for the Parent Company, higher network operation and maintenance costs and an increase in Full-Time Equivalent staff (managers and supervisors).

EBITDA, totaling 1,520 thousand euros, was up 42% on the same period of the previous year.

ADR Advertising SpA

The company reported net income of 929 thousand euros for the first nine months of 2005, up 113 thousand euros compared with the same period in the previous year.

Revenues, totaling 16,866 thousand euros, grew by 1.9%, while EBITDA increased by 23.4%, representing an EBITDA margin of 10.2% compared with the 8.4% registered in 2004.
This growth in EBITDA is also due to the reduction in royalties owed to the Parent Company, ADR SpA, as part of the contract for the lease of the company's advertising arm.

ACSA Ltd

The company, which is 20% owned by ADR IASA Ltd, recorded net revenue of 467.0 million rands (58.2 million euros at the average exchange rate for the period) during the January-September period, compared with 263.5 million rands (32.7 million euros) for the same period in 2004.

This significant increase derives from the fact that the result for the first quarter of 2004 was adversely affected by prudent provisions of 127 million rands in ACSA's accounts, before the related tax effect (15.0 million euros at the average exchange rate for the period). This regards a reduction in fees posted by the company in the years ended March 31, 2002 and March 31, 2003, as provided for in a document issued by the "Regulating Committee", appointed by the South African government

Further highlights during the third quarter

Legal and regulatory context

The following Ministerial Decrees were published in the Official Gazette of September 22, 2005:

1. Ministerial Decree of July 13, 2005, "Fixing of the license fee due to tax authorities for the granting of airport security services"

   In accordance with the above Decree, the monthly license fee to be paid by the concessionaire (operator) to tax authorities – pursuant to Law no. 217/92 and article 8 of Ministerial Decree no. 85/99 - for the granting of airport security services has been fixed at "7 euro cents per passenger departing from the airport in which the service is supplied".

   Payment of the above fee will take effect as of October 7, 2005, the date of entry into force of the Ministerial Decree. Within March 31, 2007, the fee will be reviewed by the Minister of Transport.

2. Ministerial Decree of July 13, 2005, "Fixing of the license fee for airport passenger and carry-on baggage security check services"

   This Decree prolongs application of the fee of 1.81 euros (established by the Ministerial Decree of December 21, 2000).
   The extension will apply "until full implementation of the criteria in CIPE (Interdepartmental Committee for Economic Planning) resolution no. 86/2000 and compliance thereof, with particular reference to the presentation of full management cost centre and revenue accounts by operators, and to stipulation of the planning agreement between the latter and the Civil Aviation Authority" (art. 1).
   The fee will not be increased until the operator has complied with the above obligations (art. 1.2).
   The extension will not apply beyond one year from the coming into force of the Ministerial Decree, or in other words after October 8, 2006.

3. Ministerial Decree July 13, 2005, "Temporary fixing of the license fees for 100% screening of checked baggage services"

   Such Decree prolongs application of the license fee of 2.05 euros for both Fiumicino and Ciampino, previously established in the Ministerial Decree of March 14, 2003.
   The extension will apply "until full implementation of the criteria in CIPE (Interdepartmental Committee for Economic Planning) resolution no. 86/2000 and compliance thereof, with particular reference to the presentation of full management cost centre and revenue accounts by operators, and to stipulation of the planning agreement between the latter and the Civil Aviation Authority" (art. 1).
   The fee will not be increased until the operator has complied with the above obligations (art. 1.2).
   The extension will not apply beyond one year from the coming into force of the Ministerial Decree, or in other words after October 8, 2006.

Legislative Decree no. 194 of August 19, 2005: "Implementation of EC directive 2002/49 regarding noise abatement at airports" was published in the Official Gazette of September 23, 2005.

In transposing EC directive 2002/49, Legislative Decree no. 194/2005 introduces new regulatory measures designed to avoid, prevent or reduce the harmful effects of exposure to noise pollution. Possible concrete examples of such measures include acoustic mapping carried out by airport operators and the preparation of "action plans", which should comprise the noise control and abatement plans of operators, and local council and regional noise abatement schemes.

The recently published Decree introduces the concepts of "annoyance", namely "the degree to which ... a noise is irritating to a community of people" and "acoustic indices", which describe "the physical entity of environmental noise in terms of a specific harmful effect". These concepts serve to "measure noise" more restrictively than has previously been required by Italian law.

In compliance with Legislative Decree no. 194/2005, which also includes administrative sanctions to be paid by the operator, ADR has informed the Ministry of the Environment of its status as the operator of a "major airport" , as defined in the above Legislative Decree.

In a ruling of July 27, 2005 the Lazio Administrative Court rejected the appeal lodged by ADR against Civil Aviation Authority provisions regarding “temporary” liberalization of handling services at Ciampino airport for air taxis and General Aviation flights.

However, on August 30, 2005 the Council of State, to whom ADR had immediately appealed, ruled in favor of suspension of the above-mentioned Civil Aviation Authority provisions (Ruling no. 4046/05). Consequently, the provision of such services by all parties, who had meanwhile started operations at Ciampino airport, has been halted.

Corporate transactions

On June 30 the right granted to ADR IASA Ltd, in which ADR SpA has an interest via the Dutch company Airport Invest BV, to acquire a further 10% of ACSA’s share capital from the South African Ministry of Transport expired. The Parent Company, ADR, has decided not to exercise this right.

On September 29, 2005, ADR IASA redeemed the preference shares owned by the South African financial company United Towers Ltd (ABSA Bank Group) for the price of 156 million rands (around 20 million euros). The operation was financed via the issue of ordinary shares underwritten by the sole shareholder, Airport Invest BV, which received a capital contribution of an equivalent amount from ADR SpA.

As a result of the above transaction, Airport Invest BV now owns 100% of ADR IASA Ltd.

On September 20, 2005, Airport Invest BV agreed the sale of its entire shareholding in ADR IASA Ltd to The Public Investment Corporation Ltd (PIC), a South African company acting on behalf of a government pension fund (the “Government Employee Pension Fund”), for the price of 1,675 billion rands.

The validity of the contract is subject to certain suspensive conditions. The sale is expected to close within December 31, 2005.

Financial transactions

On August 26 Moody’s Investors Service adjusted its rating for Aeroporti di Roma SpA, upgrading the outlook from “stable” to “positive” within the Baa3 category. On June 9, following the annual review of ADR SpA data, the other leading credit rating agency, Standard & Poors, confirmed its BBB+ rating with a “stable” outlook.

On September 20 ADR SpA repaid bank borrowing of 490 million euros, representing a portion of overall debt. The repayment was effected by taking up a new loan of the same type and for an equivalent amount.

The new loan – with a principal long-term line of credit of 290 million euros and a revolving line of credit of 200 million euros – matures in February 2012 and makes it possible to replace the pre-existing bank loan of the same amount, which comprised a long-term line of credit of 395 million euros and a revolving line of credit of 95 million euros, with payments falling due in 2008 (340 million euros) and 2009 (150 million euros).

The principal line of credit has thus been reduced by 105 million euros, while the revolving line of credit has increased by the same amount. The latter is not expected to be used, but it nonetheless gives ADR a more flexible financial structure.

While the previous loan, taking into account the Company's rating, had a Euribor spread of 135 basis points (reset to 150 in 2006), the current loan has an initial spread of 65 basis points, in addition to significantly lower fees on the unused portion of the facility. During the term of the loan, the spread will be altered to reflect average credit ratings assigned by Standard & Poors and Moody's.

The loan was organized by Mediobanca and Unicredit Banca Mobiliare, who acted as mandated lead arrangers and bookrunners. In addition to Mediobanca and UBI (Unicredit Banca d'Impresa), the loan was underwritten by Barclays Capital, Calyon and West LB, who took part in its syndication as the mandated lead arrangers.

Under the new structure, Moody's and Standard & Poors' ratings of ADR's debt remained unchanged.

GROUP FINANCIAL POSITION AND OPERATING RESULTS

Reclassified Consolidated Income Statement[3]

(€000)

Year 2004		Third Quarter 2005	Jan.-Sept. 2005	Third Quarter 2004	Jan.- Sept. 2004	Change Sept. 05 - Sept. 04
555.801	Revenues from sales and services	161.646	437.979	154.217	416.359	21.620
983	Contract work in progress	(997)	(729)	633	737	(1.466)
556.784	A.- REVENUES	160.649	437.250	154.850	417.096	20.154
4.687	Capitalized costs and expenses	1.485	3.396	798	2.143	1.253
561.471	B.- REVENUES FROM ORDINARY ACTIVITIES	162.134	440.646	155.648	419.239	21.407
(155.590)	Cost of materials and external services	(45.410)	(125.203)	(41.026)	(114.355)	(10.848)
405.881	C.- GROSS MARGIN	116.724	315.443	114.622	304.884	10.559
(156.263)	Payroll costs	(39.114)	(117.978)	(37.141)	(117.183)	(795)
249.618	D.- GROSS OPERATING INCOME	77.610	197.465	77.481	187.701	9.764
(94.101)	Amortization and depreciation	(24.394)	(71.319)	(23.636)	(69.892)	(1.427)
(11.981)	Other provisions	(429)	(2.448)	(5.522)	(6.453)	4.005
(6.975)	Provisions for risks and charges	(914)	(5.383)	(1.468)	(7.691)	2.308
(9.634)	Other income (expense), net	(639)	504	1.349	(64)	568
126.927	E.- OPERATING INCOME	51.234	118.819	48.204	103.601	15.218
(96.763)	Financial income (expense), net	(22.845)	(68.076)	(24.639)	(73.384)	5.308
7.989	Adjustments to financial assests	2.741	9.029	1.742	3.936	5.093
38.153	F.- INCOME BEFORE EXTRAORDINARY ITEMS AND TAXES	31.130	59.772	25.307	34.153	25.619
(5.943)	Extraordinary income (expense), net	(4.405)	(6.206)	(1.406)	(3.102)	(3.104)
32.210	G.- INCOME BEFORE TAXES	26.725	53.566	23.901	31.051	22.515
(26.200)	Income taxes for the period	(14.226)	(29.857)	(13.072)	(23.396)	(6.461)
450	Deferred tax assets	131	(1.684)	651	712	(2.396)
6.460	H.- NET INCOME FOR THE PERIOD	12.630	22.025	11.480	8.367	13.658
	including:					
2.518	- Minority interest	(508)	719	651	2.063	(1.344)
3.942	**- Group interest**	**13.138**	**21.306**	**10.829**	**6.304**	**15.002**

In the third quarter of 2005, high season for the air transport sector, traffic through the Roman airport system grew less than in the first two quarters of the year (movements up 1.9%; aircraft tonnage up 2.7%; passengers up 5.2%).

[3] Compared with the data published in the financial statements as of September 30, 2004 and as of December 31, 2004, revenues deriving from the recovery of expenses and payroll costs, which in previous periods were deducted from the respective cost items ("Cost of materials and external services" and "Payroll costs"), were classified under "Other income (expense), net". The overall effect on EBITDA of such reclassifications amounts to 0.3 million euros.

Total revenues (up 4.8%, net of labor costs) rose slightly less than traffic, while EBITDA, which totaled 77.6 million euros, remained substantially unchanged with respect to the third quarter of 2004.
EBIT rose by 6.3%, providing a slight improvement in terms of the EBITDA margin (up from 31.1% to 31.9%) compared with the third quarter of 2004, which was penalized by sizeable provisions for doubtful accounts (5.5 million euros compared with 0.4 million euros during the period under consideration), mainly in relation to carriers.

The Group ended the period under review with net income of 13.1 million euros, marking an upturn of 2.3 million euros compared with the third quarter of 2004 and a net profit margin of 8.2%.

Group net income for the first nine months of 2005 amounted to 21.3 million euros, up 15 million euros with respect to the same period of the previous year.

The growth in traffic was more accentuated (movements up 4.6%, passengers up 7.8%) and this was reflected in the 5.2% upturn in total revenues, excluding the component of works being completed.

The 4.7% increase in aviation revenues is due to fees (up 8.5%) and security services (up 9.2%), which compensated for the 1.4% downturn in revenues from handling services, owing to a drop in the traffic handled by ADR Handling SpA.

Non-aviation activities were up 6.0%, mainly thanks to an increase in the sale of goods through directly managed shops, the result of a rise in average passenger spending.

Following a proportional increase in operating costs, EBITDA rose by 5.2% to a total 197.0 million euros.

EBIT, which amounted to 118,8 million euros, recorded an increase of 14.7% as a result of a reduction in provisions for doubtful accounts and risks and charges.

Net income for the first nine months of the year was positively affected both by the increased profitability of the South African subsidiary, ACSA, evidence of which was shown in the "adjustments to financial assets" (up 5.3 million euros), as well as by the reduced burden of financial expense (up 5.3 million euros). This was achieved through a transaction carried out in October 2004, designed to re-balance the floating and fixed rate components of debt, and through a decline in average indebtedness.

Reclassified Balance Sheet

(€000)

09-30-2004		09-30-2005	06-30-2005	12-31-2004	Change Sept. 05 - Dec. 04
	A. - NET FIXED ASSETS				
2.151.811	Intangible fixed assets *	2.110.330	2.120.769	2.140.495	(30.165)
106.028	Tangible fixed assets	127.962	126.156	110.928	17.034
130.325	Non - current financial assets	139.797	138.762	138.472	1.325
2.388.164		2.378.089	2.385.687	2.389.895	(11.806)
	B. - WORKING CAPITAL				
21.715	Inventory	19.935	20.920	22.565	(2.630)
158.682	Trade receivables	154.870	146.011	124.718	30.152
38.360	Other assets	37.932	38.006	35.772	2.160
(112.965)	Trade payables	(127.956)	(122.075)	(102.057)	(25.899)
(29.440)	Allowances for risks and charges	(29.824)	(31.012)	(31.015)	1.191
(68.910)	Other liabilities	(75.389)	(87.209)	(66.755)	(8.634)
7.442		(20.432)	(35.359)	(16.772)	(3.660)
	C. - INVESTED CAPITAL, minus				
2.395.606	short-term liabilities (A+B)	2.357.657	2.350.328	2.373.123	(15.466)
67.502	D. - EMPLOYEE SEVERANCE INDEMNITIES	66.978	66.405	67.117	(139)
	E. - INVESTED CAPITAL, minus short-term				
2.328.104	**liabilities and E.S.I. (C-D)**	**2.290.679**	**2.283.923**	**2.306.006**	**(15.327)**
	financed by:				
	F. - SHAREHOLDERS' EQUITY				
699.843	- Group interest	713.547	693.795	701.558	11.989
21.793	- Minority interest	1.564	21.894	22.171	(20.607)
721.636		715.111	715.689	723.729	(8.618)
1.745.019	G. - MEDIUM/LONG-TERM BORROWING	1.640.019	1.745.019	1.745.019	(105.000)
	H. - NET SHORT-TERM BORROWING				
	(NET CASH AND CASH EQUIVALENTS)				
12.593	.Short-term borrowing	18.828	3.842	16.560	2.268
(151.144)	.Cash and current receivables	(83.279)	(180.627)	(179.302)	96.023
(138.551)		(64.451)	(176.785)	(162.742)	98.291
1.606.468	(G+H)	1.575.568	1.568.234	1.582.277	(6.709)
2.328.104	**I. - TOTALE AS IN "E" (F+G+H)**	**2.290.679**	**2.283.923**	**2.306.006**	**(15.327)**
1.959.025	*(*) including the value of the concession totaling*	*1.909.742*	*1.922.063*	*1.946.704*	*(36.963)*

The Group's invested capital amounted to 2,290.7 million euros as of September 30, 2005. The increase of 6.8 million euros compared with June 30, 2005 is due entirely to working capital, while fixed assets were down as a result of amortization and depreciation for the period.

The rise in working capital was the result of a decrease in other liabilities following the payment of income taxes.

In terms of hedging, the Group's net debt stood at 1,575.6 million euros, an upturn of 7.3 million euros with respect to June 30. This was due to large payments made during the period in order to settle a number of payables (income taxes and license fees, the redemption of the preference shares of the South African subsidiary, ADR IASA Ltd, etc.).

Compared with the end of the previous quarter, the composition of net debt changed as a result of the refinancing completed by the Parent Company, ADR, which led to a reduction of 105 million euros in long-term debt and a corresponding reduction in net cash and cash equivalents.

Invested capital was down 15.3 million euros with respect to December 31, 2004. The decrease is due to the combined effect of lower fixed assets and a reduction in working capital.

In particular, the decrease of 11.8 million euros in fixed assets is the result of the amortization of intangible assets, which offset the increase of 17.0 million euros in tangible fixed assets deriving from investment during the period. Financial assets rose by only 1.3 million euros, in that the positive impact on the investment of the good results posted by ACSA (up 9.0 million euros) and the favorable exchange rate with the South African rand with respect to December 31, 2004 (up 0.3 million euros), were partially offset by the distribution of dividends (7.4 million euros) by the subsidiary.

The reduction of working capital (down 3.7 million euros) is due mainly to the rise in trade payables (25.9 million euros), deriving from an increase in investments, and other liabilities.
Trade receivables were up 30.1 million euros compared with the end of the previous year, but nonetheless showed a downturn with respect to September 30, 2004, despite a 4.8% rise in revenues compared with the first nine months of 2004.

The Group's net debt decreased by 6.7 million euros. Shareholders' equity (down 8.6 million euros) also decreased, partly due to the effect of dividends of around 12 million euros, and partly as a result of the Group's redemption of the ADR IASA Ltd preference shares (around 19 million euros) held by a minority (United Towers Ltd).

Statement of Cash Flows

(€000)

Year 2004		Jan.- Sept. 2005	Jan.- Sept. 2004
104.871	**A.- NET CASH AND CASH EQUIVALENTS - opening balance**	**162.742**	**104.871**
	B.- CASH FLOWS FROM (FOR) OPERATING ACTIVITIES		
6.460	Net income (loss) for the period	22.025	8.367
94.101	Amortization and depreciation	71.319	69.892
(181)	(Gains) losses on disposal of fixed assets	(225)	(137)
(8.087)	(Revaluations) write-downs of fixed assets	(9.096)	(4.032)
14.054	Net change in working capital	3.660	(10.160)
541	Net change in employee severance indemnities	(139)	926
106.888		87.544	64.856
	C.- CASH FLOWS FROM (FOR) INVESTING ACTIVITIES		
	Investment in fixed assets:		
(30.708)	.intagible	(30.882)	(21.249)
(24.298)	.tangible	(27.895)	(15.928)
0	.financial	0	0
8.107	Proceeds from disposal, or redemption value of fixed assets	8.896	7.291
(10.066)	Other changes	(310)	(5.238)
(56.965)		(50.191)	(35.124)
	D.- CASH FLOW FROM (FOR) FINANCING ACTIVITIES		
0	New loans	290.000	0
0	Shareholders' contributions	0	0
0	Repayments of loans	(395.000)	0
0	Buy-back of shares	0	0
0	Other changes	(18.982)	0
0		(123.982)	0
(2.202)	E.- DIVIDENDS PAID	(12.240)	(1.384)
	F.- ALLOWANCE FOR EXCHANGE RATE VARIATIONS		
10.150	Change in allowance for exchange rate variations	578	5.332
57.871	G.- CASH FLOW FOR THE PERIOD (B+C+D+E+F)	(98.291)	33.680
162.742	**H.- NET CASH AND CASH EQUIVALENTS - closing balance (A+G)**	**64.451**	**138.551**

During the first nine months of the year, cash flow generated by the Group's operating activities amounted to 87.5 million euros. The amount was calculated after coverage of financial expense, but prior to investment.

Operating cash flow was used as follows:
- a sum of 49.9 million euros used to finance investment (self-financed infrastructure investment totaling 58.8 million euros, net of gains on fixed assets of 8.9 million euros, deriving mainly from dividends collected by ACSA);
- 12.2 million euros for the payment of dividends; and
- 18.9 million euros for the redemption of preference shares held by United towers in the subsidiary, ADR IASA Ltd.

The repayment of long-term bank debt amounting to 395 million euros was effected by taking up a new long-term loan of 290 million euros. The remaining portion was repaid using the Group's net liquidity.

Analysis of net debt

(€000)

Year 2004		Jan.-Sept. 2005	Jan.-Sept. 2004
(1.640.148)	**A.- NET FINANCIAL BORROWING - opening balance**	**(1.582.277)**	**(1.640.148)**
249.618	EBITDA	197.465	187.701
(18.858)	Net change in operating working capital	(4.071)	(35.536)
541	Net change in employee severance indemnities	(139)	926
(9.815)	Other income (exp.), net	279	(201)
(3.802)	Extraordinary income (exp.), net	(5.987)	(2.956)
(16.872)	Current taxes paid	(24.452)	(6.840)
3.290	Other assets/liabilities (included allowances for risks and charges)	(7.054)	(2.403)
204.102	**B.- OPERATING CASH-FLOW**	**156.041**	**140.691**
(55.006)	Capex (tangibles, intangibles and financial)	(58.777)	(37.177)
8.107	Proceeds from disposal, or redemption value of fixed asset	8.896	7.291
(10.066)	Net currency conversion differences	(310)	(5.238)
26	Dividends received	0	26
147.163	**C.- FREE CASH-FLOW**	**105.850**	**105.593**
(97.240)	Financial income (exp.), net	(68.497)	(75.861)
0	Shareholders' contributions	0	0
0	Buy-back of shares	0	0
		(18.982)	0
(2.202)	Dividends paid	(12.240)	(1.384)
47.721	**D.- NET CASH-FLOW**	**6.131**	**28.348**
10.150	Exchange rate effect on reserves	578	5.332
57.871	**E.- NET CASH-FLOW OF THE PERIOD**	**6.709**	**33.680**
(1.582.277)	**F.- NET BORROWING - closing balance (A+E)**	**(1.575.568)**	**(1.606.468)**

SUBSEQUENT EVENTS

Information regarding trends for traffic components for the Roman airport system during the period January-October 2005 is provided below:

Data as of October 31, 2005 (The figures in brackets indicate the percentage change with respect to the same period in 2004)

Traffic component	SYSTEM	Fiumicino	Ciampino	Domestic	International
Movements	308,537	259,510	49,027	141,069	167,468
	(+4.2%)	*(+0.1%)*	*(+33.5%)*	*(-1.8%)*	*(+9.9%)*
Aircraft tonnage	21,808,982	19,571,556	2,237,426	7,910,938	13,898,044
	(+4.0%)	*(+0.7%)*	*(+45.7%)*	*(-2.9%)*	*(+8.4%)*
Total passengers	28,018,373	24,493,068	3,525,305	10,439,816	17,578,557
	(+7.5%)	*(+2.1%)*	*(+69.2%)*	*(-2.0%)*	*(+14.1%)*
Total freight (tons)	128,308	109,338	18,970	8,801	119,507
	(+0.2%)	*(-1.2%)*	*(+8.5%)*	*(-24.7%)*	*(+2.7%)*

International traffic breaks down into EU and non-EU traffic as follows.

Traffic component	International	EU	Non-EU
Movements	167,468	116,032	51,436
	(+9.9%)	*(+11.6%)*	*(+6.3%)*
Aircraft tonnage	13,898,044	7,825,439	6,072,605
	(+8.4%)	*(+11.9%)*	*(+4.3%)*
Total passengers	17,578,557	11,858,146	5,720,411
	(+14.1%)	*(+18.2%)*	*(+6.4%)*
Total freight (tons)	119,507	36,291	83,216
	(+2.7%)	*(+7.2%)*	*(+0.8%)*

An analysis of the data confirms the growth trend recorded during the first nine months of the year.
In particular, during the first ten months of 2005 the Airport System registered a 7.5% upturn in passenger traffic compared with the same period in 2004.
As shown in the tables, this performance derived considerably from growth in both EU and non-EU traffic, up 18.2% and 6.4% respectively.

On October 18, 2005, Legislative Decree no. 211 of October 17, 2005, which included "Urgent measures to meet public finance targets and regulations concerning airports" was published in the Official Gazette.

Once the Decree becomes law on December 17, 2005, a number of measures which are in favor of carriers and detrimental towards airport operators and the Civil Aviation Authority, and in part towards the Air Navigation Services Authority, will come into effect, although in the case of the latter Authority the same Decree includes certain measures to compensate for any losses incurred.

The main regulations applying to operators are as follow:

- determination of fee (effective as of January 1, 2006). By modifying art. 10, paragraph 10 of Law no. 537 of December 24, 1993, Legislative Decree no. 211/2005 alters the criteria for fixing airport fees by including in the calculation of the "initial level" of such fees a share of "not less than 50% of the operator's margin" in the case of unregulated activities. This innovation appears to contrast with CIPE (Interdepartmental Committee for Economic Planning) resolution 86/2000, which is still in force, and on the basis of which the CIPE/NARS (Committee for the Regulation and Implementation of Public Services) procedure concerning the proposed Planning Agreement between ADR and the Civil Aviation Authority is currently being concluded.
  In addition, this revokes the provision stating that, pending the Ministerial Decree required by art.10, paragraph 10 of Law no. 537/93, airport fees would in any case be raised annually by means of another Ministerial Decree, in line with the planned rate of inflation stipulated in the Government finance bill;
- abolition of the 50% night surtax on landing and take-off fees as established in Law no. 324/1976 (effective as of January 1, 2006);
- abolition of royalties on fuel supplies, where these are not linked to costs incurred in the provision of the service (effective as of October 19, 2005);
- the definition, via a subsequent Ministerial Decree, of airport passenger and baggage security checking procedures to be assigned to carriers and the related division of fees with operators (effective as of October 19, 2005).

Assessing the economic effects of Legislative Decree no. 211/2005 is extremely complicated, given the type of innovations introduced and the difficulty in understanding how they will be applied. Aeroporti di Roma SpA is taking every step necessary, at both national and EU level, to fight the legislative decree and protect its interests.

On October 18, 2005, ADR Group sent formal notification of the start of a reorganization procedure, in accordance with article 4, paragraph 2 and article 24 of Law no. 223/91, to the relevant trade union organizations and public authorities.

The reorganization plan involves two Group companies, namely Aeroporti di Roma SpA and ADR Handling SpA, and 448 employees (409 in the Parent Company and 39 in the handling company). The plan is designed to achieve a gradual realignment of the current structure in relation to traffic trends and the related regulatory context.

The letters of notification mentioned above place particular emphasis on the urgent need for optimization of the indirect structure, on the one hand, and the constant search for further possible synergies and operating flexibility, on the other.

As a result of the notifications, round table talks with the trade unions have begun, in conformity with the law that specifically requires talks to include two stages, of 45 and 30 days respectively, with the participation of the Regional Authority's Department of Employment in the second stage.

The talks are aimed at finding shared solutions that will attenuate the social impact of the layoffs, by examining alternative hypotheses such as partial re-training, the specification of criteria other than those established by law in order to identify the employees to be dismissed (for example, employees who have either qualified for pension entitlement or are in a position to do so within a reasonable period of time) and the specification of measures, including financial, designed to support the employees made redundant.

By the end of the 75 days of talks the Company will be in a position to carry out the dismissals on the basis of its own plan or under agreements reached with the trade union organizations.
It is evident that, in light of the particular vulnerability of the sector and given also the fact that no Italian airport company has until now made use of this tool, an agreed settlement is the most desirable option and should be pursued without, of course, prejudicing the Company's reorganization.

OUTLOOK

Passenger traffic at Ciampino is expected to continue growing, whereas at Fiumicino the declining traffic levels recorded in August and September are expected to continue until the end of the year.

The parliamentary debate over the enactment of Legislative Decree no. 211/2005 will be followed with extreme attention in order to better understand the implications from January 1, 2006.

The talks with trade union organizations regarding the restructuring program will require significant Company involvement, taking into consideration the need to plan management actions designed to bolster earnings at a time when falling traffic, uncertainty over the outcome of the recapitalization of Alitalia and the effects of the above Legislative Decree are weighing on management decisions.

By the end of the year the suspensive conditions relating to the sale of 100% of the share capital of ADR IASA will have been met, and this will result in a significant capital gain at consolidated level.

ADR SpA: ACCOUNTS FOR THE NINE MONTHS ENDED SEPTEMBER 30, 2005

RECLASSIFIED INCOME STATEMENT

(€000)

	Third Quarter 2005	Jan.- Sept. 2005	Third Quarter 2004	Jan.- Sept. 2004	Change Jan.-Sept.05/ Jan.-Sept 04
Revenues from sales and services	140,794	382,745	133,781	361,855	20,890
Contract work in progress	93	180	466	978	(798)
A.- REVENUES FROM ORDINARY ACTIVITIES	140,887	382,925	134,247	362,833	20,092
			0		
Cost of materials and external services	(43,401)	(119,961)	(39,531)	(110,846)	(9,115)
B.- GROSS MARGIN	97,486	262,964	94,716	251,987	10,977
Payroll costs	(24,806)	(76,340)	(23,051)	(75,692)	(648)
C.- GROSS OPERATING INCOME	72,680	186,624	71,665	176,295	10,329
Amortization and depreciation	(23,864)	(70,127)	(23,220)	(68,761)	(1,366)
Other provisions	(360)	(2,132)	(4,878)	(5,431)	3,299
Provisions for risks and charges	(569)	(4,546)	(789)	(5,864)	1,318
Other income (expense), net	(535)	(286)	1,390	0	(286)
D.- OPERATING INCOME	47,352	109,533	44,168	96,239	13,294
Financial income (expense), net	(22,907)	(68,254)	(24,703)	(73,579)	5,325
Adjustments to financial assests	0	0	0	0	0
E.- INCOME BEFORE EXTRAORDINARY ITEMS AND TAXE	24,445	41,279	19,465	22,660	18,619
Extraordinary income (expense), net	(2,638)	(4,287)	(681)	2,795	(7,082)
F.- INCOME BEFORE TAXES	**21,807**	**36,992**	**18,784**	**25,455**	11,537
Income taxes for the period:					
current taxes	(11,816)	(25,049)	(11,022)	(18,755)	(6,294)
deferred tax assets (liabilities)	(47)	(644)	556	527	(1,171)
	(11,863)	(25,693)	(10,466)	(18,228)	(7,465)
G.- NET INCOME (LOSS) FOR THE PERIOD	**9,944**	**11,299**	**8,318**	**7,227**	**4,072**

RECLASSIFIED BALANCE SHEET
(€000)

	09-30-2005	06-30-2005	12-31-2004
A. - NET FIXED ASSETS			
Intangible fixed assets *	2,144,245	2,154,316	2,173,547
Tangible fixed assets	119,750	119,289	105,724
Non current - financial assets	162,773	143,952	144,309
	2,426,768	2,417,557	2,423,580
B. - WORKING CAPITAL			
Inventory	18,808	18,702	20,530
Trade receivables	139,488	132,492	119,645
Other assets	28,308	27,509	24,987
Trade payables	(123,898)	(119,481)	(98,616)
Allowances for risks and charges	(26,122)	(27,080)	(26,720)
Other liabilities	(63,272)	(77,719)	(57,305)
	(26,688)	(45,577)	(17,479)
C. - INVESTED CAPITAL, minus short-term liabilities (A+B)	2,400,080	2,371,980	2,406,101
D. - EMPLOYEE SEVERANCE INDEMNITIES	47,031	46,766	47,709
E. - INVESTED CAPITAL, minus short-term liabilities and E.S.I. (C-D)	**2,353,049**	**2,325,214**	**2,358,392**
financed by:			
F. - SHAREHOLDERS' EQUITY			
- Paid-up share capital	62,310	62,310	62,310
- Reserves and retained earnings (accumuled losses	684,527	684,527	683,499
- Net income (loss) for the period	11,299	1,355	12,244
	758,136	748,192	758,053
G. - MEDIUM/LONG-TERM BORROWING	1,640,019	1,745,019	1,745,019
H. - NET SHORT-TERM BORROWING (NET CASH AND CASH EQUIVALENTS)			
.Short-term borrowing	25,507	7,324	24,492
.Cash and current receivables	(70,613)	(175,321)	(169,172)
	(45,106)	(167,997)	(144,680)
(G+H)	1,594,913	1,577,022	1,600,339
I. - TOTALE AS IN "E" (F+G+H)	**2,353,049**	**2,325,214**	**2,358,392**
(*) including the value of the concession totaling	1,941,209	1,953,733	1,978,781