This Report of the Board of Directors (“BoD Report”) and Financial Statements of Fraport Regional Airports “A” S.A. have been translated for the original documents prepared in the Greek language. In the event that differences exist between the translated documents and the respective original Greek language documents, the Greek language documents will prevail.

FRAPORT REGIONAL AIRPORTS OF GREECE “A” SOCIETE ANONYME

- Report of the Board of Directors (BoD) of Fraport Regional Airports of Greece “A” SOCIETE ANONYME for the period ended on 31 December 2022

- Financial Statements for the year ended on 31 December 2022 in accordance with the International Financial Reporting Standards (IFRS), as adopted by the European Union

- Independent Chartered Auditor - Accountant Audit Report

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MAROUSSI, ATTICA
GENERAL COMMERCIAL REGISTER (G.E.M.I.) No: 133592401000
Tax Authority FAE OF ATHENS

FRAPORT REGIONAL AIRPORTS OF GREECE "A" SOCIETE ANONYME

Report of the Board of Directors (BoD) of Fraport Regional Airports of Greece "A" SOCIETE ANONYME for the financial year ended on 31 December 2022

REPORT OF THE BOARD OF DIRECTORS (BoD) OF FRAPORT REGIONAL AIRPORTS OF GREECE "A" S.A.

TO THE GENERAL ASSEMBLY OF SHAREHOLDERS

Dear Shareholders,

Pursuant to article 150(1) of Law 4548/2018, we submit to your General Meeting this Report of the Board of Directors and the attached financial statements of FRAPORT REGIONAL AIRPORTS OF GREECE "A" S.A. (hereinafter "Fraport Greece A" or the "Company") which were prepared in accordance with the International Financial Reporting Standards ("IFRS"), as these have been adopted by the European Union, for the year ended 31 December 2022, and kindly request that you approve them.

1. Business plan, goals and key strategies

Fraport Greece A was established in 2015 with the aim of maintaining, operating, managing, improving, and developing 7 regional airports in Greece, for the next 40 years. On 11 April 2017, Fraport Greece A took over the operation of the airports.

The project involves the operation, management, development and maintenance of 7 regional airports, of which 3 are located in mainland Greece and the remaining 4 on islands. More specifically, Fraport Greece A is in charge of the operation of the airports of Aktion, Zakinthos, Kavala, Thessaloniki, Kerkira, Kefalonia, and Chania.

Fraport Greece A has set the goal of strengthening the international competitiveness of the airports through the optimization of their operational processes, the modernization and upgrading of infrastructure as well as through the ongoing training of staff. The high quality of passenger service, the qualified and highly trained staff, and the compliance with safety regulations form the backbone of our mission for the implementation of the project. By combining cutting-edge know-how with international experience and qualified human resources, we acknowledge our responsibility towards passengers. For this reason, we faithfully comply with the strictest international standards aiming to provide a high-level of service, the best service, ensuring compliance with all safety procedures and regulations and, therefore, ensuring passenger satisfaction.

In the context of the Concession Agreement, Fraport Greece A in 2021 completed the construction project at the 7 regional airports of Crete, Mainland Greece and the Ionian Sea, which involved the renovation, upgrading, and construction of new infrastructures, an investment amounting to approximately €226 million.

The Concession Agreement was signed on December 14, 2015, while the Concession Commencement Date ("CCD") occurred on April 11, 2017.

Under the Concession Agreement, the deadline of the Refurbishment Works was 2 years after the CCD, and for the completion of the New Works/Expansion Works was 4 years after the CCD.

2. Annual performance review

In 2022, the airports of Fraport Greece, which consists of Fraport Regional Airports of Greece "A" S.A. and Fraport Regional Airports of Greece "B" S.A., welcomed 31.19 million passengers, an increase of 3.4% (+1.03 million passengers) compared to the levels of 2019, while compared to the levels of 2021 an increase of 79%. It is noted that in 2021 the impact of the Covid-19 pandemic and the relevant measures adopted by governments significantly affected passenger traffic worldwide.

It is obvious that during 2022 passenger traffic has fully recovered. In more detail, domestic and international passenger traffic at Fraport Greece's airports, compared to 2021 levels, showed an increase of 56.1% and 85.9% respectively. Compared to 2019, international traffic showed an upward trend of 7.2%, while on the other hand, domestic passenger traffic showed a decline of 9.2%.

During 2022 the traffic at the Cluster A regional airports managed by the Company has been slightly higher than the corresponding levels of 2019 with an increase of only 0.1%, reaching a total of 16.71 million passengers, while it is worth noting that compared to the corresponding period of 2021 the increase reached 83.1%. New parking spaces for aircraft and helicopters operating general aviation and private flights were created and put into operation at the regional airports of Thessaloniki and Corfu.

Following consultations and agreement with the airlines operating during the winter season 2022-2023, the operational plan for the regional airports of Corfu and Aktion for this period was drawn up and implemented, in order to respond on one hand to the servicing of flights and on the other hand to the upcoming technical works to reform the runway safety lanes and the end-of-runway safety area, under the recovery and resilience facility ("RRF") programme.

All the planned works have now been completed, resulting in the upgrading of the level of service provided to passengers and users of all regional airports of Cluster A. At the same time, the process of evaluating the civil areas of the regional airports for further utilisation and reconfiguration has been initiated. This is a long-term plan of studies and projects that will be developed in the future for the utilization of the civil sections of the areas of the regional airports under the concession agreement, which concern the access and parking areas, which will be evaluated, in order to achieve their optimum use to benefit the airport operations and utilisation.

Internal inspections of the Airport Security Management System were conducted at four (4) airports by the security department.

The lack of available trained/qualified security staff, combined with the increased passenger traffic recorded in 2022 affected most European airports. Fraport's security department had to dynamically adapt its planning in order to ensure operational functionality and readiness.
It monitored the developments on a daily basis throughout the year by taking immediate action, allocating and moving security personnel whenever and wherever needed, in close cooperation with private security firms and with the assistance of airport teams. As a result, Fraport Greece's regional airports did not face significant problems despite the fact that passenger traffic was significantly increased. In addition, the corporate security department undertook the planning, design and implementation of a large number of projects to enhance airport security and protection, as well as to improve the provision of high-quality services.

The Crisis Planning department carried out readiness exercises in 2022 at all airports. Also, in collaboration with the security department and the Hellenic Police Force headquarters, a working group was created for the further harmonization of the actions of the Hellenic Police Force at the seven (7) airports.

The Network Scheduling Operations Center successfully managed the General Aviation Facility Permit Requests (Prior Permission Required-PPR) for six (6) airports, while developing and introducing a new fully automated request management platform.

The operational network support department, in collaboration with Air Traffic Control and Eurocontrol, coordinated the implementation of the Advanced ATC Tower program at the regional airport of Thessaloniki, with the aim of implementing it at the other airports that are already undergoing operational trials.

Also, for the regional airports of Aktion and Chania, relevant discussions were initiated with Hellenic Air Force.

In 2022, the seven (7) airports renewed their certification from the International Organization of Airports (ACI World) regarding the implementation of measures against Covid-19. More specifically, they were certified for their commitment to passengers, staff and other shareholders regarding the continued implementation of appropriate measures and best practices in the post-Covid period. As part of the obligation of Fraport Regional Airports of Greece "A" SA to measure the quality of the services provided and due to the Covid-19 pandemic and its effects on the aviation industry, after consultation with the Civil Aviation Authority ("CAA") the quality measurement was carried out of the services provided only at Thessaloniki Airport "Macedonia".

The conduct of the aforementioned survey was entrusted to the qualified market and social research institute QED. The questionnaires were collected during the 3rd quarter (July – September) of the year 2022. During the survey, 403 questionnaires were collected with an overall rating from the passengers of 4.30 on a scale from 1 to 5. The airport of Thessaloniki "Macedonia" will be awarded by the International Organization of Airports (ACI World) as the best airport in Europe in the category of 5-15M passengers among the airports that participated in this survey during the 3rd and 4th quarter of 2022. Also, the department Airport Services & Customer Experience (AVI-CX) addressed in collaboration with airport staff over 1000 communications with passengers.

The Terminal Operations (TO) department completed in 2022 the training of service providers (Ground Handlers) on the optimal use of the equipment provided by Fraport, the comprehension of the procedures and services offered at airports with the aim of a smoother operation and a higher passenger satisfaction. The Civil Aviation Authority carried out an inspection of the facilities and services for people with reduced mobility at the regional airports of Kefalonia and Zakynthos, the results of which showed full compliance with the relevant legislation and regulations. Coordination with the airlines at the regional airport of Corfu resulted in the proper preparation of passenger movement, inside and outside the terminal (arrival times, frequency of arrival of their buses at the airport and relative preparation of passengers) in order to avoid overcrowding and operational problems. In collaboration with the ITT department, additional information screens were placed at two (2) regional airports (Thessaloniki and Corfu) to better inform the public as well as new seats at two (2) regional airports (Chania and Thessaloniki) in order to meet the needs of the increased traffic. The change in corporate uniforms has been implemented, which is in line with the corporate standards, the better staff image and the new airport design.

In addition, the Wildlife Threat Management Program and the Biodiversity Protection Program were implemented. The annual Initial - Repetitive Training plan for the staff was implemented. Remote monitoring of the 'Wildlife Threat Management' training program of the Airport Council International (ACI) by qualified airport staff has been completed. The corporate anti-trading wildlife species policy was established and representatives of the aviation community were given the opportunity to participate in the corresponding ACI training program. Finally, an information booth was set up at the regional airport of Thessaloniki to combat the illegal trade of wildlife.

In May 2022, when the relevant negotiations were completed, a new contract for the provision of firefighting-rescue services at six (6) concession airports was signed between Fraport – Greece and the Fire Brigade (ARFF) (the airport of Aktion is covered by a separate contract with the Air Force). The contract is valid until December 2027.

The fleet of supplies / machinery (VFM) department was strengthened with the supply of: one (1) compact sweeper & one (1) forklift for the airport of Thessaloniki, one (1) agricultural tractor for the airport of Kavala and one (1) slip measurement supply for the airport of Corfu. The creation of the electronic platform for the management of the operational fleet was also completed.

In cooperation with the Technical Department of the company and after the completion of the Capacity Studies, the increased coordination parameters (capacity limits) of the Airport Building Facilities were determined and approved by the Members of the Coordination Committee of the Regional Airports, as and the proposed Local Rules, contributing to the increase and the improvement of the service of the air traffic. The Slot Performance Sub-Committee continued its successful operation, resulting in a significant reduction in slot violations at the regional airports. Both Committees continue to receive positive feedback from the entire aviation community, including IATA. ACI World's decision to have Fraport participate in the "ACI World Expert Group on Slots" has resulted in the promotion of Fraport's positions in the development of International policy on airport slot allocation and capacity management practices and procedures.

In 2022, the internal compliance audit according to EASA (EASA Compliance Department) was completed. Inspections were carried out, in accordance with the planning, in terms of compliance control of the infrastructure, the operation and the organization of the airports. The Operator's oversight program was aligned with the Aviation Authority's oversight program, as required by the regulatory requirement. Specifically, the Safety Management System at the airports of Chania, Thessaloniki, Zakynthos, Kavala, Aktion and Kefalonia was inspected. Targeted inspections EASA were carried out in the Rescue and Fire Fighting System of the Fire Stations at the regional airports of Zakynthos, Kavala and Corfu.

The Civil Aviation Authority, for its part, carried out EASA regulatory compliance inspections ("Compliance") at the airports of Thessaloniki, Zakynthos, Kavala and Corfu. In addition, a targeted inspection was carried out on the grounds of the continuous compliance of the Operating Body with the compliance monitoring requirements, the aeronautical data, the airport manuals. Relevant reports of inspection findings, generated from both internal and the Aviation Authority inspections, have been developed and circulated to the airports, and corrective action plans are underway.

During the year no major Compliance incident occurred and no Compliance violations were reported by Fraport Greece A employees. Fraport Greece will expand its Compliance training program using its newly developed electronic tools.

Airline Marketing and Development – 2022

The year 2022 has been extremely successful in terms of tourism for our country. Indicative of the great success is the fact that Greece is currently among the top 5 tourist destinations worldwide. The most important factor was the sense of security that the country offered to its visitors throughout the epidemiological crisis. Also, the new, strengthened brand "Greece" was communicated abroad in an even, targeted and effective way, further strengthening the position of our country as a dominant tourist destination in all major markets of tourism.

After two years of severe travel restrictions due to the pandemic, the year 2022 highlighted, among other things, the dominant human desire for travel and vacations. This particular desire proved its power by clearly prevailing over any health concerns and various adverse political-economic developments on a global scale, giving 2022 the identity of "normalcy".

Especially with the opening of the summer season, a dynamic resumption of tourist demand was signaled, with several airlines responding positively by launching routes to our country, while we managed despite the geopolitical developments in Ukraine but also in the midst of major challenges and disturbances in the field of air transport resulting from the post-pandemic staffing crisis, to welcome numerous new routes to our airports, as well as the extension of the tourist season during the autumn months, until November, i.e. at the regional airports of Chania and of Corfu. Therefore, the total passenger traffic at Fraport Greece A airports for the year 2022 has fully recovered, even registering a marginal increase of 0.1% compared to 2019.

In the context of the continuous effort to support the airlines that develop their presence at the regional airports managed by Fraport Greece A in every possible way, Fraport Greece successfully continued throughout 2022 the strategy of attracting resources from state (Ministry of Tourism, Hellenic Tourism Organization/EOT) and local bodies (Regions , Municipalities, Hotel Associations) for the benefit of airlines. The positive results of this effort were particularly appreciated by the airlines and travel agents operating at the regional airports of Fraport Greece A.

Also, the continuous efforts of Fraport Greece for close cooperation with the EOT in the field of airline support had particularly positive results in 2022 as the co-advertising budget increased significantly between the airlines that strengthened their presence at the regional airports of Fraport Greece A. It is also a great success for Fraport Greece to implement the targeted program of the Ministry of Tourism and the EOT to support the airlines that expanded their presence at the regional airports of Fraport Greece A during the 2022/23 winter season through the introduction of an incentive launched as an initiative by Fraport Greece. This fact demonstrates Fraport Greece's contribution to the set-up and strengthening of the relevant support mechanisms for the airlines that operate in the destinations we serve.

Continuing the successful Partnership model that began in 2018, Fraport Greece renewed in 2022 its collaboration with Marketing Greece for the targeted promotion of Thessaloniki, Chania and Kavala. Through this cooperation with Marketing Greece and the local partnerships with local bodies such as the local Hotel Associations, the Chambers of Commerce, etc., Fraport Greece actively participates in the set-up of a single strategic plan for the promotion of the destinations as well as in the implementation of the jointly set-up action plans. Finally, the decision of EOT to participate starting in 2023 in the Partnerships of Thessaloniki, Chania and Kavala was extremely important, which proves the success of this initiative.

Despite the positive results, we are in the middle of important and at the same time ominous developments at global level such as the ongoing war in Europe, the energy crisis, security and crisis management, the lack of labor force, competition between tourist destinations, which are significant challenges for the tourism sector not only for Greece but also internationally.

Commercial Development - 2022

Always aiming at continuously growing passenger satisfaction, creating an excellent travel experience and increasing the revenues of Fraport Greece A, the commercial design focused on activities related to the development of new units to upgrade the commercial environment for the summer of 2022.

In particular, during this quite demanding period, Fraport Greece A worked closely with:

- Catering companies with a view to develop a range of international and local concepts in order to meet the multiple culinary preferences of today's travellers.

- In particular, two(2) new F&B areas were developed at the airport of Thessaloniki: one "Starbucks" coffee shop and a "Gregory's" coffee shop, while three (3) units were renovated, improving the services provided and passengers' choices in food and coffee. At the regional airport of Corfu, three (3) new F&B areas were developed, a traditional steakhouse, a bakery with decor inspired by the Greek islands and a F&B area with balanced nutrition snack options. At the regional airport of Kefalonia, one (1) coffee and snack area was renovated, significantly improving the airport's passenger service.

- The Duty Free Shops (DUFRY) proceeded with the development of two (2) new Last Minute shops, which cover the multiple preferences of passengers in a friendly and functional environment in the controlled access area of the regional airport of Thessaloniki. In addition, they proceeded with the development of the new Hudson concept, at the regional airports of Thessaloniki and Corfu, where the specific concept offers to our passengers press products, travel items/accessories and a variety of souvenirs.

- Four (4) new shops were developed at the airport of Thessaloniki in the departures Free Access Area. In particular, a souvenir store, a toy shop, a cosmetics shop and a store with all the travel essentials (books, trinkets and accessories).

Construction achievements within the year 2022

As part of the Concession Agreement, Fraport Greece undertook to carry out works at the 7 regional airports of Crete, Mainland Greece and the Ionian Islands, including the renovation, upgrading and construction of new infrastructure, an investment amounting to approximately €226 million. A Concession Agreement was signed on December 14, 2015, while the Concession Commencement Date (CCD) was April 11, 2017. The deadline for the implementation of the Refurbishment Works according to the Agreement was 2 years after the CCD and for the completion of the New Works/Expansion Works was 4 years after the CCD.

In 2021, the construction projects were completed, and in particular new terminals were built in Thessaloniki (SKG), Corfu (CFU) and Kefalonia (EFL), renovation and expansion took place in 2 terminals, in Aktion (PVK) and Kavala (KVA)), while the regional airports of Chania (CHQ) and Zakynthos (ZTH) were redesigned internally. New baggage handling systems were installed in most departure/arrival areas, as well as smart tracking systems, safe and efficient heating/ventilation and fire safety equipment, while aircraft parking and manoeuvring areas were rehabilitated and converted to support push back operations; with LED lighting and application of EASA standards for striping and marking. New fire stations were built at most airports. Commercial areas were upgraded and developed.

In 2022, all pending construction was addressed, technical details were settled and additional work was carried out to improve the airports' operations. These additional works, amounting to €4.42 million, mainly concerned interventions in the runways and in the aircraft parking and manoeuvring areas, as well as in the surrounding areas and in the bus and visitor parking spaces of the airports.

In 2022, imminent works performed at the regional airports in order to comply with the EASA Regulatory Framework, with a budget of €60.5 million plus VAT, were funded by the "National Recovery & Resilience Plan"

These imminent works mainly concern the study and construction project of the runway safety zones (Runway Strips), the runway end safety zones (RESA), the ground lighting and fencing, with EASA specifications.

These projects aim to upgrade the critical airport infrastructure in order to achieve fuller compliance of the 6 regional airports (Corfu, Kavala, Kefalonia, Zakynthos, Aktion and Chania) of Cluster A with the EASA Regulatory Framework. They aim to improve aviation safety, as well as to further protect the environment through the improvement of drainage infrastructure and the control of residual pollutants, the use of recyclable materials and the more efficient management of air and ground traffic which will result in the minimization of emissions gases and noise reduction. These projects are expected to be completed in the 2nd quarter of 2024.

New Airport Infrastructure

In 2021, Fraport Greece delivered 14 new, upgraded and safe airports with new services and more amenities to the country, the Greek people and travellers from all over the world.

The works at the airports did not stop during the summer months in the first three years, when passenger traffic was high, and continued during the pandemic, overcoming eventually the difficulties and huge obstacles that arose. As a result, in January 2021, Fraport Greece completed the works at all 14 airports, ahead of the contractual obligation which was set for April 2021.

The innovative investment program of Fraport Greece amounting to €440 million transformed the airports. The investment included the construction of five new modern terminals, five extensions, the redesign of four terminals, the construction and renovation of 12 RFF Stations and the renovation of 12 runways. Furthermore, all airports now have modern baggage handling and explosives detection systems.

In more detail, upgrade works were first completed at the airports of Zakynthos, Crete (Chania) and Kavala. In Zakynthos, the terminal was refurbished and redesigned, leading to a 35% and 150% increase in check-ins and security points, respectively. At the airport of Chania, the terminal was fully reorganized, the gates were increased by 25% and the security and control points were doubled. Similar refurbishment work was also carried out in Kavala, where amongst other things, the terminal area of the Megas Alexandros Airport was expanded by 1,900 sq.m.

Another airport in mainland Greece which underwent a major overhaul was that of Aktion, which was expanded by 2,500 sq.m. and completely redesigned. It currently has 14 check-in points, 7 departure gates and the double number of the original security points. In Samos, following the completion of the modernization works and the an expansion of 1.500 sq.m., there has been an increase in the number of check-ins, departure gates and security points. The airport of Skiathos has an extra 2,200 sq.m. and was fully refurbished; the "Odysseas Elytis" airport of Mytilene has now a brand new, modern and comfortable air terminal of 7,100 sq.m. The works that were also completed at the "Anna Pollatou" airport of Kefalonia have resulted in a new airport terminal of 10,700 sq.m. and therefore increased check-ins by 70%, doubled the original security points and departure gates.

The terminal of the Mykonos Airport, which is brand new and 50% larger, a gem on the island that brings together the traditional architecture of the Cyclades and modern airport infrastructure, now has more check-in and departure gates. The best is made of the expansion of the terminal to better serve passengers and airport users.

The airport of Rhodes has had a major face lift. It is a modern airport of international specifications with a redesigned aircraft parking area and increased check-in points, baggage claim carousels as well as security and control points.

The same applies for the "Ioannis Kapodistrias" airport of Corfu, which was delivered in Q2 2020. The new 10,400 sq.m. terminal, an extension of the original terminal, has 28 check-in points, 8 control points and 12 departure gates.

Next followed the airports of Kos, Santorini and the "Macedonia" airport of Thessaloniki. In Kos, Fraport Greece built a new terminal taking up a total surface area of 23,000 sq.m., a new aircraft parking and redesigned the existing one. In Santorini, the new 15,000 sq.m. terminal will totally upgrade travel experience.

Lastly, the largest airport managed by Fraport Greece, for the upgrade of which 100 mil euros were invested, the "Macedonia" airport of Thessaloniki, has a new terminal which is connected to the existing one by air bridges. As a result, the surface area of the airport's terminals was doubled. New check-in points, doubled the original departure gates, new restaurants and stores make up an airport environment reminiscent of Europe's most popular airports.

(AMOUNTS IN EURO)

New Travel Experience

The high-quality of passenger service, the qualified and well- trained staff, and compliance with safety regulations form the backbone of Fraport Greece's mission.

Airport staff, guided by a high sense of responsibility regarding public and passengers health, faithfully follow all the recommendations of experts and authorities for the passenger safety. Therefore, a new passenger-focused experience is shaped at the airport, taking all those measures, which as a safety net, provide a sense of safety and tranquillity.

3. Company performance

Taking into account the above review, the Company's operating income in 2022 amounted to €236.3 million, compared to €140.0 million in 2021, an increase of 68.8%. Operating expenses (including depreciation) in 2022 amounted to €129.7 million, compared to €114.6 million in 2021, an increase of 13.1%. Net financial expenses in 2022 amounted to €60.9 million, compared to €52.8 million in 2021, an increase of 15.1%. Finally, the Company for the year ended 31 December 2022 showed net profits before taxes of €59.5 million, compared to net profits before taxes of €18.5 million for the year ended 31 December 2021, an increase of 221.1%. However, if the effect of the compensation received from the Greek State for the impact of the measures against the Covid-19 pandemic on the Company's performance (non-payment of the Annual Concession Fee for the years 2019 – 2022) is excluded, the Company's pre-tax results for the year which ended 31 December 2022 amounted to profits of 47.9 million (2021: losses of €27.2 million)

The Company's performance is clearly improved compared to the comparative year, and was mostly affected by the gradual lifting of the measures against the COVID-19 pandemic. In addition, the recognition of the effect of the compensation received by the Company from the Greek State for the effects of the measures against the Covid-19 pandemic (non-payment of the Annual Concession Fee for the years 2019 – 2022) amounted to a profit of €11,620,995 in 2022 (2021 : €45.777.061) which is presented under Other Income contributing positively to the bottom line.

The Board of Directors proposes the distribution of dividends of a total amount of € 34 million which is subject to the approval of the General Assembly of the Company.

The above paragraph has also the meaning of the certificate of the dividend to be received by the shareholders in accordance with article 29.3.1 (a)(i) of the Concession Agreement.

The evolution of some key financial indicators of the Company for the year 2022 is as follows:

A) Profitability Ratios

			2022		2021	
Return on Invested Capital	=	Net Profit/(Loss) before tax / Total Assets	59.521.546 / 1.216.852.383	**4,89%**	18.532.497 / 1.142.399.501	**1,62%**

			2022		2021	
Return on Equity	=	Net Profit/(Loss) before tax / Equity	59.521.546 / 124.732.636	**47,72%**	18.532.497 / 76.700.622	**24,16%**

(AMOUNTS IN EURO)

B) Liquidity Ratios

			2022		2021	
Working Capital Ratio	=	Current Assets / Short-term liabilities	246.826.704 / 67.934.966	**3,63**	128.361.668 / 71.065.453	**1,81**

C) Financial/capital Structure Ratios

			2022		2021	
Equity to Total Capital	=	Equity / Total Equity and Liabilities	124.732.636 / 1.216.852.383	**10,25%**	76.700.622 / 1.142.399.501	**6,71%**

			2022		2021	
Leverage Ratio (borrowings)	=	Net borrowing / Total capital employed	543.042.733 / 667.775.369	**81,32%**	637.291.117 / 713.991.741	**89,26%**

D) Activity Ratios

			2022		2021	
Asset Turnover Ratio	=	Sales / Total Assets	236.298.317 / 1.216.852.383	**19,42%**	139.990.707 / 1.142.399.501	**12,25%**

4. Forecasted business development for 2023

For the year 2023 it is estimated that the impact of the pandemic will be significantly reduced, which will result in a further increase in tourist traffic both in Greece and abroad, despite the uncertainty caused by the war in Ukraine and high inflation. Inflation has raised at a particularly high level in 2022, i.e. 7.2%, mainly due to the upward trend in the cost of energy. Inflationary pressure is estimated to gradually ease in 2023 and further in 2024 mainly due to the expected decline in energy prices.

The Company's Management monitors the developments, assesses the risks and takes all actions deemed necessary to ensure the operational continuity of the Company.

5. Major risks and uncertainties

Risk management is monitored by the Company's management and is developed within the framework of instructions, directions and approved rules.

A. Financial risk factors

The Company is exposed to financial risks, such as market risks (market values), credit risk and liquidity risk. The Company's overall risk management plan seeks to minimise the potential negative impact of the financial markets' volatility on the Company's financial performance. The Company may use derivative financial instruments in order to hedge its exposure to specific risks. During the year 2022, the Company proceeded with a refinancing of its financial debt and the existing derivative financial instruments were terminated.

Financial risk management is monitored by the Company's finance department, which operates according to specific rules. The Board of Directors provides instructions, directions and rules regarding the management of interest rate risk, credit risk, the use of derivative and non-derivative financial instruments, as well as the short-term investment of reserves.

a) Market risk

Market risk is the risk that changes in market prices such as exchange rates and interest rates may affect the value of assets and liabilities held by the Company. Market risk management is the Company's effort to manage and control its exposure within acceptable levels.

The individual risks making up the market risk and the Company's policies intended to manage them are described in detail below:

i. Price risk

The Company is not exposed to the changes in the prices of equity securities because it does not have investments, which have been classified in the statement of financial position, either as financial assets at fair value through other comprehensive income or as financial assets at fair value through profit or loss.

ii. Currency risk

Currency risk may arise from transactions in foreign currency. The Company is not exposed to currency risk as all its expenses, financial assets and financial liabilities arise/are denominated in euros, the Company's functional and presentation currency.

iii. Cash flow risk and risk of changes in fair value due to changes in the interest rates

The Company is exposed to interest rate risk arising from primary and derivative financial assets and liabilities.

With reference to assets and liabilities, financing is pursued on the basis of matching maturities. The interest rate risk of the next twelve months from the date of the statement of financial position is monitored by management. To this end, it is monitore on a quarterly basis and reported to the Financial Risk Committee. This risk is assessed based on sensitivity analyses. These show the impact of changes on market rates, interest payments, interest income and expenses and other items in the statement of comprehensive income and equity. Changes in interest rates mean the maximum fluctuation of the base rate in the past for the respective currency and time period and/or the maximum fluctuation of the ten-year swap rate in the past. The deviation is considered in absolute terms.

b) Credit risk

The Company is exposed to credit risk and for this reason it has established and has been applying credit control procedures.

Credit risk arises from cash and cash equivalents and deposits in banks and financial institutions, as well as from open credit of clients, including the outstanding claims and binding transactions.

Regarding the credit risk arising from investments made, it is pointed out that the Company collaborates only with financial organisations of acceptable credit rating. If a credit assessment is available for clients, then the said assessment is used. If there is no credit assessment, then client's creditworthiness is checked by taking into account their financial condition, previous experience and other factors. The individual credit limits are determined on the basis of internal or external assessments. The application of credit limits is monitored on an ongoing basis.

The Company's key clients are the Duty Free Shops S.A. and Hellenic Civil Aviation Authority (HCAA), which in the Company's opinion is creditworthy and prestigious customers. Receivables from the HCAA and the Duty Free represent the 21% and the 39% respectively of the Company's total receivables. In addition, the Company can offset part or all of its receivables from the HCAA with overdue debts it has to the HCAA under the Concession Agreement.

The credit risk the Company's other clients represent as at 31 December 2022 is considered limited as the Company has secured its receivables by way of letters of guarantee which exceed the balance of trade receivables due (after deducting its receivables from the HCAA) listed in the statement of financial position.

c) Liquidity risk

The Company maintains the required liquidity mainly through its operations and external financing. Funds are used primarily to finance capital expenditure, to acquire the concession right (accomplished in 2017) and the investment in the airports.

Operating cash flows, available cash (including cash and other financial instruments) as well as current and short-term credit facilities and borrowings offer adequate flexibility to ensure the Company's liquidity. As at 31 December 2022, the Company's had unused available funds from the bond loan with its shareholders.

B. Non-financial risk factors

The Company is also exposed to non-financial risks, such as cyberattack risk.

All significant business and operational procedures of Fraport A are supported by advanced IT systems. A serious system failure or loss of data could lead to serious disorder of business operations, as well as to security risks. Apart from that, attacks by cyber viruses and hackers' might lead to systemic issues and finally to the loss of critical and/or confidential data for the Company. In order to address these risks, all IT systems of critical importance to the Company are properly configured and located at various locations. Residual risk arising from the architecture and operation of IT systems cannot be fully eliminated due to the nature of the risk.

Due to the continued development of new technologies and the ever-increasing global threat of cyber-attacks, there is an increasing risk to the Company's IT systems, which takes into account the said conditions in its active and preventive security management of its IT systems. Specific policies have been established for the proper observance of IT systems security of Fraport A, to which all employees of the company must adhere.

IT systems are of particular importance for all business and operational procedures of Fraport A. Despite the implementation of preventive and proactive measures, the possible implications following such attacks are estimated as of "high risk" and the incidence of such attack is estimated as "probable".

6. Branches

The Company has seven branches at each airport that has been conceded to the company and specifically in Thessaloniki, Kerkira, Zakinthos, Kefalonia, Aktion, Kavala and Chania.

7. Own shares

The Company does not hold any of its own shares.

8. Research and development

The Company does not carry out any research and development activities, apart from the aforementioned activities for the development of the airports it manages and operates.

9. Environmental issues

In 2022, Fraport Greece implemented an Environmental & Social Management System (ESMS) with the aim of maintaining environmentally safe conditions and improving the environmental performance of the airports it manages.

In this context, nine (9) Action Plans were implemented for the Protection of the Environment: Noise & Vibration, Rainwater, Liquid Waste, Non-Hazardous Solid Waste, Hazardous Solid Waste, Soil & Underground Water Protection, Air Pollution & Climate Change, Protection of Biodiversity, Water & Energy Use.

The main achievements of the period were:

1. Maintaining environmentally safe conditions at all airports and solving problems, where they occurred, through appropriate actions.
2. Measurement and monitoring of all environmental aspects of airports (operation and constructions) in order to improve their environmental performance.
3. Revision of the Environmental & Social Issues Action Plan (ESAP) in the context of the re-financing of Fraport Greece.
4. Revision of the Environmental Conditions of ten (10) airports for the needs of new projects (EASA Compliance Projects, etc.) or the requirements of the existing legislation.
5. Adoption of Fraport Group's Zero CO_2 Emissions target for 2045 and revision of the intermediate CO_2 emission reduction target for the year 2030 (Scope 1 and 2).
6. Revision of Fraport Greece's Decarbonization Masterplan.
7. Certification of six (6) airports (SKG, EFL, CHQ, RHO, MJT, SMI) according to ACA Level 1.
8. Certification of CO_2 emissions of all 14 airports according to ISO 14064.
9. Implementation of "central management" of municipal waste at all airports.
10. Improvement of the recovery rate of materials from municipal waste through recycling and composting by 15.5% (according to the provisional data as of February 2023). In total, it is estimated that more than 1,000 tn of materials were not released into the environment.
11. Revision of the Environmental Guidelines for Airport Users.
12. Preparation of reports and distribution to the Company's Lenders (Annual Monitoring Report, Environmental Strategy, Operational Reports, etc.) and the Group (Sustainability Report, etc.).

(AMOUNTS IN EURO)

Environmental Performance (Key Performance Indicators, provisional data February 2023):

RE.1-1: Annual water consumption per traffic unit (lt/unit) [2022]

	SKG	CFU	ZTH	EFL	PVK	KVA	CHQ	Total Cluster A	RHO	KGS	JTR	JMK	MJT	SMI	JSI	Total Cluster B	Total Fraport Greece
Annual water consumption (lt/unit)	16,53	1,33	5,70	12,76	14,90	32,85	5,46	**9,71**	10,50	9,21	6,79	6,52	20,46	0,00	10,37	**9,06**	**9,41**

RE.1-2: Annual energy consumption per traffic unit (kWh/unit) [2022]

	SKG	CFU	ZTH	EFL	PVK	KVA	CHQ	Total Cluster A	RHO	KGS	JTR	JMK	MJT	SMI	JSI	Total Cluster B	Total Fraport Greece
Annual energy consumption (kWh/unit)	2,70	1,49	1,58	1,98	2,34	6,35	2,12	**2,19**	1,85	1,52	1,32	1,71	3,22	3,19	1,14	**1,73**	**1,98**

(AMOUNTS IN EURO)

RE.1-3: Annual fuel consumption per traffic unit (lt/unit) [2022]

	SKG	CFU	ZTH	EFL	PVK	KVA	CHQ	Total Cluster A	RHO	KGS	JTR	JMK	MJT	SMI	JSI	Total Cluster B	Total Fraport Greece
Natural Gas	0,33	0,00	0,00	0,00	0,00	0,00	0,00	**0,12**	0,00	0,00	0,00	0,00	0,00	0,00	0,00	**0,00**	**0,06**
Diesel	0,01	0,01	0,01	0,01	0,00	0,08	0,02	**0,01**	0,01	0,01	0,01	0,01	0,02	0,02	0,02	**0,01**	**0,01**
Petrol	0,00	0,00	0,00	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,01	0,01	0,00	0,00	0,00	**0,00**	**0,00**
LPG	0,00	0,00	0,00	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	0,00	0,00	0,00	**0,00**	**0,00**

PP.9.2: Annual direct (Scope 1) and indirect (Scope 2) CO2 emissions (tons of CO2) [2022]

	SKG	CFU	ZTH	EFL	PVK	KVA	CHQ	Total Cluster A	RHO	KGS	JTR	JMK	MJT	SMI	JSI	Total Cluster B	Total Fraport Greece
Direct CO_2 emissions (Scope 1) (tons CO_2)	637,10	81,80	46,10	27,70	12,20	55,50	201,20	**1.061,60**	90,40	46,80	101,00	80,30	30,00	25,50	25,30	**399,30**	**1.460,90**
Indirect CO_2 emissions (Scope 1) (tons CO_2)	6.779,40	2.353,60	1.259,80	679,10	760,80	672,00	2.926,80	**15.431,50**	4.544,80	1.785,20	1.516,20	1.210,00	595,60	608,80	244,40	**10.505,00**	**25.936,50**
Tortal	**7.416,50**	**2.435,40**	**1.305,90**	**706,80**	**773,00**	**727,50**	**3.128,00**	**16.493,10**	**4.635,20**	**1.832,00**	**1.617,20**	**1.290,30**	**625,60**	**634,30**	**269,70**	**10.904,30**	**27.397,40**

(AMOUNTS IN EURO)

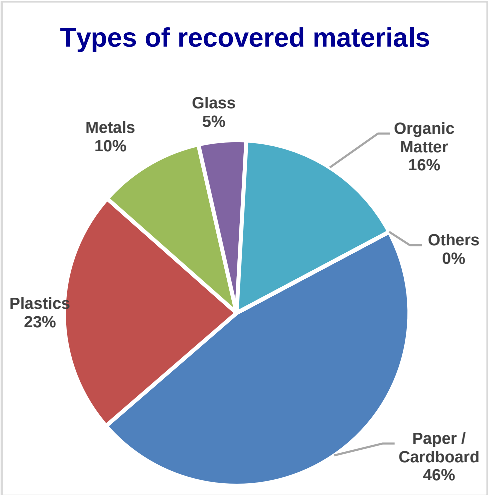
PP.9-3: Climate intensity per unit of movement (kg of CO2/unit) [2022]

	SKG	CFU	ZTH	EFL	PVK	KVA	CHQ	Total Cluster A	RHO	KGS	JTR	JMK	MJT	SMI	JSI	Total Cluster B	Total Fraport Greece
Climate intensity	1,24	0,65	0,69	0,86	1,00	2,89	0,95	**0,98**	0,79	0,66	0,59	0,76	1,42	1,40	0,53	**0,75**	**0,88**

PP.5-5: Material recovery rate from municipal waste (%) [2022]

	SKG	CFU	ZTH	EFL	PVK	KVA	CHQ	Total Cluster A	RHO	KGS	JTR	JMK	MJT	SMI	JSI	Total Cluster B	Total Fraport Greece
Material recovery rate	4,5%	30,3%	19,7%	35,1%	3,3%	8,7%	37,8%	**20,4%**	1,2%	3,3%	39,6%	3,3%	3,3%	3,3%	3,3%	**10,1%**	**15,5%**

PP.5-7: Recovered materials from municipal waste (%) [2022]



10. Employment Matters

In 2022, Fraport Greece's Human Resources & Training implemented a number of actions with the aim of enhancing the performance and capabilities of Employees (through the employee performance evaluation process), the establishment of two-way communication within the Company by introducing the corporate values, the maintenance of remote working (where possible) and remote attendance in the majority of educational seminars.

Also, the company carried out for another year the Employee Satisfaction Survey where the response rate reached 94%, while the average overall Employee Satisfaction Score was 5.15 (on a rating scale from 1 to 7), and the employees were informed about the individual results of the Barometer.

In 2022 the Company employed an average of 274 employees (182 men and 92 women) compared to 242 (163 men and 79 women) in 2021.

Health and Safety

Ensuring the Health & Safety of our employees is always the first priority of all of us. In this context, a practical guide with preventive measures against Covid-19 is available to all Staff, through the corporate learning platform. In addition, the Company continues to implement remote working where possible, as well as online meetings.

Recruitment

The Company, in order to respond to the increased needs that arose in 2022, and to ensure the uninterrupted operation of the airports, proceeded to staff them with the necessary human resources, permanent and seasonal, based on the needs as defined in the annual budget.

Training

In accordance with the Annual Human Resources Training and Development Plan and regulatory requirements, in 2022, 1,475 training seminars were held with 14,619 participants, of whom 8,254 (56%) were Fraport Greece's staff and 6,365 (44%) staff of other companies of the Network of Fraport Greece's 14 Airports.

From the total of 14,619 participants in the training seminars organized by Fraport Greece, 8,217 participants (or 56% of the total), completed their training through the company's e-learning system (e-learning; Live Sessions; Blended Training).

It is worth mentioning that also in 2022, Fraport Greece invested significantly in redefining its corporate values, with the aim of transforming its corporate culture, planning, organizing and implementing specially designed development actions and workshops, in which the entire Administrative staff participated as well as all its staff (a total of 700 participants), investing for this purpose in 5.000 man-hours of training.

Athens, 27/03/2023

For the company's Board of Directors

THE CHAIRMAN
STEFAN SCHULTE

German passport

No C5HNXCY9C

FRAPORT REGIONAL AIRPORTS OF GREECE "A" SOCIETE ANONYME

Financial Statements for the year ended on 31 December 2022 in accordance with the International Financial Reporting Standards (IFRS), as adopted by the European Union

REGISTERED OFFICES: 10 GERMANIKIS SCHOLIS STR.,
MAROUSSI, ATTICA
GENERAL COMMERCIAL REGISTER (G.E.M.I.) No: 133592401000
Tax Authority FAE OF ATHENS

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FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

Statement of Financial Position

	Notes	31/12/2022	31/12/2021
Assets			
Non-current assets			
Property, plant and equipment	5	44.400	52.522
Intangible assets	6	965.363.517	992.556.760
Deferred tax assets	8	4.485.380	21.296.469
Other receivables and financial assets	10	132.382	132.082
Total non-current assets		**970.025.679**	**1.014.037.833**
Current assets			
Receivables from related parties	18	274.783	247.332
Trade receivables	9	18.822.528	14.535.510
Other receivables and financial assets	10	1.782.760	5.096.587
Current tax receivable		2.542.459	-
Restricted cash	12	54.184.459	31.578.325
Cash and cash equivalents	11	169.219.715	76.903.914
Total current assets		**246.826.704**	**128.361.668**
Total assets		**1.216.852.383**	**1.142.399.501**
Equity and liabilities			
Equity			
Share capital	13	75.000.000	75.000.000
Statutory and other reserves	13	4.437.336	800.057
Retained earnings	13	45.295.300	900.565
Total equity		**124.732.636**	**76.700.622**
Liabilities			
Non-current liabilities			
Bond loans from banks	14	520.022.337	499.657.712
Bond loans from shareholders	14	245.862.527	231.742.546
Employee benefit obligations	15	138.131	87.821
Derivative financial instruments	7	-	2.842.535
Liabilities under the Concession Agreement	16	241.967.131	241.262.242
Trade and other payables	17	16.194.655	19.040.570
Total non-current liabilities		**1.024.184.781**	**994.633.426**
Current liabilities			
Bond loans from banks	14	562.042	14.373.099
Trade and other payables	17	49.135.353	50.314.248
Income tax		-	358.183
Liabilities due to related parties	18	9.290.282	6.019.923
Total current liabilities		**58.987.677**	**71.065.453**
Total liabilities		**1.092.119.747**	**1.065.698.879**
Total equity and liabilities		**1.216.852.383**	**1.142.399.501**

The Notes in pages 30-80 form an integral part of these financial statements.

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

Statement of profit or loss and of comprehensive income

	Not.	01/01/2022 - 31/12/2022	01/01/2021 - 31/12/2021
Revenue	19	236.298.317	139.990.707
Operating expenses			
Cost of consumables and services rendered	20	(72.019.294)	(65.276.971)
Personnel expenses	21	(9.332.421)	(6.247.957)
Other operating expenses	22	(17.234.195)	(12.354.889)
Total operating expenses		**(98.585.909)**	**(83.879.817)**
Operating income			
Other income	23	11.620.995	45.777.061
Total operating income		**11.620.995**	**45.777.061**
Profit before taxes and depreciation		**149.333.402**	**101.887.951**
Depreciation and amortization	5, 6	(31.075.777)	(30.703.484)
Operating profit/ (loss)		**118.257.626**	**71.184.467**
Interest income	24	1.658	155.501
Interest expenses	24	(60.230.048)	(52.872.848)
Other financial income / (expenses)	24	1.492.309	65.377
Net financial expenses		**(58.736.080)**	**(52.651.970)**
Profit/(Loss) before taxes		**59.521.546**	**18.532.497**
Income tax	8	(12.790.245)	(5.798.607)
Profit/(Loss) after taxes		**46.731.301**	**12.733.890**
Other comprehensive income: ***Items that will not be reclassified subsequently to the profit or loss***			
Actuarial (loss)/gains	13	(25.407)	(472)
Items that will be reclassified subsequently to the profit or loss			
Gain / (Loss) from derivatives used as cash flow hedges	13	1.326.121	2.706.519
Other comprehensive income for the period		**1.300.714**	**2.706.047**
Total comprehensive income/(loss) after taxes		**48.032.015**	**15.439.937**

The Notes in pages 30-80 form an integral part of these financial statements.

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

Statement of Changes in Equity

	Share capital	Statutory and other reserves	Retained Earnings	Total equity
Balance as at 01 January 2021	**75.000.000**	**(1.905.990)**	**(11.833.325)**	**61.260.685**
Profit or loss after taxes for 2021	-	-	12.733.890	12.733.890
Other comprehensive income (Note 13)	-	2.706.047	-	2.706.047
Total comprehensive income after taxes	**-**	**2.706.047**	**12.733.890**	**15.439.937**
Balance as at 31 December 2021	**75.000.000**	**800.057**	**900.565**	**76.700.622**
Balance as at 01 January 2022	**75.000.000**	**800.057**	**900.565**	**76.700.622**
Profit or loss after taxes for 2022	-	-	46.731.301	46.731.301
Other comprehensive income (Note 13)	-	1.300.714	-	1.300.714
Total comprehensive income after taxes	**-**	**1.300.714**	**46.731.301**	**48.032.015**
Creation of statutory reserve	**-**	2.336.565	(2.336.565)	**-**
Balance as at 31 December 2022	**75.000.000**	**4.437.336**	**45.295.300**	**124.732.636**

The Notes in pages 30-80 form an integral part of these financial statements.

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

Statement of Cash Flows

	Not.	01/01/2022 - 31/12/2022	01/01/2021 - 31/12/2021
Cash flows from operating activities			
Profit/(Loss) before taxes		**59.521.546**	**18.532.497**
Adjustments for:			
Depreciation of property, plant and equipment	5	10.573	11.286
Intangible assets amortization	6	31.065.204	30.692.198
Retirement benefit obligations	15	27.048	26.911
Effect of the compensation from the Greek State for the steps taken against the Covid-19 pandemic	23	(11.620.995)	(45.777.061)
Amortisation of prepaid liability under the Concession Agreement	24	12.325.884	12.163.561
Interest income	24	(1.658)	(155.501)
Interest expenses	24	47.904.164	40.709.287
		139.231.766	**56.203.178**
Changes:			
Decrease/(Increase) in trade and other receivables		90.945	(8.405.244)
Increase/(Decrease) in trade and other liabilities and liabilities under the Concession Agreement		4.875.477	24.707.608
Increase/(decrease) in liabilities due to related parties		3.270.359	702.362
Cash (outflows)/ inflows from operating activities		**147.468.548**	**73.207.904**
Payments of interest on bond loans from banks and related parties and derivative financial instruments		(27.323.645)	(25.632.403)
Net cash inflows from operating activities		**120.144.902**	**73.207.904**
Payments for property, plant and equipment	5	(2.449)	-
Payments for additions to other intangible assets	6	(3.871.962)	(18.170.490)
Interest received	24	1.658	155.501
Net cash outflows from investing activities		**(3.872.752)**	**(18.014.989)**
Cash flows from financing activities			
Proceeds from bond loans from banks	14	525.358.498	-
Principal payments for bond loans from banks	14	(525.358.500)	(11.375.005)
Proceeds from the termination of derivative financial instruments		3.572.000	-
Payments for bond loan issuance costs	14	(4.922.212)	-
(Increase)/Decrease in restricted cash	24	(22.606.135)	(746.927)
Net cash (outflows) / inflows from financing activities		**(23.956.349)**	**(37,754,335)**
Net increase in cash and cash equivalents		**92.315.801**	**17.438.580**
Cash and cash equivalents at the beginning of the year	11	76.903.914	59.465.334
Cash and cash equivalents at the end of year		**169.219.715**	**76.903.914**

Non-cash financing and investing activities		**2022**	**2021**
Additions to intangible assets and concurrent offset of advance payments for construction projects	6	-	243.428
Capitalization of interest on bond loans from shareholders	14	18.784.801	17.700.004

The Notes in pages 30-80 form an integral part of these financial statements

Notes to the financial statements

1. General information

Fraport Regional Airports of Greece "A" S.A. (hereinafter the "Company") has operations relating to the upgrade, maintenance, management and operation in general, of seven regional airports in Crete, Continental Greece and Ionian, specifically the airports of Thessaloniki, Kerkira, Zakynthos, Kefalonia, Aktion, Kavala and Chania, in accordance with the terms and conditions of the relevant Concession Agreement, concluded on 14 December 2015 between the Company, its shareholders and the Hellenic Republic Asset Development Fund S.A. ("Grantor") and the Greek State (hereinafter the "Concession Agreement") the term of which is 40 years.

The Company is a Societe Anonyme that has been incorporated and domiciled in Greece. Its registered offices are located in the Municipality of Amarousio (Maroussi) in Attica; specifically, at 10 Germanikis Scholis Street, 151 23 Maroussi.

The Company was founded on 27 February 2015 by FRAPORT AG FRANKFURT AIRPORT SERVICES WORLDWIDE ("FRAPORT"), having its registered office in Germany, and SLENTEL LIMITED ("SLENTEL"), having its registered office in Cyprus (together the "Initial Shareholders"), with an initial holding in the Company of 72% and 28%, respectively. In December 2017, SLENTEL LIMITED transferred 10% of its holding to Marguerite Airport Greece S.A.R.L. ("MARGUERITE"). Next, considering the share capital increases which took place in 2017, the holdings of the three shareholders, FRAPORT, SLENTEL, and MARGUERITE, were 73.40%, 16.60% and 10%, respectively. In December 2022, FRAPORT transferred 8.4% of its holding to SLENTEL LIMITED. The holdings of the three shareholders FRAPORT, SLENTEL and MARGUERITE after the last transfer are 65%, 25% and 10% respectively.

In accordance with Article 4 of the Concession Agreement, the Company has been granted, among others, with the exclusive right of exploitation of the concession operations in the seven airports of Crete, Continental Greece and Ionian. These operations include inter alia the right of commercial exploitation of the airport services in each concession site of the aforementioned airports. Pursuant to Article 28.3 of the Concession Agreement, the Company's return on capital from air activities may not exceed 15% of the Air Activities Capital. Where the compounded cumulative return exceeds 15%) in 3 out of any 4 successive financial years, the Company must pay to the Greek State any such excess.

The Concession Agreement has been ratified and acquired the force of law by means of article 215 of Law 4389/2016 (GG A 94/27.5.2016).

The Company began its commercial operation and the provision of services on 11 April 2017, after having paid to the Concessionaire the upfront fee provided for in the Concession Agreement in the amount of €609,000,000.

In 2022, on average 255 employees were employed by the Company on employment contracts of indefinite term, compared to 241 during 2021.

The Financial Statements have been approved for publication by the Company's Board of Directors on 27 March 2023 and are subject to the approval by the Ordinary General Assembly of shareholders.

2. Summary of significant accounting policies

The basic accounting principles that were applied during preparation of these Financial Statements are described below. These principles have been applied consistently in all periods presented, unless otherwise stated.

2.1. Basis of preparation of the financial statements

These financial statements have been prepared in accordance with the International Financial Reporting Standards (IFRSs) and the Interpretations of the International Financial Reporting Interpretations Committee (IFRIC), as these have been adopted by the European Union. The financial statements have been prepared in accordance with the historical cost rule, save financial assets (including derivatives), which have been valued at their fair value.

Preparing these financial statements in accordance with the IFRS requires that use be made of accounting estimates and the judgement of management in implementing the accounting principles that have been adopted. The areas that contain a significant level of judgement or complexity or where assumptions and estimates significantly affect the financial statements are presented in Note 4.

2.1.1. Going concern

The financial statements as at 31 December 2022 are prepared in accordance with the International Financial Reporting Standards (IFRS) , as adopted by the European Union and fairly present the Company's financial position, profit or loss, and cash flows based on the going concern principle.

The financial statements have been prepared on a going concern basis, as management has assessed that the Company will have sufficient funding to meet its financial and operational needs in the immediate future.

2.2. New standards, amendments of standards and interpretations

Standards and Interpretations mandatory for subsequent periods.

New standards, amendments to standards and interpretations: Certain new standards, amendments to standards and interpretations have been issued that are mandatory for accounting periods beginning on or after 01 January 2022. The Group's assessment regarding the impact of the application of these new standards, amendments and interpretations is cited below:

<u>Standards and Interpretations effective for the current financial year</u>

The application of the following standards and interpretations did not have a significant impact on the Company's financial statements.

IFRS 16 (Amendment) 'Covid-19-Related Rent Concessions'

The amendment extends the application period of the practical expedient in relation to rent concessions by one year to cover rental concessions that reduce leases due only on or before 30 June 2022.

IAS 16 (Amendment) 'Property, Plant and Equipment – Proceeds before Intended Use

The amendment prohibits an entity from deducting from the cost of an item of PP&E any proceeds received from selling items produced while the entity is preparing the asset for its intended use. It also requires entities to separately disclose the amounts of proceeds and costs relating to such items produced that are not an output of the entity's ordinary activities.

IAS 37 (Amendment) 'Onerous Contracts – Cost of Fulfilling a Contract'

The amendment clarifies that 'costs to fulfil a contract' comprise the incremental costs of fulfilling that contract and an allocation of other costs that relate directly to fulfilling contracts. The amendment also clarifies that, before a separate provision for an onerous contract is established, an entity recognizes any impairment loss that has occurred on assets used in fulfilling the contract, rather than on assets dedicated to that contract.

IFRS 3 (Amendment) 'Reference to the Conceptual Framework'

The amendment updated the standard to refer to the 2018 Conceptual Framework for Financial Reporting, to determine what constitutes an asset or a liability in a business combination. In addition, an exception was added for some types of liabilities and contingent liabilities acquired in a business combination. Finally, it is clarified that the acquirer should not recognize contingent assets, as defined in IAS 37, at the acquisition date.

Annual Improvements to IFRS Standards 2018–2020

IFRS 9 'Financial instruments'

The amendment addresses which fees should be included in the 10% test for derecognition of financial liabilities. Costs or fees could be paid to either third parties or the lender. Under the amendment, costs or fees paid to third parties will not be included in the 10% test.

IFRS 16 'Leases'

The amendment removed the illustration of payments from the lessor relating to leasehold improvements in Illustrative Example 13 of the standard to remove any potential confusion about the treatment of lease incentives.

IAS 41 'Agriculture'

The amendment has removed the requirement for entities to exclude cash flows for taxation when measuring fair value under IAS 41.

Standards and Interpretations effective for subsequent periods

The following standards, amendments to standards and interpretations will be applicable in subsequent periods. The implementation of these standards and interpretations by the Company, to the extent that these are applicable to its operations and subject to their adoption by the European Union, is not expected to have a significant impact on the Company's financial statements.

IFRS 17 'Insurance contracts' and Amendments to IFRS 17 (effective for annual periods beginning on or after 1 January 2023)

IFRS 17 has been issued in May 2017 and, along with the Amendments to IFRS 17 issued in June 2020, supersedes IFRS 4. IFRS 17 establishes principles for the recognition, measurement, presentation and disclosure of insurance contracts within the scope of the Standard and its objective is to ensure that an entity provides relevant information that faithfully represents those contracts. The new standard solves the comparison problems created by IFRS 4 by requiring all insurance contracts to be accounted for in a consistent manner. Insurance obligations will be accounted for using current values instead of historical cost.

IAS 1 (Amendments) 'Presentation of Financial Statements' and IFRS Practice Statement 2 'Disclosure of Accounting policies' (effective for annual periods beginning on or after 1 January 2023)

The amendments require companies to disclose their material accounting policy information and provide guidance on how to apply the concept of materiality to accounting policy disclosures.

IAS 8 (Amendments) 'Accounting policies, Changes in Accounting Estimates and Errors: Definition of Accounting Estimates' (effective for annual periods beginning on or after 1 January 2023)

The amendments clarify how companies should distinguish changes in accounting policies from changes in accounting estimates.

IAS 12 (Amendments) 'Deferred tax related to Assets and Liabilities arising from a Single Transaction' (effective for annual periods beginning on or after 1 January 2023)

The amendments require companies to recognise deferred tax on transactions that, on initial recognition, give rise to equal amounts of taxable and deductible temporary differences. This will typically apply to transactions such as leases for the lessee and decommissioning obligations.

IFRS 17 (Amendment) 'Initial Application of IFRS 17 and IFRS 9 – Comparative Information' (effective for annual periods beginning on or after 1 January 2023)

The amendment is a transition option relating to comparative information about financial assets presented on initial application of IFRS 17. The amendment is aimed at helping entities to avoid temporary accounting mismatches between financial assets and insurance contract liabilities, and therefore improve the usefulness of comparative information for users of financial statements.

This amendment provides lessees (but not lessors) with an optional exemption from assessing whether a COVID-19-related rent concession is a lease modification. Lessees can chose to account for rent concessions as they would have for changes that are not lease amendments.

IFRS 16 (Amendment) 'Lease Liability in a Sale and Leaseback' (effective for annual periods beginning on or after 1 January 2024)

The amendment clarifies how an entity accounts for a sale and leaseback after the date of the transaction. Sale and leaseback transactions where some or all the lease payments are variable lease payments that do not depend on an index or rate are most likely to be impacted. An entity applies the requirements retrospectively back to sale and leaseback transactions that were entered into after the date when the entity initially applied IFRS 16. The amendment has not yet been endorsed by the EU.

2.3. Property, plant and equipment

The facilities and the mechanical and other equipment mainly consist in movable assets which are not part of the intangible asset of the Concession Agreement.

Property, plant and equipment are presented in the financial statements at acquisition cost less accumulated depreciation and any impairment suffered by the assets. The cost of acquisition also includes the expenses directly involved in acquisition of the said assets.

Subsequent expenses are either included in the carrying amount of tangible assets or -if deemed more appropriate- are recognised as a separate asset, only where it is possible that future economic benefits will flow into the Company and under the condition that the asset's cost can be measured reliably. The carrying amount of an asset that is replaced is deleted. Repair and maintenance costs are expensed as incurred in the statement of profit and loss and comprehensive income.

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The depreciation of property, plant and equipment is charged evenly over the respective asset's useful economic life down to the asset's residual value.

Land, buildings, facilities, fencing, aircraft ground power supply systems, runways, taxiways, aircraft bridges and aircraft service areas are part of the Services Concession Agreement and represent the overall infrastructure whose right of use has been recognized as an intangible asset (not. 2.4.1).

The estimated useful economic lives of the Company's assets are as follows:

Asset category	**Useful life (years)**
Office building improvements	9
Office furniture	13
PCs and peripherals	3 - 7
Mobile phones	3 - 7
Other equipment	5 - 10

When the carrying amounts of tangible assets exceed their recoverable value, the difference (impairment) is recognized in profit or loss directly as an expense (Note 2.5).

2.4. Intangible assets

Recognition of an asset as an intangible asset requires the Company to prove that the asset meets: a) the intangible asset's definition/identifiability criteria and b) the recognition criteria. This requirement is applicable to the costs initially incurred for the acquisition or internal generation of an intangible asset and the costs incurred subsequently for any additions. If there are no conditions for capitalization, costs are recognized in the statement of profit or loss and of comprehensive income in the period to which they relate.

The intangible assets are initially measured at cost. Following initial recognition, they are reflected at their cost less any accumulated amortisation and impairment (Note 2.5).

The Company assesses whether the useful economic life of an intangible asset is finite or indefinite and, if finite, it determines the useful economic life of any separately identifiable components. The accounting treatment for an intangible asset is based on its useful economic life. An intangible asset with finite useful economic life is amortised on a straight-line basis over its useful economic life, while an intangible asset with indefinite useful economic life is not amortised, but tested for impairment on each reporting date.

The estimated useful lives of the Company's intangible assets are as follows:

Asset category	**Useful life (years)**
Software	3 - 5
Concession Agreement and associated costs	Up to the termination of the Concession Agreement

2.4.1. Concession agreement for the exclusive right of exploitation

The exploitation right is stipulated in the Concession Agreement, which defines it as the right granted to the Company by the Greek State for the upgrade, maintenance, management and general operation of the seven regional airports. The above right has a finite useful economic life of 40 years which is equal to the concession period and started on the concession commencement date, that is on 11 April 2017. The Concession Agreement has been accounted for in line with Interpretation 12 of IFRIC, based on the intangible asset model since the Company, being the operator, is paid by the airport users and the Grantor has no contractual guarantee with respect to the investment's recovery. The intangible asset represents the value of the right granted by the Greek State to the Company to charge the airport users.

The Concession Agreement includes the upfront (concession) fee against the concession fee, which was paid on the concession commencement date and formed one of the prerequisites for commencement of the concession period. Upon commencement of the concession period, the above upfront concession fee was recognised in the intangible asset, as well as the present value of the fixed concession fee obligations arising from the Concession Agreement, together with the recognition of a liability of the same amount. The discount interest rate used was the incremental interest rate for the investment at the start of the concession. Recognized financial liabilities are valued subsequently at amortized cost using the effective interest method. In addition, under the Concession Agreement, the Company undertook to refurbish, upgrade and build new infrastructure at the 7 regional airports conceded to it. All expenses specific to the above works were also capitalized in the total cost of the Concession Agreement under "Intangible fixed assets" until the works have been completed. The intangible assets are amortised using the straight line method until the end of the concession period (up to 40 years).

Impairment costs are recognized in line with IAS 36 (Note 2.5).

2.4.2. Concession fee for the exclusive right of exploitation - variable concession fee

As also stipulated in the Concession Agreement, during the period commencing from expiry of the investment period (fourth (4th) year of concession period) until expiry of the concession period, the Company must pay HRADF a variable concession fee. The variable fee will be estimated for each concession year as a percentage on EBITDA as defined in the Concession Agreement. The variable fee is not capitalized in the cost of the intangible asset, but expensed in the statement of profit and loss and of comprehensive income for the year for which it relates to.

Under an agreement with the Greek State, like the one that was repealed by Law 4810/2021 of the Greek Parliament on 25 June 2021, the liability to pay the Variable Concession Fee was postponed until after the fourth anniversary of the Concession Commencement Date, that is starting in 2022 and under terms and conditions from 2023 onwards.

For the year ended 31 December, 2021, the Company - in agreement with the Greek State -did not proceed with the payment of the Variable Concession Fee due to the conditions that continued to prevail globally in relation to the pandemic.

For the year ended 31 December, 2022, from the calculation that takes into account all the Concession Fees for the years 2019-2022 and offsetting with the compensation received from the Greek State, the Company will pay a residual amount of Variable Concession Fee for the year 2022 of €5.280.149 until 31 December 2023, an amount classified within current liabilities in the Company's Statement of Financial Position as at 31 December 2022 (see also Note 16).

2.4.3. Other intangible assets

The Company has intangible assets which are associated to designs, technical projects and other costs connected with the design, improvement and development of the infrastructure of the regional airports, as well as consultation services connected with the completion of the Concession Agreement.

The depreciation of such assets starts with the completion of each project and continues until the end of the concession period.

Borrowing costs in connection with intangible assets which meet the conditions are capitalized at the cost of such assets (Note 2.14).

2.5. Impairment of non-financial assets

Goodwill and intangible assets with an indeterminate useful life are not subject to depreciation but checked for impairment on an annual or more frequent basis if due to events or changes in circumstances there is indication that they may be impaired. Fixed assets (tangible and intangible) that are subject to amortisation are tested for impairment whenever events or changes in circumstance indicate that their unamortised carrying amount may not be recoverable.

Impairment losses are immediately recognised as expenses and equal the difference between the unamortised and the immediately recoverable value of the underlying asset. The recoverable value is the highest amount resulting from comparison between a fixed asset's fair value less the selling cost and its value in use (the present value of cash flows which are expected to be generated according to Management estimates for future financial and operating conditions). For impairment calculation purposes, the assets are grouped at the lowest possible level in order to be linked with separate identifiable cash flows (cash-generating units).

Impaired non-financial assets are reassessed for a possible reversal of the impairment loss at each reporting date, except for goodwill.

2.6. Financial assets

2.6.1. Classification

The Company classifies all its financial assets under the following categories:
(i) financial assets at amortised cost, and (ii) financial assets measured at their fair value through profit or loss or other comprehensive income("FVPL" or "FVOCI"). This classification is dependent on: (a) the Company's business model, based on which the financial assets is managed, and (b) the characteristics of the contractual flows of the financial asset. Under IFRS 9 it is not allowed to separate embedded derivatives, if any, under a hybrid contract, when the main contract is a financial asset falling within the scope of this standard. In these cases, the entire hybrid asset is placed under one of the following categories.

2.6.2. Recognition and derecognition

Acquisitions and sales of financial assets are recognised as at the date of the transaction, on which (date) the Company undertakes to buy or sell the asset. Investments are derecognised when the right to cash flows from investments ends or is transferred and the Company has transferred substantially all risks and benefits resulting from their ownership.

2.6.3. Measurement

Upon initial recognition, the Company measures its financial assets at fair value and, where a financial asset is not measured at fair value through profit or loss, it adds the costs that are directly attributed to the transaction concerned. With regard to financial assets measured at fair value through profit or loss, transaction costs are recognized in the profit or loss of the period in which they arise.

The best proof of the fair value of a financial instrument is usually the transaction price (that is the fair value of the consideration given or received). In cases where during initial recognition the fair value is other than the transaction price, the difference is recognized as deferred profit or loss for the transaction day. If the deferred profit or loss on the day of the transaction was the result of the fair value of a financial instrument, which is evidenced by an official stock exchange price in an active market for a similar asset or liability (that is a first-tier inflow) or a technical valuation using only data from observable markets, then the deferred profit or loss of the transaction is directly recognized in profit or loss. Otherwise, the deferred profit or loss on the day of the transaction is recognized gradually over the lifetime of the financial instrument.

The Company's financial assets subsequent measurement depends on the Company's business model for the management of individual financial assets and on the characteristics of their cash flows.

The Company uses the following two measurement categories based on the financial assets it holds:

(a) Financial assets measured at amortized cost: Financial assets are measured at amortized cost if they are held for the purpose of collecting the contractual cash flows that meet the SPPI standard. Financial assets within this business model give rise to cash flows on specific dates and the cash flows which represent exclusively principal and interest payments on the each outstanding loan (Solely Payments of Principal and Interest - SPPI). Financial assets at amortised cost are subsequently measured using the effective interest (EIR) method and are subject to impairment. Gains and losses are recognised in the Income Statement when the asset is derecognised, modified or impaired. The financial assets classified in this category are included in the items "Trade receivables", "Other receivables and financial assets", "Cash and cash equivalents" and "Restricted cash" presented in the statement of financial position (Notes 2.9, 2.10 and 2.11). They are included in current assets, save those with a maturity over 12 months from the balance sheet date.

(b) Financial assets measured at fair value through profit or loss: Financial assets are classified in in this category when they are not measured at amortized cost or fair value through other comprehensive income. Incurred and non-incurred profit or loss resulting from changes in the fair value of financial assets measured at their fair value with changes in the profit or loss, are recognised in the profit or loss of the period in which they arise. Derivatives are classified at fair value through profit or loss, unless they are classified as hedges (Note 2.8). Assets under this category are classified in current assets if held for trading or are anticipated to be sold within 12 months from the reporting date.

2.6.4. Impairment of financial assets

The Company recognizes impairment provisions for expected credit losses for all financial assets, with the exception of financial assets measured at fair value through profit or loss. Expected credit losses are based on the difference between contractual cash flows and all the cash flows the Company expects to obtain. The present value of the difference is recognised based on an estimate of the effective interest rate implicit in the financial asset. As regards contractual assets and receivables from customers, the Company follows the simplified approach under the standard and, therefore, calculates expected credit loss based on the expected credit loss for the entire lifetime of such assets. Determining expected default is based on historic information, on inability to liquidate receivables and on qualitative information about possible future defaults. The probability of default of the counterparty, considering the insolvency rates received from external sources, is used to calculate the expected credit loss from inability to liquidate receivables in regard to financial assets.

The Company has opted to also follow the simplified approach under the standard for contractual assets and receivables from customers involving significant financing arrangements. The Company receives either letters of guarantee or down-payments as guarantee against its receivables from its aviation and non-aviation activity, hence greatly reducing the anticipated impairment loss from inability to liquidate receivables.

The carrying amount of the asset is reduced through the use of an allowance account and the amount of loss is recognised in the statement of profit and loss and of comprehensive income. When a trade receivable cannot be collected, it is set off with the amount in the provision for trade receivables. Subsequently recoverable amounts that have been previously deleted, are credited in the statement of profit and loss and of comprehensive income and are allocated accordingly to the assets that recovered their lost carrying amount (in whole or in part).

2.7. Offsetting of financial assets

Financial assets and financial liabilities are offset and the net amount is reported in the statement of financial position when, and only when, an entity has a legally enforceable right to set off the recognised amounts and at the same time the entity intends either to settle on a net basis, or the asset's acquisition and liability's settlement can be made simultaneously.

2.8. Derivative financial assets and hedging instruments

The Company enters into financial derivative agreements to hedgie its exposure to interest rate risks associated with its long-term loan agreements.

When entering into a transaction, the Company documents the financial relationship between the hedges and the hedged items, including the extent by which changes in the cash flows of hedges are expected to be hedge changes in the cash flows of the hedged items. The Company also documents the risk management goals and strategy for hedging transactions. Furthermore, at the beginning of the hedging relationship and on an ongoing basis the Company monitors the effectiveness of the hedging relationship.

IFRS 9 includes three requirements on hedging effectiveness: (i) there is a financial relationship between the hedge and the hedged item; (ii) the effect of credit risk is insignificant; and (iii) the hedging ratio accurately reflects the principal amount of the hedged item and the principal amount of the hedge used in the actual financial hedging. If a hedging relationship ceases to meet the effictiveness requirements in terms of the degree of hedging, while the risk management goal remains unchanged, the degree of hedging is adjusted (adjusting the amounts specified of either the hedged item or the hedge) so that the hedging relationship meets the quality criteria. The fair values of the derivative financial instruments that are used for hedging purposes are disclosed in Note 3.3. The changes in the cash flow hedging reserve are entered in other comprehensive income and are disclosed in Notes 7 and 13. The overall fair value of hedging derivatives is classified to current assets or long-term liabilities when the remaining hedged item has a term over 12 months, or to current assets or short-term liabilities when the remaining term of the hedged item is under 12 months.

Cash Flow Hedging

Derivatives are initially recognized at their fair value as at the date on which the respective agreement is signed (Note 2.6).

The part of the change in the derivative fair value which is considered effective and meets the cash flow hedging criteria, is recognized in Other comprehensive income. Profit or loss that relates to the ineffective part of the hedge is recognized in the statement of profit and loss and of comprehensive income, under the item "Financial income" or "Financial expenses".

The cumulative amount classified in Equity is transferred to the statement of profit and loss and of comprehensive income for the periods in which the hedged item affects the profit or loss of the period. The profit or loss that relates to the effective part of the hedging of floating borrowing rate exchange agreements is recognized in the statement of profit and loss and of comprehensive income under the item "Financial income" or "Financial expenses" simultaneously with th erecognition of interest from hedged loans.

When a hedging instrument matures or is sold or when a hedging relation stops meeting the hedge accounting criteria, the cumulative profit or loss entered by that time in Equity will remain in Equity and will be recognized when finally the anticipated transaction passes through the statement of profit and loss and of comprehensive income. When it is not estimated any more that an anticipated transaction will take place, the cumulative profit or loss entered in Equity will be transferred immediately to the statement of profit and loss and of comprehensive income.

2.9. Trade receivables

Trade receivables are the amounts owed by customers for services provided to them during the Company's ordinary activities/operations. If the receivables are expected to be collected within 12 months after the period's end, they are classified in current assets, otherwise they are classified in non-current assets.

Receivables from customers are initially recognised at their fair value and subsequently carried at amortised cost using the effective interest method, less any impairment losses (Note 2.6).

2.10. Cash and cash equivalents

The Company considers as cash and cash equivalents cash in hand, sight deposits, and any high liquidity and low risk short-term investments up to 3 months.

2.11. Restricted cash

Restricted cash are deposits in bank accounts which are not immediately available for use. The Company cannot use these deposits until after a specific future point in time or event. Where it is anticipated that restricted cash will be used within a year from the date of the statement of financial position, they are classified as short-term assets. However, if it is not anticipated that they will be used within a year from the reporting date, they are classified as long-term assets.

2.12. Share capital

Share capital includes the Company's registered shares. Direct expenses for the issuance of shares appear free of any relevant tax as subtracted from equity.

2.13. Trade and other payables

Trade payables include the liabilities for payment for products and services that were acquired/received from suppliers during the Company's ordinary activities. Trade payables are classified in short-term liabilities when their payment is due within the next year. If their payment is due beyond the 12-month period, then they are classified in long-term liabilities.

Trade liabilities are recognised in line with the amortised cost method by using the effective interest rate.

2.14. Bond loans

Loans are initially entered at fair value into the proceeds/collected amounts less any direct expenses incurred for their acquisition. Loans are subsequently stated at amortised cost, discounted at their effective interest rate. Any difference between the proceeds (net of relevant transaction costs) and the redemption value is recognised in the statement of profit and loss and of comprehensive income over the borrowing's duration, using the effective interest rate method.

Loan expenses arising at the time new credits are signed, are recognized as loan expenses insofar as it is possible that part or all of the credit line will be withdrawn. In this event they are entered as future loan expenses until the draw-down of the respective loan. If new loans remain unused, such expenses are included in the prepaid expenses and are recognized in profit or loss over the period of the respective credit line.

Loans are classified as short-term liabilities unless the Company holds the unreserved right to postpone payment of the liability for at least 12 months after the reporting date.

Borrowing Costs

Borrowing costs incurred during the acquisition or construction of an asset which meets the conditions and requires a significant amount of time to become ready for use, are capitalized at the cost of the assets in line with IAS 23 "Borrowing costs". The remaining borrowing costs are entered in the statement of profit and loss and of comprehensive income when incurred. Borrowing costs are made up of interest and other costs incurred by a Company in connection with borrowing.

2.15. Income and Deferred Tax

The tax for the period is made up by current and deferred tax. Tax is recognized in the statement of profit and loss and of comprehensive income, unless it is connected with amounts recognized in other comprehensive income or directly in equity. In this case, tax is also recognized in other comprehensive income or in equity, respectively.

Income tax

Income tax on profit is calculated in accordance with the Income Tax Code effective in Greece. The expenditure for current income tax includes the income tax arising from the Company's profits as stated in its tax clearance statements, and any provisions for additional tax and surcharges for unaudited fiscal periods, and it is estimated in line with the statutory or substantially statutory rates of taxation.

Deferred income tax

Deferred income tax is recognised, using the liability method, arising from temporary differences between the carrying amount and the tax basis of assets and liabilities in the financial statements. Deferred income tax is not accounted for if it results from the initial recognition of an asset or liability in a transaction, with the exception of business consolidation/combination, which, when the transaction was carried out, did not affect the accounting or tax profit or loss. Deferred tax is determined in line with the tax rates and laws in force on the reporting date and are expected to be in force when the deferred tax assets are realized or the deferred tax liabilities are paid.

Deferred tax liabilities are recognized insofar as there may be a future taxable profit from the use of the temporary difference generated by the deferred tax liability.

Deferred tax assets and liabilities are offset only if allowed under the law and the deferred tax assets and liabilities relate to the same tax authority and there is intention to settle them by offsetting.

2.16. Employee benefits

a) Retirement benefits

Staff retirement benefits include both defined contribution plans and defined benefits plans. The defined contribution plan is a pension plan under which the Company pays specific contributions to a separate legal entity. The Company has no legal or other implied obligation to pay additional contributions if there is lack of adequate assets in hand to pay to all employees the benefits corresponding to them in the current and previous time periods.

In respect of the defined contribution plans, the Company must pay contributions to public insurance funds. After having paid its contributions, the Company has no other obligation. Contributions are recognized as personnel expenses when there is a debt.

A defined benefit plan is a pension plan which establishes a specific compensation amount which an employee will receive upon retirement and usually depends on one or more factors such as age, years of past service and remuneration.

The liability is entered in the statement of financial position for the defined benefit plans is the present value of the defined benefit liability on the reporting date. The defined benefit liability is calculated annually by an independent actuarial using the Projected Unit Credit Method. The present value of the defined benefit liability is calculated by discounting future cash outflows based on a discount factor equal to the rate for long-term -high credit quality- European corporate bonds.

The cost of the current service of the defined benefit plan recognized in the statement of profit and loss and of comprehensive income as " Personnel expenses " reflects the increase in the defined benefit liability tied to an employee's service in the current period, changes in the benefit, cuts and settlements. The recognized cost of past service is recognised directly in profit or loss.

Actuarial profit or loss from empirical adjustments and changes in actuarial assumptions is charged or credited to other comprehensive income in the period in which it arises.

b) Employment termination benefits

Termination benefits are payable when employment is terminated before normal retirement date. The company recognizes such benefits when it is demonstrably committed to either terminate the employment of an employee based on a detailed plan from which there is no withdrawal possibility, or provide termination benefits as a result of an offer made in order to encourage voluntary redundancy. Benefits falling due more than 12 months after the reporting date are discounted to present value.

In case of employment termination where it is not possible to establish the employees who make use of such benefits, such benefits are not recognized but notified as contingent liability.

c) Bonuses

The Company recognizes expenses and liabilities for bonuses paid when defined financial and business goals are reached. The Company recognizes a provision for bonuses when there is a contractual obligation or past practice generating an incremental liability.

2.17. Provisions

Provisions are recognised when the Company has a current legal or deemed obligation arising from past events and cash outflow will be possibly required to pay the liability and the required amount may be reliably estimated. Provisions are not recognised with respect to future operating losses.

Where various similar liabilities exist, the possibility that an outflow will be required during liquidation is determined by examining the liabilities category in its entirety. A provision is recognised even when the outflow possibility with respect to any asset included in the same category of liabilities, is small.

Provisions are determined at present value of the anticipated expenses required to cover the present liability. The discount rate used to determine the present value is before taxes and reflects the current market estimates for the time value of money and the increases related to the specific liability. The increase of the provision due to lapse of time is recognised as financial expenditure.

2.18. Revenue recognition

The Company recognizes revenue in a way that reflects the transfer of goods or services to customers at the amount that it anticipates as a consideration for such goods or services, excluding amounts collected on the behalf of third parties (e.g. value-added tax). Revenue is recognized when the customer takes control of the goods or services, placing the time of the transfer of control either in a given moment in time or over time. Variable amounts are included in the consideration and computed using either the "expected value" or the "most probable amount" method, depending on which method is expected to forecast more accurately the amount, to which the Company is entitled, on condition that a downwards revision of the recognized revenue is highly improbable. Revenue from the provision of services is recognized in the accounting period in which the services are rendered and measured according to the nature of the services provided. Receivables from customers are recognized when there is an unconditional entitlement of the Company to receive the consideration for the contractual obligations it has performed to the customer.

Income from services rendered

Income from services rendered derives from "air" and "non-air" activities.

"Air activities" are the provision of facilities, services and equipment for aircraft landing and parking, aircraft service, passenger, luggage, cargo and mail transportation to all airports’ facilities, as well as the transportation of passengers, luggage, cargo and mail to and from aircraft.

"Non-air activities" concern income from concession agreements and building rents.

Air activity charges

Income from the provision of air services are recognized in the statement of profit and loss and of comprehensive income in the period in which they were rendered. The departure of the aircraft concerned is the criterion used to recognize income from air activities. Each arrival and the subsequent departure of an aircraft constitute a movement/flight cycle during which all necessary services are provided.

Regulatory rules have been included in the Concession Agreement to establish charges to airport users for the facilities and services provided at the airport.

In addition, under the Concession Agreement and Article 228 of the Ratification Law, for the period between the Concession Commencement Date and October 31st in the immediately following year, as well as for all periods between November 1st and October 31st each year after that the Company must demonstrate to the Hellenic Civil Aviation Authority (HCAA) that the Maximum Average Yield per Departing Passenger is not exceeded in the respective period. Where the Maximum Average Yield per Departing Passenger is exceeded above 3% in any calendar year, the Company must pay to the Greek State the excess of the Maximum Average Yield per Departing Passenger multiplied by the actual number of departing Passengers. In addition, a penalty of 25% of the relevant amount shall be paid to the State. Where the Maximum Average Yield per Departing Passenger is exceeded by a percentage less than or equal to 3% in any calendar year, the Company must count the amount exceeding the Maximum Average Yield per Departing Passenger multiplied by the actual number of departing Passengers in next year’s Regulated Aeronautical Revenues calculation of the actual yield per departing Passenger.

The Company bills Air Services every fifteen days (with the exception of the Airport Modernization and Development Fees, which are collected by HCAA and paid to the Company daily). Airlines can pay either cash (before the airport departs) or get a credit period ranging between 5 and 20 days. Because this credit is short-term, it does not involve significant financial items. Where credit is granted, the Company receives collaterals in the form of either letters of guarantees or bank deposits.

Concession Agreements

The Company has entered into concession agreements under which the right is conceded to the beneficiary to exercise commercial activity inside the airports in a space specified by the Company. Concession royalties are calculated based on the agreed schedule as a percentage of the sales generated by the concession beneficiary activity and are subject to an annual minimum guaranteed charge. Each concession agreement provides in a separate part for the rental of cargo storage spaces for a fixed monthly rent.

Rental income

The Company rents buildings it holds under the Concession Agreement and are located on the airport campus. Income from such rentals are recognized in the statement of comprehensive income on a straight-line basis (evenly) throughout the rental period.

Both income from concession agreements and building rents are considered leasing revenue and accounted for in line with the provisions of IFRS 15 “Revenue from Contracts with Customers”.

Interest income

Interest income is recognised on an accrual basis by using the effective interest rate.

Income from construction activity

Based on Interpretation 12 of IFRIC, the costs incurred in the period for the construction and upgrading of the airports are recognized as income on an annual basis in line with IFRS 15 "Revenue from Contracts with Customers".

2.19. Leases

The Company as Lessee
An agreement contains a lease if there is transfer of the right to control a specific asset, even if the asset is expressly defined, for a time period for a consideration. A reassessment is required only in case of change in the terms and conditions of the contract. The Company leases various assets such as properties, means of transport, and other professional equipment.

In the context of the first application of IFRS 16 the Company proceeded to the impact assessment of the new standard. Due to lack of quality and quantity importance and following careful cost-benefit analysis, the Company concluded that current leasing contracts of property, means of transport and of other business and professional equipment are not included to the acknowledgement of rights of use and obligations arising from financing leases as per IFRS 16. Therefore, for all leases, which the Company enters into as lessee, the Company will recognize lease payments in the statement of profit and loss and of comprehensive income, using the fixed method, over the term of the lease.

The Company as Lessor

Operating leases: Revenues from operating leases are recognized in profit or loss using the straight-line method throughout the lease. When the Company grants incentives to its clients, the cost of such incentives is recognized over the entire term of the lease, using the straight-line method, decreasing the lease income.

Financial Leases For the time being, the Company is not lessor in real estate financial leases.

2.20. Dividend distribution

Dividend distributed to shareholders is recognized as a liability in the financial statements for the period in which such distribution is approved by the general meeting of the Company's shareholders.

3. Financial risk management

3.1. Financial risk factors

Due to its operations, the Company is exposed to financial risks, such as market risks (market prices), credit risk and liquidity risk. The Company's general risk management plan seeks to minimise the potential negative impact of the financial markets' volatility on the Company's financial performance. The Company may use financial derivatives in order to hedge its exposure to specific risks.

Risk management is implemented by the Company's finanel department, which operates under specific rules. The Board of Directors gives instructions, provides guidance and rules about the management of interest rate risk, credit risk and non-derivative financial instruments as well as short-term cash investments.

a) Market risk

Market risk is the risk of changes in market prices as well as in exchange and interest rates affecting the fluctuations of the value held by the Company. Market risk management is the Company's effort to manage and maintain acceptable levels of exposure.

The individual risks making up the market risk and the Company's policies intended to manage them are detailed next:

i. Price risk

The Company is not exposed to the changes in the prices of equity instruments because it does not have investments, which have been recognised in the statement of financial position, either as financial instruments at fair value through other total revenues or as debit financial instruments at fair value through profit or loss.

ii. Currency risk

Currency risk arises from transactions in foreign currency. The Company is not exposed to currency risk as all its revenues and expenses, financial assets and liabilities are denominated in euros, the Company's operating and presentation currency.

iii. Risk of cash flows and risk of changes in fair value due to change in the interest rates

The Company is exposed to interest rate risks from primary and derivative financial assets and liabilities.

As regards assets and liabilities, funding is pursued based on matching maturities. The interest rate risk for the twelve months from the balance sheet date is a check item. To this end, it is checked on a quarterly basis and reported to the Financial Risk Committee. This risk is assessed based on sensitivity analyses. They show the impact of changes on market rates, interest payments, interest income and expenses and other items in the statement of comprehensive income and equity. Changes in interest rates mean the maximum fluctuation of the base rate in the past for the respective currency and time period and/or the maximum fluctuation of the ten-year swap in the past. The deviation is considered in absolute terms.

During the year ended 31 December 2022, the Company refinanced its outstanding common secured bond loan of a total amount of €525 million (see Note 14). As a result of this refinancing, the Company's borrowings as of 31 December 2022 comprised of €351.9 million fixed interest rate bond loans which are exposed to the risk of changes in their fair value due to changes in interest rates and €173.3 million variable interest rate bond loans which are exposed to cash flow risk due to changes in interest rates. The Company held no derivative financial instruments to hedge the above risks as of 31 December 2022.

Sensitivity analyses are based on the following assumptions:

Financial instruments valued at the amortized cost of acquisition at a fixed rate do not affect the Company's results for the period or equity.

Changes in the market rates for interest rate derivatives which are not part of a hedging relationship under IFRS 9 affect the financial result and are therefore included in the sensitivity analysis for the Company's results.

Maximum volatility is a parallel shift of the rate curve by 75 base units in a twelve-month period. In particular, considering the Company's portfolio, the structure of the statement of financial position as at 31 December 2022, the effect of an increase in market rates by 75 base units on the borrowings would be equivalent to a net decrease in the profit or loss for the year by € 1.32 million. This change is due to a change in the primary net financial positions of the Company's floating interest rate.

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b) Credit risk

The Company is exposed to credit risk and for this reason it has established and has been applying credit control procedures.

The credit risk arises from cash and cash equivalents and deposits in banks and financial institutions, including derivative financial instruments, as well as from open credit of clients, including the outstanding claims and binding transactions. As regards the credit risk arising from investments made, it is pointed out that the Company collaborates only with financial organisations of acceptable credit rating. If a credit assessment is available for clients, then the said assessment is used. If there is no credit assessment, then client's credit rating is checked by taking into account its financial condition, previous experience and other factors. The individual credit limits are determined on the basis of internal or external assessments. The application of credit limits is monitored on a constant basis.

The Company's key clients are the Duty Free Shops S.A. and Hellenic Civil Aviation Authority (HCAA), which in the Company's opinion is creditworthy and prestigious customers. Receivables from the HCAA and the Duty Free represent 21% and 39% respectively of the Company's total receivables. The Company can offset part or all of its receivables from the HCAA with overdue debts it has to the HCAA under the terms of the Concession Agreement.

The credit risk associated with the Company's other clients as at 31 December 2022 is considered limited as the Company has secured its receivables by way of letters of guarantee which exceed the balance of trade receivables (after deducting its receivables from the HCAA) listed in the statement of financial position.

For the year that ended 31 December 2022, an impairment provision for €30.920 was reversed (2021 reversal of impairment provision of €12.928).

Deposits in banks and credit institutions include sight and restricted cash. Next follows the long-term credit rating as at 31 December 2022 and 2021 (by Moody's):

	31/12/2022	**31/12/2021**
Ba2	223.403.079	-
B2	-	108.481.946
Total	**223.403.079**	**108.841.946**

The difference between the amounts shown in the above table and the above shown as cash and cash equivalents and restricted cash in the statement of financial position concerns the Company's cash in hand.

c) Liquidity risk

The Company ensures the required liquidity mainly through its operations and external funding. Funds are used mostly to fund capital expenses to acquire the concession right (realised in 2017) and invest in the airports.

Operating cash flows, available cash (including cash and other financial instruments) as well as current and short-term credit lines and borrowings offer adequate flexibility to ensure the Company's liquidity.

The Company's liquidity is monitored by management at regular intervals.

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The maturity of the Company's financial liabilities is as follows:

As at 31 December 2022	**Within 1 year**	**Between 1 and 2 years**	**Between 2 and 5 years**	**Over 5 years**	**Total**
Bond loans from banks	262.679	4.202.868	19.963.624	500.929.31	525.358.490
Bond loans from shareholders	-	-	-	239.972.491	239.972.491
Liabilities under the Concession Agreement	5.280.149	12.785.682	39.911.886	543.603.719	601.581.435
Trade and other liabilities	42.623.303	3.304.655	-	-	45.927.958
Liabilities due to related parties	9.290.282	-	-	-	9.290.282
Total	**57.456.413**	**20.293.205**	**59.875.510**	**1.284.505.529**	**1.422.130.656**

As at 31 December 2021	**Within 1 year**	**Between 1 and 2 years**	**Between 2 and 5 years**	**Over 5 years**	**Total**
Bank loan liabilities	15.475.797	19.223.552	72.307.503	418.351.642	525.358.494
Shareholder loan liabilities	-	-	-	227.077.732	227.077.732
Liabilities under the Concession Agreement	-	-	38.360.830	570.474.209	608.835.039
Trade and other liabilities	38.262.833	2.950.570	-	-	41.213.403
Liabilities due to related parties	6.019.923	-	-	-	6.019.923
Total	**59.758.553**	**22.174.122**	**110.668.333**	**1.215.903.583**	**1.408.504.591**

The above amounts appear in the contractual, non-prepaid cash flows and therefore do not agree with the respective sums that are shown in the financial statements in respect of "Borrowings" and "Liabilities under the Concession Agreement".

The breakdown of trade and other liabilities does not include amounts for customer down payments and insurance organizations and other taxes/duties.

3.2. Non-financial risk factors

The company is also exposed to non-financial risks, such as cyberattack risks.

All significant business and operational procedures of Fraport A are supported by advanced IT systems. A serious systemic error or a loss of data could lead to serious disorder of business operations, as well as to security risks. Apart from that, cybervirus and hackers' attacks might lead to systemic issues and finally to the loss of critical and/or confidential data for the company. In order to address such risks, all IT systems of critical importance for the company are properly configured and located at various sites and not at the same spot. The remaining risk arising from architecture and operation of IT systems cannot be fully eliminated due to the nature of the risk.

The continuing development of new technologies and constantly increasing global threat of cyber-attacks pose increased risks for the IT systems of the company, which takes into account the said conditions in its active and preventive security management of its IT systems. Specific policies have been established for the proper observance of IT systems security of Fraport A, to which all employees of the company must adhere.

IT systems are of particular importance for all business and operational procedures of Fraport Greece A. Despite the implementation of preventive and proactive measures, the possible implications following such attacks are estimated as of "high risk" and the incidence of such attack is estimated as "probable".

3.3. Determination/measurement of fair values

The Company uses the following hierarchy for the measurement and disclosure of fair value of financial instruments by valuation technique:

Level 1: quoted (non-adjusted) prices in active markets for identical assets or liabilities.

Level 2: other techniques for which all inputs significantly influencing the recorded fair value, are observable either directly or indirectly.

Level 3: techniques using inputs with significant impact on the recorded fair value and not being based on observable market data.
Valuation techniques used to determine fair values:

- the fair value of interest rate swap agreements is calculated as the present value of estimated future cash flows based on the observed yield curves (Tier 2)
- the fair value of the remaining financial instruments is determined using the analysis of discounted cash flows (Tier 3), unless their maturity is under one year, in which case the carrying amount is taken to approach the fair value.

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The fair values and carrying amounts for the Company's financial instruments for 2022 and 2021 are given below:

Classification under IFRS 9	**Valued at amortized cost**		**Valued at fair value**	**31/12/2022**
			Hedging instruments	
Financial assets	**Carrying amount**	**Fair value**	**Fair value**	**Total Fair Value**
Cash and cash equivalents	169.219.715	169.219.715	-	169.219.715
Restricted cash	54.184.459	54.184.459	-	54.184.459
Trade receivables	18.822.528	18.822.528	-	18.822.528
Other receivables and financial assets	791.865	791.865	-	791.865
Total	**243.018.566**	**243.018.566**	**-**	**243.018.566**

Other financial liabilities			
Financial liabilities	**Carrying amount**	**Fair value**	**Total Fair Value**
Trade payables	7.730.816	7.730.816	7.730.816
Other financial liabilities	46.584.400	46.584.400	46.584.400
Liabilities to related parties	9.290.282	9.290.282	9.290.282
Bond loans from shareholders	245.862.527	218.670.074	218.670.074
Bond loans from banks	520.584.380	429.779.402	429.779.402
Liabilities under the Concession Agreement	241.967.13	241.967.131	241.967.131
Derivative financial instruments	-	-	-
Hedging derivatives	-	-	-
Total	**1.072.019.536**	**954.022.105**	**954.022.105**

Classification under IFRS 9	**Valued at amortized cost**		**Valued at fair value**	**31/12/2021**
			Hedging instruments	
Financial assets	**Carrying amount**	**Fair value**	**Fair value**	**Total Fair Value**
Cash and cash equivalents	76.903.914	76.903.914	-	76.903.914
Restricted cash	31.578.325	31.578.325	-	31.578.325
Trade receivables	14.535.510	14.535.510	-	14.535.510
Other receivables and financial assets	4.870.190	4.870.190	-	4.870.190
Total	**127.887.938**	**127.887.938**	**-**	**127.887.938**

Other financial liabilities			
Financial liabilities	**Carrying amount**	**Fair value**	**Total Fair Value**
Trade liabilities	12.175.277	12.175.277	12.175.277
Other financial liabilities	33.733.353	33.733.353	33.733.353
Liabilities to related parties	6.019.923	6.019.923	6.019.923
Bond loans from shareholders	231.742.546	204.550.093	204.550.093
Bond loans from banks	514.030.811	497.348.474	497.348.474
Liabilities under the Concession Agreement	241.262.242	241.262.242	241.262.242
Derivative financial instruments			
Hedging derivatives	2.842.535	6.007.707	6.007.707
Total	**1.041.806.687**	**1.001.097.068**	**1.001.097.068**

The above breakdown only includes financial instruments.

The difference between the carrying amount and the fair value of hedging derivatives as at 31 December 2021 relates to the balance of the unamortized carrying amount of the loss that resulted from the initial recognition and is integrated in their carrying amount. (Note.7).

3.4. Capital risk management

The Company's purpose as far as capital management is concerned, is to ensure the unhindered continuation of its activities in order to secure returns for its shareholders and benefits for the other parties related to the Company, and maintain an optimum capital structure achieving reduction of the cost of capital.

Similar to other companies in the industry, the Company monitors its capital based on the leverage ratio. This ratio is calculated as the ratio of net borrowing/debt to total capital employed. Net borrowing is obtained by subtracting the Company's cash and cash equivalents from borrowings (short- and long-term borrowings appearing in the statement of financial position). Total capital is obtained as the sum of equity in the statement of financial position and net debt. For more information about the leverage ratio see Note 23.

4. Significant accounting estimates and judgements of the Management

The Management's estimates and judgements are constantly reviewed and are based on historical facts and on expectations for future events that are deemed reasonable in line with the prevailing conditions.

4.1. Critical accounting estimates and judgements

The Company proceeds to estimates and assumptions regarding evolution of future events. The estimates and assumptions that involve an important risk to lead to future material adjustments to the carrying amounts of assets and liabilities in the next 12 months pertain to the following:

Income tax

General tax risks for the Company concern the timely filing of correct tax returns, the payment of taxes and compliance with all tax laws and regulations as well as rules of reference, in particular those related to income tax.

The Company is subject to income tax, VAT and other taxes in Greece. The Company recognizes liabilities for issues that may arise following a tax audit, based on estimates that additional taxes may arise or tax losses may be reduced. Where the end tax result of those issues differs from the amounts initially recognized, differences are charged to the current tax, deferred tax and other tax assets and liabilities in the period when such differences will be determined.

Deferred tax assets

Deferred tax assets and liabilities are recognized in cases of temporary differences between the tax base for assets and liabilities using the tax rates established and are expected to apply in the periods when such differences are expected to be eliminated. Deferred tax assets are recognized for all deductible temporary differences and tax losses carried over insofar as it is likely to have tax income available to be used against deductible temporary differences and tax losses carried over. The Company considers the existence of future tax income and applies an ongoing conservative tax planning strategy when estimating the deferred tax assets to be recovered. Accounting estimates related to deferred tax assets require that the Management make assumptions about determining the time of future events, such as the likelihood of an expected future tax income and available tax planning possibilities.

Fair value of financial instruments

The fair value of financial instruments not traded on an active market (such as derivatives used by the Company to hedge interest rate risk) is determined using valuation methods which require the use of assumptions and subjective judgment.

Impairment of tangible and intangible assets

The Company's tangible and intangible assets are initially entered at cost and then depreciated based on their useful life. At each reporting date the Company checks for indications of impairment of its tangible and intangible assets. The impairment assessment is conducted based on market information and management estimates of future operating and financial conditions. Whenever there are indications of impairment, an impairment audit is carried out comparing the carrying amount of each cash-generating unit against the respective recoverable amount.

The Company's management determines the recoverable amount through estimates which include basic assumptions about the period of the estimated cash flows, cash flows, the growth rate of flows and the discount interest rate. The assumptions are disclosed in the Company's financial statements in line with relevant provisions of IAS 36. As at 31 December 2021 there were indications of impairment of the Company's tangible and intangible assets due to COVID-19 pandemic. As a result of the above indications, the Company's management conducted an impairment test for tangible and other assets which showed that the value resulting from their use is higher than the unamortized value and, therefore, must be recognized in the impairment losses for such assets. As at 31 December 2022 there were no indications of impairment of the Company's tangible and intangible assets.

Employee benefit obligations

The present value of retirement/pension benefits of the Company's defined personnel benefit plan is based on a number of factors determined with the use of actuarial methods and assumptions. Such actuarial assumption is also the discount interest rate used to estimate the benefit's cost and the payroll increase percentage. Any changes in these assumptions will affect the balance of pension liabilities. The Company determines the appropriate discount rate at the end of each year. This is defined as the interest rate which should be used to determine the present value of future cash flows, which are expected to be required to cover the liabilities of pension/retirement plans. Other significant assumptions of the liabilities of pension benefits are partially based on current market conditions. Further information is provided in Note 15.

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5. Property, plant and equipment

Acquisition value	Mechanical equipment	Furniture and other equipment	Total
Balance as at 01 January 2021	**100.464**	**62.141**	**162.605**
Balance as at 31 December 2021	**100.464**	**62.141**	**162.605**
Balance as at 01 January 2022	**100.464**	**62.141**	**162.605**
Additions	2.449	-	2.449
Balance as at 31 December 2022	**102.913**	**62.141**	**165.054**
Depreciation			
Balance as at 01 January 2021	**79.269**	**19.529**	**98.798**
Depreciation for the year	6.908	4.378	11.286
Balance as at 31 December 2021	**86.176**	**23.907**	**110.083**
Balance as at 01 January 2022	**86.176**	**23.907**	**110.083**
Depreciation for the year	6.558	4.015	10.573
Balance as at 31 December 2022	**92.734**	**27.922**	**120.656**
Net carrying amount			
Balance as at 31 December 2021	**14.288**	**38.234**	**52.522**
Balance as at 31 December 2022	**10.179**	**34.219**	**44.400**

6. Intangible assets

	Concession Agreement Assets	Licenses, software and other intangible assets	Designs - Technical projects/works and other expenses	Advance payments for construction projects	Total
Acquisition cost					
Balance as at 01 January 2021	**856.224.298**	5.110	**235.595.146**	**11.071.744**	**1.102.896.298**
Additions during the year	-	-	18.170.490	-	18.170.490
Transfers			10.027.910	(10.027.910)	-
Consolidation of advance payments for construction projects (a)	-	-	243.428	(243.428)	-
Balance as at 31 December 2021	**856.224.298**	**5.110**	**254.009.064**	**800.406**	**1.111.038.878**
Balance as at 01 January 2022	**856.224.298**	**5.110**	**254.009.064**	**800.406**	**1.111.038.878**
Additions during the year	-	-	3.871.962		3.871.962
Consolidation of advance payments for construction projects (a)	-	-	-	-	-
Other transfers	-	-	-	-	-
Balance as at 31 December 2022	**856.224.298**	**5.110**	**257.881.026**	**800.406**	**1.114.910.840**
Depreciation					
Balance as at 01 January 2021	**79.757.878**	**5.110**	**8.026.932**	**-**	**87.789.920**
Amortisations for the year	21.405.607	-	9.286.591	**-**	30.692.198
Balance as at 31 December 2021	**101.163.485**	**5.110**	**17.313.523**	**-**	**118.482.118**
Balance as at 01 January 2022	**101.163.486**	**5.110**	**17.313.523**	**-**	**118.482.118**
Amortisations for the year	21.405.607	-	9.659.597	-	31.065.204
Balance as at 31 December 2022	**122.569.093**	**5.110**	**26.973.120**	**-**	**149.547.322**
Net carrying amount					
Balance as at 31 December 2021	**755.060.813**	**-**	**236.695.541**	**800.406**	**992.556.760**
Balance as at 31 December 2022	**733.655.205**	**-**	**230.907.906**	**800.406**	**965.363.517**

(a) The advance payments for construction projects concern payments made to the construction company ("Intrakat") which has undertaken the maintenance, improvement and development works at the airports conceded under the Concession Agreement, related to the project construction. The initial advance payment was in the amount of €28,664,167 and is being decreased by offsetting 15% of the value of the invoices issued by the construction company. For the year that ended on 31 December 2022, the amount offset was €0 (2021: €243.429) and has been recognized as an addition to intangible assets.

On 23/01/2020 a supplementary contract was concluded between the Company and the construction company ("Intrakat") regarding completion of airports. Under this contract, the Company effected an advance payment to the construction company for the amount of €9.850.000. This amount was not included in intangible assets and was set off in the closing year against the open balance for the liability to the construction company.

In addition, the Company advanced €177,909 to its vendor, Albert Ziegler GMBH, and the advance payment was recognized as an addition to intangible assets. Accordingly, this amount was not included in intangible assets and was set off in the closing year against the open balance for the liability to the supplier.

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(b) The Concession Agreement assets represent the right that the Greek State gave the Company to use the airports (Note 1).

The Concession Agreement includes the upfront concession fee of €609.000.000, which was paid on the concession commencement date and such payment was one of the prerequisites for commencement of the concession period. Upon commencement of the concession period, the above upfront concession fee was recognised in the intangible asset, as well as the present value of the fixed concession fee liabilities arising from the Concession Agreement in the amount of €247,224,298.

The intangible assets concern designs, technical projects, borrowing and other costs connected with the design, improvement and development of the infrastructure of the regional airports, as well as consultation services connected with the fulfilment of the Company's obligations under the Concession Agreement.

7. Derivative financial instruments

In line with Note 14, in 2017 and 2018, the Company issued Acquisition Bonds for a total €410.300.000 to cover part of the Upfront Concession Fee, which comprised of 2 series, one is series (2), having a floating rate.

To hedge part of the risk deriving from changes in the interest rates of the Acquisition Term Loan Facility, which is on a floating (Euribor) rate, on 10 April 2017, the Company entered into an interest rate swap agreement with IFC (International Finance Corporation) for €85,302,941.

As described in Note 14, on 16 June 2022, the Company entered into a new contract and bond loan program amounting to €525.3 million euros with Alpha Bank, the National Bank of Greece and Eurobank as lenders, in order to fully repay the Acquisition Bonds.

The previous bond loan agreement included provision for the Company to enter into an interest rate swap for cash flow hedging, which is not the case in the new bond loan agreement. Consequently, the relevant derivatives were terminated upon the refinancing, a date on which they had a positive present value of €3.572.000, an amount which the Company received in cash on termination. At the termination date, the hedged item and hedging instrument were derecognised, including the hedge (revaluation reserve-OCI) and deferred taxation.

Non-current liability	**31/12/2022**	**31/12/2021**
Interest rate swap agreements for cash flow hedging	-	2.842.535
Total	**-**	**2.842.535**

	31/12/2022	**31/12/2021**
Details about the interest rate swap agreements		
Interest rate swap nominal value as at 31 December	-	85.302.941
Fixed rate	-	1,6005%
Floating rate	-	Half-yearly Euribor
Maturity	-	31-Dec-34

(i) Derivative classification

Between 11/4/2017 and 30/9/2017, the Company applied cash flow hedge accounting and recognized the effective portion of the change in the fair value of the derivative in other comprehensive income.

For the period between 01/10/2017 and 31/12/2017, the hedging relation proved ineffective and the change in the fair value of the derivative in that quarter was recognized directly in profit or loss.

The amount recognized by that time in equity as "Reserve following change in the fair value of derivative financial instruments" for €1.056.939 is recognized in profit or loss based on the derivative contract term, that is 17 years, or €61.173 per year under "Other Financial Costs" in the profit and loss statement.

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The unamortized portion of the "Reserve following change in the fair value of derivative financial instruments" was derecognised upon the refinancing.

(ii) Fair value determination

The initial recognition of interest rate swap agreements resulted in a deferred loss on the day of the transaction because the fixed rate under the agreement was higher than the market rate at the time of the transaction.

The deferred loss on the day of the transaction in the amount of €4,317,176 was gradually recognized in the profit and loss statement over the life of the derivative (until 2034) decreasing its fair value.

The unamortized portion of the deferred loss on the day of the transaction was derecognised upon the refinancing.

The fair value of the above derivatives is disclosed in Note 3.3 and the carrying value of the derivatives in the statement of financial position is broken down as follows:

31 December 2022	**Deferred loss**	**Fair value**	**Balance as at 31/12/2022**
Hedging derivatives	-	-	-

31 December 2021	**Deferred loss**	**Fair value**	**Balance as at 31/12/2021**
Hedging derivatives	3.165.173	(6.007.707)	(2.842.534)

The following table shows the annual change of the derivatives fair value and the deferred loss on the transaction day:

	1/1/2022 - 31/12/2022		
Debit/(Credit)	**Fair value**	**Deferred loss**	**Total**
Balance as at 01 January 2022	(6.007.707)	3.165.173	**(2.842.534)**
Fair value changes of hedging derivatives up to the termination date	9.579.707	-	**9.579.707**
Recalculation / (Recognition) of deferred loss up to the termination date	-	(120.070)	**(120.070)**
Derecognition due to termination of hedging derivatives	(3.572.000)	(3.045.103)	**(6.617.103)**
Balance as at 31 December 2022	**-**	**-**	**-**

	1/1/2021 - 31/12/2021		
Debit/(Credit)	**Fair value**	**Deferred loss**	**Total**
Balance as at 01 January 2021	(9.725.983)	2.692.232	**(7.033.751)**
Fair value changes of hedging derivatives	3.718.276	-	**3.718.276**
Recalculation / (Recognition) of deferred loss	-	472.941	**472.941**
Balance as at 31 December 2021	(6.007.707)	3.165.173	**(2.842.534)**

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(iii) Cash flow hedging reserve

Changes in the cash flow hedging reserve recognized in other comprehensive income during the current year and the comparison year are as follows:

	Cash flow hedging reserve		
Credit/(Debit)	**Ongoing relationship**	**Interrupted relationship**	**Total**
Balance as at 1 January 2022	**(1.940.086)**	**613.965**	**(1.326.121)**
Gain/(Loss) due to change in the fair value of interest rate swap contracts to hedge cash flows	9.579.707	-	9.579.707
Deferred tax (expense)/income in other comprehensive income	(1.102.206)	-	(1.102.206)
Recycling in the profit and loss statement of part of the initial profit recognized in other comprehensive income due to inefficient hedging in 2017	-	(30.587)	(30.587)
Deferred tax income in other comprehensive income	-	6.729	6.729
Derecognition due to termination of hedging derivatives	(6.537.415)	(590.107)	(7.127.522)
	1.940.085	**(613.965)**	**1.326.121**
Balance as at 31 December 2022	**-**	**-**	**-**

	Cash flow hedging reserve		
	Ongoing relationship	**Interrupted relationship**	**Total**
As at 1 January 2021	**(4.695.100)**	**662.460**	**(4.032.640)**
Profit/(Loss) due to change in the fair value of interest rate swap contracts to hedge cash flows	3.718.276	-	3.718.276
Deferred tax (expense)/income in other comprehensive income	(818.021)	-	(818.021)
Effect of the change of tax rate from 24% to 22%	(145.241)		(145.241)
Recycling in the profit and loss statement of part of the initial profit recognized in other comprehensive income due to inefficient hedging in 2017	-	(62.173)	(62.173)
Deferred tax income in other comprehensive income	-	13.678	13.678
	2.755.014	**(48.495)**	**2.706.519**
As at 31 December 2021	**(1.940.086)**	**613.965**	**(1.326.121)**

The portion of the Cash flow hedging reserve that refers to the *Interrupted relationship* regards the remaining amount that was recognized in total comprehensive income on 31/12/2017, when the hedging relationship proved inefficient. This amount concerns the ineffective portion of the change in the fair value of the derivative in total comprehensive income between 11/4/2017 and 30/9/2017, when the criteria for an ineffective hedging relationship were met. The balance is recognized in profit or loss based on the term of the derivative agreement.

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(iv) Amounts recognized in the profit and loss statement

The total amounts recognized in the profit and loss statement during this and the comparison year are:

	01/01/2022 - 31/12/2022	01/01/2021-31/12/2021
Profit/(Loss) from the termination of hedging derivatives	510.419	-
Derecognition due to termination of hedging derivatives	3.568.691	-
Recalculation / (Recognition) of deferred loss	(120.070)	472.941
Profit from recycling in the profit and loss statement of part of the initial profit recognized in other comprehensive income due to inefficient hedging in 2017	30.587	62.173
Total Loss from the valuation of an interest rate swap agreement recognized in the statement of comprehensive income (Note: 23)	**3.989.627**	**535.117**
Deferred tax income/(expense) in the profit and loss statement (Note 8)	277.104	(191.483)
Interest on interest rate swap agreements (Note 23)	-	(1.303.172)

On the termination date of the hedging derivative:	**1/1/2022 - 31/12/2022**
Derecognition of the fair value of hedging derivatives	3.572.000
Derecognition of the unamortized deferred loss on the transaction day)	3.045.103
Derecognition of the ongoing relationship hedging reserve	(6.537.415)
Derecognition of the unamortized interrupted relationship reserve	(590.107)
(Profit)/ Loss from the termination of hedging derivatives	**(510.419)**

8. Income tax and deferred tax

Income tax is calculated at the 22% tax rate (2021: 22%) on taxable income. The total income tax charged in the statement of comprehensive income and in other comprehensive income is broken down as follows:

	01/01/2022 - 31/12/2022	01/01/2021-31/12/2021
Current income tax	(2.928.954)	386.580
Deferred tax	15.719.199	5.412.027
Total income tax	**12.790.245**	**5.798.607**

Deferred tax assets are the result of temporary differences between the carrying amount and the tax base of assets and liabilities and are calculated using the tax rates established and are expected to apply in the periods when such differences are expected to be eliminated. Under Law 4799/2021 ratified in May 2021, the income tax rate for legal persons was set to 22%.

The Company had inquired the legal council of the Greek government regarding the treatment of interest expenses incurred from 1-1-2019 onwards. More specifically, if article 49 of Law 4172/2013 applies to the Company, as it applied after its replacement by article 11 of Law 4607/2019, or if the Company falls under the exception of paragraph 5 of this article. More specifically, paragraph 5 states that interest expenses, to the extent that excess interest expenses exceed thirty percent (30%) of taxable earnings before interest, taxes, depreciation and amortization (EBITDA), are tax deductible. According to the response of the General Directorate of Tax Administration, the Company is subject to the exception of paragraph 5 of article 49 of Law 4172/2013 and is therefore entitled to deduct the interest expenses incurred during the year and this has an impact on the tax expense and the deferred tax asset recognized by the Company.

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The Company proceeded within 2023 with the submission of revised income tax declarations for the years 2019 to 2021. Based on the revised income tax declaration for the year 2019, the Company has claimed a tax refund of € 4.700.280 with a corresponding reduction in the amount of deferred tax it had formed for that year .

Deferred tax assets and liabilities are set off when a legally enforceable right of setting off current tax receivables against current tax receivables is existent, and when deferred income tax pertains to the same tax authority.

Deferred tax assets and liabilities	**31/12/2022**	**31/12/2021**
Deferred tax assets expected to be recovered after 12 months	7.201.813	22.952.679
Deferred tax liabilities expected to be settled after 12 months	(2.716.433)	(1.656.211)
Deferred tax assets (net)	**4.485.380**	**21.296.469**

The breakdown in the deferred income tax account is as follows:

Deferred tax assets	**Concession Fee**	**Thin capitalisation**	**Employee benefit obligations**	**Derivative financial instruments**	**Financial liabilities**	**Other provisions**	**Tax losses**	**Total**
Balance as at 01 January 2021	**6.736.407**	**12.349.404**	**20.796**	**1.814.199**	**-**	**-**	**7.361.412**	**28.282.218**
(Debit)/ credit to profit or loss and to the statement of comprehensive income	(1.585.269)	4.614.443	(1.475)	(995.825)	-	-	(7.361.412)	(5.329.538)
Balance as at 31 December 2021	**5.151.138**	**16.963.847**	**19.321**	**818.374**	**-**	**-**	**-**	**22.952.679**
(Debit)/ credit to profit or loss and to the statement of comprehensive income	1.505.747	(16.963.846)	11.068	(818.373)	366.404	148.133	(12.043.369)	(10.830.390)
Previous year tax correction	-	(4.700.281)	-	-	-	-	(220.197)	(4.920.478)
Transfer to tax losses	-	(12.263.566)	-	-	-	-	12.263.566	-
Balance as at 31 December 2022	**6.656.885**	**-**	**30.389**	**-**	**366.404**	**148.133**	**-**	**7.201.813**

Deferred tax liabilities	**Tangible and intangible assets**	**Total**
As at 01 January 2021	**(625.411)**	**(625.411)**
Debit/charge to profit or loss and to the statement of comprehensive income	(1.030.800)	(1.030.800)
As at 31 December 2021	**(1.656.211)**	**(1.656.211)**
Debit/charge to profit or loss and to the statement of comprehensive income	(1.060.223)	(1.060.223)
As at 31 December 2022	**(2.716.433)**	**(2.716.433)**

Income tax as listed in the statement of comprehensive income agrees with the tax arising from application of applicable tax rates.

	01/01/2022 - 31/12/2022	**01/01/2021 - 31/12/2021**
Profit/(Loss) before taxes	**59.521.546**	**18.532.497**
Corporate profits tax rate	22%	22%

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

Income tax	13.094.740	4.077.149
Expenses not deducted for tax purposes	16.825.734	6.139.568
Previous year tax correction	(5.086.860)	5.380.206
Income not subject to tax	-	(745.623)
Use of previous years' deferred tax	(12.043.369)	(7.361.412)
Effect of the tax rate change	-	(1.691.282)
Total income tax	**12.790.245**	**5.798.607**

The tax compliance audit for issuance of the tax clearance certificate for 2022 period is carried out by PwC S.A. which carries out the mandatory audit the financial statements, and no additional substantial tax liabilities are expected to arise other than those reflected in these financial statements.

In application of the relevant tax provisions: (a) Article 84(1) of Law 2238/1994 (unaudited income tax cases), (b) Article 57(1) of Law 2589/2000 (unaudited VAT cases) and (c) Article 9(5) of Law 2523/1997 (fines for income tax cases), as regards the State's right to impose tax for the years up to and including 2016 this was time-barred for years up to 31 December 2022, notwithstanding special or exceptional provisions that may establish a longer time-barring time limit, under the conditions established there. In addition, under established case law of the Council of State and administrative courts, given that the Code Stamp Duty legislation contains no provisions on limitation, the Greek State's claim to impose stamp duty is subject to the 20-year limitation period envisaged in Article 249 of the Civil Code.

The unaudited tax years by the competent tax authorities, taking into account the statute of limitations of the State's right to audit mentioned in the previous paragraph, are years 2017, 2018, 2019, 2020, 2021 and 2022, with the consequence that there is the possibility of imposing additional taxes and surcharges at the time when the liabilities of these years will be examined and finalized. As a result, tax profit or loss for these years are not final. For these years, the Company underwent tax audit by the Certified Auditors – Chartered Accountants referred to in Article 82(5) of Law 2238/1994 and Article 65bis of Law 4174/2013 and has obtained unqualified tax compliance certificates. Therefore, management estimates that a possible future audit by tax authorities will not lead to additional tax liabilities and has not made a provision in that respect.

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

9. Trade receivables

	31/12/2022	31/12/2021
Trade receivables	14.908.339	12.879.918
Less: Provisions for impairment	(135.680)	(166.601)
Net receivables from customers	**14.772.659**	**12.713.318**
Income earned	4.049.869	1.822.192
Total trade receivables	**18.822.528**	**14.535.510**

Age analysis of balances of business customers

	31/12/2022	31/12/2021
Not delayed and impaired	5.659.577	7.052.724
Delayed for 30 - 180 days but not impaired	8.832.939	2.896.731
Delayed for > 180 days but not impaired	415.823	2.930.463
Total	**14.908.339**	**12.879.918**

The change in the provision for bad debt is broken down as follows:

	31/12/2022	31/12/2021
Balance as at January 1st	**166.601**	**179.529**
Impairment provision	921	-
Unused reversed provisions	(30.920)	(12.928)
Balance as at December 31st	**136.601**	**166.601**

All trade receivables are initially recognized at their fair value, which coincides with their nominal value, given that the Company offers its customers short-term credits.

The Company's key clients are Hellenic Duty Free Shops S.A and Hellenic Civil Aviation Authority (HCAA), which in the Company's opinion is creditworthy and prestigious customers. Receivables from the HCAA and the Duty Free represent 21% and 39% respectively of the Company's total receivables. In addition, the Company can offset part or all of its receivables from the HCAA with overdue debts it has to the HCAA under the terms of the Concession Agreement.

Significant part of the bulk of non-delayed and non-impaired trade balances comes mostly from HCAA and is usually settled in Q1 of the following year.

The Companies trade receivables at 31 December 2022 and 2021 are broken down as follows:

	31/12/2022	31/12/2021
Trade receivables	18.958.208	14.702.111
Provision for impairment of receivables	(135.680)	(166.601)
Balance as at December 31st	**18.822.528**	**14.535.510**

10. Other receivables and financial assets

	31/12/2022	31/12/2021
Guarantees granted	132.382	132.082
Other receivables and financial information in the long run	**132.382**	**132.082**
Greek State: taxes withheld and prepaid	249	23.325
Receivables from the Greek State (VAT)	648.070	4.479.467
Prepaid expenses for the next period	407.294	335.153
Other debtors	11.412	258.641
RRF financial assets	715.734	-
Other receivables and financial assets in the short run	**1.782.760**	**5.096.587**
Total other receivables and financial assets	**1.915.142**	**5.228.669**

The fair value of other receivables and financial assets is given in Note 3.3.

RRF Finance Assets incurred in the year ended 31 December 2022 and relate to the design and construction of Runway Strips, RESA, Ground Lighting and Fencing ("Compliance Works"), which adhere to the specifications of the European Union Aviation Safety Agency ("EASA"). The Company in accordance with the terms of the relevant Ministerial Decision No. 373330, dated 31 December 2021, recognizes a short-term claim against the Greek State for these costs.

11. Cash and cash equivalents

	31/12/2022	31/12/2021
Cash at hand	1.095	291
Sight deposits	169.218.620	76.903.621
Total	**169.219.715**	**76.903.914**

Sight deposits are denominated in euros.

12. Restricted cash

	31/12/2022	31/12/2021
Reserve Account for the Loan	34.591.787	10.555.832
Reserve Account for State Payments	12.310.862	20.619.591
Reserve Account for Capital Expenses	-	402.902
Account for Recovery and Resilient Facility Agency	7.281.810	-
Total	**54.184.459**	**31.758.325**

Restricted cash concern amounts deposited by the Company into pledged accounts in line with the terms of the Concession Agreement and the bond loan agreement. In addition, they also concern funds received by the Greek State within the framework of Ministerial Decision No. 373330 to finance the EASA compliance projects. These deposits may not be used for expenses that are not directly or indirectly related to compliance projects.

The balances of restricted cash are denominated in euros.

The following table shows the credit rating by Moody's of sight and restricted cash.

	31/12/2022	31/12/2021
Ba2	223.403.079	-
B2	-	108.481.946
Total	**223.403.079**	**108.481.946**

13. Equity

	31/12/2022	31/12/2021
Share capital	75.000.000	75.000.000
Statutory and other reserves	4.437.336	800.057
Retained Earnings	45.295.300	900.565
Total	**124.732.636**	**76.700.622**

Share capital

The Company's share capital amounts in total to € 75,000,000.00, divided into 75,000,000 ordinary registered shares of € 1.00 par value each. The share capital is fully paid in. Any proposed change in the ownership regime should be disclosed to the Hellenic Republic Asset Development Fund (HRADF) and the Greek State.

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	Number of shares	Par Value	Share Capital
As at 1 January 2021	**75.000.000**	**1**	**75.000.000**
As at 31 December 2021	**75.000.000**	**1**	**75.000.000**
As at 1 January 2022	**75.000.000**	**1**	**75.000.000**
As at 31 December 2022	**75.000.000**	**1**	**75.000.000**

As regards composition of the Company's Share Capital s. Note 1.

Statutory and other reserves

	Statutory reserve	Actuarial profit/(loss) reserve	Cash flow hedging reserve	Total
Balance as at 01 January 2021	**2.118.839**	**7.811**	**(4.032.640)**	**(1.905.990)**
Actuarial losses during the year	-	(472)	-	(472)
Loss due to change in the fair value of interest rate swap contracts to hedge cash flows	-	-	3.718.276	3.718.276
Deferred tax income in other comprehensive income	-	-	(818.021)	(818.021)
Effect of the change of tax rate from 24% to 22%			(145.241)	(145.241)
Profit from recycling in the profit and loss statement of part of the initial profit recognized in other comprehensive income due to inefficient hedging in 2017	-	-	(62.173)	(62.173)
Deferred tax income in other comprehensive income	-	-	13.678	13.678
	-	**(472)**	**2.706.519**	**2.706.047**
As at 31 December 2021	**2.118.839**	**7.339**	**(1.326.121)**	**800.057**
As at 1 January 2022	**2.118.839**	**7.339**	**(1.326.121)**	**800.057**
Actuarial losses during the year	-	(25.407)	-	(25.407)
Increases / (Reductions) during the period	2.336.565	-	-	2.336.565
Gain due to change in the fair value of interest rate swap contracts to hedge cash flows	-	-	9.579.707	9.579.707
Deferred tax income in other comprehensive income	-	-	(1.102.206)	(1.102.206)
Profit from recycling in the profit and loss statement of part of the initial profit recognized in other comprehensive income due to inefficient hedging in 2017	-	-	(15.543)	(12.124)
Deferred tax income in other comprehensive income	-	-	3.420	-
Derecognition due to termination of hedging derivatives	-	-	(7.139.257)	(7.139.257)
	2.336.565	**(25.407)**	**1.326.121**	**3.637.279**
As at 31 December 2022	**4.455.404**	**(18.067)**	**-**	**4.437.337**

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

14. Bond Loans

Borrowings as at 31 December 2022 and 2021 is broken down as follows:

	31/12/2022	31/12/2021
Acquisition Bonds from banks	525.358.498	377.475.994
European Investment Bank (EIB) Bonds	-	147.882.500
Unamortized deferred borrowing costs	(4.774.118)	(11.327.683)
Bond loans from shareholders	245.862.527	231.742.546
Total	**766.446.907**	**745.773.357**

	31/12/2022	31/12/2021
Long-term financial liabilities	765.884.864	731.400.258
Short-term financial liabilities	562.042	14.373.099
Total	**766.446.907**	**745.773.357**

Bank Bond Loans

On 24 March 2017, the Company entered into an agreement for an ordinary secured bond loan with a consortium of financial institutions (the "Bondholders") to fund a) the Upfront Concession Fee, and b) the Imminent Refurbishment and Expansion Works as well as the Imminent New Works at the regional airports of Thessaloniki, Kerkira, Aktion, Kavala, Kefalonia, Zakynthos and Chania.

Under the above agreement an ordinary secured bond loan in the total amount of €560,300,000 was issued pursuant to Law 3156/2003.

On 16 June 2022, the Company entered into a subscription agreement with Alpha Bank SA. as bondholder agent, for the refinancing of the previous secured bond loan with a balance of €525,358,498 on 30 June 2022.

In accordance with the provisions of IFRS 9, the Company proceeded to evaluate the quantitative and qualitative characteristics of the new terms of the loan in comparison with the terms of the previous contracts and came to the conclusion that new terms constitute the termination of the previous bond loans contract with the simultaneous recognition of a new one. Accordingly, the unamortized deferred borrowing costs of the previous common secured bond loan totaling €10.798.711 were derecognized (note 24).

The refinancing was covered by three Financial Institutions, Alpha Bank SA, National Bank and Eurobank SA in order to fully repay its previous bond loan. On 30 December 2022, Eurobank SA transferred part of its holding in the new bond loan to Eurobank Cyprus. The refinancing took place on 30 June 2022. In addition, hedging derivatives were terminated and derecognized (see Note 7), as they related to the previous bond loan.

Pursuant to the Article 47.4 of the Concession Agreement for the refinancing gain and taking into account the terms of the agreement with the Greek State, as ratified by Law No. 4810/2021 of the Greek Parliament on June 25, 2021 (note 2.4. 2), the Company calculated the estimated refinancing gain arising from the refinancing of the previous joint secured bond loan. As at 21 December 2022, the Company has liability due to the Greek State of 50% of the refinancing gain of an estimated amount of €1.665.471 (see note 17) and which will be paid by 31 March 2023 and is presented under the Company's current liabilities in the Statement of Financial Position.

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

The initial bond loan as at 31 December 2021 consists of 2 series:

a) Acquisition Bonds for a maximum total amount of €410,300,000. The Acquisition Bonds for the total committed amount were issued in 2017 to cover part of the Upfront Concession Fee and consisted of 2 series, one fixed and one floating rate, with balances as at 31 December 2022 analyzed as follows:

	31/12/2021	
	% on the total	**Amount**
1. Acquisition Fixed Rate Bonds	46,00%	173.628.889
2. Acquisition Floating Rate Bonds	54,00%	203.847.105
	100%	377.475.994

The Company had hedged part of the balance of the bonds of Series 2 (variable rate) as shown in the table below:

	31/12/2021	
	% on the total	**Amount**
2α. Acquisition Floating Rate Bonds - Hedged	38,50%	78.478.706
2β. Acquisition Floating Rate Bonds - Unhedged	61,50%	125.368.399
Total	**100%**	**203.847.105**

b) European Investment Bank Bonds for a maximum total amount of €150,000,000 intended to fund capital expenses linked to the Concession Agreement, including project management and other fees, and development expenses incurred during the period of the imminent works (linked to imminent refurbishment works and imminent new or expansion works), and other expenses approved by the European Investment Bank and incurred in connection with the project.

This line of credit as at 31 December 2021 consisted of two series as follows:

	31/12/2021	
	% on the total	**Amount**
a. EIB Fixed Rate Bonds	66,78%	98.753.749
b. EIB Floating Rate Bonds	33,22%	49.128.751
Total	**100%**	**147.882.500**

The new bond loan as at 31 December 2022, following the refinancing, is broken down into 2 series as follows:

α) "Fixed Rate Bonds Tranche", amount of €351.990.194.

β) "Floating Rate Bonds Tranche", amount of €173.368.304.

	31/12/2022	
	% on the total	**Amount**
1. Acquisition Fixed Rate Bonds	67,00%	351.990.194
2. Acquisition Floating Rate Bonds	33,00%	173.368.304
	100%	525.358.498

The bond loans include, among other things, financial commitments and covenants which the Company must comply with, the main ones being linked to the following ratios:

a) Historic Debt Service Coverage Ratio ("HDSCR")

b) Forecast Debt Service Coverage Ratio ("FDSCR")

c) Loan Life Coverage Ratio ("LLSCR")

In addition, collateral has been given the main ones being:

(i) Pledge on 100% of the Company's shares

(ii) Pledge on the shares of FRAPORT REGIONAL AIRPORTS OF GREECE MANAGEMENT COMPANY S.A.

(iii) Pledge on the Company's insurance contracts

(iv) Pledge on the Company's bank accounts except for the operations account

(v) Pledge on Project Contracts, including, among others, the good performance bond, the contract with the constructor, the contract with "Hellenic Duty Free Shops SA", the contract with the Independent Engineer, the Company's commercial contracts

(vi) Maintaining the pledge on bank guarantee accounts:
   a) State Payment Reserve Account ("SPRA")
   b) Debt Service Reserve Account ("DSRA")
   c) Repayment Reserve Account ("RRA")

Bond loan from the Company's shareholders

On 24 March 2017, the Company and its initial shareholders, Fraport AG Frankfurt Airport Services Worldwide and Slentel Limited entered into an agreement for an ordinary non-secured bond loan pursuant to Law 3156/2003 and the conditions of the respective plan with a view to applying the loan proceeds exclusively towards the needs of the Project. The initial agreement was amended on 20 December 2017 as Marguerite Airport Greece S.A.R.L. acquired a holding in the Company. On 6 December 2022, the initial agreement was amended again due to the transfer of the 8,4% of Fraport's AG Frankfurt Airport Services Worldwide holding to Slentel Limited (Note 1)

The bond loan series as at 31 December 2022 and 31 December 2022 are analyzed as follows:

a) Initial Funding Bonds for a total amount of €174.800.000 and with a balance as at 31 December 2022 of €174.800.000 (31/12/2021: €174.800.000).

b) Additional Bonds for a total amount of €7.500.000. (31/12/2021: €7.500.000). As at 31 December 2022 the Company has not used the additional bonds.

c) "Standby Bonds" for a total amount of €90.000.000) which the Company did not use. These bonds have been cancelled following the refinancing that took place during the year 2022.

d) PIK Bonds. These bonds are issued at the time when the Company ought to pay interest and the bondholders acquire them instead of interest up to the amount of €148.183.000 (31/12/2021: €58,183,000). Therefore, this series will be used to capitalize unpaid accrued interest. The balance of the PIK bonds issued as at 31 December 2022 is €65.172.483 (31/12/2021: € 52.277.732).

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On the reference date, the balance of the Bond Loans from Shareholders amounts to €245.862.527 (31/12/2021: € 231.742.546) and is broken down as follows:

	31/12/2022	31/12/2021
Initial Funding Bonds	174.800.000	174,800,000
PIK Bonds	65.172.483	52.277.732
Total	**239.972.483**	**227.077.732**
Accrued interest	5.890.044	4.664.814
Total bond loans from associated/related parties	**245.862.527**	**231.742.546**

The Bond Loans from Shareholders have a fixed rate (6%) and a six-month interest period and mature (no later than) 31 December 2042.

The loans (net of deferred borrowing costs) are broken down based on interest rate exposure as follows:

31/12/2022	Fixed rate	Floating rate up to 6 months	Total
Total loans	597.852.721	173.368.304	771.221.025
Hedged Floating-Rate Bonds	-	-	-
Total	**597.852.721**	**173.368.304**	**771.221.025**

31/12/2021	Fixed rate	Floating rate up to 6 months	Total
Total loans	498.375.699	170.731.959	669.107.658
Hedged Floating-Rate Acquisition Bonds	76.665.699	-	76.665.699
Total	**575.041.398**	**170.731.959**	**745.773.357**

The maturity dates of the bond loans and the change during the year are as follows:

	31/12/2022	31/12/2021
Up to 1 year	262.679	15.475.797
Between 1 and 2 years	4.202.868	19.223.552
Between 2 and 5 years	19.963.624	72.307.503
Over 5 years	740.901.810	645.429.380
Total	**765.330.981**	**752.436.232**

The difference between the total annual principal payments listed above and the relevant amounts shown in the statement of financial position are the result of accrued loan interest for the period between the end of the interest period and the end of the year.

Bond loans from banks include unamortized deferred borrowing costs amounting to € 4.774.118 (2021: €11.327.683).

	31/12/2022	31/12/2021
Balance as at January 1st	**11.327.683**	**12.626.115**
Additions	4.922.212	-
Write-downs	(10.798.711)	-
Amortization	(677.066)	(1.298.432)
Balance as at December 31st	**4.774.118**	**11.327.683**

	31/12/2022	31/12/2021
Long-term deferred borrowing costs	299.364	1.102.694
Short-term deferred borrowing costs	4.474.754	10.224.989
Total	**4.774.118**	**11.327.683**

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

Movements regarding bond loans during the year are listed below:

	31/12/2022	31/12/2021
Balance as at January 1st	**745.773.357**	**742.546.962**
Drawdowns during the year	525.358.498	-
Derecognition of deferred borrowing costs	10.798.711	-
Principal repayments during the year	(525.358.500)	(11.375.005)
Interest on bond loan from shareholders capitalized during the year (issuance of bonds)	12.894.757	13.035.190
Accrued interest incurred on the bond loan from the shareholders	5.890.044	4.664.814
Accrued interest incurred on a bond loan from the shareholders of the previous year capitalized in the year	(4.664.814)	(4.397.037)
Additions of deferred borrowing costs	(4.922.212)	-
Amortization of deferred borrowing costs	677.066	1.298.432
Balance as at December 31st	**766.446.907**	**745.773.357**

15. Employee benefit obligations

The amounts recognized in the statement of financial position are:

	31/12/2022	31/12/2021
Employee benefit obligations	138.132	87.821
Total	**138.132**	**87.821**

Next follows the change in the liability in the statement of financial position:

	31/12/2022	31/12/2021
Balance as at January 1st	**87.821**	**72.010**
Total charge in the profit and loss statement	27.048	26.911
Contributions paid	(9.041)	(12.841)
Total charge in the statement of other comprehensive income	32.303	1.741
Balance as at December 31st	**138.131**	**87.821**

The amounts recognized in the statement of profit and loss are:

	01/01/2022 - 31/12/2022	01/01/2021 - 31/12/2021
Current employment cost	17.129	11.585
Financial cost	878	738
Loss from cuts	9.041	12.841
Transfer of staff	-	1.747
Total included in benefits to employees	**27.048**	**26.911**

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The actuarial profit recognized as empirical adjustments and changes to actuarial assumptions are:

	01/01/2022 - 31/12/2022	**01/01/2021 - 31/12/2021**
Debits /(Credits) to other comprehensive income		
Actuarial gains for the year	32.303	1.741
Total	**32.303**	**1.741**

The main actuarial assumptions used for accounting purposes are:

	31/12/2022	**31/12/2021**
Discount rate	3,50%	1,00%
Annual average long-term inflation	2,00%	2,00%
Future salary increases	2,00%	2,00%
Average weighted duration of retirement benefits	up to 16 years	up to 16 years
Staff turnover rate	3%	3%

Next follows the sensitivity analysis for retirement compensation as a result of changes in the main assumptions:

		Effect on compensation benefits			
31/12/2022	Change in assumption by	Assumption increase		Assumption decrease	
Discount rate	0,50%	-3,8%	132.944	4,0%	143.612
Payroll change rate	0,50%	4,0%	143.667	-3,8%	132.845
Staff turnover rate	0,50%	-4,0%	132.579	4,2%	143.959

		Effect on compensation benefits			
31/12/2021	Change in assumption by	Assumption increase		Assumption decrease	
Discount rate	0,50%	-4,0%	84.303	4,2%	91.542
Payroll change rate	0,50%	4,2%	91.486	-4,0%	84.320
Staff turnover rate	0,50%	-4,2%	84.106	4,4%	91.720

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

16. Liabilities under the Concession Agreement

	31/12/2022	31/12/2021
Liabilities under the Concession Agreement - long-term portion	241.967.131	241.262.242
Total	**241.967.131**	**241.262.242**

	31/12/2022	31/12/2021
Liabilities under the Concession Agreement - short-term portion	-	-
Total	**-**	**-**
Total	**241.967.131**	**241.262.242**

Liabilities under the Concession Agreement include the present value of well identified/determined future liabilities under the Concession Agreement.

The Company entered into an agreement with the Greek State in fiscal year 2021 to address the effects of the pandemic, as ratified by Law 4810/2021. Under the agreement, the Greek State accepts that Article 30.4 of the Concession Agreement should be applied to compensate the Concessionaire as a result of a State Responsible Event and provides for a setoff of the Concessionaire's compensation with Concession Fees and other arrangements. In particular, it was agreed that no Annual Concession Fee would be paid for 2019-2021 as well as for 2022, however, in the latter case terms and conditions would apply. Under the above agreement and given the course of the pandemic, there was a waiver for the Company to pay the Annual Concession Fee for these 4 years (2019 – 2022).

The Company in execution of article 21 of the agreement with the Greek State, as it was ratified by the law numbered 4810/2021 of the Greek Parliament on 25 June 2021 came to a new agreement with the Greek State during the fiscal year 2022. Based on the new agreement, the Company is entitled to a compensation for the first half of the year 2021 amounting to €35.648.244 and it was agreed not to pay the Annual Concession Fee for the year 2023, while it includes arrangements for offsetting the compensation with the Variable Concession Fee for the year 2023.

Therefore, with the exception of these payments, the present value of Liabilities under the Concession Agreement was recalculated. This gave rise to a drop in these liabilities during 2022 by €11.620.995 (2021: €45,777,061), which represents profit generated by non-payment of the Annual Concession Fee for the above years and it is presented under "Other income" in the Statement of Profit and Loss and Comprehensive Income for 2022.

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

17. Trade and other payables

The trade payables are broken down as follows based on the year of repayment:

	31/12/2022	31/12/2021
Trade payables, long-term	402.902	402.902
Trade payables, short-term	7.327.914	11.772.376
Total	**7.730.816**	**12.175.277**

Trade and other payables are broken down as follows:

	31/12/2022	31/12/2021
Trade payables	402.902	402.902
Payable guarantees (b.)	2.901.753	2.547.668
Liabilities related to the Concession Agreement	-	-
Deferred income (a)	12.890.000	16.090.000
Trade and other payables, long-term	**16.194.655**	**19.040.570**
Trade payables	7.327.914	11.772.376
Payable guarantees (b)	9.723.150	6.860.834
Liabilities related to the Concession Agreement (d)	5.280.149	-
Other financial liabilities (c)	8.947.289	-
Deferred income (a)	3.822.758	6.065.339
Insurance institutions and other taxes/ duties	551.139	282.258
Withheld taxes on interest	1.485.993	475.483
Customer, third-party advance payments	1.079.583	474.564
Deferred income (ADF)	3.239.718	4.753.771
Accrued interest on bank loans	132.608	58.543
Provision for contribution to the State against airport modernization and development fees recovered	8.354.513	4.726.053
Provision for the payment of landing and lighting fees to the Hellenic Air Force	4.046.914	2.353.304
Provision for fire safety services	3.417.580	9.104.270
Accrued expenses for the period	-	3.067.059
Other liabilities	673.334	320.394
Trade and other payables, short-term	**58.082.642**	**50.314.248**
Total trade and other payables	**74.277.297**	**69.354.818**

The Company's contractual obligations under contracts with customers which are presented under Deferred income (ADF) are broken down as follows:

	31/12/2022	31/12/2021
Opening balance of contractual obligation as at 1 January	4.753.771	3.150.629
Amounts recognised in the Statement of Comprehensive Income for the year:	(4.753.771)	(3.150.629)
Deferred income (ADF)	3.239.718	4.753.771
Closing balance of contractual obligation as at 31 December	**3.239.718**	**4.753.771**

a) On 23 March 2017 a contract was entered into with Hellenic Duty Free Shops S.A. member of "DUFRY AG". Under that contract, Hellenic Duty Free Shops S.A. has the exclusive right to open stores selling certain types of duty free and duty paid products. Hellenic Duty Free Shops S.A. pays a monthly variable fee which is a percentage of sales. In addition, Hellenic Duty Free Shops S.A. made an advance payment of €25.000.000 to the Company against the future concession fee. In 2022 an amount of €1,500,000 was offset (2021: €7.000.000). The amount to be offset during 2023 is €3.200.000 (2022: €1.500.000) and for the remaining four years (the amount to be offset) is €12.890.000. The above amounts, in addition to those of the current year, have been included under *Deferred Income* in the above table.

b) Payable guarantees represent cash guarantees received by the Company from counterparties to whom the right to use the airport facilities has been granted against the timely payment of their financial liabilities under the concession agreements signed. Cash guarantees are adjusted each year based on latest available estimates of the sales the concession beneficiaries are expected to record in the following year.

c) The other financial liabilities include the obligation to the Greek State for the advance payment received by the Company on 30 December 2022 amounting to €7.281.818 or fifteen percent (15%) of the total contract value of the EASA compliance projects, in accordance with the Article 5.1 of Ministerial Decision No. 373330. The Company transferred this amount to the construction company ("Intrakat") on the same day, and the bank transaction was completed after the end of the closing year.

In addition, the other financial liabilities include the obligation to the Greek State as at 31 December 2022 pursuant to article 47.4 of the Concession Agreement for the Refinancing Gain and taking into account the terms of the agreement with the Greek State, as it was ratified by Law No. 4810/2021 of the Hellenic Parliament on 25 June 2021 (note 2.4.2), an estimated amount of €1.665.471 (see note 14).

d) Liabilities related to the Concession Agreement as at 31 December 2022 present the Variable Concession Fee for the year 2022 amounting to €5.280.149, as calculated taking into account the compensation received from the Greek State (see also Note 2.4.2).

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

18. Balances and transactions with related parties

The Company is a subsidiary of the company FRAPORT AG FRANKFURT AIRPORT SERVICES WORLDWIDE, which holds 65% in Company's share capital, related to the company SLENTEL LIMITED, which holds 25% in the Company's share capital and related to MARGUERITE AIRPORT GREECE SARL, which holds 10% in the Company's share capital.

The Company is related to FRAPORT REGIONAL AIRPORTS OF GREECE MANAGEMENT COMPANY S.A. according to the definition of IAS 24, para. 9, point b, due to the fact that both companies are subsidiaries of FRAPORT AG FRANKFURT AIRPORT SERVICES WORLDWIDE. In addition, the two companies share the same BoD Chairman and 2 BoD members out of the 5 other members. This company provides administrative support services to the Company.

The Company is also associated with REDEX S.A. due to a common shareholder, that is SLENTEL LTD. REDEX S.A. offers building facility maintenance and repair services to the Company.

The Company is also associated with INTERBUS S.A. due to a common shareholder, that is SLENTEL LTD. INTERBUS. offers advertising services to the Company.

The Company is associated to Top Sonic, a subsidiary of Fraport AG Frankfurt Airport Services Worldwide. Top Sonic offers preventive maintenance services of noise monitoring systems to the Company.

The Company's receivables and liabilities from/due to related parties as at 31 December 2022 and 31 December 2021 are the following:

Receivables from related parties	**31/12/2022**	**31/12/2021**
INTERBUS S.A.	274.783	247.332
Total	**274.783**	**247.332**

Liabilities due to related parties- Trade liabilities	**31/12/2022**	**31/12/2021**
FRAPORT REGIONAL AIRPORTS OF GREECE MANAGEMENT COMPANY S.A.	8.397.454	5.589.446
REDEX S.A.	865.574	430.477
FRAPORT AG	16.055	-
Top Sonic	11.200	-
Total	**9.290.282**	**6.019.923**

Liabilities due to related parties - Loans and accrued interest	**31/12/2022**	**31/12/2021**
FRAPORT AG (bond loan and accrued interest)	159.691.352	170.008.554
SLENTEL (bond loan and accrued interest)	61.561.536	38.532.568
MARGUERITE (bond loan and accrued interest)	24.609.639	23.201.424
Total	**245.862.527**	**231.742.546**

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

The Company's transactions with related parties for the years 2022 and 2021 are the following:

	TRANSACTIONS 2022		
	Services received	**Bond loans interest**	**Total**
FRAPORT REGIONAL AIRPORTS OF GREECE MANAGEMENT COMPANY S.A.	22.904.856	-	22.904.856
FRAPORT AG	90.150	10.255.258	10.345.408
SLENTEL	15.767	2.727.130	2.742.897
MARGUERITE	-	1.528.230	1.528.230
Top Sonic	49.036	-	49.036
A.A.V.	42.988	-	42.988
REDEX S.A.	1.321.044	-	1.321.044
INTERBUS S.A.	-		-
Total	**24.423.841**	**14.510.618**	**38.934.458**

	Provision of services
INTERBUS S.A.	527.925
FRAPORT AG	6.353
REDEX S.A.	515
Total	**534.793**

	TRANSACTIONS 2021		
	Services received	**Bond loans interest**	**Total**
FRAPORT REGIONAL AIRPORTS OF GREECE MANAGEMENT COMPANY S.A.	20.665.965	-	20.665.965
FRAPORT AG	114.510	9.759.183	9.873.692
SLENTEL	25.677	2.452.353	2.478.030
MARGUERITE	-	1.445.205	1.445.205
Top Sonic	378.558	-	378.558
A.A.V.	35.496	-	35.496
REDEX S.A.	936.591	-	936.591
INTERBUS S.A.	2.100	-	2.100
Total	**22.156.797**	**13.656.740**	**35.815.637**

	Provision of services
INTERBUS S.A.	313.640
REDEX S.A.	168
Total	**313.808**

The remuneration of the above members of management are billed by the associated company FRAPORT REGIONAL AIRPORTS OF GREECE MANAGEMENT COMPANY S.A., which has been founded to provide all kinds of management/administration services to the companies FRAPORT REGIONAL AIRPORTS OF GREECE A S.A. and FRAPORT REGIONAL AIRPORTS OF GREECE B S.A. and to implement all kinds of activities related to the design, financing, construction, completion, maintenance, operation and development of the works to be performed by the two above companies.

Transactions with related parties are made based on usual market conditions.

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

19. Revenue

	01/01/2022 - 31/12/2022	01/01/2021 - 31/12/2021
Air Services		
Airport modernization and development fees	99.730.750	51.578.701
Other income from air services	87.730.720	48.362.026
Income from air services	**187.461.470**	**99.940.727**
Non-air activities		
Commercial activities	31.106.299	11.159.770
Rent and other associated income	10.355.737	8.468.347
Income from construction services (IFRIC 12) (Note 6)	4.590.144	18.413.918
Other revenues	2.273.919	2.007.945
Income EETT	126.356	-
Fast Lane	384.392	-
Income from non-air services	**48.836.847**	**40.049.979**
Total	**236.298.317**	**139.990.707**

Income from air services is next broken down by airport:

	01/01/2022-31/12/2022	01/01/2021-31/12/2021
Corfu Airport	42.057.694	21.932.752
Chania Airport	36.749.805	19.232.576
Kefalonia Airport	9.311.331	3.312.563
Kavala Airport	3.052.389	1.797.193
Preveza Airport	8.446.135	4.002.620
Thessaloniki Airport	66.698.062	38.970.859
Zakinthos Airport	21.146.054	10.692.164
Total	**187.461.470**	**99.940.727**

Income from the provision of air services are recognized in the Statement of Comprehensive Income in the period in which they were rendered. The departure of the aircraft concerned is the criterion used to recognize income from air activities. As the aircraft arrival and departure cycle, during all the necessary services are provided, is considered too short, the revenue is accounted for at a point of time (aircraft departure).

Separation of the company's sales based on the revenue's time of recognition	**01/01/2022 - 31/12/2022**	**01/01/2021 - 31/12/2021**
Revenue from the provision of services delivered at a certain point of time	187.461.470	99.940.727
Total	**187.461.470**	**99.940.727**

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

20. Cost of consumables and services

Next, the *Costs of consumables and services* are broken down for 2022 and 2021:

	01/01/2022 - 31/12/2022	01/01/2021 - 31/12/2021
Cost of construction services (IFRIC 12) (Note 6)	4.590.144	18.413.918
Maintenance costs	6.333.140	5.154.656
Costs of services received	41.885.383	33.459.600
Variable concession costs (a), (b)	17.686.790	6.922.435
Cost of various consumables	1.523.837	1.326.362
Total	**72.019.294**	**65.276.971**

ɑ)Pursuant to the Concession Agreement for each Concession Year ending after (1) the Concession Commencement Date and up to 1 November 2024, an amount corresponding to 8.5% of the airport modernization and development fees received by the Company after such date in any Concession Year and after (2) 1 November 2024, 35% of the airport modernization and development fees received by the Company after such date in any Concession Year will be paid to the State as the Levy to fund in part (i) the HCAA in its role as airport regulator, (ii) the deficit incurred by the operation of the airports retained by the State and (iii) the PSO routes. For the year that ended on 31 December 2022 the relevant cost recognized by the Company was €12.406.641 (2021: €6.922.435).

b) For the year ended 31 December, 2021, the Company - in agreement with the Greek State - did not proceed with the payment of the Variable Concession Fee due to the conditions that continued to prevail globally in relation to the pandemic.

For the year ended 31 December, 2022, from the calculation that takes into account all the Concession Fees for the years 2019-2022 and offsetting with the compensation received from the Greek State, the Company will pay a residual amount of the Variable Concession Fee for the year 2022 of €5.280.149 until 31 December 2023 (see also Note 2.4.2).

The *Costs of services received* are broken down for 2022 and 2021 as follows:

	1/1/2022 - 31/12/2022	1/1/2021- 31/12/2021
Cost of purchased services: other external service	15.668.315	15.027.847
Firefighting	7.181.313	6.020.836
Medical Services	3.270	2.789
H/W & S/W Maintenance Services	338.361	296.415
Cleaning	3.331.114	2.377.705
Security-Accessing	12.807.644	8.428.023
PRM EXPENSES	2.551.734	1.303.159
Other	3.632	2.825
	41.885.383	**33.459.600**

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

21. Personnel expenses

	01/01/2022 - 31/12/2022	01/01/2021 - 31/12/2021
Salaries and daily wages	7.851.821	5.926.811
Social security costs	1.454.430	294.972
Employee benefit obligations	26.170	26.174
Total	**9.332.421**	**6.247.957**

	01/01/2021 - 31/12/2021	01/01/2021- 31/12/2021
Average number of employees	255	241
Total	**255**	**241**

22. Other operating expenses

	01/01/2022 - 31/12/2022	01/01/2021 - 31/12/2021
Premiums	1.929.451	2.287.464
Advertising costs	2.963	21.215
Expenses for consultation, technical and audit services	2.957.241	3.162.768
Rental costs	193.455	192.274
Other taxes	40.633	47.813
Power costs	8.591.218	5.582.819
Water supply and sewage costs	221.434	192.572
Waste management cost	505.078	252.190
Staff training costs	-	7.596
Flight Management Authority fees	140.438	97.389
Donations	921	-
Other operating expenses	2.651.363	510.789
Total	**17.234.195**	**12.354.889**

Audit service fees are:

	01/01/2022- 31/12/2022	01/01/2021- 31/12/2021
Mandatory audit of the annual financial statements	78.000	78.000
Other assurance services	34.000	53.000
Other associated non-audit services	14.200	15.100
Total	**126.200**	**146.100**

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

23. Other income

	01/01/2022 - 31/12/2022	01/01/2021-31/12/2021
Other income - Decrease in liabilities under the Concession Agreement due to the compensation	11.620.995	45.777.061
Total	**11.620.995**	**45.777.061**

The COVID-19 pandemic began affecting the Company starting mid-March 2020, when the government adopted the first measures to respond to the crisis.

To mitigate the effects of the steps taken in response to the pandemic on its activity, the Company made an agreement with the Greek State, ratified by Law 4810/2021. Under the agreement, the Greek State accepts that Article 30.4 of the Concession Agreement should be applied to compensate the Concessionaire as a result of a State Responsible Event and provides for a setoff of the Concessionaire's compensation with Concession Fees and other arrangements.

In particular, it was agreed that no Annual Concession Fee would be paid for 2019-2021 as well as for 2022, however, in the latter case terms and conditions would apply. Given the course of the pandemic during 2021, it was established that the conditions provided for in the aforementioned agreement with the Greek State for the non-payment of the Annual Concession Fee for the year 2022 also occurred.

The Company in execution of article 21 of the agreement with the Greek State, as it was ratified by the law numbered 4810/2021 of the Greek Parliament on 25 June 2021 came to a new agreement with the Greek State during the fiscal year 2022. Based on the new agreement it was agreed not to pay the Annual Concession Fee for the year 2023.

As a result, there was a decrease in the Company's Liabilities under the Concession Agreement which is presented under the "Other income" as a gain of € 11.620.995 (2021: €45.777.061) (see also Note 16).

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

24. Financial expenses – net

	01/01/2022 - 31/12/2022	01/01/2021 - 31/12/2021
Financial income		
Interest income	1.658	155.501
Total	**1.658**	**155.501**
Financial expenses		
Interest on bond loans from Banks	(33.397.338)	(25.749.374)
Interest expenses on bonds - Shareholders	(14.510.618)	(13.656.740)
Interest on interest rate swap agreements	3.792	(1.303.172)
Reversal of prepaid liability under a Concession Agreement	(12.325.884)	(12.163.561)
Total	**(60.230.048)**	**(52.872.848)**
Other financial income / (expenses)		
Profit/(Loss) from the valuation of an interest rate swap agreement recognized in the statement of comprehensive income	3.479.208	535.117
Profit/(Loss) from the termination of hedging derivatives	510.419	-
Other	(2.497.318)	(469.741)
Total	**1.492.309**	**65.377**
Financial expenses - Net	**(58.736.080)**	**(52.651.970)**

25. Capital management

	31/12/2022	31/12/2021
Long-term borrowings	765.884.864	731.400.258
Short term borrowings	562.042	14.373.099
Less: Cash and cash equivalents	(169.219.715)	(76.903.914)
Restricted Cash	(54.184.459)	(31.578.325)
Net borrowing	**543.042.733**	**637.291.118**
Total equity	124.732.636	76.700.622
Total capital employed	**667.775.369**	**713.991.741**
Leverage ratio	**81,32%**	**89,26%**

Below is a breakdown of net borrowing and the various items for each of the years included here.

	31/12/2022	31/12/2021
Cash and cash equivalents	169.219.715	76.903.914
Restricted cash	54.184.459	31.578.325
Borrowing - payable in the following year	(262.678)	(14.373.099)
Borrowing - payable after one year	(766.184.229)	(731.400.258)
Net borrowing	**(543.042.733)**	**(637.291.118)**

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

	Cash in hand/bank	**Restricted cagh**	**Borrowings payable within 1 year**	**Borrowings payable after 1 year**	**Total**
Net borrowing as at 01 January 2021	**59.465.334**	**30.831.398**	**(10.276.685)**	**(732.270.277)**	**(652.250.230)**
Cash flows net of funding costs	17.438.580	746.927	-	-	18.185.506
Principal repayment during the year	-	-	11.375.004	-	11.375.004
Loan interest capitalized during the year (issuance of bonds)	-	-	-	(13.035.190)	(13.035.190)
Accrued interest incurred on the bond loan from the shareholders	-	-	-	(267.777)	(267.775)
Other non-cash transactions - Funding cost depreciation	-	-	-	(1.298.432)	(1.298.432)
Other non-cash transactions	-	-	(1.098.313)	1.098.313	-
Other non-cash transactions - Reclassification of short-term part of funding cost			1.102.694	(1.102.694)	-
Other non-cash transactions - Reclassification of short-term part	-	-	(15.475.797)	15.475.797	-
Net borrowing as at 31 December 2021	**76.903.914**	**31.578.325**	**(14.373.099)**	**(731.400.258)**	**(637.291.118)**

	Cash in hand/bank	**Restricted Cash**	**Borrowings payable within 1 year**	**Borrowings payable after 1 year**	**Total**
Net borrowing as at 01 January 2022	**76.903.914**	**31.578.325**	**(14.373.099)**	**(731.400.258)**	**(637.291.118)**
Cash flows net of funding costs	92.315.801	22.606.135	-	(525.358.498)	(410.436.562)
Principal repayment during the year	-	-	14.373.099	510.985.401	525.358.500
Loan interest capitalized during the year (issuance of bonds)	-	-	-	(12.894.757)	(12.894.757)
Accrued interest incurred on the bond loan from the shareholders				(1.225.230)	(1.225.230)
Borrowing costs	-	-	-	4.922.212	4.922.212
Other non-cash transactions - Funding cost depreciation	-	-	-	(677.066)	(677.066)
Other non-cash transactions - Derecognition of deferred borrowing costs (not. 14)	-	-	-	(10.798.711)	(10.798.711)
Other non-cash transactions - Reclassification of short-term part of funding cost			(299.364)	(299.364)	
Other non-cash transactions - Reclassification of short-term part	-	-	(262.679)	(262.679)	-
Net borrowing as at 31 December 2022	**169.219.716**	**54.184.459**	**(562.042)**	**(765.884.864)**	**(543.042.733)**

FINANCIAL STATEMENTS AS OF 31 DECEMBER 2022 (AMOUNTS IN EURO)

26. Commitments

Other contracts

On the reporting date, the Company has the following contractual commitments as regards offices and car rents as well as payments for services received by the Greek State:

	Within 1 year	1-5 years
Car leasing - third parties	113.835	94.762
Other services- third parties	204.736	614.208
Greek State (Fire Department)	6.103.247	24.412.988
Greek State (Hellenic Air Force General Staff)		
Office rentals - related parties	4.080	7.242
Total	**6.425.898**	**25.129.200**

27. Contingent receivables and liabilities

The Company has unaudited tax years as described in Note 8.

The Company has contingent liabilities in respect of banks, other guarantees and other issues that result from its normal operations from which charges of any estimated amount of €1.128.276 may arise.

28. Dividends

The Board of Directors proposes the distribution of dividends of a total amount of € 34.000.000 which is subject to the approval of the General Assembly of the Company.

29. Events after the reporting date

There were no other events after 31 December 2022 and up to the approval of the financial statements that could affect the financial position of the Company.

Athens, 27/03/2023

THE CHAIRMAN	**THE VICE PRESIDENT**
STEFAN SCHULTE	HOLGER SCHAEFERS
German passport No C5HNXCY9C	German passport No C7919C8P1
THE CHIEF FINANCIAL OFFICER	**THE HEAD OF ACCOUNTING DEPARTMENT**
EVANGELOS BALTAS	TAIRIDOU KIRIAKI
Police ID Card No AK096400	Police ID Card No AB573682

FRAPORT REGIONAL AIRPORTS OF GREECE "A" SOCIETE ANONYME

Independent Chartered Auditor - Accountant Audit Report

This Audit Report of Fraport Regional Airports "A" S.A. has been translated from the original document prepared in the Greek language. In the event that differences exist between the translated document and the respective original Greek language document, the Greek language document will prevail.

Independent auditor's report

To the Shareholders of "FRAPORT REGIONAL AIRPORTS OF GREECE A S.A."

Report on the audit of the separate financial statements

Our opinion

We have audited the accompanying separate financial statements of FRAPORT REGIONAL AIRPORTS OF GREECE A S.A. (Company) which comprise the separate statement of financial position as of 31 December 2022, the separate statements of profit or loss and other comprehensive income, changes in equity and cash flow statements for the year then ended, and notes to the separate financial statements, including a summary of significant accounting policies.

In our opinion, the separate financial statements present fairly, in all material respects the separate financial position of the Company as at 31 December 2022, their separate financial performance and their separate cash flows for the year then ended in accordance with International Financial Reporting Standards, as adopted by the European Union and comply with the statutory requirements of Law 4548/2018.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs), as they have been transposed into Greek Law. Our responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the separate financial statements section of our report. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Independence

During our audit we remained independent of the Company in accordance with the International Ethics Standards Board for Accountants' Code of Ethics for Professional Accountants (IESBA Code) that has been transposed into Greek Law, and the ethical requirements of Law 4449/2017, that are relevant to the audit of the separate financial statements in Greece. We have fulfilled our other ethical responsibilities in accordance with Law 4449/2017, and the requirements of the IESBA Code.

Other Information

The members of the Board of Directors are responsible for the Other Information. The Other Information is the Board of Directors Report (but does not include the financial statements and our auditor's report thereon), which we obtained prior to the date of this auditor's report.

Our opinion on the separate financial statements does not cover the Other Information and except to the extent otherwise explicitly stated in this section of our Report, we do not express an audit opinion or other form of assurance thereon.

In connection with our audit of the separate financial statements, our responsibility is to read the Other Information identified above and, in doing so, consider whether the Other Information is materially inconsistent with the separate financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated.

With respect to the Board of Directors Report, we considered whether the Board of Directors Report includes the disclosures required by Law 4548/2018.

Based on the work undertaken in the course of our audit, in our opinion:

- The information given in the the Board of Directors' Report for the year ended at 31 December 2022 is consistent with the separate financial statements,

- The Board of Directors' Report has been prepared in accordance with the legal requirements of articles 150 and 153 of Law 4548/2018.

In addition, in light of the knowledge and understanding of the Company and their environment obtained in the course of the audit, we are required to report if we have identified material misstatements in the Board of Directors' Report. We have nothing to report in this respect.

Responsibilities of Board of Directors and those charged with governance for the separate financial statements

The Board of Directors is responsible for the preparation and fair presentation of the separate financial statements in accordance with International Financial Reporting Standards, as adopted by the European Union and comply with the requirements of Law 4548/2018, and for such internal control as the Board of Directors determines is necessary to enable the preparation of separate financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the separate financial statements, the Board of Directors is responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless Board of Directors either intends to liquidate the Company or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Company's financial reporting process.

Auditor's responsibilities for the audit of the separate financial statements

Our objectives are to obtain reasonable assurance about whether the separate financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these separate financial statements.

As part of an audit in accordance with ISAs, we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the separate financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit 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 Company's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Board of Directors.
- Conclude on the appropriateness of Board of Directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the separate financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the separate financial statements, including the disclosures, and whether the separate financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Report on other legal and regulatory requirements

With respect to the Board of Directors Report, the procedures we performed are described in the "Other Information" section of our report.

Athens, 30th March 2023

The Certified Auditor

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