FRAPORT REGIONAL AIRPORTS OF GREECE "A" SOCIÉTÉ ANONYME

- Management Report of the Board of Directors (BoD) of the Company 'Fraport Regional Airports of Greece "A" SOCIÉTÉ ANONYME' for the period ended on 31 December 2023

- Financial Statements for the year ended on 31 December 2023 in accordance with the International Financial Reporting Standards (IFRS), as adopted by the European Union

- Independent Chartered Auditor - Accountant Audit Report

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

FRAPORT REGIONAL AIRPORTS OF GREECE "A" SOCIÉTÉ ANONYME

Management Report of the Board of Directors (BoD) of the Company 'Fraport Regional Airports of Greece "A" SOCIETE ANONYME' for the period ended on 31 December 2023

MANAGEMENT REPORT OF THE BOARD OF DIRECTORS (BoD) OF THE COMPANY 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 Management 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 "Company") which were prepared in line with the International Financial Reporting Standards ("IFRSs"), as these have been adopted by the European Union, for the year which ended on 31 December 2023, and kindly request that you approve them.

1. Business plan, goals and key strategies

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

The project involves the operation, management, development and maintenance of 7 regional airports, 3 in mainland Greece and 4 on islands. In particular, Fraport Greece A is in charge of the operation of the airports of Aktio, Zakinthos, Kavala, Thessaloniki, Kerkira, Kefalonia, and Chania.

Fraport Greece A has set the goal of increasing the international competitiveness of the airports through improvements in airport operations, infrastructure modernization and upgrading as well as by delivering ongoing training to staff. High-quality passenger service, qualified and highly trained staff, and compliance with safety regulations form the backbone of our mission for implementing this project. Combining cutting-edge know-how, international experience and qualified human resources, we acknowledge our responsibility to passengers. For this reason, we comply closely with the strictest international standards with a view to providing high-level services, better service, ensuring compliance with all safety procedures and regulations and, as a result, ensuring passenger satisfaction.

In the context of the Concession Agreement of Right, in 2021, Fraport Greece A completed the construction work at the 7 Cretan, Continental Greece and Ionian Sea Regional Airports, as regards the refurbishment, upgrade, and construction of new infrastructures, i.e. an investment of approximately €226 million.

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

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

2. Annual review

In 2023, the airports of Fraport Greece, which comprises FRAPORT REGIONAL AIRPORTS OF GREECE "A" S.A. and FRAPORT REGIONAL AIRPORTS OF GREECE "B" S.A., received 33,87 million passengers seeing an increase of 8,6% (+2,68 million passengers) compared to 2022. Traffic at the airports of FRAPORT REGIONAL AIRPORTS OF GREECE "A" S.A. for 2023 was higher compared to 2022 seeing an increase of 12,6%, reaching a total of 18,81 million passengers.

Compliance and Works

In 2023, the EASA Compliance Management Division or the Hellenic Civil Aviation Authority (HCAA) did not identify during the inspections conducted any significant (Level 1) non-compliances with the requirements laid down in Regulation (EU) No 139/2014 at the regional airports of FRAPORT REGIONAL AIRPORTS OF GREECE “A” S.A. operated by Fraport Greece.

It is important to mention that in 2023, as part of the National Recovery and Resilience Facility Plan, large-scale technical works were executed to achieve compliance with specific certification specifications in regards with which the competent Authority had issued and attached to the airport certificates Deviation Acceptance and Action Documents (DAADs). For 2023, the Directorate for Airport Infrastructure (DAI/DYA) issued 3 payment orders for a total of €17.650.914. Considering the total budget for the work in the amount of €66.910.000 (VAT incl.) and the advance payment the Company received in 2021 in the total amount of €7.281.818 and the relevant depreciation of the advance payment and the respective interest, the remaining approvals for the program as at 31.12.2023 is equal to the total amount of €44.098.099. Technical works for the reshaping of runway strips and RESA continued into the 2023-2024 winter season at the airports of Kerkira, Aktio, Kefalonia, Zakynthos, Chania and Kavala, maintaining at the same time their operations in close cooperation with airlines. Therefore, the Authority has withdrawn to this date: 24 DAADs out of a total of 41 for the airport of Zakynthos, 28 DAADs out of a total of 40 for the airport of Kavala, 28 DAADs out of a total of 42 for the airport of Kerkira, 15 DAADs out of a total of 38 for the airport of Kefalonia.

Also, in 2023, Corrective Action Plans were submitted to the Authority and rehabilitation works were put into place in cooperation with the Technical Division regarding its findings and observations during its onsite visits at the airports of Aktio and Chania, jointly used by the Hellenic Air Force, and at the airports of Zakynthos, Thessaloniki, Kavala, Kerkira, and Kefalonia. Also, in 2023, a targeted internal inspection as per EASA was carried out at the airport of Thessaloniki regarding the Rescue and Fire Fighting System of the RFF Stations and the Operational Plan of the winter season, where actions were implemented to ensure optimum compliance with the Regulation.

During 2023, an internal compliance inspection was also conducted as per EASA of the airport firefighting services at the airport of Thessaloniki. In addition, the first purchase was made of foam without fluorine in line with the regulatory requirement for the protection of the environment, for the airports of Thessaloniki, Kerkira, Zakynthos, Kefalonia, and Kavala. At the same time, recurrent training began for fire truck drivers on Rosenbauer vehicles for the airports of Thessaloniki, Kerkira, and Zakynthos, to be followed by the airports of Kefalonia and Kavala.

Lastly, in 2023, the work of ECM Division, which has set up an Internal Inspector Team as per EASA (European Union Aviation Safety Agency) and that of the Legal Division received the Gold Award for *Best Compliance Team - Aviation sector* in the Compliance Awards held for the first time in 2023 by BOUSSIAS in cooperation with the Association of Compliance Officers in Greece (ASCO Greece).

Flight management and scheduling

In September 2023, the Coordination Committee of the Coordinated (IATA Level 3) Regional Airports met, and its members approved the proposed coordination parameters (capacity limits) and the Local Rules for summer 2024.

The Network Scheduling Operations Center managed effectively the increased number of the General Aviation Facility Permit Requests (PPR-Prior Permission Required) for the airports of Zakynthos, Thessaloniki, Kavala, Kerkira, Kefalonia, and Chania, and at the same time implemented the second development phase of the automated request management platform.

Landside and terminal of airports

As regards the landside area of the airports, the long-term plan for the designs and works for their utilization and regulation is under way. It is about utilizing the access roads and parking areas in the landside areas of the Conceded Areas of the Airports, which are to be assessed to ensure their best use to the benefit of airport operations and exploitation.

The Terminal Operations department repeated in 2023 the delivery of training to Ground Handlers on the optimum use of the equipment provided by Fraport Greece, understanding the procedures and services provided at the airports aimed at smoother operation and higher passenger satisfaction. Additional card and passport readers were put into place in cooperation with the Information Technology and Telecommunication (ITT) department at the departure gates at (4) airports (Kerkira, Aktio, Zakynthos, and Chania) to faster serve and increase convenience for the public. Designs/studies and trials have been initiated for the use of bag drop facilities for the passenger public at the airport of Thessaloniki. The purchase of 600 new seats was completed, which come with chargers and sockets for cell phones at five (5) airports (Chania, Kefalonia, Aktio, Kavala, and Zakynthos) to meet increasing passenger traffic needs. Also, 1.510 luggage trolleys were purchased for all airports aimed at passenger convenience.

It is also worth mentioning that during the last year the installation of the Entry-Exit-System (EES) began as envisaged by the EU in cooperation with Member States as part of reinforcing the control of the external borders, which is expected to be activated most probably in the fall of 2024 (Program under the Hellenic Police).

Corporate Security

The lack of trained and certified security staff identified in recent years in conjunction with the high increase in passenger traffic in 2023 affected several of our airports. The corporate security department had to dynamically adapt its planning in order to ensure the operations and readiness of the airports in our responsibility. It was necessary to follow developments on a daily basis around the year —and not just during the summer months— and take immediate corrective actions and transfer security staff whenever and wherever required, working closely with private security service providers (PSCPs) and with the assistance of the airport teams. As a result, the airports of Fraport Greece were able to handle these problems despite the exceptionally high passenger traffic.

In addition, the corporate security department undertook to plan, design, and implement a large number of projects/works to strengthen airport security and protection as well as to improve the provision of services according to high specifications. It successfully performed all of its training obligations under the applicable legal and regulatory framework, and was actively involved in the task force together with the Hellenic Police HQ and the Crisis Management department to create and finalize the memoranda of actions by the Hellenic Police. At the same time, **Fraport Greece SEC** became part of Horizon Europe Project **iFLOWS** User Advisory Board and its participation in it was finalized.

Lastly, all airport inspections envisaged by requirements of the Internal Quality Control of Fraport Greece were completed.

Aviation Safety

During the year, the Aviation Safety department held trainings for all staff of "Fraport Greece A" airports as part of the company's standard operating procedures and EASA regulatory framework (EU Regulation 139/2014) with a view to informing staff on safety issues at work, risks from foreign objects in the airfield and incidents that have occurred at airports in the network or abroad.
The ASA-SF department has by now become a member of the European Reporting Platform (ECCAIRS 2) with which incident reports are shared and where information is collected from all bodies involved in air activities with a view to analyzing and investigating incidents and accidents and adopting safety measures to prevent their recurrence.

In addition, as part of the landscaping/redevelopment works in the National Recovery and Resilience Facility (RRF) Plan, before the beginning of the 2023-2024 winter season, the **ASA-SF** department delivered trainings with a view to reinforcing aviation safety to all operations management staff at "Fraport Greece A" Airports as well as to construction and redevelopment contractors and supervisors regarding possible risks arising from works being carried out during airport operations.

In total, no major safety regulation breaches occurred in 2023.

Crisis Management

In 2023, the Crisis Management department performed readiness drills in line with the EASA regulatory framework (EU Regulation 139/2014) in cooperation with all bodies involved/stakeholders at all airports. At the same time, working with corporate security department and the Hellenic Police, the harmonization and issuance of memoranda of actions by the Hellenic Police were completed.

Passenger processing

In 2023, in particular during Q3, all seven (7) airports participated for the first time in the passenger satisfaction survey of ACI World with satisfactory results in the areas of security, cleanliness, migrant controls and check-in and luggage screening. In September 2023, the "Macedonia" Airport of Thessaloniki received an award from ACI World in South Korea as one of the top European airports in the 5-15M passenger category. In May 2023, the Company added a new channel to measure passenger satisfaction by installing prompt evaluation devices at many airport areas.

Also, in 2023, the Company handled over 1000 passenger communications and took the necessary steps to ensure optimum passenger experience from the moment passengers were taken to the airport until they had boarded the aircraft. With a view to shaping a customer-oriented culture at its airports, the Company continued delivering trainings on Customer Service & Experience to ground handlers**.**

Passengers/persons with reduced mobility

Particular attention was paid to serving passengers with reduced mobility (PRM) by placing emphasis on training employees involved in serving such passengers, improving access to facilities, while at the same time several checks and improvement actions were implemented for services provided by contractors to reduce to a minimum possible extent any complaints or non-compliances with the desirable level of service. At the same time, the HCAA carried out an inspection of the facilities and of the service provided to persons with reduced mobility at the airport of Chania. The inspection showed full compliance with the relevant laws and regulations.

Equipment, programs and innovation

The Network Operational Support department, following the successful implementation of the Advanced ATC tower program at the airport of Thessaloniki, coordinated, working together with the Hellenic Air Force and Eurocontrol, the implementation of the Advanced ATC Tower program for the joint use airports of Aktio and Chania, scheduled to be implemented in the 1st half of 2024.

At the same time the Wildlife Hazard Management Programs and the Biodiversity Protection Program were implemented. The annual Initial-Recurrent Training plan for staff was implemented. To effectively control birds, a combination of methods is applied, such as bioacoustics, the use of laser, and sound flares to achieve the optimum result of preventing birds crashing into aircraft and prevent birds from getting familiar with the methods employed.

The Supplies / Machinery Fleet department was strengthened in 2023 with the purchase of: two (2) new Compact Sweepers for the airports of Chania and Zakynthos, one (1) small electric vehicle for the airport of Thessaloniki and one (1) Friction Tester for the airport of Kerkira. Also, all vehicles under leasing (Follow Me – Maintenance vehicles – AOS vehicles – Airport Managers vehicles) were replaced with new ones. At the same time, a call for tenders was launched to purchase new fire trucks for all Fraport Greece A airports.

As part of European programs, the Ground Handing Management department takes part together with IT&T department in (a) BagIntel, Ai-based solution development to support customs authorities in detecting smuggled goods in luggage, and (b) ManiBot, two-arm robot development to support human tasks at luggage management. Pilots of the two programs will be run at the airport of Thessaloniki.

Lastly, with a view to investigating new technologies, the Company took part in international work groups looking into serving aircraft via electric propulsion systems and electric vertical take-off and landing (eVTOL) at existing airports**.**

Airline Marketing and Development – 2023

2023 was another successful tourism season for our country with most tourism indicators breaking new records. Greece still ranks among the top 5 tourism destinations worldwide and based on a survey ran at the 14 Regional Airports, the vast majority of passengers (75%) have stated that they would come back in the next two years. The upgraded infrastructure, investments in shaping various tourism experiences, synergies and the new communication strategy of the agencies involved in promoting the country which focuses on the attractiveness of Greece around the year have proven particularly efficient in keeping Greek destinations competitive. On the other hand, the key competitors of Greece are also on a positive course in terms of tourism and matters such as sustainable development and the adequacy of infrastructure raise issues as regards the further growth of tourism indicators in coming years.
In particular, the start of the summer season saw a strong restart of tourism demand with several airlines responding positively by starting flights to our country. Also, despite geopolitical developments in Israel and the major wild fire in Kerkira, we managed to receive 40 new flights at our airports from 36 countries. Also, by way of the new development incentive given to extend the tourism season, Fraport Greece actively contributed to the national efforts to extend the tourism season by attracting additional passengers in March and April as well as during the Fall until November to airports such as those of Kerkira and Chania. As a result, total passenger traffic at the airports operated by Fraport Greece A for the year 2023 managed to grow, with a 12,6% increase compared to 2022.
In continuing with the successful Partnership model which was put into place in 2018, in 2023, Fraport Greece renewed its partnership with Marketing Greece for the targeted promotion of Thessaloniki, Chania, and Kavala, and Kerkira was added to the cluster of destinations being promoted via these synergies.
Despite the general positive climate, there are still various challenges, such as the continued war operations in the Ukraine and Israel, the energy crisis, the price spike in all areas, including in tourism services, security and crisis management, workforce shortage, competition among tourism destinations, which represent major challenges for tourism both in Greece and worldwide.

Commercial Development - 2023

Always aiming at improving passenger satisfaction, creating a perfect travel experience and improvement the revenues of Fraport Greece A, the commercial design focused on activity linked to the development of new units to upgrade the commercial climate for the 2023 summer season.

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

- F&B companies with a view to developing a number of international and local concepts to meet the multiple gastronomic preferences of today's travellers.

  In particular, one (1) new coffee and snack bar at the airport of Kerkira and (six) 6 new F&B concepts at existing F&B stores (two (2) at the airport of Chania, two (2) at the airport of Zakynthos, one (1) at the airport of Aktio, one (1) at the airport of Kefalonia) were created, and 4 stores (three (3) at the airport of Aktio and one (1) at the airport of Kerkira were renovated)

- The Hellenic Duty Free Shops (HDFS) opened one (1) new Hudson store at the airport of Chania which offers passengers newsstand items, travel items/accessories, and a variety of souvenir products. Also, a new Haute Parfumerie concept was developed at the existing central store in the Intra Schengen area of the airport of Thessaloniki, where a number of premium specialized perfume brands were launched aimed at catering to the interest of consumers in luxury and exclusivity in this product class. Also, the new Skin Novelties concept was launched at the existing central store in the Intra Schengen area of the airport of Thessaloniki, where mostly Greek natural care and beauty brands are offered.
- At the airports of Kavala, Kefalonia, and Zakynthos, new retail stores were developed in the Departures landside area offering newsstand items, books, small articles, and souvenirs.

Construction achievements in 2023

Operability and Safety Upgrade for the Manoeuvring Area and Runways: With a view to upgrading the operability and strengthening the safety of airside infrastructure at the Fraport Greece A airports, a plan is under way to reinforce pavements both in the manoeuvring area and in runways. A project is also being implemented to upgrade existing manholes to increase their strength. In addition, upgrades are under way in the Airfield Ground Lighting (AGL) systems aiming at modernizing the infrastructure and making the transition to LED technology, contributing to the reliability and energy upgrade of systems. In particular, the following works were completed in 2023:

- Pavement reconstruction in Taxiway A at the airport of Kerkira
- Upgrade of manholes at the airports of Kerkira and Kefalonia
- Installation of LED lighting in the taxiways at the airport of Chania
- Replacement of four Constant Current Regulators at the airports of Kerkira and Thessaloniki
- Upgrade of the rainwater drainage system at the manoeuvring field in Zakynthos airport

Electrical Infrastructure Upgrades: Last year saw an extensive upgrade of electric infrastructure equipment (generators/transformers), improving their reliability while making them more energy efficient. In addition, a program is under way to upgrade conventional lighting to LED lighting in the terminal areas, while a major energy upgrade is under way for heating, ventilation, and air conditioning (HVAC) systems, adopting modern technologies which contribute to energy savings and comfortable conditions inside the infrastructure areas. Specifically, the above works are:

- Installation of new substation at the airport of Kavala
- Purchase and installation of generators at the airport of Thessaloniki (Two (2) 320kVA generators)
- Installation of Variable Speed Drive Inverters in the ventilation units at the airport of Thessaloniki
- Installation of air curtains at the airport of Zakynthos
- Purchase and installation of LED lighting at the airports of Kerkira and Chania

Environmental Upgrade Works: In 2023, major steps were taken towards most efficient waste management. In particular, the construction of a new Solid Waste collection and management area (WCP) has been completed in the landside at the airport of Thessaloniki, while the works in Kerkira, Zakynthos, and Kefalonia are under way and expected to be completed in 2024.

In addition, to support the replacement of conventional vehicles at the airports with electric ones, chargers have already been installed at the airport of Thessaloniki, contributing to energy savings, and shrinking further the environmental footprint. Next are the works at the other airports to be delivered in April 2024.

Accessibility Upgrade: Last year an important program was implemented to upgrade accessibility for the disabled by way of major interventions in airport facilities. The works included the construction of ramps, installation of stair lifts and elevator equipment, upgrade of paths for the visually impaired, upgrade of restrooms and relevant signs. Such works have already been completed at 3 Fraport Greece A airports and are fully under way at the airports of Kerkira, Thessaloniki, Chania, and Zakynthos, to be completed in 2024 Q1.

(AMOUNTS IN EURO)

National Recovery and Resilience Facility (RRF) Plan (EASA Specifications): In 2022, works for compliance with EASA's Regulatory Framework were included in the National Recovery and Resilience Facility (RRF) Plan. The Works, which are fully under way, are mostly about the design and construction of Runway Strips, Runway End Safety Areas (RESAs), AGL and fencing per EASA specifications.

The Works are intended to upgrade critical airport infrastructure to achieve the optimum compliance of the 6 Regional Airports of Fraport Greece A (Kerkira, Kavala, Kefalonia, Zakynthos, Aktio, and Chania) with EASA's Regulatory Framework. They are also intended to improve the safety of air transport and to further protect the environment by improving drainage infrastructure and controlling residual pollutants, using recycled materials, and more efficiently managing air and ground traffic, which will bring gas emissions and noise down to a minimum.

3. Company performance

Considering the above review, the Company's operating expenses stood at €305,1 million in 2023 compared to €236,3 million in 2022, seeing an increase of 29%. Operating expenses saw a 42% increase, rising to €183,6 million (including depreciation for the period) from €129,7 million in 2022. Net financial expenses saw a 23% drop down to €45,1 million from €58,7 million in 2022. Lastly, for the year that ended on 31 December 2023, the Company's net profit before taxes stood at €76,3 million against net profit before taxes of €59,5 million for the year that ended on 31 December 2022, registering a 28% increase.

The Board of Directors proposed the distribution of dividends out of the 2023 profit in the amount of € 46.125.000 subject to approval by the General Meeting of the Company's Shareholders.

The above paragraph also serves as a dividend certificate for dividends to be received by Shareholders in line with Article 29.3.1(a)(i) of the Concession Agreement.

The evolution of certain key financial ratios of the Company during the year 2023 is as follows:

A) Profitability Ratios

			2023		2022	
Return on Invested Capital	=	Net Profit/(Loss) before tax / Total Assets	76.341.899 / 1.131.010.078	**6,75%**	59.521.546 / 1.216.852.383	**4,89%**

			2023		2022	
Return on Equity	=	Net Profit/(Loss) before tax / Equity	76.341.899 / 142.216.891	**53,68%**	59.521.546 / 124.732.636	**47,72%**

B) Liquidity Ratios

			2023		2022	
Working Capital Ratio	=	Current Assets / Short-term liabilities	189.369.091 / 116.070.316	**1,63**	246.826.704 / 67.934.966	**3,63**

(AMOUNTS IN EURO)

C) Financial/capital Structure Ratios

			2023		2022	
Equity to Total Capital	=	Equity / Total Equity and Liabilities	142.216.891 / 1.131.010.076	**12,57%**	124.732.636 / 1.216.852.383	**10.25%**

			2023		2022	
Leverage Ratio (borrowing)	=	Net borrowing: / Total capital employed	467.723.193 / 609.940.084	**76,68%**	543.042.733 / 667.775.369	**81,32%**

D) Activity Ratios

			2023		2022	
Asset Turnover Ratio	=	Sales / Total Assets	305.051.647 / 1.131.010.078	**26,97%**	236.298.317 / 1.216.852.383	**19,42%**

4. Anticipated business development

Tourism traffic is estimated to increase in 2024 both in and outside Greece despite the uncertainty brought about by increased inflation. Inflation was particularly high in 2023. It is estimated to gradually drop in 2024 registering a further decrease in 2025 mostly due to the expected drop in energy prices.

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

5. Major risks and uncertainties

The risk management is monitored by the Company's Management and is developed in 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 general risk management plan seeks to minimise the potential negative impact of the financial markets' volatility on the Company's financial performance.

The risk management is implemented by the Company's financial department, which operates under specific rules. The Board of Directors gives instructions, provides guidance and rules about interest rate risk, credit risk and non-derivative financial instruments, where and if necessary, 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 debit financial instruments at fair value through other total revenues or as debit financial instruments at fair value through profit or loss.

ii. Currency risk

There is currency risk due to the Company's transactions in foreign currency. The Company is not exposed to currency risk as its financial assets and liabilities arise/are 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 the risk of changes in the interest rates.

As regards assets and liabilities, funding is pursued based on maturity match. The interest rate risk for the twelve months from the date of the statement of financial position is a check item. 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.

The Company's borrowing as at 31 December 2023 was €351,8 million in fixed rate bank loans exposed to a risk of change of their fair value to interest rate changes, and €173,3 million in variable rate bank loans which are exposed to cash flow risk due to interest rate change. The Company does not hold positions in financial derivatives to hedge the above risks as at 31 December 2023 and 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.
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 financial position statement as at 31 December 2023, the effect of an increase in market rates by 75 base units on the loan amount would be equivalent to a net decrease in the profit or loss for the year by € 1,31 million. This change is due to a change in the primary net financial positions of the Company's floating interest rate.

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, 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 Hellenic Duty Free Shops SA (HDFS) and Hellenic Aviation Service Provider (HASP), which the Company believes to be creditworthy and prestigious. The receivables from the HASP and HDFS represent 13% and 39%, respectively, of the Company's total trade receivables. The Company can offset part or all of its receivables from the HASP with overdue debts it has to the HASP under the Concession Agreement.

The credit risk with regards to the Company's other clients as at 31 December 2023 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 HASP) listed in the statement of financial position.

c) Liquidity risk

The Company ensures the required liquidity mainly through its business activity 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 credits and borrowing offer adequate flexibility to ensure the Company's liquidity. As at 31 December 2023, the Company had unused credit 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 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 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 at the following airports: Thessaloniki, Kerkira, Zakinthos, Kefalonia, Aktio, Kavala and Chania.

7. Treasury shares

The Company holds no treasury shares.

8. Activity in the research and development sector

The Company does not implement any research and development activities, apart from the activities mentioned above regarding development of the airports it manages and operates.

9. Environmental issues

2023 was a milestone for Fraport Greece regarding Sustainability & Environmental Protection as, working together with the other companies in Fraport Group, major priorities were set and initiatives undertaken in that direction, including:

1. Sustainability:
   participating in the relevant processes on a Group level:
   - The Sustainability concept was defined for the first time.
   - Major Sustainability Performance Indicators (MSPIs) were defined.
   - All Sustainability issues and relevant roles and responsibilities were mapped.
   - The groundwork was done for the application of the new Corporate Sustainability Reporting Directive (CSRD).
   - Sustainability Assessment was built in in all decisions of the Company's Executive Committee (ManCo).

2. Climate protection:
   - New CO_2 emission targets were set (Scope 1 and 2) for 2030 (-42,0% compared to 2018) and 2040 (-80,7%) towards zero emission by 2045.
   - The first official Master Plan for Decarbonization (MPD) was developed to achieve the above goals and the requisite works and investments were defined.

3. As part of the Environmental and Social Management System (ESMS):
   - Environmental internal inspections were conducted at all Fraport Greece airports.
   - Twelve (12) Environmental Protection Action Plans (APs) were applied: Noise, Vibrations, Rainwater, Wastewater, Non-hazardous Waste, Hazardous Waste, Soil and Groundwater Protection, Air Quality, Climate Protection, Biodiversity Conservation, Water Usage, Energy Usage.

     The key achievements of the Action Plans were:
     - Ensuring environmentally safe conditions at all airports and solving problems, where they occurred, via suitable actions and steps.
     - Measuring and monitoring all environmental aspects of the airports (operation and construction works) with a view to improving their environmental efficiency.
     - Revising the Environmental Terms for five (5) airports to meet the needs of new projects (EASA Compliance Works, etc.) or comply with applicable legislation requirements.
     - Certifying all airports under ACA Level 1 for the first time.
     - Approval of the Strategic Noise Map for the Airport of Thessaloniki (SKG) by the Ministry for the Environment and Energy.
     - Monitoring marine habitats near the Airports of Thessaloniki (SKG), Kavala (KVA), Aktio (PVK), and Kerkira (CFU), and monitoring biodiversity within the Airports of Thessaloniki and Kavala for reptile, amphibian, bat, insect, and small mammal species.
     - Reoperation of Waste Water Treatment Plants at the Airports of Aktio (PVK), Kefalonia (EFL), and Mytilene (MJT).
     - Construction and first operation of the new Waste Collection Point (WCP) at the Airport of Thessaloniki (SKG).
     - Application of a new Action Plan to manage MSW at the Airport of Zakynthos (ZTH) which led to a significant drop in unit generation of MSW (0,14 kg/traffic unit from 0,32 kg/traffic unit in 2023) and to an increase of the rate of material recovery for the airport (29,6% from 19,7% in 2022).
     - It is estimated in total that about 1.057 tn of materials were recovered (an increase of 4,4% compared to 2022).
     - Total hazardous waste generated at all airports was efficiently removed.
   - All reports were successfully submitted to the Greek State, the Lenders, Fraport Group and Third Parties.

Certain Environmental Efficiency Indicators (interim February 2024 data):

* A more extensive number of environmental efficiency indicators have been submitted to Fraport AG's SAP BPC as part of the annual reports.

PP.9-2: Annual direct (Scope 1) and indirect (Scope 2) CO_2 emissions (tons of CO_2) [2023]

	SKG	CFU	ZTH	EFL	PVK	KVA	CHQ	Total Cluster A	RHO	KGS	JTR	JMK	MJT	SMI	JSI	Total Cluster B	FG Headquarters	Total Fraport Greece
Direct CO_2 emissions (Scope 1) (tons CO_2)	656,90	81,40	128,50	31,00	18,10	71,40	63,20	**1.050,50**	91,00	54,50	39,40	24,80	34,70	22,40	29,00	**295,80**	**52,74**	**1399,04**
Indirect CO_2 emissions (Scope 1) (tons CO_2)	8.010,20	2.373,30	1.209,60	767,10	925,40	747,60	3.113,80	**17.147,00**	4.606,60	1.632,10	1.643,20	1.620,40	715,70	708,60	103,20	**11.029,80**	**223,10**	**28.399,94**
Total	**8.667,10**	**2.454,70**	**1.338,10**	**798,10**	**943,50**	**819,00**	**3.177,00**	**18.197,50**	**4.697,60**	**1.686,60**	**1.682,60**	**1.645,20**	**750,40**	**731,00**	**132,20**	**11.325,60**	**275,84**	**29.798,94**

PP.9-3: Climate intensity by traffic unit (kg of CO_2/unit) [2023]

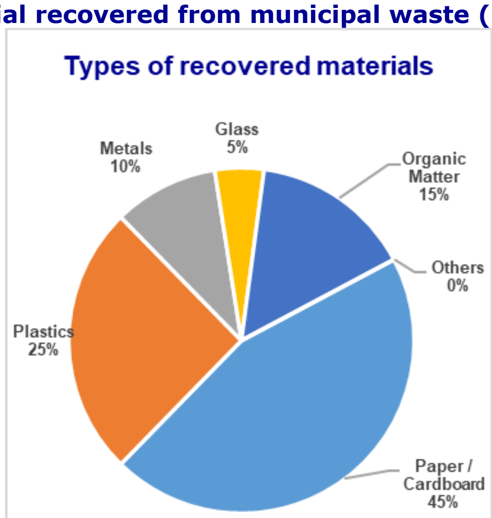
	SKG	CFU	ZTH	EFL	PVK	KVA	CHQ	Total Cluster A	RHO	KGS	JTR	JMK	MJT	SMI	JSI	Total Cluster B	Total Fraport Greece
Climate intensity	1,22	0,60	0,64	0,93	1,15	2,69	0,87	**0,96**	0,76	0,57	0,61	0,99	1,50	1,53	0,24	**0,75**	**0,88**

PP.5-5.1: Material Recovery Rate from Municipal Solid Waste (%) [2023]

	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	3,8%	22,7%	29,6%	35,3%*	3,3%**	5,4%	37,7%	**19,3%**	1,6%	3,3%**	40,0%	29,1%	3,3%**	3,3%**	3,3%**	**11,4%**	**15,3%**

* according to quantities estimated by the Solid Waste Management Agency.
** according to assumptions due to lack of data from the relevant Municipality.

PP.5-7: Material recovered from municipal waste (%) [2023]



10. Employment matters

In 2023, Fraport Greece's Human Resources & Training Division implemented a number of actions with the aim of enhancing the performance and capabilities of employees (also through the employee performance evaluation process), the establishment of two-way communication within the Company by introducing corporate values and skills, the maintenance of remote working (where possible) and remote attendance for the majority of educational seminars.

Also, the Company delivered trainings and seminars to staff with a view to communicating its corporate culture and identifying points that needed improvement, considering the results of the Employee Satisfaction Survey.

In 2023, the Company had 284 employees on average (187 men and 97 women) compared to 274 employees (182 men and 92 women) in 2022.

Health and Safety of Employees

Ensuring the Health & Safety of our employees is always the first priority of all of us. In this context, relevant information is available via the corporate learning platform and the Company's portal. In addition, we provide specialized mental and physical health seminars to all employees and a psychological support hotline, available around the clock, in cooperation with a contractor.

Recruitment

In order to respond to the increased needs that arose in 2023 and to ensure the uninterrupted operation of the airports, the Company proceeded to staff them with the necessary human resources, permanent and seasonal, based on the needs as defined in the annual budget.

Training

In line with the Annual Human Resources Training and Development Plan and regulatory requirements, in 2023, 468 training seminars were held with 7.338 participants, of whom 3.543 (48%) were Fraport Greece's staff and 3.795 (52%) staff of other companies of the Network of Fraport Greece's 14 Airports.
From the total of 7.338 participants in the training seminars organized by Fraport Greece, 4.446 participants (or 61% of the total), completed their training through the company's e-learning system (e-learning; Live Sessions; Blended Training).

It is worth mentioning that in 2023 too, 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.

11. Events after the reporting date

In the context of implementation of the Concession Agreement (CA), the Company has sought recourse to the Technical Dispute Resolution Panel (TDRP) in accordance with the provisions of Article 39.2 of the CA, claiming that the Covid-19 pandemic constitutes a State Responsible Event, and therefore the State must compensate the Company for the second half of 2021. Finally, the TDRP ruled in favour of the Company in 2023. Both the Greek State and the Company challenged the TDRP's decision/findings in the International Arbitration before the ICC Court but subsequently, at the end of 2023 (27.12.2023), the Greek State proposed to the Company to amicably settle the case with the payment of EUR 17 million. This proposal of the Greek State could not have been accepted by the Company in the course of 2023 since the amount of the proposed compensation was lower than the amount that the Company had initially proposed for settlement and thus the approval of the Company's Board of Directors was required in January 2024, while subsequently the required approval of the Project Lenders was requested (since the proposed settlement requests the Company to waive any claim for the second half of 2021), which (approval by the Lenders) could not have been provided prior to approval of the Company's BoD. In January 2024, the Greek State's proposal was also accepted by the Lenders of the Project and therefore the Company recognized in the profit and loss account of the year 2024 the above compensation amounting to a total of EUR 17 million.

Athens, 27/03/2024

For the company's Board of Directors

THE CHAIRMAN
STEFAN SCHULTE

German passport No
C5HNXCY9C

FRAPORT REGIONAL AIRPORTS OF GREECE "A" SOCIÉTÉ ANONYME

Financial Statements for the year ended on 31 December 2023 in accordance with the International Financial Reporting Standards (IFRS), as adopted by the European Union

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

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(AMOUNTS IN EURO)

Statement of Financial Position

	Not.	31/12/2023	31/12/2022
Assets			
Non-current assets			
Tangible assets	5	36.667	44.400
Intangible assets	6	934.521.863	965.363.517
Deferred tax assets	7	7.029.875	4.485.380
Other receivables and financial assets	9	52.582	132.382
Total non-current assets		**941.640.987**	**970.025.679**
Current assets			
Receivables from associate companies	17	399.978	274.783
Trade receivables	8	25.431.052	18.822.528
Other receivables and financial assets	9	10.698.683	1.782.760
Current tax assets	7	4.700.281	2.542.460
Time deposits	11	58.206.882	54.184.459
Cash and cash equivalents	10	89.932.215	169.219.715
Total current assets		**189.369.091**	**246.826.704**
Total assets		**1.131.010.078**	**1.216.852.383**
Equity and liabilities			
Equity			
Share capital	12	75.000.000	75.000.000
Statutory and other reserves	12	7.003.542	4.437.336
Profit or loss carried forward	12	60.213.351	45.295.300
Total equity		**142.216.893**	**124.732.636**
Liabilities			
Long-term liabilities			
Loans from banks	13	511.812.054	520.022.337
Bond loans from associated/related parties	13, 17	95.168.190	245.862.527
Provisions for personnel compensation due to retirement or dismissal	14	179.113	138.131
Liabilities under the Concession Agreement	15	254.476.831	241.967.131
Suppliers and other liabilities	16	11.086.681	16.194.655
Total non-current liabilities		**872.722.870**	**1.024.184.781**
Short-term/current liabilities			
Loans from banks	13	8.882.046	562.042
Suppliers and other liabilities	16	85.569.974	58.082.642
Income tax	7	12.287.949	-
Liabilities to associate/related companies	17	9.330.349	9.290.282
Total current liabilities		**116.070.316**	**67.934.966**
Total liabilities		**988.793.185**	**1.092.119.747**
Total equity and liabilities		**1.131.010.078**	**1.216.852.383**

The Notes in pages 25 - 66 form an integral part of these financial statements.

(AMOUNTS IN EURO)

Statement of Profit and Loss and of Comprehensive Income

	Not.	**1/1/2023 - 31/12/2023**	**1/1/2022 - 31/12/2022**
Income	18	305.051.647	236.298.317
Operating expenses			
Cost of consumables and services rendered	19	(125.626.444)	(72.019.294)
Staff costs	20	(11.064.606)	(9.332.421)
Other operating expenses	21	(14.768.808)	(17.234.195)
Total operating expenses		**(151.459.857)**	**(98.585.909)**
Other revenues			
Other revenues	22	-	11.620.995
Total other revenues		**-**	**11.620.995**
Profit before taxes and depreciation		**153.591.789**	**149.333.403**
Depreciation	5,6	(32.148.705)	(31.075.777)
Operating profit / (loss)		**121.443.084**	**118.257.626**
Interest income	23	3.066.114	1.658
Interest expenses	23	(47.933.235)	(60.230.048)
Other financial income / (expenses)	23	(234.064)	1.492.309
Net financial expenses		**(45.101.186)**	**(58.736.080)**
Profit/(Loss) before taxes		**76.341.899**	**59.521.546**
Income tax	7	(24.849.214)	(12.790.245)
Profit/(Loss) after taxes		**51.492.684**	**46.731.301**
Other comprehensive income:			
Items that are not subsequently reclassified in the profit or loss (net of taxes)			
Actuarial (loss)/profit		(8.428)	(25.407)
Items that may subsequently be reclassified in the profit or loss (net of taxes)			
Profit / (loss) from derivatives used as cash flow hedges		-	1.326.121
Other comprehensive income:		**(8.428)**	**1.300.714**
Aggregate comprehensive income/(loss) after taxes		**51.484.257**	**48.032.015**

The Notes in pages 25 - 66 form an integral part of these financial statements.

(AMOUNTS IN EURO)

Statement of Changes in Equity

	Share capital	Statutory and other reserves	Profit or loss carried forward	Total equity
Balance as at 1 January 2022	**75.000.000**	**800.057**	**900.564**	**76.700.621**
Profit or loss after taxes for 2022	-	-	46.731.301	46.731.301
Other comprehensive income (Not. 12)	-	1.300.714	-	1.300.714
Aggregate comprehensive income after taxes	**-**	**1.300.714**	**46.731.301**	**48.032.015**
Statutory reserve formation	-	2.336.565	(2.336.565)	-
Balance as at 31 December 2022	**75.000.000**	**4.437.336**	**45.295.300**	**124.732.636**
Balance as at 1 January 2022	**75.000.000**	**4.437.336**	**45.295.300**	**124.732.636**
Profit or loss after taxes for 2023	-	-	51.492.684	51.492.684
Other comprehensive income (Not. 12)	-	(8.428)	-	(8.428)
Aggregate comprehensive income after taxes	**-**	**(8.428)**	**51.492.684**	**51.484.257**
Statutory reserve formation	-	2.574.634	(2.574.634)	-
Dividend distribution	-	-	(34.000.000)	(34.000.000)
Balance as at 31 December 2023	**75.000.000**	**7.003.542**	**60.213.351**	**142.216.893**

The Notes in pages 25 - 66 form an integral part of these financial statements.

(AMOUNTS IN EURO)

Statement of Cash Flows

	Not.	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Cash flow from operating activities			
Profit/(Loss) before taxes		**76.341.899**	**59.521.546**
Adjustments for:			
Depreciation of property, plant and equipment	5	7.733	10.573
Intangible asset depreciation	6	32.140.972	31.065.204
Provisions for pension benefits	14	88.650	27.048
Provisions for bad debt	8	62.717	-
Effect of the compensation from the Greek State for the steps taken against the Covid-19 pandemic	22	-	(11.620.995)
Credit interest and related income	23	(3.066.114)	(1.658)
Debit interest and related expenses	23	47.933.235	60.230.048
		153.509.093	**139.231.766**
Changes:			
(Increase) / decrease in trade and other receivables		(10.126.576)	90.945
Less suppliers, other liabilities and liabilities under the Concession Agreement		22.239.939	4.875.477
Increase in liabilities to associated undertakings		(40.065)	3.270.359
Cash inflows / (outflows) from operating activities		**165.662.520**	**147.468.548**
Payments of interest on bond loans and bond loans from associated companies		(39.408.330)	(27.323.645)
Dividend payment		(34.000.000)	
Income tax payment		(17.266.241)	-
Net cash inflows / (outflows) from operating activities		**74.987.949**	**120.144.902**
Cash flow from investment activities:			
Payments for additional tangible assets	5	-	(2.449)
Down payment and payments for additions to other intangible assets	6	(6.802.642)	(3.871.962)
Collected interest	24	3.066.114	1.658
Net cash outflows from investment activities		**(3.736.528)**	**(3.872.753)**
Cash flows from financing activities			
Income from bond loans taken out from Banks	13	0	525.358.498
Principal payments for bank and bond loans from associated companies	13	(146.516.496)	(525.358.500)
Income from termination of interest rate swap contracts		0	3.572.000
Payments for bond loan issuance fees	13	0	(4.922.212)
Net cash (outflows) / inflows from finance activities		**(146.516.496)**	**(1.350.214)**
Net increase / (decrease) in cash and cash equivalents		**(75.265.076)**	**114.921.935**
Cash and cash equivalents in the beginning of the period	10	223.404.174	108.482.239
Cash and cash equivalents in the end of the period	10	**148.139.097**	**223.404.174**

The Notes in pages 25 - 66 form an integral part of these financial statements

Notes on the financial statements

1. General information

Fraport Regional Airports of Greece "A" S.A. (hereinafter the "Company") implements operations related to the upgrade, maintenance, management and operation in general, of seven regional airports of Crete, Continental Greece and Ionian, specifically of the airports of Thessaloniki, Kerkira, Zakynthos, Kefalonia, Aktio, 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") whose term is 40 years.

The company is a Societe Anonyme that has been founded and seated in Greece. Its registered offices (seat) are located in the Municipality of Amarousio in Attica; in specific, at 10 Germanikis Scholis street, 151 23 Marousi.

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, on the date of the transfer, 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 its 8,4% holding to SLENTEL LIMITED. Following the latest transfer, the holdings of the three shareholders, FRAPORT, SLENTEL, and MARGUERITE, were 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/surplus.

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 2023, on average 284 employees were employed by the Company on employment contracts of indefinite term, compared to 255 employees during 2022.

The Financial Statements have been prepared by the Company's Board of Directors during the meeting as of 27 March 2024 and are subject to the approval by the Ordinary General Assembly of shareholders.

2. Summary of significant accounting principles

The main 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. Financial statements preparation framework

These financial statements have been prepared in accordance with International Financial Reporting Standards (IFRS), as adopted by the European Union, based on Regulation No. 1606/2002 of the European Parliament and of the Council of the European Union of 19 July 2002. The financial statements have been prepared based on the historical cost principle.

Preparing these financial statements in accordance with the IFRS requires that use be made of accounting estimates and the opinion of the 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 given in Note 4.

2.1.1. Going concern basis

The financial statements as at 31 December 2023 are prepared in accordance with the International Financial Reporting Standards (IFRS) and fairly present the Company's financial position, profit or loss, and cash flows based on the going concern principle.

These financial statements have been prepared on the 'going concern basis' since the Management believes that the Company will have sufficient funding to meet its financing and operating 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 1 January 2023. The management's estimate regarding the influence from application of these new standards, amendments and interpretations is cited below:

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

•IAS 1 (Amendments) "Presentation of Financial Statements" and IFRS Second Practice Statement on "Disclosure of Accounting Policies": These amendments require of companies to provide information on their accounting policies when these are material and offer guidance with regard to the concept of materiality as it applies to accounting policy disclosures.

The Company's Management has taken into account the foregoing amendment when preparing the financial statements.

•IAS 8 (Amendments) "Accounting Policies, Changes in Accounting Estimates and Errors: Definition of Accounting Estimates": The amendments make clear how companies should distinguish changes in accounting policies from changes in accounting estimates.

The adoption of the above amendment did not affect the Company's financial statements.

•IAS 12 (Amendments) "Deferred Tax related to Assets and Liabilities arising from a Single Transaction": Under the amendments companies are required to recognize deferred taxation on specific transactions which upon initial recognition exemption give rise to equal taxable and deductible temporary differences. This usually applies to transactions such as leases for lease liabilities, and decommissioning obligations.

The adoption of the above amendment did not affect the Company's financial statements.

•**IFRS 17 "Insurance contracts/policies" and Amendments to IFRS 17**: IFRS 17 was 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, and presentation of insurance contracts within the scope of the Standard and the relevant disclosures. 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.

The adoption of the above standard did not affect the Company's financial statements.

•**IFRS 17 (Amendments) "Initial Application of IFRS 17 and IFRS 9—Comparative Information"**: The amendments are a transition option relating to comparative information about financial assets presented on initial application of IFRS 17. The amendments are 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.

The adoption of the above amendment did not affect the Company's financial statements.

•**IAS 12 (Amendments) "Income Tax" - International Tax Reform - Pillar Two Model Rules (Regulation 2023/2468/8.11.2023)**: The amendments specify that IAS 12 applies to income taxes arising from tax law enacted or substantively enacted or substantially enacted to implement the Pillar Two Rules of the International Tax Reform, including tax laws which apply eligible minimum additional taxes described in such rules. The amendments introduce a temporary exception from the accounting requirements for deferred taxation into IAS 12, so that an entity does not recognize or disclose information about deferred tax assets and liabilities related to income taxes under Pillar Two.

The adoption of the above amendment did not affect the Company's financial statements.

Standards and Interpretations effective for subsequent periods

Certain new accounting standards, amendments and interpretations have entered into force for subsequent periods and were not early applied by the Company at the time of preparing these financial statements. The Company is investigating the impact of the new standards and amendments on its financial statements.

•**IAS 1 (Amendment) "Classification of Liabilities as Current or Non-current"** (effective for annual reporting periods beginning on or after 01 January 2024): The amendment clarifies that liabilities are classified as current or non-current based on the rights being effective the expiry of the reporting period. The classification is not affected by the expectations of the company or by events after the reporting date. In addition, the amendment clarifies what settlement of a liability under IAS 1 means.

•**IAS 1 (Amendment) "Long-term Liabilities with Covenants"** (effective for annual reporting periods beginning on or after 01 January 2024): The amendment makes it clear that only those covenants with which an entity must comply before or after the reporting period affect the entity's right to defer settlement for at least twelve months after the reporting date (and therefore these must be taken into account when assessing whether a liability classifies as current or non-current). Such covenants affect the extent to which the right exists at the end of the reporting period, even if compliance with the covenants is evaluated past the reporting date. The right to defer settlement for a liability remains unaffected where an entity needs to comply with covenants only after the reporting period. However, should the entity's right to defer settlement be conditional on such entity's compliance with covenants within twelve months from the reporting period, the entity shall disclose information that enables users of financial statements to understand the risk that the liabilities could become repayable within twelve months after the reporting period.

•**IFRS 16 (Amendments) "Lease liability in a sale and leaseback"** (effective for annual reporting periods beginning on or after 01 January 2024): The amendments add subsequent measurement requirements for sale and leaseback transactions which meet the requirements under IFRS 15 "Revenue from Contracts with Customers" so that they can be treated in accounting as sales of assets. The amendments require that the seller-lessee should determine the lease payments or revised lease payments in a way that the seller-lessee does not recognize gain or loss in connection with the right of use retained by the seller-lessee past the starting date of the lease period.

•**IAS 7 (Amendments) "Statement of Cash Flows" and IFRS 7 (Amendments) "Financial Instruments: Disclosures"** (effective for annual reporting periods beginning on or after 01 January 2024): The amendments add a disclosure goal to IAS 7 according to which an entity must disclose information about supplier finance arrangements which allow users of the financial statements to assess the impact of such arrangements on the entity's liabilities and cash flows and the entity's exposure to liquidity risk. Under the existing guidance on implementing IFRS 7, an entity must disclose a description of how it manages the liquidity risk arising from financial liabilities. The amendments include an additional factor which is about whether an entity has gained or has access to supplier finance arrangements providing the entity with extended payment terms or providing the entity's suppliers with early payment terms. The amendments have not yet been endorsed by the EU.

•**IAS 21 (Amendments) "Lack of exchangeability"** (effective for annual reporting periods beginning on or after 01 January 2025): The amendments determine when a currency is exchangeable into another currency and how the exchange rate is determined if it is not exchangeable. By implementing the amendments, a currency is exchangeable when an entity can exchange the currency via exchange markets or mechanisms which create enforceable rights and obligations without undue delay at the measurement date and for a specified purpose. However, a currency is not exchangeable into another currency when an entity can obtain just a negligible amount in another currency at the measurement date and for a specified purpose. When a currency is not exchangeable at the measurement date, the entity must estimate the current exchange rate as the exchange rate that would apply in a usual exchange transaction at the measurement date between market participants under prevailing economic conditions. In that case, an entity must disclose information that allow users of the financial statements to assess how the lack of exchangeability of the currency affects or is expected affect the entity's financial position and cash flows. The amendments have not yet been endorsed by the EU.

2.3. Tangible fixed assets

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.

Fixed assets 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 inflow in 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 entered as expenses in the statement of profit and loss and comprehensive income at the time they were incurred.

The depreciation of the tangible fixed assets are calculated based on the assets' useful life by means of annual charges of equal amount in the period of these assets' expected useful life, so that the cost is deleted at its 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 lives 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 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 that were initially incurred for the acquisition or internal generation of an intangible asset and the costs incurred subsequently for its supplementation, replacement of a part thereof or its maintenance. If there are no conditions for capitalization, costs are recognized in the statement of profit or loss and of comprehensive income for 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 any accumulated impaired losses (Note 2.5).

The Company assesses whether the useful life of an intangible asset is finite or indefinite and, if finite, the duration of the years or the number of productive or identical units comprising such useful life. The accounting handling for an intangible asset is based on its useful life. An intangible asset with finite useful life is amortised on the basis of the straight-line method and an intangible asset with indefinite useful life is not amortised.

The estimated useful lives are as follows:

(AMOUNTS IN EURO)

Asset category	Useful life (years)
Software	3 - 5
Concession Agreement and associated costs	Until expiry 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 operation in general of the seven regional airports. The above right has a finite useful 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 IFRIC 12 - "*Service concession arrangements*", based on the intangible asset model since the Company, being the operator, is paid by the airport users and the Grantor provides 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 well identified/determined future liabilities 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 will be 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 throughout the entire concession period (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 these are defined in the Concession Agreement. The variable fee is not capitalized at the cost of the intangible asset but rather included as expense in the statement of profit and loss and of comprehensive income for the year.

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.

2.4.3. Right to financial assets from the implementation of works of initial certification as per the European Union Aviation Safety Agency (EASA)

Under article 2 of the JMD 373330/31-12-2021, it is determined that for the period 2022 – 2024 the works required by the State in order to achieve the initial certification based on EASA Regulation 2014 regarding the non-certified regional airports shall be implemented by the Company under the provisions of the Concession Agreement and financed by the State via their inclusion in the Recovery and Resilience Fund. The said works shall be implemented by Company by application of article 17.4 of the Concession Agreement, based on a contract to be concluded

as per article 16.1, 22 and Appendix 28 to the Concession Agreement and by application of the other provisions of the above Concession Agreement.
The consideration to be received by the Company as part of the implementation of the above works is accounted for in line with Note 2.17 – Recognition of Income - Income from construction activity. The above consideration is a right to a financial asset given that the implementation of works for initial certification as per EASA is funded exclusively by the State via the National Recovery and Resilience Facility (RRF) Plan and therefore the Company has the contractual right to collect the relevant consideration from the granting authority. The amount payable by or by instruction of the granting authority is accounted for in line with IFRS 9 and measured at amortized costs in line with Note 2.6 – Financial assets.

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, excluding 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 ("EAMA"). 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 may be measured later depending 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 held within a business model for the purpose of keeping them and 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 each outstanding loan (Solely Payments of Principal and Interest - SPPI). Interest income from such assets is included in financial income and recognized using the effective interest rate. Any profit or loss arising from the write-off is recognized directly in the profit and loss statement. The financial assets classified in this category are included in the items "Trade receivables", "Other receivables and financial assets", "Cash and cash equivalents" and "Time deposits" presented in the statement of financial position (Notes 2.8, 2.9 and 2.10). 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: Under this category are placed financial assets 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. 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 anticipated credit loss for all financial assets, with the exception of financial assets measured at fair value through profit or loss. Anticipated credit loss is based on the difference between contractual cash flows and all the cash flows the Company expects to obtain. The difference is paid in advance based on an estimate of the initial effective rate for the financial asset. As regards contractual assets and receivables from customers, the Company follows the simplified approach under the standard and, therefore, calculates anticipated credit loss based on the anticipated 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 (IFRS 9) for contractual assets and receivables from customers involving significant funding items. 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. Cash and cash equivalents

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

2.9. Time deposits

Time deposits 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 time deposits 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.

2.10. 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.

2.11. Loans

Loans are initially entered at fair value into the proceeds/collected sums less any direct expenses incurred for their acquisition. Loans are subsequently stated at amortised cost, discounted at 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 based on 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 withdrawal. If new loans remain totally or partly unused, such expenses are included in the prepaid expenses and are recognized in profit or loss during the term of the relevant 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 the Company in connection with borrowing.

2.12. 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 Taxation 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.

2.13. 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 "Staff costs" 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. Employment termination 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.

2.14. 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.

2.15. 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 is 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 Aviation Service Provider (HASP) 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 HASP 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.

Building rents

The Company rents buildings it exploits under the Concession Agreement and are located on the airport campus. Income from such rentals is recognized in the statement of comprehensive income on a fixed basis throughout the rental.

Interest income

Interest income is recognised on time proportion basis by using the effective interest rate.

Income from construction activity

Under IFRIC 12 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".

2.16. Leases

<u>The Company as Lessee</u>
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.

2.17. 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 is in the position of using financial derivatives in order to hedge its exposure to specific risks.

The risk management is implemented by the Company's financial department, which operates under specific rules. The Board of Directors gives instructions, provides guidance and rules about 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 debit financial instruments at fair value through other total revenues or as debit financial instruments at fair value through profit or loss.

ii. Currency risk

There is currency risk due to the Company's transactions in foreign currency. The Company is not exposed to currency risk as all its revenues and costs, financial assets and liabilities arise/are 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 the risk of interest rates.

As regards assets and liabilities, funding is pursued based on maturity match. The interest rate risk for the twelve months from the balance sheet date is a check item. 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.

The Company's borrowing as at 31 December 2023 was €351,8 million in fixed rate bank loans exposed to a risk of change of their fair value to interest rate changes, and €173,3 million in variable rate bank loans which are exposed to cash flow risk due to interest rate change. The Company does not hold positions in financial derivatives to hedge the above risks as at 31 December 2023 and 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.

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 financial position statement as at 31 December 2023, the effect of an increase in market rates by 75 base units on the loan amount would be equivalent to a net decrease in the profit or loss for the year by € 1,31 million. This change is due to a change in the primary net financial positions of the Company's floating interest rate.

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, 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 Hellenic Duty Free Shops (HDFS) and Hellenic Aviation Service Provider (HASP), which the Company believes to be creditworthy and prestigious. The receivables from the HASP and HDFS represent 12% and 39%, respectively, of the Company's total trade receivables. The Company can offset part or all of its receivables from the HASP with overdue debts it has to the HASP under the Concession Agreement.

The credit risk with regards to the Company's other clients as at 31 December 2023 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 HASP) listed in the statement of financial position.

For the year that ended on 31 December 2023, an impairment provision for €62.717 was added (an impairment provision for €30.920 was reversed in 2022).

Deposits in banks and credit institutions include sight and time deposits. Next follows the long-term credit rating as at 31 December 2023 and 2022 (by Moody's):

(AMOUNTS IN EURO)

	31/12/2023	**31/12/2022**
Ba1	148.137.807	-
Ba2	-	223.403.079
Total	**148.137.807**	**223.403.079**

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

c) Liquidity risk

The Company ensures the required liquidity mainly through its business activity 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 credits and borrowing offer adequate flexibility to ensure the Company's liquidity.

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

The viability table of financial liabilities is as follows:

As at 31 December 2023	**Within 1 year**	**Between 1 and 2 years**	**Between 2 and 5 years**	**Over 5 years**	**Total**
Bank loan liabilities	9.193.774	11.820.566	44.813.081	459.268.398	525.095.819
Shareholder loan liabilities	-	-	-	95.168.190	95.168.190
Liabilities under the Concession Agreement	-	12.785.682	39.911.886	543.603.719	596.301.286
Suppliers and other liabilities	85.569.974	2.024.326	8.843.048	219.307	96.656.655
Liabilities to associate/related companies	9.330.349	-	-	-	9.330.349
Total	**104.094.097**	**26.630.573**	**93.568.015**	**1.098.259.614**	**1.322.552.299**

As at 31 December 2022	**Within 1 year**	**Between 1 and 2 years**	**Between 2 and 5 years**	**Over 5 years**	**Total**
Bank loan liabilities	262.679	4.202.868	19.963.624	500.929.319	525.358.490
Shareholder loan liabilities	-	-	-	245.862.527	245.862.527
Liabilities under the Concession Agreement	-	-	39.129.300	557.171.986	596.301.286
Suppliers and other liabilities	58.082.642	5.063.466	11.131.189	-	74.277.298
Liabilities to associate/related companies	9.290.282	-	-	-	9.290.282
Total	**67.635.604**	**9.266.334**	**70.224.113**	**1303.963.840**	**1.451.089.891**

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 "Loans" and "Liabilities under the Concession Agreement".

The breakdown for suppliers 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 Greece 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 Greece 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:

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

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

Tier 3: techniques using inputs with significant impact on the determination of 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.

The fair values and carrying amounts for the Company's financial assets for 2022 and 2023 are given below:

(AMOUNTS IN EURO)

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
Time deposits	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 liabilities	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	241.967.131	241.967.131	241.967.131
Derivative financial assets	-	-	-
Total	**1.072.019.536**	**954.022.105**	**954.022.105**

Classification under IFRS 9	**Valued at amortized cost**		**Valued at fair value**	**31/12/2023**
			Hedging instruments	
Financial assets	**Carrying amount**	**Fair value**	**Fair value**	**Total Fair Value**
Cash and cash equivalents	89.932.215	89.932.215	-	89.932.215
Time deposits	58.206.882	58.206.882	-	58.206.882
Trade receivables	25.431.052	25.431.052	-	25.431.052
Other receivables and financial assets	8.646.608	8.646.608	-	8.646.608
Total	**124.009.875**	**124.009.875**	**-**	**124.009.875**

Other financial liabilities			
Financial liabilities	**Carrying amount**	**Fair value**	**Total Fair Value**
Trade liabilities	6.014.498	6.014.498	6.014.498
Other financial liabilities	73.114.932	73.114.932	73.114.932
Liabilities to related parties	9.330.349	9.330.349	9.330.349
Bond loans from shareholders	95.168.190	86.187.190	86.187.190
Bond loans from banks	520.694.099	382.734.444	382.734.444
Liabilities under the Concession Agreement	254.476.831	254.476.831	254.476.831
Total	**958.798.902**	**811.858.245**	**811.858.245**

The above breakdown only includes financial assets.

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.

Just like 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 24.

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.

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 audit 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. As at 31 December 2023, there were no indications of impairment for the Company's tangible and intangible assets.

(AMOUNTS IN EURO)

5. Tangible assets

Acquisition value	Mechanical equipment	Furniture and other equipment	Total
Balance as at 1 January 2022	**100.466**	**62.141**	**162.607**
Additions during the period	2.449	-	2.449
Balance as at 31 December 2022	**102.915**	**62.141**	**165.056**
Balance as at 1 January 2023	**102.915**	**62.141**	**165.054**
Additions during the period	**-**	**-**	**-**
Balance as at 31 December 2023	**102.915**	**62.141**	**165.054**
Depreciation			
Balance as at 1 January 2022	**86.176**	**23.907**	**110.083**
Amortisations for the period	6.558	4.015	10.573
Balance as at 31 December 2022	**92.734**	**27.922**	**120.656**
Balance as at 1 January 2023	**92.734**	**27.922**	**120.656**
Amortisations for the period	3.751	3.982	7.733
Balance as at 31 December 2023	**96.485**	**31.904**	**128.388**
Net carrying amount			
Balance as at 31 December 2022	**10.181**	**34.219**	**44.400**
Balance as at 31 December 2023	**6.430**	**30.237**	**36.667**

(AMOUNTS IN EURO)

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 1 January 2022	**856.224.298**	**5.110**	**254.009.064**	**800.406**	**1.111.038.878**
Additions during the period	-	-	3.871.962	-	3.871.962
Balance as at 31 December 2022	**856.224.298**	**5.110**	**257.881.026**	**800.406**	**1.114.910.840**
Balance as at 1 January 2023	**856.224.298**	**5.110**	**257.881.026**	**800.406**	**1.114.910.840**
Additions during the period	-	-	7.603.048	(800.406)	6.802.642
Reductions during the period			(5.503.324)		(5.503.324)
Balance as at 31 December 2023	**856.224.298**	**5.110**	**259.980.750**	**0**	**1.116.210.159**
Depreciation					
Balance as at 1 January 2022	**101.163.485**	**5.110**	**17.313.523**	**-**	**118.482.118**
Amortisations for the period	21.405.607	-	9.659.597	-	31.065.204
Balance as at 31 December 2022	**122.569.092**	**5.110**	**26.973.120**	**-**	**149.547.322**
Balance as at 1 January 2023	**122.569.092**	**5.110**	**26.973.120**	**-**	**149.547.322**
Amortisations for the period	21.405.607	-	10.735.365	-	32.140.972
Balance as at 31 December 2023	**143.974.700**	**5.110**	**37.708.485**	**-**	**181.688.294**
Net carrying amount					
Balance as at 31 December 2022	**733.655.206**	**0**	**230.907.906**	**800.406**	**965.363.518**
Balance as at 31 December 2023	**712.249.598**	**0**	**222.272.266**	**0**	**934.521.864**

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 well identified/determined future liabilities arising from the Concession Agreement in the amount of €241.967.131.

The intangible assets concern designs, technical projects/works, 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.

(AMOUNTS IN EURO)

7. Income tax and deferred tax

Income tax is calculated by the 22% tax rate (2022: 22%) on the taxable income. The total income tax charged in the statement of comprehensive income and in other comprehensive income is broken down as follows:

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Current income tax	(27.391.332)	2.928.954
Deferred tax	2.542.118	(15.719.199)
Total income tax	**(24.849.214)**	**(12.790.245)**

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.

The Company had asked the State Legal Service (Council) about the interest expenses incurred starting on 1-1-2019. More specifically, it asked whether Article 49 of Law 4172/2013, as replaced by Article 11 of Law 4607/2019, applied to the Company or whether the exception in paragraph 5 of this Article applied to the Company. More specifically, paragraph 5 states that interest expenses, insofar as interest expenses in excess are over thirty per cent (30%) of taxable Earnings Before Interest, Taxes, Depreciation, and Amortization (EBITDA) are tax deductibles. According to the answer given by the Tax Administration Directorate-General, the Company falls under the exception of Article 49(5) of Law 4172/2013 and therefore it is entitled to deduct interest expenses it has incurred in the financial year and this affects the tax expenses and deferred tax assets recognized by the Company.

In 2023, the Company filed amended income tax returns for the period between 2019 and 2021. Under the amended income tax return for 2019, the Company requested a refund for € 4.700.280 and a respective decrease in the deferred tax amount for that year.

On 12/05/2023, the Company received Order No 966/0/9873 for a partial tax audit for the period between 1.1.2019 and 31.12.2019, following Amended income tax return No 761/23-03-2023 for 2019. The Company received Findings Note No 268/25-09-2023 envisaged in Article 28 of Law 4987/2022, based on which the amended income tax return for 2019 was not accepted. Within 20 days from communication of the above note, the Company submitted its views in writing on the audit findings also relying on Opinion No 63/2022 of 31/5/2022 of the State Legal Service (Council). The audit is ongoing to this date and is expected to be completed in 2024. The audit findings are expected to be favourable for the Company and therefore it is estimated that the amount of €4.700.280 as at 31.12.2023 can be recovered.

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

(AMOUNTS IN EURO)

Deferred tax assets/liabilities	**As at 1 January 2022**	**Credit/(Debit-charge) to profit or loss**	**Statement of comprehensive income**	**As at 31 December 2022**
Fee for concession of right	5.151.140	1.505.747		6.656.887
Undercapitalization	16.963.847	(16.963.847)		(0)
Liability for personnel compensation due to retirement or dismissal	19.321	18.175	(7.107)	30.389
Derivative financial instruments	818.374	266.411	(1.084.785)	(0)
Financial liabilities	-	366.404		366.404
Other provisions	-	148.133		148.133
Tax losses	-	-		-
Tangible and intangible assets	(1.656.211)	(1.060.223)		(2.716.433)
Total	**21.296.471**	**(15.719.199)**	**(1.091.892)**	**4.485.380**

Deferred tax assets/liabilities	**As at January 1st 2023**	**Credit/(Debit-charge) to profit or loss**	**Statement of comprehensive income**	**As at 31 December 2023**
Fee for concession of right	6.656.887	293.913	-	6.950.801
Undercapitalization	0	-	-	0
Liability for personnel compensation due to retirement or dismissal	30.389	6.639	2.377	39.405
Derivative financial instruments	0	-	-	0
Financial liabilities	366.404	- 366.404	-	-
Other provisions	148.133	- 104.486	-	43.647
Tax losses	-	-	-	-
Tangible and intangible assets	- 2.716.433	2.712.456	-	- 3.977
Total	**4.485.380**	**2.542.118**	**2.377**	**7.029.875**

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

(AMOUNTS IN EURO)

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Profit/(Loss) before taxes	**76.341.899**	**59.521.546**
Corporate profits tax rate	22%	22%
Income tax	16.795.218	13.094.740
Expenses not deducted for taxation purposes	622.160	16.825.734
Previous year tax correction	-	(5.086.860)
Additional Income Tax due to profit distribution	7.431.837	-
Use of previous years' deferred tax	-	(12.043.369)
Total income tax	**24.849.214**	**12.790.245**

The tax compliance audit for issuance of the tax clearance certificate for 2023 period is carried out by Deloitte Certified Auditors – Chartered Accountants Société Anonyme which carries out the mandatory audit of 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 2017 this was time-barred for years up to 31 December 2023, 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 2018, 2019, 2020, 2021, 2022 and 2023, 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 65(A) of Law 4987/2022 and has obtained unqualified tax compliance certificates. Therefore, the 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.

8. Trade receivables

	31/12/2023	31/12/2022
Trade receivables	10.842.285	14.908.339
Less: Provisions for impairment	(198.397)	(135.680)
Net receivables from customers	**10.643.888**	**14.772.659**
Income earned	14.787.165	4.049.869
Total trade receivables	**25.431.052**	**18.822.528**

Age analysis of balances of business customers

	31/12/2023	31/12/2022
Not delayed and impaired	5.765.097	5.659.577
Delayed for 30 - 180 days but not impaired	4.468.060	8.832.939
Delayed for > 180 days but not impaired	609.127	415.823
Total	**10.842.285**	**14.908.339**

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

(AMOUNTS IN EURO)

	31/12/2023	31/12/2022
Balance as at January 1st	**136.680**	**166.601**
Provision for impairment	62.717	921
Unused reversed provisions	-	(30.920)
Balance as at December 31st	**198.397**	**136.601**

The Company's key clients are Hellenic Duty Free Shops SA (HDFS) and Hellenic Aviation Service Provider (HASP), which the Company believes to be creditworthy and prestigious. The receivables from the HASP and HDFS represent 13% and 39%, respectively, of the Company's total trade receivables. The Company can offset part or all of its receivables from the HASP with overdue debts it has to the HASP under the Concession Agreement.

A large part of non-delayed and non-impaired trade balances comes mostly from the "HASP" and is usually settled in Q1 of the following year.

The Company's trade receivables as on 31 December 2023 and 2022 are broken down as follows:

	31/12/2023	31/12/2022
Trade receivables	25.629.449	18.958.208
Provision for impairment of receivables	(198.397)	(135.680)
Balance as at December 31st	**25.431.052**	**18.822.528**

9. Other receivables and financial assets

	31/12/2023	31/12/2022
Guarantees granted	52.582	132.382
Other receivables and financial information in the long run	**52.582**	**132.082**
Greek State: taxes withheld and prepaid	854.147	249
Receivables from the Greek State (VAT)	3.054.061	648.070
Prepaid expenses for the next period	354.818	407.294
Other debtors (a)	5.539.966	11.412
Contractual asset (RRF project) (b)	895.691	715.734
Other receivables and financial assets in the short run	**10.698.683**	**1.782.760**
Total other receivables and financial assets	**10.751.265**	**1.915.142**

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

(a) As part of performing the Concession Agreement (CA), the Company sought recourse to the Technical Disputes Resolution Panel (TDRP) by its application/request of 07.08.2017 for the obligation of the Greek State to be recognized to pay compensation for damages caused to the concession sites and to the transferred assets as a result of insufficient maintenance by the Greek State during the time period between the date of the concession tender procedure (10.10.2014) and the concession commencement date (11.04.2017). In 2023, the Company proposed a settlement with the Greek State and the Greek State accepted the compensation proposed in the total amount of €5.473.649,52, which is shown under Other debtors as at 31.12.2023. It was suggested that this amount should be set off against receivables of the Greek State from the Company regarding the annual firefighting fees payable by the Company on 30.11.2024.

(b) According to the terms of Ministerial Decision No. 373330, of 31 December 2021, the works were determined that the Company should implement in 2022-2024, to achieve initial certification under the 2014 Regulation for Non-Certified Regional Airports, which works the Concessionaire will implement in line with the Concession Agreements and the State will fund by including them in the National Recovery and Resilience Facility Plan. The aforementioned works shall be implemented by the Concessionaire by application of article 17.4 of the Concession Agreements, based on a contract to be concluded as per article 16.1, 22 and Appendix 28 to the Concession Agreements and by application of other provisions of the Concession Agreements.
The Concessionaire submits, on a monthly basis, a payment request to the Directorate for Airport Infrastructure (DAI/DYA) with copy to the Hellenic Aviation Service Provider (HASP) and the

Independent Engineer. Within fifteen (15) business days from the communication of the payment request: a) the HASP submits to the DAI its opinion on the completeness of the payment request's dossier as per article 1.a of the joint ministerial decision (JMD). b) the Independent Engineer submits to the DAI its written opinion as per article 1.a of the JMD regarding Certification of the subcontractor's works and cost determination in line with the provisions of Appendix 19 to the Concession Agreements and article 2 of the present approved agreement.
Within thirty (30) days from having received the above, the DAI will issue a decision on the payment of the Concessionaire's remuneration and communicated it to the Concessionaire. Where no decision is issued by that deadline, this will imply its tacit approval. The payment to the Concessionaire is performed within a 30-day time limit.

For 2023, the DAI issued 3 payment orders for a total of €17.650.914. Considering the total budget for the work in the amount of €66.910.000 and the advance payment the Company received in 2021 in the total amount of €7.281.818 and the relevant depreciation of the advance payment and the respective interest, the remaining approvals for the program as at 31.12.2023 is equal to the total amount of €44.098.099.

10. Cash and cash equivalents

	31/12/2023	31/12/2022
Cash at hand	1.290	1.095
Sight deposits	89.930.924	169.218.620
Total	**89.932.215**	**169.219.715**

Sight deposits are denominated in euros.

The composition of the Company's cash and cash equivalents is set out below and the reconciliation of the amounts in the Statement of Cash Flows with the corresponding items in the Statement of Financial Position is presented:

	31/12/2023	31/12/2022
Cash at hand	1.290	1.095
Sight deposits	89.930.924	169.218.620
Total of Statement of Financial Position	**89.932.215**	**169.219.715**
Plus: Time deposits	58.206.882	54.184.459
Total of Statement of Cash Flows	**148.139.097**	**223.404.174**

The contractual restrictions on the use of the amount reflected in the item "Time deposits" in the Company's Statement of Financial Position, as further discussed in Note 11 below, do not alter their nature as cash as defined in IAS 7 in the sense that the Company has access to these amounts on demand and all of them are part of an overall resource management policy to cover specific short-term liabilities and therefore continue to meet the definition of cash and cash equivalents as per IAS 7. Therefore, the Company encompasses the amount of Time Deposits in cash and cash equivalents for the purpose of preparing the Statement of Cash Flows.

11. Time deposits

	31/12/2023	31/12/2022
Reserve Account for the Loan	40.849.545	34.591.787
Reserve Account for State Payments	17.356.505	12.310.862
Reserve Account for Capital Expenses	-	-
Reserve Account for the Special Coordination Body of the Recovery Fund	833	-
Total	**58.206.882**	**54.184.459**

Time deposits concern amounts deposited by the Company into pledged accounts in line with the terms of the Concession Agreement and the bond loan taken out. They also concern deposits by the Greek State to the Company under Ministerial Decision No 373330 to fund works for compliance with the EASA specifications. The said deposits may not be applied towards expenses not directly or indirectly related to the compliance works/projects.

Time deposits are denominated in euros.

The following table shows the credit rating by Moody's of sight and time deposits.

	31/12/2023	31/12/2022
Ba1	148.137.808	
Ba2	-	223.403.079
Total	**148.137.808**	**223.403.079**

12. Equity

	31/12/2023	31/12/2022
Share capital	75.000.000	75.000.000
Statutory and other reserves	7.003.542	4.437.337
Retained Earnings	60.213.351	45.295.300
Total	**142.216.892**	**124.732.636**

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.

	Number of shares	Par Value	Share Capital
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 at 1 January 2023	**75.000.000**	**1**	**75.000.000**
As at 31 December 2023	**75.000.000**	**1**	**75.000.000**

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

(AMOUNTS IN EURO)

Statutory and other reserves

	Statutory reserve	Actuarial profit/(loss) reserve	Cash flow hedging reserve	Total
As at 1 January 2022	**2.118.839**	**7.339**	**(1.326.121)**	**800.057**
Actuarial loss for the period		(25.407)	-	(25.407)
Statutory reserve formation	2.336.565	-	-	2.336.565
Profit 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	-	-	(1.102.206)	(1.102.206)
Deferred tax income in other comprehensive income	-	-	3.420	3.420
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)	(15.543)
Recycling in the profit and loss statement due to termination of the hedges	-	-	(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)**	**-**	**4.437.336**

	Statutory reserve	Actuarial profit/(loss) reserve	Cash flow hedging reserve	Total
As at 1 January 2023	**4.455.404**	**(18.067)**	**-**	**4.437.336**
Actuarial loss for the period		(8.428)	-	(8.428)
Reserve formation	2.574.634	-	-	2.574.640
	2.574.634	**(8.428)**	**-**	**2.566.206**
As at 31 December 2023	**7.030.038**	**(26.495)**	**-**	**7.003.542**

13. Loans

Borrowing as at 31 December 2023 and 2022 is broken down as follows:

	31/12/2023	**31/12/2022**
Bond loans from banks	525.095.820	525.358.498
Unamortized deferred borrowing cost	(4.401.721)	(4.774.118)
Bond loans from associated/related parties	95.168.190	245.862.527
Total	**615.862.290**	**766.446.907**

	31/12/2023	**31/12/2022**
Long-term financial liabilities	606.980.244	765.884.864
Short-term financial liabilities	8.882.046	562.042
Total	**615.862.290**	**766.446.907**

Bank Bond Loan

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, Aktio, 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 and performed an award contract with Alpha Bank SA as the lead organizer/arranger to refinance the previous ordinary secured bond loan with a balance in the amount of € 525.358.498 as at 30 June 2022.

(AMOUNTS IN EURO)

Under the provisions of IFRS 9, the company evaluated the quantitative and qualitative characteristics of the new terms of the loan compared to the terms of the previous agreements and concluded that the new terms constitute a cancellation/de-recognition of the previous loan agreements and simultaneous recognition of a new one. The undepreciated deferred borrowing costs under the existing ordinary secured bond loan for a total of €10.798.711 were derecognized in 2022 (Note 23).

Refinancing was covered by three Financial Institutions, Alpha Bank SA, National Bank and Eurobank SA, for the full repayment of its previous bond loan. On 30 December 2022, Eurobank SA transferred a portion of its share in the loan to Eurobank Cyprus. Refinancing took place on 30 June 2022. In addition, the hedging derivatives were terminated and derecognized as they concerned the previous bond loan.

In application of Article 47.4 of the Concession Agreement regarding payment of the Refinancing Gain and considering the terms of the agreement with the Greek State ratified by Law 4810/2021 of 25 June 2021 of the Greek Parliament, the Company estimated the gain from the refinancing of the previous ordinary secured bond loan. As at 31 December 2022, the Company has a liability to the Greek State of 50% on the estimated Refinancing Gain in the amount of €1.665.471 (see Note 16), which will be paid by 31 March 2023 and was included in the Company's liabilities in Statement of Financial Position as at 31 December 2022.

The lines of credit as at 31 December 2022, following the refinancing, are broken down in 2 tranches, as follows:

(a) Fixed Rate Bonds Tranche in the total amount of €351.990.194.

(b) Floating Rate Bonds Tranche in the total amount of €173.368.304.

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

The lines of credit as at 31 December 2023 are broken down in 2 tranches, as follows: (a) Fixed Rate Bonds Tranche for a total of €351.814.199. (b) Floating Rate Bonds Tranche for a total of €173.281.620

	31/12/2023	
	% on the total	**Amount**
1. Acquisition Fixed Rate Bonds	67,00%	351.814.199
2. Acquisition Floating Rate Bonds	33,00%	173.281.620
Total	**100%**	**525.095.819**

The new bond loan includes, among other things, financial commitments which the Company must comply with, the main ones being linked to the following ratios:

a. Historic Debt Coverage Ratio
b. Projected for Debt Coverage Ratio
c. Loan Life Coverage Ratio

As at 31/12/2023, the Company was in line with the economic commitments included in the new bond loan.

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

(AMOUNTS IN EURO)

(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

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 8,4% of the holding of Fraport AG Frankfurt Airport Services Worldwide to Slentel Limited (Note 1).

The bond loan comprises of two lines of credit as at 31 December 2023 and 2022, as follows:

a) Initial Funding Bonds in the maximum amount of €174.800.000 and a balance as at 31 December 2023 of €93.718.671 (31/12/2022: €174.800.000).

b) Additional Bonds in the maximum amount of €7.500.000 as at 31 December 2023 (31/12/2022: €7.500.000). To this date, the Company has not used these bonds.

"PIK Bonds". These bonds are issued at the time when the Company ought to pay interest and bondholders acquire them instead of paying interest up to the amount of €148.183.000 (31/12/2022: €148.183.000). Therefore, this line of credit will be used to capitalize unpaid accrued interest to result from the bond loan. The balance as at 31 December 2023 of the PIK bonds issued is € 0 (31/12/2022: €65.172.483).

On the reporting date, the balance of the Bond Loan with the Shareholders is in the amount of € 95.168.190 (31/12/2022: €245.862.527) and is broken down in the following bonds:

	31/12/2023	31/12/2022
Initial Funding Bonds	93.718.671	174.800.000
PIK Bonds	-	65.172.483
Total	**93.718.671**	**239.972.483**
Accrued interest	1.449.519	5.890.044
Total bond loans from associated/related parties	**95.168.190**	**245.862.257**

The Bond Loans with the 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 cost) are broken down based on interest rate exposure as follows:

31/12/2023	Fixed rate	Floating rate up to 6 months	Total
Total loans	446.982.389	173.281.621	620.264.010

31/12/2022	Fixed rate	Floating rate up to 6 months	Total
Total loans	597.852.721	173.368.304	771.221.025

(AMOUNTS IN EURO)

Next follow the maturity dates or long-term borrowing liabilities during the year:

	31/12/2023	31/12/2022
Up to 1 year	9.193.774	262.679
Between 1 and 2 years	11.820.566	4.202.868
Between 2 and 5 years	44.813.081	19.963.624
Over 5 years	459.268.398	740.901.810
Total	**525.095.819**	**765.330.981**

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.

Bank borrowing includes unamortized deferred borrowing costs in the amount of € 4.401.721 (2022: €4.774.118)

	31/12/2023	31/12/2022
Balance as at January 1st	**4.774.118**	**11.327.683**
Prepaid borrowing costs for the new loan	-	4.922.212
Derecognition of Financing Costs for the initial loan	-	(10.798.711)
Funding cost depreciation	(372.398)	(677.066)
Balance as at December 31st	**4.401.721**	**4.774.118**

	31/12/2023	31/12/2022
Long-term funding cost	311.728	299.364
Short-term funding cost	4.089.992	4.474.754
Total	**4.401.721**	**4.774.118**

Movements regarding loans during the year are listed below:

	31/12/2023	31/12/2022
Balance as at January 1st	**766.446.907**	**745.773.357**
Loans taken during the year	-	525.358.498
Funding cost derecognition	-	10.798.711
Principal repayment during the year	(146.516.490)	(525.358.500)
Interest on bond loan from shareholders capitalized during the year (issuance of bonds)	-	12.894.757
Accrued interest incurred on the bond loan from the shareholders	1.449.519	5.890.044
Accrued interest incurred on a bond loan from the shareholders of the previous year capitalized in the year	(5.890.044)	(4.664.814)
Deferred borrowing cost of new bond loan	-	(4.922.212)
Deferred funding cost depreciation	372.398	677.066
Balance as at December 31st	**615.862.290**	**766.446.907**

(AMOUNTS IN EURO)

14. Provisions for pension benefits

The amounts recognized in the statement of financial position are:

	31/12/2023	31/12/2022
Pension benefits	179.113	138.132
Total	**179.113**	**138.132**

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

	31/12/2023	31/12/2022
Balance as at January 1st	**138.131**	**87.821**
Total charge/debit in the profit and loss statement	88.650	27.048
Contribution paid	(58.473)	(9.041)
Total charge/debit in the statement of other comprehensive income	10.805	32.303
Balance as at December 31st	**179.113**	**138.131**

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

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Current employment cost	36.930	17.129
Financial cost	4.556	878
Loss from cuts	47.164	9.041
Total included in benefits to employees	**88.650**	**27.048**

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

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Charges-Debit / (Credit) to other comprehensive income		
Actuarial gains for the year	10.805	32.303
Total	**10.805**	**32.303**

The main actuarial assumptions used for accounting purposes are:

	31/12/2023	31/12/2022
Discount rate	3,20%	3,50%
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%

(AMOUNTS IN EURO)

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

		Effect on compensation benefits			
31/12/2023	Change in assumption by	Assumption increase		Assumption decrease	
Discount rate	0,50%	-3,8%	172.294	4,0%	186.312
Payroll change rate	0,50%	4,0%	186.362	-3,9%	172.183
Staff turnover rate	0,50%	-4,1%	171.835	4,2%	186.745

		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

15. Liabilities under the Concession Agreement

	31/12/2023	**31/12/2022**
Liabilities under the Concession Agreement - long-term portion	254.476.831	241.967.131
Total	**254.476.831**	**241.967.131**

	31/12/2023	**31/12/2022**
Liabilities under the Concession Agreement - short-term portion	-	-
Total	**-**	**-**
Total	**254.476.831**	**241.967.131**

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

In fiscal year 2021, the Company entered into an agreement with the Greek State 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).

In application of Article 21 of the agreement with the Greek State, ratified by Law 4810/2021 of 25 June 2021 of the Greek Parliament, the Company entered into a new agreement with the Greek State in 2022. Under the new agreement there is compensation for the first half of 2021 in the total amount of €35.648.244 and it was agreed that no Annual Concession Fee would be paid for 2023. Also, the new agreement includes provisions on setting the compensation off the Variable Concession Fee for 2023.

Therefore, with the exception of the aforementioned payments (2019-2023), the present value of Liabilities under the Concession Agreement was recalculated. This gave rise to a drop in these liabilities by € 11.620.995 for year 2022, which was recognized as profit from the non-payment of the Annual Concession Fee for the above years and was entered under "Other income" in the Statement of Profit and Loss and of Comprehensive Income.

(AMOUNTS IN EURO)

16. Suppliers and other liabilities

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

Trade receivables are broken down as follows based on the year of payment:

	31/12/2023	31/12/2022
Suppliers, long-term	0	402.902
Suppliers, short-term	6.014.498	7.327.914
Total	**6.014.498**	**7.730.816**

Suppliers and other liabilities are broken down as follows:

	31/12/2023	31/12/2022
Suppliers	0	402.902
Payable guarantees (b)	2.086.681	2.901.753
Deferred income (a)	9.000.000	12.890.000
Suppliers and other liabilities, long-term	**11.086.681**	**16.194.655**
Suppliers	6.014.498	7.327.914
Payable guarantees (b)	12.401.486	9.723.150
Liabilities related to the Concession Agreement (c)	28.908.820	5.280.149
Other financial Liabilities	276.058	8.947.289
Deferred income (a)	5.628.069	3.822.758
Insurance institutions and other taxes / duties	730.143	551.139
Withheld taxes on interest	1.940.779	1.485.993
Customer, third-party advance payments	12.303	1.079.583
Deferred income (ADF)	4.300.056	3.239.718
Accrued interest on bank loans	215.931	132.608
Provision for contribution to the State against airport modernization and development fees recovered	9.393.827	8.354.513
Provision for the payment of landing and lighting fees to the Hellenic Air Force	4.612.535	4.046.914
Provision for fire safety services	6.103.248	-
Accrued expenses for the period	3.452.367	3.417.580
Other liabilities	1.579.856	673.334
Suppliers and other liabilities, short-term	**85.569.974**	**58.082.642**
Total suppliers and other liabilities	**96.656.655**	**74.277.297**

The Company's contractual liabilities under contracts with clients listed as deferred income (ADF) are broken down below:

	31/12/2023	31/12/2022
Opening balance of contractual obligation/liability as at 1 January	3.239.718	4.753.771
Amounts recognised in the Statement of Comprehensive Income for the year:	(3.239.718)	(4.753.771)
Deferred income (ADF)	4.300.056	3.239.718
Closing balance of contractual obligation/liability as at 31 December	**4.300.056**	**3.239.718**

(a) On 23 March 2017 a contract was entered into with Hellenic Duty Free Shops S.A. (HDFS), 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 2023, the amount of €3.200.000 was offset (2022: €1.500.000). The amount to be offset during 2024 is €3.890.000 (2023: €3.200.000) and for the remaining three years (the amount to be offset) is €9.000.000. 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) Liabilities under the Concession Agreement represent the amount of the obligation to pay the Company's variable concession fee for 2023 in the total amount of €28.908.851 (2022: €5.280.149), following the offset of the Concession Fee for 2019-2023.

In application of Article 21 of the Compensation Agreement of 31.05.2021, ratified by Law 4810/2021, an agreement was made with the Greek State on 1 September 2022 to compensate the concessionaire due to the measures adopted to respond to the COVID 19 pandemic in the first half of 2021 as part of the concession agreements for the upgrade, maintenance, management and operation of the 14 regional airports of the Aegean, Crete, Continental Greece and Ionian Sea. Under this agreement, the concessionaire will not owe and therefore will not pay the Annual Concession Fee for the 2023 concession year and will set the concessionaire's compensation off against the variable concession fee, which will now be due in connection with each concession year only following the sixth anniversary of the respective concession commencement date (that is for 2024 and thereafter).

Therefore, with the exception of the aforementioned payments (2019-2023), the present value of Liabilities under the Concession Agreement was recalculated. This gave rise to a drop in these liabilities by € 11.620.995 for year 2022, which was recognized as profit from the non-payment of the Annual Concession Fee for the above years and was entered under "Other income" in the Statement of Profit and Loss and of Comprehensive Income. Given that the annual concession fee for 2023 was considered in recalculating the present value of liabilities under the Concession Agreement in 2022, no profit was recognized in 2023 from non-payment of the Annual Concession Fee under "Other income" in the Statement of Profit and Loss and of Comprehensive Income (Note 22).

For the year that ended on 31 December 2023, from the amounts calculated for the offset Concession Fees (Annual and Variable) for 2023, the Company will pay a Variable Concession Fee for 2023 in the amount of €28.908.851 by 31 March 2024. This amount is included in the Company's current liabilities in the Statement of Financial Position as at 31 December 2023.

17. 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. and FRAPORT REGIONAL AIRPORTS OF GREECE 'B' 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 associated with REDEX S.A. due to a shared shareholder, that is SLENTEL LTD. REDEX S.A. offers building facility maintenance and repair services to the Company.

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

The Company is associated with DAMCO ENERGY S.A. due to a shared shareholder, that is SLENTEL LTD. DAMCO ENERGY S.A. offers energy consultation services to the Company.

(AMOUNTS IN EURO)

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

The Company's liabilities and receivables from related parties as at 31 December 2023 and 31 December 2022 are the following:

Receivables from related parties- Trade Receivables

	31/12/2023	31/12/2022
INTERBUS S.A.	399.978	274.783
Total	**399.978**	**274.783**

Liabilities against related parties- Trade liabilities

	31/12/2023	31/12/2022
FRAPORT REGIONAL AIRPORTS OF GREECE MANAGEMENT COMPANY S.A.	6.627.566	8.397.454
REDEX S.A.	2.463.092	865.574
FRAPORT AG	-	16.055
Top Sonic	7.191	11.200
DAMCO ENERGY S.A.	232.500	-
Total	**9.330.349**	**9.290.282**

Liabilities to related parties - Loans and accrued interest

	31/12/2023	31/12/2022
FRAPORT AG (bond loan and accrued interest)	61.851.201	159.691.352
SLENTEL (bond loan and accrued interest)	23.788.925	61.561.536
MARGUERITE (bond loan and accrued interest)	9.528.065	24.609.639
Total	**95.168.190**	**245.862.527**

The Company's transactions with related parties for the years 2023 and 2022 are the following:

Company's transactions with related parties

	TRANSACTIONS IN 2023		
	Services received	**Bond loans and interest**	**Total**
FRAPORT REGIONAL AIRPORTS OF GREECE MANAGEMENT COMPANY S.A.	27.612.103	-	27.612.103
FRAPORT AG	46.421	6.412.985	6.459.406
SLENTEL	-	2.318.142	2.318.142
MARGUERITE	-	1.069.533	1.069.533
Top Sonic	51.258	-	51.258
A.A.V.	12.698	-	12.698
REDEX S.A.	2.822.305	-	2.822.305
DAMCO ENERGY S.A.	187.500	-	187.500
Total	**30.732.285**	**9.800.659**	**40.532.944**

	Provision of services
INTERBUS S.A.	751.691
Total	**34.118.781**

(AMOUNTS IN EURO)

Company's transactions with related parties

	TRANSACTIONS IN 2022		
	Services received	**Interest on bond loans**	**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**

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.

18. Income

	1/1/2023 - 31/12/2023	**1/1/2022 - 31/12/2022**
Air Services		
Airport modernization and development fees	108.377.732	99.730.750
Other income from aeronautical services	115.419.598	87.730.720
Income from air services	**223.797.330**	**187.461.470**
Non-air activities		
Commercial activities	43.816.959	31.106.299
Rent and other associated income	11.317.755	10.355.737
Income from construction services (IFRIC 12)	21.987.939	4.590.144
Other revenues	2.049.764	2.273.919
EEET Income	672.500	126.356
Fast Lane	804.600	384.392
GABA Income	604.800	-
Income from non-air services	**81.254.316**	**48.836.846**
Total	**305.051.647**	**236.298.317**

(AMOUNTS IN EURO)

Income from air services is next broken down by airport:

		1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
CFU	Kerkira Airport	47.985.789	42.057.694
CHQ	Chania Airport	43.184.262	36.749.805
EFL	Kefalonia Airport	10.316.883	9.311.331
KVA	Kavala Airport	3.619.248	3.052.389
PVK	Preveza Airport	9.401.653	8.446.135
SKG	Thessaloniki Airport	84.861.520	66.698.062
ZTH	Zakynthos Airport	24.427.976	21.146.054
	Total	**223.797.330**	**187.461.470**

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	**1/1/2023 - 31/12/2023**	**1/1/2022 - 31/12/2022**
Revenue from the provision of services delivered at a certain point of time	223.797.330	187.461.470
Total	**223.797.330**	**187.461.470**

19. Cost of consumables and services

The cost of consumables and services is broken down for 2023 and 2022 as follows:

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Cost of construction services (IFRIC 12)	21.987.939	4.590.144
Maintenance costs	10.100.472	6.333.140
Costs of services received	47.884.056	41.885.383
Variable concession costs (a), (b)	42.922.849	17.686.790
Cost of various consumables	2.731.128	1.523.837
Total	**125.626.444**	**72.019.294**

(a) 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 HASP 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 € 14.014.029 (2022: 12.406.641)

(b) For the year that ended on 31 December 2023, from the amounts calculated for the offset Concession Fees (Annual and Variable) for 2023, the Company will pay a Variable Concession Fee for 2023 in the amount of €28.908.820 by 31 March 2024. This amount is included in the Company's current liabilities in the Statement of Financial Position as at 31 December 2023.

For the year that ended on 31 December 2022, from the amounts calculated for all of the offset Concession Fees for 2019-2022, the Company will pay a Variable Concession Fee for 2022 in the total amount of €5.280.149 by 31 December 2023.

(AMOUNTS IN EURO)

Next, the "Costs of services received" are broken down for 2023 and 2022:

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Third-party benefits	17.138.838	15.668.315
Firefighting services	7.394.713	7.181.313
Medical services	3.985	3.270
IT services	406.675	338.361
Cleaning services	4.494.177	3.331.114
Security costs	15.360.764	12.807.644
PRM* costs	3.079.972	2.551.734
Other	4.932	3.632
	47.884.056	**41.885.383**

* services to disabled persons and persons with reduced mobility

20. Staff costs

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Salaries and daily wages	8.971.497	7.851.821
Social security costs	2.009.015	1.454.430
Provision for personnel compensation due to retirement or dismissal	84.094	26.170
Total	**11.064.606**	**9.332.421**

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Average number of employees	284	255
Total	**284**	**255**

21. Other operating expenses

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Premium	2.399.221	1.929.451
Advertising costs	4.447	2.963
Expenses for consultation, technical and audit services	2.506.854	2.957.241
Rental costs	216.578	193.455
Other taxes	77.868	40.633
Power costs	7.451.296	8.591.218
Water supply and sewage costs	275.428	221.434
Waste management cost	719.499	505.078
Staff training costs	80.319	-
Flight Management Authority fees	148.162	140.438
Impairment provision for trade receivables	62.717	921
Other operating expenses	826.418	2.651.363
Total	**14.768.808**	**17.234.195**

Audit service costs are:

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Mandatory audit of the annual financial statements	96.700	78.000
Other assurance services	36.000	34.000
Other associated non-audit services	38.450	14.200
Total	**171.150**	**126.200**

(AMOUNTS IN EURO)

22. Other revenues

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Other income - Decrease in liabilities under the Concession Agreement due to the compensation	-	11.620.995
Total	**-**	**11.620.995**

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.

In application of Article 21 of the agreement with the Greek State, ratified by Law 4810/2021 of 25 June 2021 of the Greek Parliament, the Company entered into a new agreement with the Greek State in 2022. On the basis of the new agreement, it was agreed not to pay the Annual Concession Fee for the year 2023 as well. As a result, there was a decrease in the Company's Liabilities under the Concession Agreement which (decrease) was recorded in the "Other income" account of 2022 period as a profit of € 11.620.995 (see also Note 22).

In application of Article 21 of the Compensation Agreement of 31.05.2021, ratified by Law 4810/2021, an agreement was made with the Greek State on 1 September 2022 to compensate the concessionaire due to the measures adopted to respond to the COVID 19 pandemic in the first half of 2021 as part of the concession agreements for the upgrade, maintenance, management and operation of the 14 regional airports of the Aegean, Crete, Continental Greece and Ionian Sea. Under this agreement, the concessionaire will not owe and therefore will not pay the Annual Concession Fee for the 2023 concession year and will set the concessionaire's compensation off against the variable concession fee, which will now be due in connection with each concession year only following the sixth anniversary of the respective concession commencement date (that is for 2024 and thereafter).

For the year that ended on 31 December 2023, from the amounts calculated for the offset Concession Fees (Annual and Variable) for 2023, the Company will pay a Variable Concession Fee for 2023 in the amount of €28.908.851 by 31 March 2024. This amount is included in the Company's current liabilities in the Statement of Financial Position as at 31 December 2023 (see also Note 16).

(AMOUNTS IN EURO)

23. Financial expenses – net

	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Financial income		
Interest income	3.066.114	1.658
Total	**3.066.114**	**1.658**

Financial expenses	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Interest on bond loans from Banks	(25.622.875)	(33.397.338)
Interest expenses on bonds - Shareholders	(9.800.659)	(14.510.618)
Interest on interest rate swap agreements	-	3.792
Interest resulting from the measurement of the liability under the Concession Agreement	(12.509.701)	(12.325.884)
Total	**(47.933.235)**	**(60.230.048)**

Other financial income / (expenses)	1/1/2023 - 31/12/2023	1/1/2022 - 31/12/2022
Profit/(Loss) from the valuation of an interest rate swap agreement recognized in the statement of comprehensive income	-	3.479.208
Other	(234.064)	(2.497.318)
Total	**(234.064)**	**1.492.309**
Financial expenses - Net	**(45.101.186)**	**(58.736.080)**

24. Capital management

	31/12/2023	31/12/2022
Long-term loans	606.980.244	765.884.864
Short term loans	8.882.046	562.042
Less: Cash and cash equivalents	(89.932.215)	(169.219.715)
Time deposits	(58.206.882)	(54.184.459)
Net borrowing	**467.723.193**	**543.042.733**
Total equity	142.217.011	124.732.636
Total capital employed	**609.940.204**	**667.775.369**
Leverage ratio	**76,68%**	**81,32%**

(AMOUNTS IN EURO)

This section presents a breakdown of net borrowing and the various items for each of the years included here.

	Cash and cash equivalents and time deposits		Financial leasing liabilities		
	Cash in hand / bank	Time deposits	Borrowing payable within 1 year	Borrowing payable after 1 year	Total
Net borrowing as at 1 January 2023	**169.219.716**	**54.184.459**	**(562.042)**	**(765.884.864)**	**(543.042.732)**
Cash flows net of funding costs	(79.287.501)	4.022.423	-	-	(75.265.078)
Principal repayment during the year	-	-	1.185.499	145.330.991	146.516.490
Loan interest capitalized during the year (issuance of bonds)	-	-	-	5.890.044	-
Accrued interest incurred on the bond loan from the shareholders	-	-	-	(1.449.519)	(1.449.519)
Loan issuance fees	-	-	-	-	-
Other non-cash transactions - Funding cost depreciation	-	-	-	(372.398)	(372.398)
Other non-cash transactions	-	-	-	-	-
Other non-cash transactions - Reclassification of short-term part of funding cost	-	-	(311.728)	311.728	-
Other non-cash transactions - Reclassification of short-term part	-	-	(9.193.774)	9.193.774	-
Net borrowing as at 31 December 2023	**89.932.215**	**58.206.882**	**(8.882.046)**	**(606.980.244)**	**((467.723.193)**

	Cash and cash equivalents and time deposits		Financial leasing liabilities		
	Cash in hand/bank	Time deposits	Borrowing payable within 1 year	Borrowing payable after 1 year	Total
Net borrowing as at 1 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)
Loan issuance fees	-	-	-	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 cost (Note 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)**

25. Maturity breakdown for lease liabilities

On the reporting date, the Company has the following commitments/obligations as regards offices and car rents:

31/12/2023	**Within 1 year**	**1-5 years**	**Over 5 years**
Car leasing - third parties	74.922	64.245	
Office rentals - related parties	4.420	4.522	340
Total	**79.342**	**68.767**	**340**

31/12/2022	**Within 1 year**	**1-5 years**	**Over 5 years**
Car leasing - third parties	113.835	94.762	
Office rentals - related parties	4.080	7.242	-
Total	**117.915**	**102.004**	**-**

26. Contingent receivables and liabilities

A. There are tax years for which the Company has not been audited as described in Note 7.

B. In the context of implementation of the Concession Agreement (CA), the Company has sought recourse to the Technical Dispute Resolution Panel (TDRP) in accordance with the provisions of Article 39.2 of the CA, claiming that the Covid-19 pandemic constitutes a State Responsible Event, and therefore the State must compensate the Company for the second half of 2021. Finally, the TDRP ruled in favour of the Company in 2023. Both the Greek State and the Company challenged the TDRP's decision/findings in the International Arbitration before the ICC Court but subsequently, at the end of 2023 (27.12.2023), the Greek State proposed to the Company to amicably settle the case with the payment of EUR 17 million. This proposal of the Greek State could not have been accepted by the Company in the course of 2023 since the amount of the proposed compensation was lower than the amount that the Company had initially proposed for settlement and thus the approval of the Company's Board of Directors was required in January 2024, while subsequently the required approval of the Project Lenders was requested (since the proposed settlement requests the Company to waive any claim for the second half of 2021), which (approval by the Lenders) could not have been provided prior to approval of the Company's BoD. In January 2024, the Greek State's proposal was also accepted by the Lenders of the Project and therefore the Company recognized in the profit and loss account of the year 2024 the above compensation amounting to a total of EUR 17 million.

27. Dividends

The Board of Directors proposes the distribution of a dividend for a total amount of € 46.125.000 which is subject to the approval of the General Meeting of Shareholders of the Company.

28. Events after the reporting date

In the context of implementation of the Concession Agreement (CA), the Company has sought recourse to the Technical Dispute Resolution Panel (TDRP) in accordance with the provisions of Article 39.2 of the CA, claiming that the Covid-19 pandemic constitutes a State Responsible Event, and therefore the State must compensate the Company for the second half of 2021. Finally, the TDRP ruled in favour of the Company in 2023. Both the Greek State and the Company challenged the TDRP's decision/findings in the International Arbitration before the ICC Court but subsequently, at the end of 2023 (27.12.2023), the Greek State proposed to the Company to amicably settle the case with the payment of EUR 17 million. This proposal of the Greek State could not have been accepted by the Company in the course of 2023 since the amount of the proposed compensation was lower than the amount that the Company had initially proposed for settlement and thus the approval of the Company's Board of Directors was required in January 2024, while subsequently the required approval of the Project Lenders was requested (since the proposed settlement requests the Company to waive any claim for the second half of 2021), which (approval by the Lenders) could not have been provided prior to approval of the Company's BoD. In January 2024, the Greek State's proposal was also accepted by the Lenders of the Project and therefore the Company recognized in the profit and loss account of the year 2024 the above compensation amounting to a total of EUR 17 million.

Besides the events listed above, in the period after 31 December 2023 and until approval of the financial statements there were no other events subsequent to the financial statements which need to be referred to under the IFRSs.

Athens 27/03/2024

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 SOCIÉTÉ ANONYME

Independent Chartered Auditor - Accountant Audit Report

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INDEPENDENT AUDITOR'S REPORT

To the Shareholders of "Fraport Regional Airports of Greece "A" S.A."

Report on the Audit of Financial Statements

Opinion

We have audited the financial statements of "Fraport Regional Airports of Greece "A" S.A." (the Company), which comprise the statement of financial position as at 31 December 2023, and the statement of profit or loss & other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the financial statements, including material accounting policy information.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of "Fraport Regional Airports of Greece "A" S.A." as at 31 December 2023 and its financial performance and cash flows for the year then ended in accordance with International Financial Reporting Standards (IFRSs), as endorsed by the European Union.

Basis for Opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs) as these have been incorporated into the Greek legislation. Our responsibilities under those standards are further described in the "Auditor's Responsibilities for the Audit of the Financial Statements" section of our report. We have been independent of the Company during the whole period of our appointment in accordance with the International Ethics Standards Board for Accountants' Code of Ethics for Professional Accountants as incorporated into the Greek legislation and the ethical requirements in Greece relevant to the audit of the financial statements and we have fulfilled our ethical requirements in accordance with the applicable legislation and the above mentioned Code of Ethics. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Information

Management is responsible for the other information. The other information comprises the information included in the Board of Director's report, reference to which is made in the "Report on Other Legal and Regulatory Requirements" but does not include the financial statements and our auditor's report thereon.

Our opinion on the financial statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

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Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with IFRSs, as endorsed by the European Union, and for such internal control as Management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, Management 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 accounting basis unless Management either intends to liquidate the Company or to cease operations, or has no realistic alternative but to do so.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the 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, as these have been incorporated into the Greek legislation, 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 financial statements.

As part of an audit in accordance with ISAs, as these have been incorporated into the Greek legislation, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the 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 Management.

- Conclude on the appropriateness of Management's use of the going concern accounting basis 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 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.

Deloitte.

- Evaluate the overall presentation, structure and content of financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with Management 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

Taking into consideration that Management is responsible for the preparation of the Board of Director's report, according to the provisions of paragraph 5 of the article 2 (part B) of the Law 4336/2015, we note the following:

a. In our opinion, the Board of Director's report has been prepared in accordance with the applicable legal requirements of article 150 of Law 4548/2018 and its content is consistent with the accompanying financial statements for the year ended 31.12.2023.

b. Based on the knowledge we obtained during our audit of "Fraport Regional Airports of Greece "A" S.A." and its environment, we have not identified any material inconsistencies in the Board of Director's report.

Athens, 28 March 2024

The Certified Public Accountant

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