MANAGEMENT REPORT & ACCOUNTS 2022

ANA AEROPORTOS DE PORTUGAL

Powered by VINCI AIRPORTS

Index

GLOSSARY

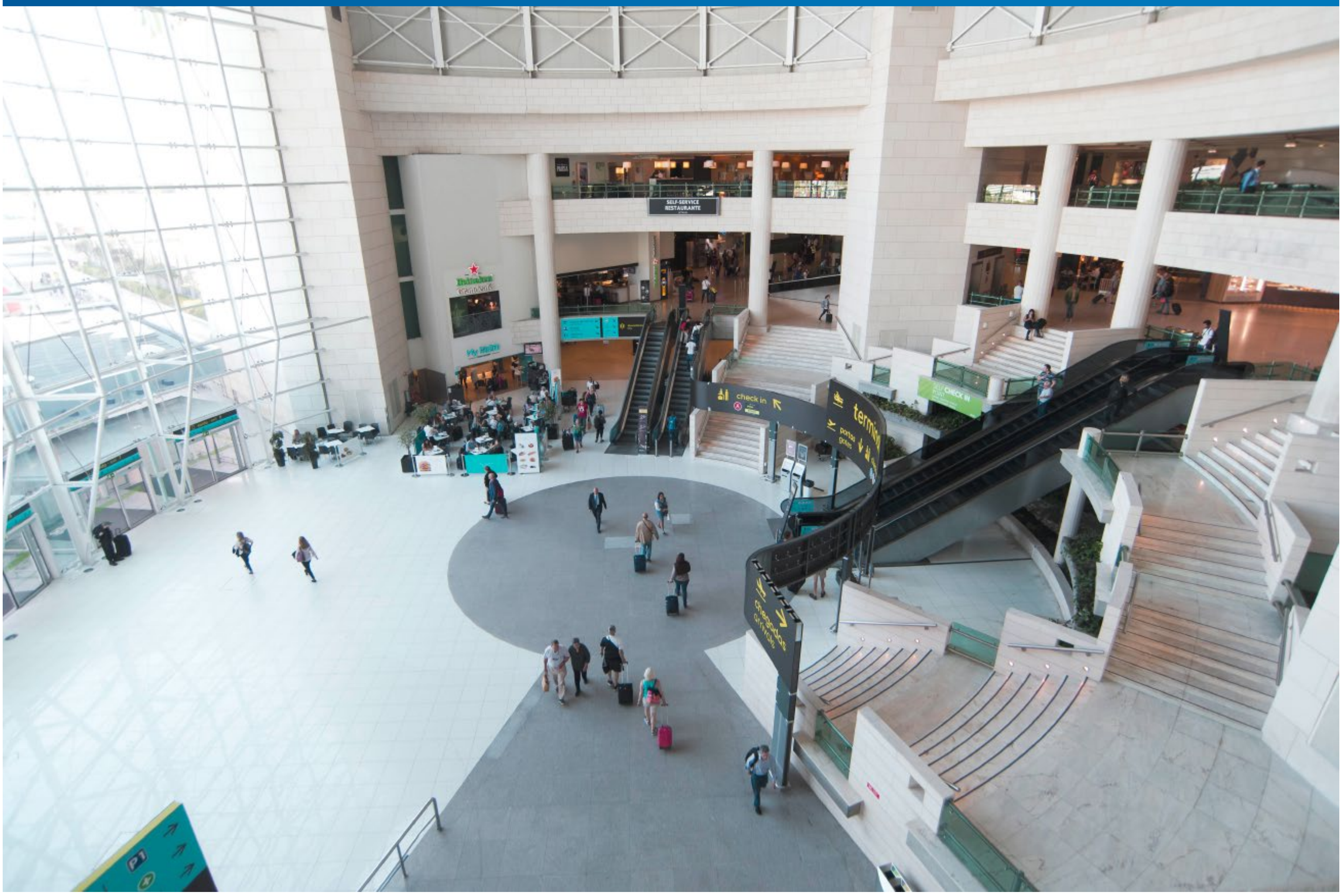
Abreviatura (abbreviation)	Designação (designation)
ACI	Airports Council International (Conselho Internacional de Aeroportos)
ABJ	Aeroporto de Beja (Beja Airport)
AFL	Aeroporto das Flores (Flores Airport)
AFR	Aeroporto de Faro (Faro Airport)
AHD	Aeroporto de Lisboa (Lisbon Airport)
AHR	Aeroporto da Horta (Horta Airport)
AJPII	Aeroporto de Ponta Delgada (Ponta Delgada Airport)
AM	Aeroporto da Madeira (Madeira Airport)
ANA, S.A.	ANA – Aeroportos de Portugal, S.A.
ANAC	Autoridade Nacional da Aviação Civil (Portuguese Civil Aviation Authority)
ANAM, S.A.	ANAM – Aeroportos e Navegação Aérea da Madeira, S.A.
APA	Agência Portuguesa do Ambiente (Portuguese Agency for the Environment)
APS	Aeoporto do Porto Santo (Porto Santo Airport)
ASC	Aeroporto do Porto (Porto Airport)
ASM	Aeroporto de Santa Maria (Santa Maria Airport)
BCE	Banco Central Europeu (European Central Bank)
BEI	Banco Europeu de investimento (European Investment Bank)
CIRC	Código do Imposto sobre o Rendimento das Pessoas Coletivas (Corporate Income Tax Code)
CUPPS CUSS BRS	Sistema de Processamento de Passageiros de Uso Comum (Common Use Passenger Processing System) Quiosques de Self-service de Uso Comum (Common Use Self Service) Sistema de Reconciliação de Bagagem (Baggage Reconciliation System)
DIA	Declaração de Impacte Ambiental (Environmental Impact Declaration)
EBIT	Earnings Before Interest and Taxes
EBITDA	Earnings Before Interest, Taxes, Depreciation and Amortization
Eurocontrol	Organização Europeia para a Segurança da Navegação Aérea (European Organisation for the Safety of Air Navigation)
FTE	Full Time Equivalent
IAS	International Accounting Standard
IASB	International Accounting Standards Board
IATA	International Air Transport Association (Associação Internacional de Transporte Aéreo)
ICAO	International Civil Aviation Organization (Organização da Aviação Civil Internacional)
IDI	Investigação, Desenvolvimento e Inovação (Research, Development and Inovation)
IFRIC	International Financial Reporting Interpretations Committee

Abreviatura (abbreviation)	Designação (designation)
IFRS	International Financial Reporting Standards
LIS_iAOP	Lisboa_Plano inicial de Operações Aeroportuárias (Lisboa_initial Airport Operations Plan)
MONA	Assistente de viagem virtual com uso de tecnologia de reconhecimento facial (Virtual travel assistant using facial recognition technology)
NAL	Novo Aeroporto de Lisboa (New Lisbon Airport)
NAV, E.P.E.	Navegação Aérea de Portugal — NAV Portugal, E. P. E.
PMR	Passageiros com Mobilidade Reduzida (Passengers with Reduced Mobility)
Portway, S.A.	Portway - Handling de Portugal, S.A. (Handling of Portugal)
PTDF, Lda.	PTDF - Portugal Duty Free, Lda.
RAC	Rent-a-car (Car Rental)
RETGS	Regime Especial de Tributação dos Grupos de Sociedades (Special Tax Scheme for Groups of Companies)
RGPD	Regulamento Geral da Proteção de Dados (General Data Protection Regulation)
RQSA	Regime de Qualidade de Serviço Aeroportuária (Airport Service Quality)

MANAGEMENT REPORT AND ACCOUNTS 2022

I — MANAGEMENT REPORT

01



ANA AEROPORTOS DE PORTUGAL

Powered by VINCI AIRPORTS

1. KEY PERFORMANCE INDICATORS

Table 1. **ANA Group – Indicators**

SUMMARY OF INDICATORS	Real 2022	2021	2020	2019	Δ % 2022/2021	Δ % 2022/2019
OPERATIONAL						
Commercial traffic						
Passengers	55,712,630	24,898,965	17,967,669	59,120,491	123.8	(5.8)
Aircraft movement	407,528	239,671	182,268	428,684	70.0	(4.9)
Cargo (tonnes)	210,408	180,651	139,526	194,681	16.5	8.1
Activities						
Turnover (thousand euros)[1]	903,163	422,768	287,256	898,465	113.6	0.5
Aviation (share of total %)	72.4	67.8	64.6	73.2	4,6 p.p.	(0,8) p.p.
Extra-aeronautical (share of total %)	27.6	32.2	35.4	26.8	(4,6) p.p.	0,8 p.p.
Staff						
Staff at 31 December	2,493	2,510	2,645	3,258	(0.7)	(23.5)
Average staff	2,493	2,557	2,921	3,405	(2.5)	(26.8)
Staff costs (thousand euros)	126,606	109,061	115,001	138,040	16.1	(8.3)
Productivity						
Passengers/staff	22,348	9,737	6,151	17,363	129.5	28.7
Earnings						
EBITDA[2] (thousand euros) *	610,972	174,452	33,747	583,823	250.2	4.7
EBITDA[3] margin (%) *	67.6	41.3	11.7	65.0	26,4 p.p.	2,7 p.p.
EBIT (thousand euros)	521,463	72,003	(57,812)	486,734	624.2	7.1
EBIT margin (%)	57.7	17.0	-	54.2	40,7 p.p.	3,6 p.p.
FINANCIAL						
Earnings						
Net profit (thousand euros)	333,913	25,531	(79,704)	303,435	1,207.9	10.0
Financial structure[4]						
Equity (thousand euros)	1,033,505	698,910	672,466	751,664	47.9	37.5
Debt (thousand euros)	499,412	1,034,419	1,131,609	1,034,605	(51.7)	(51.7)
Capital employed (thousand euros)	1,532,918	1,733,328	1,804,075	1,786,269	(11.6)	(14.2)
Cash flow						
Operational cash flow (thousand euros)	600,519	174,354	31,996	458,923	244.4	30.9

1 This figure does not include construction contracts (IFRIC 12).

2 EBITDA calculated as established in the Concession Agreement, corresponding to the ANA Group Operating Profit: a) before deducting income tax; b) before deducting any interest, commission, fees, discounts, prepayment fees, premiums or charges and other finance payments whether paid, payable or capitalised by the Concessionaire; c) excluding items relating to income and expenditure of an exceptional nature; d) before deducting any acquisition costs; e) excluding any unrealised gains or losses on any treasury transaction or foreign exchange transaction; f) excluding any gain or loss arising from an upward to downward revaluation of any asset; g) before deducting any amount attributable to the amortization or depreciation (i) of assets; and (ii) the Concession rights of the Concessionaire; h) before taking into account any provision for the satisfaction of future maintenance obligations, as a result of the implementation of IFRC 12; i) before taking into account any expenses incurred for the implementation of specific development commitments, that have not been capitalised as a result of the implementation of IFRIC 12.

3 EBITDA calculated as established in the Concession Agreement / turnover

4 Indicators detailed in section 6. Economic and Financial Analysis

Table 2. **ANA, S.A. – Indicators**

SUMMARY OF INDICATORS	Real 2022	2021	2020	2019	Δ % 2022/2021	Δ % 2022/2019
OPERATIONAL						
Commercial traffic						
Passengers	55,712,630	24,898,965	17,967,669	59,120,491	123.8	(5.8)
Aircraft movement	407,528	239,671	182,268	428,684	70.0	(4.9)
Cargo (tonnes)	210,408	180,651	139,526	194,681	16.5	8.1
Activities						
Turnover (thousand euros)[1]	847,346	389,386	262,419	847,077	117.6	0.03
Aviation (share of total %)	70.1	64.0	59.5	71.0	6,1 p.p.	(0,9) p.p.
Extra-aeronautical (share of total %)	29.9	36.0	40.5	29.0	(6,1) p.p.	0,9 p.p.
Staff						
Staff at 31 December	1,136	1,186	1,240	1,304	(4.2)	(12.9)
Average staff	1,150	1,205	1,272	1,273	(4.6)	(9.7)
Staff costs (thousand euros)	73,468	70,093	77,586	84,594	4.8	(13.2)
Productivity						
Passengers/staff	48,446	20,663	14,126	46,442	134.5	4.3
Earnings						
EBITDA[2] (thousand euros) *	596,702	175,055	41,555	576,684	240.9	3.5
EBITDA[3] margin (%) *	70.4	45.0	15.8	68.1	25,5 p.p.	2,3 p.p.
EBIT (thousand euros)	508,960	74,325	(48,341)	481,145	584.8	5.8
EBIT margin (%)	60.1	19.1	-	56.8	41,0 p.p	3,3 p.p.
FINANCIAL						
Earnings						
Net profit (thousand euros)	324,398	27,486	(72,139)	301,864	1,080.2	7.5
Financial structure[4]						
Equity (thousand euros)	1,026,836	701,756	673,357	744,990	46.3	37.8
Debt (thousand euros)	516,671	1,037,979	1,141,004	1,050,171	(50.2)	(50.8)
Capital employed (thousand euros)	1,543,507	1,739,735	1,814,361	1,795,161	(11.3)	(14.0)
Cash flow						
Operational cash flow (thousand euros)	585,358	178,686	36,460	451,957	227.6	29.5

1 Does not include amounts of construction contracts (IFRIC 12)

2 EBITDA calculated as established in the Concession Agreement, corresponding to the ANA Operating Profit: a) before deducting income tax; b) before deducting any interest, commission, fees, discounts, prepayment fees, premiums or charges and other finance payments whether paid, payable or capitalised by the Concessionaire; c) excluding items relating to income and expenditure of an exceptional nature; d) before deducting any acquisition costs; e) excluding any unrealised gains or losses on any treasury transaction or foreign exchange transaction; f) excluding any gain or loss arising from an upward to downward revaluation of any asset; g) before deducting any amount attributable to the amortization or depreciation (i) of assets; and (ii) the Concession rights of the Concessionaire; h) before taking into account any provision for the satisfaction of future maintenance obligations, as a result of the implementation of IFRC 12; i) before taking into account any expenses incurred for the implementation of specific development commitments, that have not been capitalised as a result of the implementation of IFRIC 12.

3 EBITDA calculated as established in the Concession Agreement / turnover

4 Indicators detailed in section 6. Economic and Financial Analysis

2. THE ANA GROUP AT A GLANCE

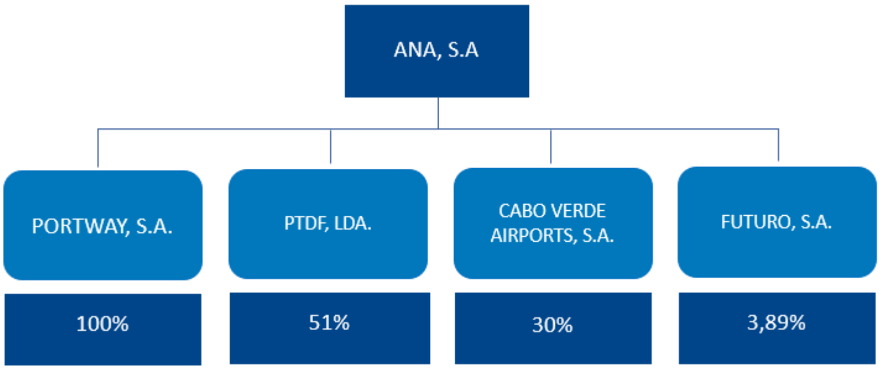
The ANA Group includes ANA - Aeroportos de Portugal, S.A. (hereinafter also referred to as "ANA, S.A." or the "Company"), the parent company, and Portway - Handling de Portugal S.A. (hereinafter also referred to as "Portway, S.A." or the "Subsidiary").

As at 31 December 2022, ANA, S.A.'s fully subscribed and paid-up share capital stood at 200,000,000 euros, represented by 40,000,000 shares, with a nominal value of 5 euros each. As at 31 December 2022, ANA, S.A. is fully owned by VINCI Airports, SAS.

ANA, S.A. fully owns Portway, S.A., which has a share capital of 4,500,000 euros.

ANA, S.A. also holds a 30% stake in Cabo Verde Airports, S.A. and has set up PTDF, Lda. through a joint venture in which it holds a 51% stake. Since November 1990, ANA, S.A. has also held a 3.89% stake in Futuro - Sociedade Gestora de Fundos de Pensões, S.A.

Figure 1 - ANA, S.A.'s holdings



Under the 50-year concession contract signed with the Portuguese State, ANA, S.A. is responsible, through to 2062, for providing public airport facilities and services in support of civil aviation at Lisbon, Porto, and Faro airports and at the Beja Civilian Terminal, all on mainland Portugal, as well as at the airports of Ponta Delgada, Santa Maria, Horta and Flores in the Autonomous Region of the Azores.

Also in 2014, and following the merger by incorporation of ANAM, S.A., ANA, S.A. succeeded ANAM, S.A. as contract concessionaire for the provision of public airport services in support of aviation at the two regional airports in the Autonomous Region of Madeira: Madeira and Porto Santo.

Through ANA, S.A., the ANA Group manages the airport infrastructures that service aircraft, passengers and cargo. It also operates commercial and advertising spaces inside the airport as well as property and car parks and it provides support to car rental services (all of which are classified as Extra-aeronautical businesses). In 2022, ANA, S.A. accounted for 92.6% of the Group's turnover.

Through Portway, S.A., the ANA Group also offers the ground handling services required for air transport operations. This business accounted for 7.4% of Group turnover in 2022.

In May 2022, ANA, S.A. partnered with VINCI Airports, SAS, to set up Cabo Verde Airports, S.A., which will start operating in 2023. The company's share capital is CVE 2,500,000, of which 30% is held by ANA, S.A. and 70% by VINCI Airports, SAS. The new company's main business purpose is to provide public airport operations services that will support civil aviation at the airports in the Cape Verde archipelago over the 40-year period of the concession contract.

In 2022, ANA, S.A. partnered with AER Rianta Internacional Cuideachta Phoiblí Theoranta ("ARI"), to set up PTDF - Portugal Duty Free, Lda. This company has been licensed to operate 34 duty free and duty paid shops at eight Portuguese airports for the next seven years. PTDF, Lda has a share capital of 6,000,000 euros and is 51% owned by ANA, S.A. and 49% owned by ARI.

Additional information on ANA, S.A., regarding the legal and business environment, the composition of the share capital of the companies that are part of the ANA Group and the transactions with related parties can be found in the following sections, specifically in Part III - Notes to the Financial Statements.

3. ECONOMIC ENVIRONMENT

Currently, the pandemic situation in Portugal and the rest of Europe has stabilised and no significant reversals are expected, despite the recent increase in cases in China.

Due to the situation created by the pandemic, and in order to safeguard business continuity, many companies in both the aviation and hotel sectors found themselves having to reduce operating costs, particularly in terms of payroll.

After this pandemic-induced reduction in staffing, 2022 presented a number of challenges for the sector, particularly as regards recruitment and training. There was a significant recruitment drive, designed to bring staffing levels close to those of 2019, in order to help deal with the recovery in passenger numbers that followed the improvement in health conditions in the region.

The energy crisis, persistent high inflation, tighter financing conditions and high uncertainty have also led to a slowdown in growth in the Eurozone in the third quarter of 2022. The ECB still expects a recovery from the second half of 2023 onwards.

According to the projections released by the ECB, overall average annual real GDP growth in the Eurozone is expected to slow from 3.4% in 2022 to 0.5% in 2023, and then recover to 1.9% in 2024 and 1.8% in 2025. Inflation is expected to remain high, but to decline from an average of 8.4% in 2022 to 6.3% in 2023, and to 3.4% and 2.3% in 2024 and 2025, respectively.

The Portuguese economy will grow by 6.7% in 2022 (INE data released on 28 February 2023), and should grow by 1.5% in 2023 and then by nearly 2% in 2024 and 2025.

According to INE data published on 11 January 2023, inflation reached 9.6% in 2022. Based on the December 2022 projections from the Bank of Portugal, inflation is expected fall gradually to 5.8% in 2023, 3.3% in 2024 and 2.1% in 2025.

It is thus expected that the Portuguese economy will continue to grow, until 2025, at a rate that, on average, is above that of the Eurozone[1].

[1] The above forecasts are based on Banco de Portugal's December 2022 Economic Bulletin, complemented with information from the European Central Bank's report "Eurosystem staff macroeconomic projections for the euro area", also published in December 2022.

3.1 THE AIR TRANSPORT SECTOR

In addition to the decrease in air traffic between Russia and Ukraine and the European Union, the conflict between these countries significantly increased the aviation industry's operating costs, mostly as a result of the rise in oil prices.

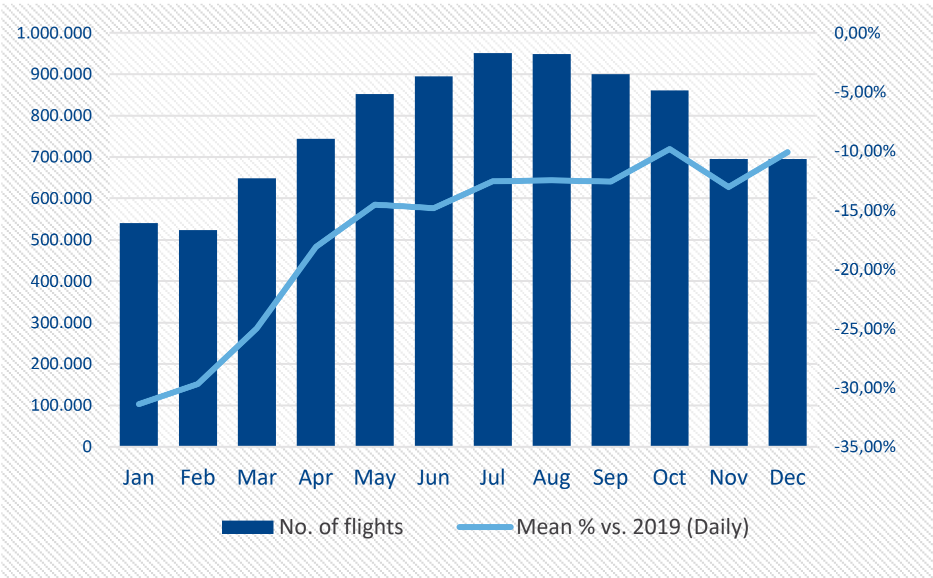
On 1 December 2021, for example, the price of crude was $66,014 per barrel, on 8 March 2022, it was $122.31 and, on 1 December 2022, it was $81,107. This fluctuation in oil prices impacted the stability of the aviation sector, where there has been a significant increase in the cost of jet fuel, which is used by most aircraft.

World traffic recovered strongly in 2021, when compared to 2020. According to IATA, total traffic was up by 21.8%. In 2022, passenger traffic was 29.4 p.p. lower than in 2019.

ACI data shows that passenger traffic at European airports in 2022 was 13 p.p. below the figure for 2019.

Data from Eurocontrol also shows a significant increase in the number of flights on the European continent, thus confirming that there was a solid bounce back in traffic throughout the year. A comparison of the last quarter of 2022 with that of 2019 shows that October was down -9.83%, November -13.03% and December -10.09%.

Figure 2 - Number of flights in 2022 (European airports)



Source: Eurocontrol monthly traffic variation (Europe Flight)

4. BUSINESS REVIEW

4.1. AIR TRAFFIC EVOLUTION

In 2022, commercial passenger traffic at ANA airports recovered to 94.2% of 2019 levels. This was clearly higher than the average recovery rate for European airports.

In the first half of 2022, passenger traffic fell by 12.9%, when compared to 2019 (-25.6% in the first quarter). This was due to the lingering effects of the COVID-19 Omicron strain.

At the peak of the summer season (July-September), traffic at ANA, S.A. was only 1.9% below that registered in the same period of 2019. Indeed, the demand for leisure travel grew even more than had been expected, particularly given the worsening of the economic climate and the increase in inflation, both of which were already being felt. In the last quarter of 2022, passenger volumes were 3.6% higher than in 2019.

The ten ANA airports jointly processed around 55.7 million passengers, a fall of 3.4 million compared to 2019. Intra-European traffic has been able to leverage the post-pandemic recovery (2022 down -5.5% compared to 2019). Extra-European traffic has also recovered although less expressively (-7.7%), due to the gradual resumption of intercontinental routes, particularly at Lisbon Airport.

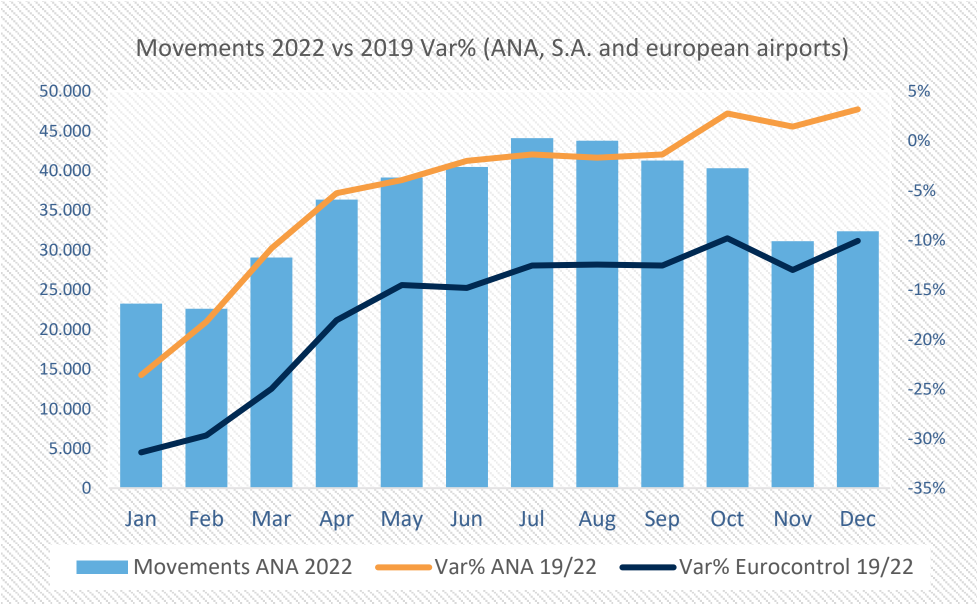
Passenger traffic on the ANA network in 2022 is still at 2018 levels (in 2021 traffic was comparable to 2006). Aircraft movements increased by 70.0% (more 168 thousand more movements than in 2021) and the average load factor on commercial flights was 81.4%, 14.6 p.p. up on 2021 and only -2 p.p. down on 2019.

Since February 2022, the world is dealing with the Eastern European conflict between Ukraine and Russia. Passenger traffic on the ANA network to these two countries and to Belarus which, in 2019, accounted for 0.39% of the network's total passenger volume, plummeted by 93.6% in 2022 (compared to 2019). In 2022, such traffic represented only 0.03% of all ANA network traffic.

The air cargo traffic segment (+8.1% compared to 2019) continued to show remarkable resilience. The volume carried on pure cargo flights increased 17.0%, when compared to 2019, to 59.1 thousand tonnes.

The following figure shows the change in ANA network traffic movements throughout 2022. Numbers came very close to those seen in 2019, especially in the second half of the year, when some months actually had more traffic movements than in 2019.

Figure 3 - 2022 ANA network traffic movements



Of the top ten origin / destination markets, those that saw the greatest growth in passenger traffic compared to 2019 were: USA (106.9%), Portugal (102.4%), France (98.1%), Switzerland (96.0%) and Spain (95.2%).

Around 50.7% of all ANA network passengers passed through Lisbon Airport, which handled 28.3 million passengers (90.7% of the 2019 figure). Nevertheless, the capital's airport has found it more difficult to recover than other group airports, as it was more affected by the impact of pandemic-related restrictions on intercontinental and transfer traffic. Of the mainland airports, Porto (which handled 22.7% of total network passengers) had the best recovery (96.4% of the 2019 figure). It was able to benefit from its higher reliance on intra-European traffic and a Visit Friends and Relatives profile, which proved more resilient and less affected than long-haul traffic.

As from the IATA 2022 summer season (26 March 2022), Ryanair started operating at Madeira Airport, where it has based two aircrafts (10 routes served). This brought about 540,000 passengers to this airport in 2022. Madeira and Porto Santo airports jointly saw passenger volumes grow by 21.5% in 2022, when compared to 2019 (more than 720,000 passengers). This increase is due to Ryanair starting operations and the growing presence of easyJet.

Passenger volumes at the ANA network airports in the Autonomous Region of the Azores increased by 3.4% in 2022, when compared to 2019. This rise was highest at Flores Airport (21.4%), followed by Santa Maria Airport (15.6%). These results can be explained by the 13.0% growth in inter-island traffic. Traffic to the mainland, however, fell by 4.4%.

In 2022, Binter Canarias, British Airways, Iberia, Lufthansa, Swiss, Transavia and United Airlines all started flying out of Ponta Delgada Airport. These new operators generated an increase of over 86,000 passengers in 2022. This is equivalent to 3.4% of the total number of passengers using ANA network airports in the Azores.

The table below shows the main commercial traffic indicators at ANA network airports for 2022, compared with 2021 and 2019:

Table 3. **ANA, S.A. commercial traffic by geographic area** (2022)

	Lisbon	Porto	Faro	Beja	Azores	Madeira	ANA Network
Passengers (unit.)	28,261,883	12,637,645	8,171,413	959	2,546,679	4,094,051	5,712,630
Variation 2022-2021	*132.62%*	*116.33%*	*150.26%*	*183.73%*	*57.57%*	*102.06%*	*123.75%*
Variation 2022-2019	*-9.34%*	*-3.57%*	*-9.30%*	*24.55%*	*3.39%*	*21.51%*	*-5.76%*
Aircraft movements (unit.)	198,200	90,134	55,600	169	32,661	30,764	407,528
Variation 2022-2021	*77.63%*	*73.89%*	*72.05%*	*5.62%*	*29.54%*	*65.91%*	*70.05%*
Variation 2022-2019	*-8.96%*	*-6.64%*	*-5.42%*	*83.70%*	*10.73%*	*18.02%*	*-4.94%*
Air cargo (ton.)	155,818	43,208	7	-	7,405	3,970	210,408
Variation 2022-2021	*22.97%*	*2.10%*	*283.13%*	-	*-3.69%*	*2.75%*	*16.46%*
Variation 2022-2019	*9.95%*	*3.86%*	*-93.46%*	-	*7.67%*	*-9.24%*	*8.08%*
Seats (unit)	34,957,987	15,188,505	9,709,976	4,488	3,419,475	5,136,474	68,416,905
Variation 2022-2021	*91.24%*	*83.48%*	*80.55%*	*57.92%*	*40.69%*	*79.75%*	*83.79%*
Variation 2022-2019	*-7.80%*	*-1.86%*	*-5.42%*	*96.15%*	*8.80%*	*25.74%*	*-3.49%*
Load factor (%)	80.85%	83.21%	84.15%	21.37%	74.48%	79.71%	81.43%
Variation 2022-2021	14.39 p.p.	12.64 p.p.	23.44 p.p.	9.47 p.p.	7.97 p.p.	8.80 p.p.	14.55 p.p.
Variation 2022-2019	(1.37) p.p.	(1.47) p.p.	(3.60) p.p.	(12.29) p.p.	(3.89) p.p.	(2.78) p.p.	(1.97) p.p.

The improvement in Portway, S.A.'s business indicators in 2021 was continued through to 2022. The number of flights handled rose to 54,155 (up 75.8% on 2021) and the number of passengers handled rose sharply, by 90.4%.

Finally, the cargo business, which had been less affected than the commercial business during the pandemic period, moved 86,000 tonnes, a year-on-year increase of 18%.

The following table, which summarises the main activity indicators for Portway, S.A., show that numbers were back to their 2019 levels:

Table 4. **Portway, S.A. business indicators** (2019-2022)

	2022	2021	2020	2019	Δ % 2022/2021	Δ % 2022/2019
No. of flights handled	54,155	30,797	23,036	53,834	***75.8%***	0.6%
No. of passengers handled [1]	15,110,201	7,937,188	4,846,640	15,603,903	***90.4%***	-3.2%
No. of tonnes handled	85,753	72,686	60,807	84,401	***18.0%***	1.6%

[1] includes passengers handled by other handlers in the passenger area

The growth in activity, especially with regard to flights and passengers handled, required Portway, S.A. to adjust its resources, particularly human resources. This proved to be quite challenging in such a tight labour market.
The passengers and movements handled in 2022 generated total ANA Group revenue of 903.2 million euros, of which 847.3 million euros is attributable to ANA, S.A.

The following table details the Group's results (net of intra-group transactions) and the individual results for ANA, S.A.

Table 5. **Breakdown of Turnover** (2019-2022, thousands of euros)

ANA Group	2022	2021	2020	2019	Δ % 2022/2021	Δ % 2022/2019
Aviation Revenue	**653,634**	**286,571**	**185,565**	**657,283**	**128%**	**-1%**
Regulated	579,583	237,718	148,144	591,907	144%	-2%
Nonregulated	96,118	59,418	46,897	91,105	62%	6%
Incentives	-22,066	-10,566	-9,476	-25,729	109%	-14%
Extra-aeronautical Revenue	**249,529**	**136,198**	**101,691**	**241,182**	**83%**	**3%**
Total	**903,163**	**422,768**	**287,256**	**898,465**	**114%**	**1%**

ANA, S.A.	2022	2021	2020	2019	Δ % 2022/2021	Δ % 2022/2019
Aviation Revenue	**593,720**	**249,026**	**156,260**	**601,186**	**138%**	**-1%**
Regulated	583,515	239,361	149,040	596,022	144%	-2%
Nonregulated	32,271	20,230	16,696	30,893	60%	4%
Incentives	-22,066	-10,566	-9,476	-25,729	109%	-14%
Extra-aeronautical Revenue	**253,626**	**140,361**	**106,158**	**245,892**	**81%**	**3%**
Total	**847,346**	**389,386**	**262,419**	**847,077**	**118%**	**0%**

Nonregulated aviation revenue includes revenue from Portway, S.A.

As usual, the performance of ANA, S.A. airports resulted in a number of ACI awards and the continuation of the Clean & Safe seal of approval:

- Annual ACI "Best Airport by Size and Region 2021" awards, which reflect the airports' commitment to delivering the best service to their passengers, according to their category and region: Porto and Ponta Delgada airports (categories 5-15 million passengers and less than 2 million passengers, respectively).
- ACI "Best Hygiene Measures by Region" award: Porto, Faro, Madeira and Ponta Delgada airports, as a result of the ratings obtained on the additional criteria that came into effect in the fourth quarter of 2020 and remained in force until the fourth quarter of 2021.
- ACI "The Voice of the Passenger" award: an initiative promoted by ACI in partnership with AMADEUS. Lisbon, Porto, Faro, Madeira and Ponta Delgada airports were recognised for the efforts they made in 2021, during the pandemic, to continue to sound out passenger satisfaction and, so, ensure better service delivery.

- ACI "Best Airport" award: Porto Airport received the ACI Best Airport 2022 award, in the 10-25 million passengers category. The airport was recognised for its impressive recovery from the pandemic and its focused climate change plan, which involved both the airport and stakeholders. The airport, which is highly committed to the local community and the region, has implemented specific initiatives for harvesting rainwater and reducing its water footprint.
- Clean & Safe Seal of Approval (applies to all ANA airports): after being awarded the "Clean & Safe" seal of approval in 2020, ANA, S.A. has been adapting to, and complying with, the requirements of "Clean & Safe 2021" and "Clean & Safe 2022", in order to ensure that the group remains approved. This work shows how ANA is responding positively to yet another guarantee of its implementation of health and safety measures and, thus, improving the overall passenger experience at ANA network airports.

These prestigious awards are a reward for the way in which the company, its employees and partners, have performed in a number of areas.

4.2. AVIATION REVENUES

4.2.1. REGULATED AVIATION REVENUES

4.2.1.1. REGULATED CHARGES AND REVENUES

ANAC approved the regulated charge structure for 2022, after this had been subjected to user consultation. This structure came into effect in January 2022, except for the security charge, as the 2021 rates were only published in February 2022 and the 2022 rates in September 2022.

Working within the framework provided by the regulatory model and the applicable legislation, ANA, S.A. has continued to apply the same pricing strategy as previously. In 2022, tariff modelling was implemented (in the form of minimum values according to aircraft weight) for the parking charges at Lisbon, Porto and Faro airports.

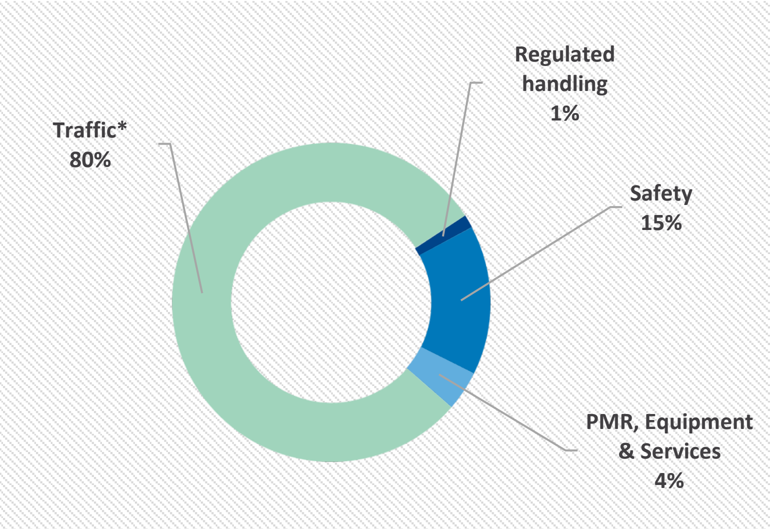
This modelling of the parking charge follows on from, and is related to, the modelling already applied to the landing charge at these airports. The aim is to ensure smaller aircraft using these airports pay their way.

Lisbon Airport implemented a per-minute charge for aircraft parking. It is hoped this will encourage greater efficiency in the use of parking at the airport, by encouraging swifter turnaround times and aircraft stopovers that are part of their daily rotation rather than longer stays.

At Faro Airport, a seasonal differentiation adjustment has also been applied to landing charges. An individualised charging system for telescopic bridges and GPS (Ground Power System) was also implemented. This equipment can now be used autonomously.

The following graph shows the distribution of the ANA Group's regulated aviation revenues.

Figure 4 - Distribution of the ANA Group's regulated aviation revenue



Var. 2022 / 2021
↗ 133.12 %
↗ 257.07 %
↗ 134.56 %
↗ 93.48 %

Var. 2022 / 2019
↘ -8.55 %
↗ 50.15 %
↗ 30.77 %
↘ -10.03 %

* The incentives and the regulated revenue refund were discounted to the traffic amount

The ANA Group's main sources of regulated revenue were air traffic, approximately 442.8 million euros (less the 22.1 million euros in traffic development incentives attributed to airlines), and the security charge, which brought in 84.6 million euros. Together, these account for 94.6% of total revenue.

The Group managed to grow most of its revenue items by a hefty 100%, in year-on-year terms.

Compared to 2019, there was significant growth in revenue from the security charge and PRM activities, equipment and services. Traffic and handling are still below 2019 levels.

The charges subject to the economic regulation model, paid in return for using airport installations and services, are detailed in the Guide to Charges, which can be accessed on the ANA, S.A. website (www.ana.pt).

4.2.1.2. CALCULATION OF THE REGULATED REVENUE FROM 2022 TO BE RECOVERED OR RETURNED

For the purpose of applying the regulatory framework, only ANA, S.A. revenues, in the amount of 584.8 million euros, are taken into account (and the year-end adjustments and penalties pertaining to the application of the RQSA are disregarded).

In short, the amount to be refunded to, or collected from, users is obtained by multiplying the actual passenger number by the amount obtained by subtracting the maximum average regulated revenue per passenger, as established in the concession contract, from the actual regulated revenue per passenger. For more information, see Annexe 12 of the Concession Contract.

Table 6. **Calculation of the Regulated Revenue Excess / Deficit with reference to 2021**[2] (million euros)

Group	Maximum Average Revenue per Passenger	Retail Component (CRLA) per Passenger	Authorised Regulated Revenue per Passenger	Actual Revenue per Passenger	Regulated Revenue Excess/Shortfall per Passenger	Estimated passengers (millions)	Regulated Revenue Excess/Shortfall (€ million)
Lisboa	13,19	(2,42)	10,77	11,35	(0,58)	15,72	(9,07)
Porto	8,84	(1,16)	7,68	7,55	0,13	5,77	0,78
Faro	9,56	(3,00)	6,56	7,54	(0,98)	3,26	(3,18)
Total (regulated revenue excess) - amount to be refunded to airlines							(12,25)
Total (regulated revenue deficit) - amount to be recovered to airlines							0,78

In June 2022, ANA, S.A. returned the remainder of the excess regulated revenue from 2021 to its users at Lisbon Group and Faro airports, in line with the figures published in the 2021 regulated revenue report, which was externally audited and approved by the regulator. A revenue shortfall was identified at Porto Airport. This will be recovered through airport charges in 2023.

Table 7. **Calculation of the Regulated Revenue Excess / Deficit with reference to 2022**[3] (million euros)

Group	Maximum Average Revenue per Passenger	Retail Component (CRLA) per Passenger	Authorised Regulated Revenue per Passenger	Actual Revenue per Passenger	Regulated Revenue Excess/Shortfall per Passenger	Estimated passengers	Regulated Revenue Excess/Shortfall
Lisbon	13,57	(1,11)	12,46	11,99	0,47	34,74	16,33
Porto	8,92	(0,54)	8,38	8,05	0,33	12,60	4,16
Faro	9,65	(1,20)	8,43	8,16	0,27	8,17	2,21
Total (regulated revenue excess) - amount to be refunded to airlines							-
Total (regulated revenue deficit) - amount to be claimed from the airlines							22,69

In 2022, a positive difference was calculated for the Lisbon Group and for Porto and Faro airports. This equates to a deficit of 22.69 million euros in charged revenue. This shortfall will be recovered through charges at these airports in 2024.

[2] The amounts shown are drawn from passenger and revenue estimates calculated at the time of closure of the accounts.
[3] The amounts shown are drawn from passenger and revenue estimates calculated at the time of closure of the accounts.

4.2.1.3. REGULATED REVENUE AFTER 2023

From 2024 onwards, and as stipulated in point 8.6 of annexe 12 of the concession contract, the Lisbon Group's regulated revenue per passenger (RRMM) will be calculated as a function of the ratio between the sum of the eligible capital investment and the Lisbon Group's EBITDA in the 5 preceding years.

Ratio R	RRMM over the next 5 years
R≥0.8	HICP +1% per year
0.6≤ R <0.8	HICP +0.5% per year
0.4≤ R <0.6	HICP +0% per year
0.2≤ R <0.4	HICP -1% per year
R<0.2	HICP -2% per year

For Porto and Faro airports, the regulations framework that the annual change in RRMM will be based on inflation. Both airports will be subject to an annual competitiveness test.

In 2023, the Lisbon Group's RRMM will increase in line with HICP+2%.

In 2023, the charges at Porto and Faro airports will increase in line with HICP, except for the security charge (-49%) and the PRM and CCB (CUPPS, CUSS and BRS) charges, which will remain the same.

It is worth mentioning that, following the study of the competitiveness of Porto and Faro airports, carried out in 2022, ANAC determined that Faro Airport shows signs of being uncompetitive.

Notwithstanding what has been stated about 2023, ANA, S.A. and ANAC still have different interpretations of Annexe 12, more specifically as regards the change in rates and RRMM in 2023 and the methodology of the competitiveness study.

4.2.1.4. MONITORING OF SERVICE QUALITY PARAMETERS

In recent years, ANA, S.A. has focused on enhancing its monitoring of service quality indicators, both by adapting processes and by making investments to modernise its monitoring and information gathering systems. Thus, it is working to deliver on its commitments to the airlines, as stipulated in the RQSA (set out in Annexe 7 of the Concession Agreement).

In 2022, most of ANA, S.A.'s service quality indicators that pertain to the availability of infrastructures and the level of passenger satisfaction were positive. The only exception was the "Baggage delivery" indicator, for which the minimum service levels were not achieved. In fact, the resumption of traffic has engendered additional difficulties for handling agents, who were undersized for the demand evidenced in 2022.

ANA, S.A. worked tirelessly to make the handling companies aware of the need to comply with service levels, by carrying out systematic follow-ups of individual and overall performance and alerting them to the need to adapt their teams to traffic levels.

The indicators built into the RQSA show that passenger satisfaction service levels were met. Porto, Faro, Madeira and Ponta Delgada airports regularly scored ratings of 4.00 and over (on a scale of 1.00 to 5.00).

The following recent service quality initiatives are worth highlighting:

- **Passenger Satisfaction Surveys, now also in the arrivals flow**: following on from the ACI programme in force at ANA; S.A. since 2006 in the 5 main airports, under which departing passengers were surveyed (ASQ Departures), ANA, S.A. has now joined the ASQ Arrivals Programme. This programme assesses satisfaction levels in the arrivals flow. It covers the evaluation of a number of parameters, from disembarkation to departure from the airport, and complements the information from ASQ Departures and offers a snapshot of the overall passenger experience.
- **Satisfaction Surveys for Passengers with Reduced Mobility (PRM)**: ANA, S.A. resumed PRM satisfaction surveys in the first half of 2022, at Lisbon, Porto, Faro, Madeira and Ponta Delgada airports. This initiative, which began in 2017, has been held up as an example of good practice in a number of specialist forums and by various international entities, because it offers real benefits to airport operations teams.
- **Lisbon Airport** has implemented a series of initiatives to improve the passenger experience. These include an increase in the useful waiting area at boarding gates, new spaces for families, an increase in the number of check-in counters, improved pedestrian access to the terminal, and improvements to bathroom facilities (infrastructure and signposting), among many others. A range of pilot initiatives are also putting new concepts to the test. These include the Seamless Project at Terminal 2, which uses biometric data recognition in the boarding process.
- **Porto Airport** has completed work in the security control area, which now has an increased processing and waiting capacity, and in the commercial areas, with an increase in commercial floorspace of around 1,500 m2. This has allowed for a significant increase in product variety and greater passenger convenience. Road access to the airport and the road signage gantries were also extensively improved. Pedestrian access to the terminal was also repaired.
- At **Faro Airport**, some capacity investments in new bathroom facilities were completed, as was the setting up of the border control e-gate facility. Work on remodelling the terminal's basement facilities and other investment projects are ongoing.
- In the case of **Madeira Airport**, several operational improvements have been implemented in the boarding and disembarkation areas and in the taxiway on the aircraft parking apron, in order to deliver greater operational fluidity and allow most boardings and disembarkations to be WIWO[4].
- Finally, the main changes made at **Ponta Delgada Airport**, namely the redesign of car parking spaces and road accesses, were on the landside. The passenger embarkation area was also enlarged and the airport now has 2 more boarding gates. This will facilitate passenger processing and enhance punctuality, through earlier gate availability. The enlargement work has resulted in an extra 394 m2 being made available to passengers, thus increasing comfort and ensuring IATA Type C classification. On the airside, a new domestic arrivals channel (Schengen) was established. This also offers a passenger transfer route. For the convenience of passengers, a dedicated smoking area was also set up in the international departure lounge.
- Security control at the 5 largest airports in the network has been upgraded with an automatic waiting time monitoring system (XOVIS). This system is used by about 78 airports worldwide. The implementation of the new system, including field calibration and validation, is taking place in phases. It came online at Porto and Faro airports in the second quarter of 2022. This system will replace the current queuing time measurement process, which is based on the reading of boarding

[4] WIWO – Walk-in, walk-out.

passes at entry and exit points of the passenger waiting area at these airports. It will, therefore, remove the need for a second reading of the boarding pass and, so, improve forecast efficiency, security operation management and passenger experience at these airports. The same system will be implemented in 2023 in the SEF (Immigration and Borders Service) areas of mainland airports.

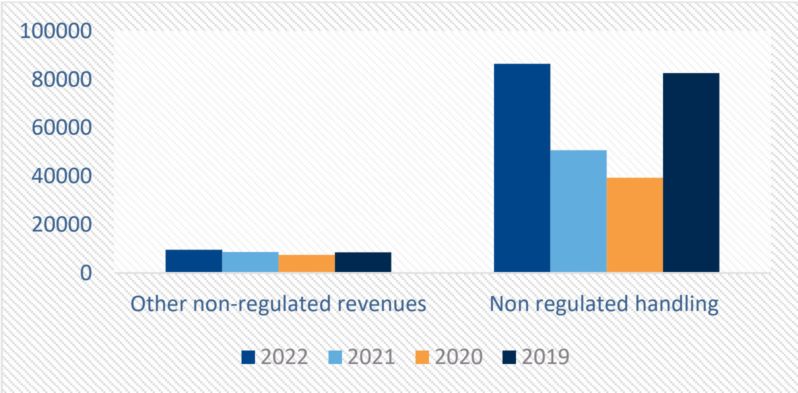
4.2.2. NON-REGULATED AVIATION REVENUE

The ANA Group's non-regulated aviation revenue increased 61.8% year-on-year, reaching 96.1 million euros in 2022.

Portway, S.A. made a significant contribution to this result, by bringing in 67.3 million euros (67.1 million euros in non-regulated handling services and 0.2 million euros in equipment and services).

The remaining amount of 28.9 million euros, attributable to ANA, S.A. includes non-regulated handling, fuel provision and revenue from other services and equipment.

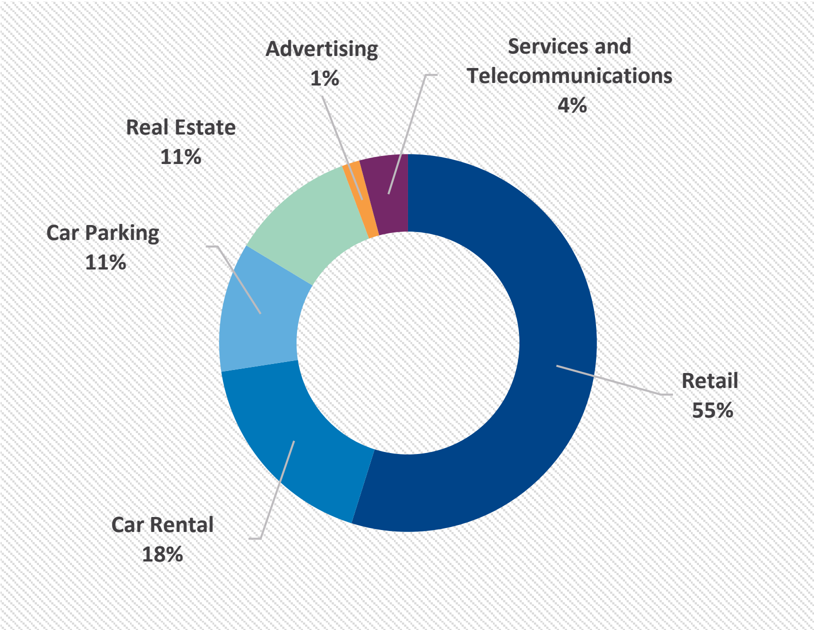
Figure 5 - Group non-regulated aviation revenues (2019-2022)



4.3. EXTRA-AERONAUTICAL REVENUE

In 2022, ANA's revenues from the Extra-aeronautical business broke down as follows:

Figure 6 - Breakdown of Extra-aeronautical revenues by business



Having fallen significantly during the pandemic, Extra-aeronautical revenues climbed considerably in 2022 and managed to surpass 2019 levels.

In overall terms, ANA, S.A.'s Extra-aeronautical revenues came in at 253.6 million euros, up 3.1% when compared to 2019. This is despite the 6% decrease in embarked passenger numbers. Revenue per passenger went up by 9.3%, when compared to 2019. Although inflation had a slight influence on this result, it had no real impact on demand. Revenue grew by 80.7% in year-on-year terms.

This result is accounted for by a combination of positive factors, namely the recovery in demand and a reworking of the commercial offer. The continued availability of most of the commercial offer during the pandemic, thanks to the recovery support measures put in place, and the use of this time to renew and introduce new concepts were decisive in boosting the increase in commercial revenues. This upturn was driven by the rapid growth in passenger traffic and a higher consumption profile than in the pre-pandemic period.

Revenue for 2022, by airport and business, compared with the same period in 2021 and 2019, is as follows:

Figure 7 - Revenue by airport

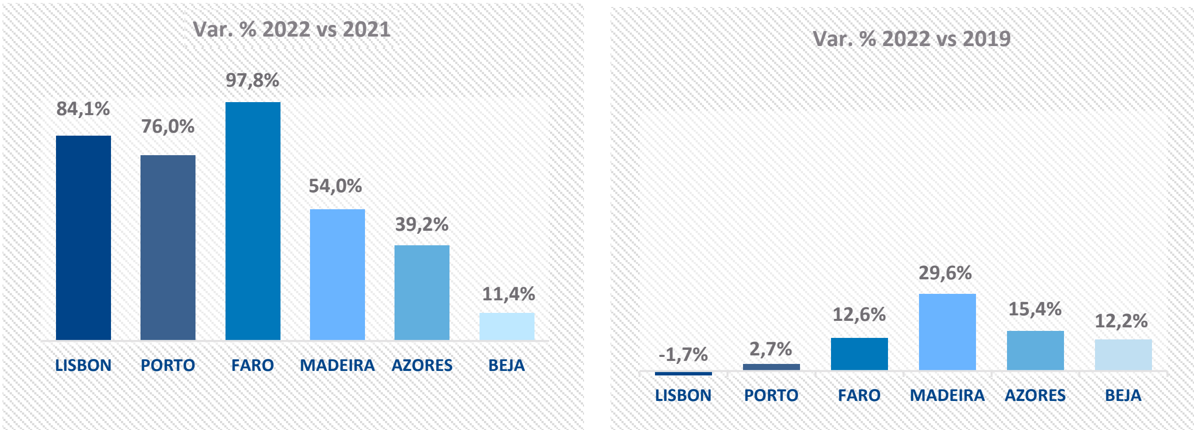
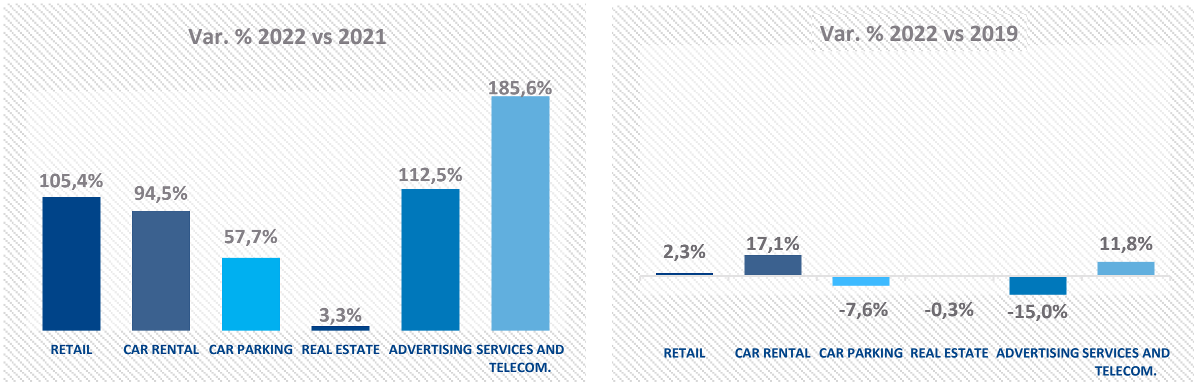


Figure 8 - Revenue by business



The business recovery is expected to continue in 2023, although this is not a given, due to the still very challenging macroeconomic scenario, marked by inflationary pressures that may result in a slowdown in economic growth and in passenger purchasing power.

4.3.1. RETAIL

Retail performance was up on the preceding year, with the volume of retail sales to passengers at all airports increasing by approximately 110%.

ANA, S.A. revenue in 2022, at 139 million euros, increased by 105.4%, in year-on-year terms and by 2.3%, when compared to 2019.

Only Lisbon and Porto airports failed to attain 2019 sales volume in 2022.

In conjunction with the growth in demand, this result was driven by business developments, namely:

- PTDF, Lda. started operations in June 2022. This joint venture model was chosen in order to allow ANA, S.A. to work more closely and directly in the retail business and to improve commercial/operational coordination between the duty-free operator and the airport manager.

This joint venture aims to develop its offer on the basis of clear priorities in the promotion of sense of place, passenger experience and innovation. It will, thus, establish a unique and memorable shopping environment based on authenticity and sustainability. The retail spaces will be designed to offer authentic experiences, inspired by the uniqueness of each region and by blending local tastes and flavours with a wide range of international products, whilst also focusing tightly on environmental protection and sustainability. This approach will certainly enhance the passenger journey through our airports.

- Introduction of the new Soho concept in Terminal 1 at Lisbon Airport.
- Implementation of the new Peixinho confectionery concept at Lisbon Airport.
- Expansion of the restaurant offer at Porto Airport, with the opening of a Starbucks.
- A new Portfolio shop in the Schengen shopping area at Faro Airport.
- Remodelling and improvement of the restaurant offer and relocation of the Ale Hop store at Madeira Airport.

The retail business is expected to continue to grow in 2023, as new projects that are currently in the development phase are brought online.

4.3.2. CAR PARKING

Revenues from the car parking business totalled 28 million euros in 2022. Although penalised by the near negligible growth in the parking lease segment (8%), the car parking business managed an overall year-of-year increase of 58%. This is still 7.6% below 2019 revenues. Given the 5.7% drop in the number of passengers embarked, the fall in revenue per passenger was actually only 2%.

The online booking segment performed particularly well and grew by 12.4%, compared to 2019, unlike the turnover segment, which was 5.6% down. This result is attributable to a strong focus on this distribution channel. Even so, the combined decrease was 2.4%, which is lower than the fall in passenger numbers.

The promotional campaigns for online bookings in the Lisbon and Porto car parks, which particularly exposed to competition from off-airport car parks, also contributed to the rapid recovery in this business segment. These promotions will be extended throughout 2023.

In 2022, there was also an increase in parking lease demand from employees of companies operating at the airports. This resulted in a significant increase in the car park occupancy rate in this segment.

A number of electric mobility initiatives were also launched in 2022. In order to satisfy the increasing demand for charging points for electric and plug-in hybrid vehicles, charging points for electric vehicles (PCVE) were installed at Lisbon Airport, both in the public car parks and in car parks for ANA, S.A. employees.

An ultra-fast charging hub, with 10 charging points, was also installed at Lisbon Airport (in Nora park).

Lisbon Airport now has a total of 102 charging slots, for both the general public and the ANA, S.A. fleet. This number is only likely to increase in coming years.

Other projects include the creation of an online platform for the management of car parking leases. The final touches are currently being made to the platform. This management system will allow each of our partners and clients to directly manage all their car parking agreements, resulting in a greater optimisation and speeding up of these processes.

A further set of initiatives, due to come to fruition in 2023, have already been set in motion. These include:

- additional investment in the online distribution channel;
- improved accessibility to car parks and curbsides;
- more charging points for electric vehicles inside Lisbon Airport, in the car rental silo. This offer will also be extended to Porto, Faro and Madeira airports;
- boosting the "Events" segment, by applying a set of strategies that promote and encourage the use of car parks.

4.3.3. RENT A CAR

Car rental revenues in 2022 were around 45.0 million euros, a year-on-year increase of 94.5% and 17.1% up on the 2019 figure.

The car rental business was affected by two one-off phenomena in 2022. The first was the difficulty car rental operators had in obtaining the fleet needed for their operations due to the global downturn in vehicle production, caused by a shortage of the microprocessors needed for vehicle production. The second phenomenon was the recovery in tourism and in passenger numbers. Contrary to all estimates, overnight stays were up 4.7% on 2019.

Unlike in 2019, supply could not match demand, due to the limited fleet of vehicles available. This led to a 36.7% increase in the average ticket price and, consequently, a 24.2% increase in revenue per passenger for ANA, S.A.

A range of initiatives took place in 2022, including:

- launch of a tender, limited by prior qualification, for the attribution of 5-year car rental site and operation licenses at Lisbon, Porto and Faro airports. These new licences will start in December 2023 and the contract process is expected to be concluded by the summer of 2023;
- a selection process for the car rental online broker business through the ANA, S.A. website. Operations should be up and running in the first quarter of 2023;
- opening of new accesses on level 2 of the car rental silo and strengthening of active monitoring, as part of "Operation Summer 2022", at Lisbon Airport. This has improved traffic movements and decongested entrances and exits. Power points were installed on level 3 for the "dry" cleaning of car rental vehicles;
- increased operations at airports in the Azores, namely at Horta Airport, with the entry into operation of Autatlantis, and at Ponta Delgada Airport, with the allocation of 2 more counters to Ilha Verde, which can now provide a better service;
- a study on the expansion of electrical capacities and possible locations for chargers at car rental facilities, to meet the increase in demand for electric vehicles. Partner selection for this project will take place during 2023.

With a view to continuously improving the quality of the service we provide to our customers and to our environmental sustainability, we plan to install sunshades with photovoltaic panels in the car rental car parks at Madeira Airport. This project, for which the partner has already been selected, will also be extended to two other public car parks at the airport.

4.3.4. REAL ESTATE

In 2022, the real estate business recovered to near the revenue levels seen in 2019. It brought in 27 million euros, which is about 1 million euros (+3.3%) up on 2021 and just -0.3% on 2019.

The handling, aviation and service stations segments made the biggest contributions to this year-on-year growth. The logistics (+8.8%) and handling (+1.9%) segments were also up on 2019.

In 2022, the indicators for service station and hotel operations already show encouraging signs of recovery, with hotel revenues close to 2019 levels. Service stations, meanwhile, continue to lag behind 2019 (-3.2%), as road fuel sales in 2022 were negatively influenced by the sharp hike in retail prices. This has held back the sector's performance, despite the clearly evident progress made in comparison to 2021 (+7.2%).

In 2023, and despite some uncertainty caused by the economic situation, we expect to continue along the path of normality that we started out on in 2022. There is even an expectation that certain positive aspects may lead to an increase in business results, namely: continued improvement of hotel sector results, increased demand in the office market and the dynamism of the aviation sector, which will, in turn, require more operating space.

Moreover, a series of real estate development projects are underway at a number of airports. These cover various sectors (such as cargo, aviation and hotels) and will start to come onstream in 2023. These projects, which will have a highly positive impact on medium and long-term results, will help consolidate ANA, S.A.'s real estate business.

4.3.5. OTHER BUSINESSES

Revenue from other services, i.e., advertising, telecommunications and other businesses, amounted to around 14.4 million euros, up 162% on the previous year.

In 2022, the advertising business was clearly on an upward trend. Revenues rose 112.5%, in year-on-year terms, to 3.9 million euros. Despite this trend, consistent and coherent with the other Extra-aeronautical businesses, pre-pandemic revenue volumes have yet to be restored. ANA, S.A. revenues were 15.0% below the 2019 figure. It should be noted, however, that the commercial conditions renegotiated in 2020 for the new licence have boosted the growth of ANA, S.A. revenue in absolute terms, when compared to the net sales figures.

Following on from the work done in previous years, significant work was put into optimising the advertising support inventory in 2022, in order to modernise the network and respond to the market. The main aspects of this network modernisation, which largely involves increasing the number of digital supports, were the installation of the 6 m2 Digital Out-Of-Home outside the arrivals area at Lisbon Airport and the installation of the first digital supports at airports in Madeira and the Azores.

Given that there is some lingering uncertainty in the market, as a consequence of lower advertiser predictability and confidence, it is likely that, in 2023, the figures and turnovers for this business will return to their 2019 levels. This recovery will be mostly based on the development of audience qualification/quantification methodologies, the creation of dynamic content aimed at specific segments and the development of experience and branding areas, in which brands can develop engagement experiences for their (potential and established) consumers.

In 2022, revenue from the telecommunications business was around 1.6 million euros, which was up 9.8% on 2021.

In 2022, service revenues improved markedly, to total 8.9 million euros. Although this is a year-on-year rise of 301.9%, it is still about 9.5% down on 2019, due to the fact that the lounges at Porto and Faro airports only reopened in the second and third quarters of 2022, respectively.

5. SUSTAINABILITY

5.1. HUMAN RESOURCES

5.1.1. RECRUITMENT

The impact of the pandemic on staffing in 2020 and 2021 was turned around. ANA, S.A. hired 18 new employees and Portway, S.A. 120. A total of 32 curricular and professional internships were also run. The internship programme aims to provide interns with practical experience and an opportunity to apply their academic knowledge in a challenging professional environment.

5.1.2. HUMAN RESOURCES DEVELOPMENTS

The same talent management tools as in previous years were used, namely the performance evaluation system and the People Review methodology. This latter is the tool VINCI uses to identify and manage potential and it is applied to all Members of the Executive Committee, Heads of Departments and Coordinators. It allows future development plans to be drawn up on an individual basis.

In 2022, the company maintained its focus on promoting, valuing and developing employee skills and behavioural and pedagogical, technical, business, operational and leadership training courses were delivered.

Some of the training highlights of 2022 were:

- creation of operational first aid training content in e-learning format that allows:
  - Greater feasibility and flexibility in carrying out training;
  - Greater reconciliation of training hours with non-regular working hours.

- running of several e-learning courses on airport operations provided by the VINCI Airports Academy platform;
- training and development programmes aimed at empowering female leadership in the company;
- leadership development and acceleration programmes;
- implementation of the international talent mobility programme shared by the entire VINCI Group.

Our ongoing investment in developing workforce competences in 2022 translated into a group-wide delivery of 192,116 hours of training, of which 40,031 hours were delivered to ANA, S.A. employees and 152,085 hours to Portway, S.A. employees.

5.1.3. HUMAN RESOURCES IN NUMBERS

As at 31 December 2022, the ANA Group had a total workforce of 2,493. Of these employees, 1,136 were employed by ANA, S.A. and 1,357 by Portway, S.A., as detailed in the table below.

Table 8. **Distribution of ANA Group employees by company, gender and age group** (2021-2022)

	ANA, S.A.			Portway, S.A.			ANA Group		
	2022	2021	Var. % 2022/21	2022	2021	Var. % 2022/21	2022	2021	Var. % 2022/21
Staff at 31 December	1,136	1,186	**(4.2%)**	1,357	1,324	**2.5%**	2,493	2,510	**(0.7%)**
Gender									
Male	735	770	**(4.5%)**	1,035	1,012	**2.3%**	1,770	1,782	**(0.7%)**
Female	401	416	**(3.6%)**	322	312	**3.2%**	723	728	**(0.7%)**
Age group									
< 30	24	39	**(38.5%)**	100	77	**29.9%**	124	116	**6.9%**
30-50	636	659	**(3.5%)**	1,034	1,027	**0.9%**	1,670	1,684	**(0.8%)**
>50	476	488	**(2.5%)**	223	222	**0.5%**	699	710	**(1.5%)**
Average age	49	48	**0.8%**	43	42	**1.1%**	46	45	**0.9%**

The table shows a decrease of 0.7% (-4.2% in ANA, S.A. and +2.5% in Portway, S.A.) in the number of employees in 2022, when compared with the previous year. The average age of the Group's employees in 2022 is 46, an increase of 0.9% compared to 2021.

5.1.4. OCCUPATIONAL HEALTH AND SAFETY

ANA, S.A. has implemented an occupational health and safety (OHS) management system that has been ISO 45001-2018 certified by an accredited entity. The main objective of this system is to prevent work-related injuries and illnesses and to promote safe and healthy working practices and workplaces.

Since March 2020, ANA, S.A. has kept its Internal Contingency Plan (ICP) for its response to the COVID-19 pandemic permanently updated. This plan was revoked by the Executive Committee on 30 November 2022, due to the end of the state of alert decreed by the Portuguese Government, on the basis of the country's improved epidemiological situation.

The plan establishes the prevention, control and surveillance procedures required to protect the health and safety of ANA, S.A. employees, service providers and visitors against SARS-CoV-2 infection.

ANA, S.A.'s commitment to OSH is aligned with the VINCI Airports and VINCI Concessions strategy, which establishes an overriding goal of "Zero Accidents at Work". OSH planning builds this objective into the programmes that prevent occupational risks and protect workers' health. These include:

- implementing a pilot Lock-Out/Tag-Out programme at Lisbon airport;
- checking safety in the use of work equipment;
- retaining the framework agreement for work at height and in confined spaces;
- establishing an internal procedure for monitoring the safety of small works;
- developing a diagnostic and inspection process for lighting towers;
- retaining the framework agreement for the acquisition of PPE (Personal Protective Equipment);

- controlling exposure to ionising radiation and suitability of the radiological protection programme; and
- microbiological monitoring of building water networks to prevent exposure to Legionella.

Notwithstanding the year-on-year 51.1% increase in the Severity Rate (SR, there was a 41.9% decrease in the Lost Time Injury Rate (LTIR) for accidents at work in 2022. ANA, S.A.'s LTIR in 2022 (3.17) was better than in 2021 (5.36), with 4 fewer accidents at work. ANA, S.A.'s total SR increased in 2022, when compared to 2021. This was not just because of the sick days resulting from the accidents that occurred in 2022 but also, and mainly, as a result of work accidents that occurred in 2021 whose sick leave extended into 2022 (SR: 0.45 in 2022 vs. 0.22 in 2021).

The number of hours worked in 2022 was fairly close to the number worked in pre-pandemic 2019 (1,893,889.62 in 2022 vs. 1,975,827.50 in 2019). LTIR was down 60.9% in 2022 (3.17), when compared to 2019 (8.10), as a result of the significant decrease in the number of reported occupational accidents (6 in 2022 vs. 16 in 2019). The SR was up 18% in 2022, when compared to 2019 (0.45 vs. 0.37, respectively), due to the number of sick days recorded (851 in 2022 vs. 739 in 2019).

Given the significant recovery in air traffic operations in 2022 (which brought them close to 2019 levels), the results reflect an improvement in the organisation's safety culture. This was achieved through enhanced employee involvement and awareness of health and safety at work.

Safety Week 2022, organised in conjunction with VINCI Concessions, involved a number of events designed to foster occupational health and safety and incident prevention under the maxim "Take the Risk of Being Safe". These events included the following:

- safety walks/on-the-job training focusing on posture. These included visits to workplaces for explanatory/exemplifying sessions on the main risks of developing musculoskeletal injuries at work;
- a "Take the Risk of Being Safe" webinar. This was designed to bring workers together and, consequently, create a common and shared vision of safety in the company, through the practice of safe behaviour;
- a meeting between the OSH area and third-party OSH services on the topic of "safe behaviour". This aimed to get all workers, service providers and partners actively involved and, thus, foster positive and innovative joint OSH changes.

The OSH training activities were successful. A total of 103 training courses were delivered to a total of 1,137 participants, over 5,637 hours.

5.2. ENVIRONMENT

ANA, S.A. understands that the environment is a strategic element of management, which is why it seeks to continuously adjust and consistently improve its environmental performance. To this end, it develops and fosters initiatives that aim to reduce impacts and drive the sustainability of its membership of the community neighbouring its airports. Through its environmental policy, ANA, S.A. has signed up to a set of commitments that safeguard the implementation and maintenance of an appropriate and effective environmental management system and contribute to sustainable development.

This commitment to the environment has been reinforced through the alignment of ANA, S.A.'s strategic objectives with VINCI Airports' new environmental strategy for 2030. The company's ambitious environmental strategy focuses on three major areas: i) energy and climate change, ii) circular economy and waste management and iii) water and natural resources. The goals and targets for 2030 include the following:

- reduction of the carbon footprint by 50% (scopes 1 and 2) from 2018 levels (absolute values);
- attainment of carbon neutrality - NetZero by 2030;
- improvement of Airport Carbon Accreditation levels: 4+/5;
- sending of zero direct waste to landfills;
- reduction of water consumption to half, by achieving an overall average of 10.7 l/passenger;
- retention of ISO 14001 certification at all group airports;
- promotion of biodiversity, whilst also controlling the risk of aircraft accidents.

For ANA, S.A. environmental issues are part of its daily management routine and its environmental management system (integrated, in a single management system, with the areas of quality, occupational health and safety and innovation) has been certified under ISO 14001 since 2008.

The company is also still a member of the Business Mobility Pact for the Lisbon, which brings together leading companies that are committed to making mobility in Lisbon more sustainable. This initiative is promoted by Lisbon City Council, WBCSD - World Business Council for Sustainable Development, and BCSD Portugal - Business Council for Sustainable Development.

Another major initiative that took place in 2022 was the implementation of ANA, S.A.'s action plan under BCSD Portugal's Act4Nature initiative. This international initiative aims to mobilise companies to protect, promote and restore biodiversity and ecosystem services, one of the most important challenges, along with climate change, that the world is currently facing.

Having signed up to the charter of principles for companies for sustainability, ANA, S.A. participated in a number of activities promoted by BCSD Portugal in 2022. Jornada 2030 is the instrument that demonstrates the contribution companies make to the United Nations Sustainable Development Goals (SDGs), and aligns this with European Union strategy and that of Portugal.

In the same vein, ANA, S.A. has also retained the collaboration protocols it has established with a number of environmental associations (CERVAS, RIAS and QUERCUS) to provide support in different areas of technical, operational or environmental expertise (some local in nature) that are linked to preservation of the environment.

In 2022, ANA, S.A. continued to work on creating a new cycle for the company's sustainability, in line with VINCI group policy. For this purpose, specific benchmarking and internal and external stakeholder consultations were carried out. These resulted in the drawing up of the new sustainability strategy, and the preparation of KPIs and action plans for each defined ambition is currently underway. This work will continue during the first quarter of 2023.

For further information on ANA, S.A.'s environmental performance, please see the separate report available on the company's official website (www.ana.pt).

5.2.1. NOISE AND AIR QUALITY

The company monitors noise round the clock, through the noise monitoring system installed at the airports where this environmental factor is of prime importance. Noise monitoring reports are published on a regular basis.

The noise monitoring system comprises:

- at Lisbon Airport, 6 fixed monitoring stations, supplemented by 2 stations inside the airport perimeter that are used to check the use of reverse thrust;

- at Porto, Faro and Madeira airports, 3 stations each. The monitoring is supplemented by 1 portable station at each airport, so that locations not covered by the fixed stations can be analysed or in order to respond to any complaints that are made.
- at Porto Santo Airport, there is 1 portable continuously operating monitoring station.
- at Ponta Delgada Airport, the noise monitoring reports are produced by an external laboratory, on the basis of measurements taken during the IATA seasons (twice a year).

In line with its legal obligations, in 2022, ANA, S.A. prepared strategic noise maps for 2021 for the airports deemed to be Major Air Transport Infrastructures - Lisbon and Porto.

In view of the legislative amendment brought in by Decree-Law 84-A/2022, of 9 December, the review of the action plans, based on the scenario associated with the strategic noise maps for 2021, will have to be completed and delivered to APA in 2024. These will then form the next Noise Action Plan 2024-2029.

Throughout 2022, ANA, S.A. also continued to operationalise noise management measures at its airports in 2022. Specific measures are being developed and implemented in close collaboration with APA. In 2022, ANA, S.A. started to provide reliable and transparent operational and acoustic information associated with the movement of aircraft using Lisbon Airport on its website, through the WebTrak application.

Another facet of the noise action plan is the Neighbourhood Programme at Lisbon Airport, which is due to start in 2023. Under this programme, which will aim to mitigate aircraft noise in the affected communities, ANA, S.A. has offered to finance from 2023, the acoustic insulation of particularly sensitive receptors as schools and hospitals, located in impacted areas. The Company requested in parallel the creation of a source of financing that would be consistent with the legal principle of polluter-pays, since it is overflying aircraft that generate impact on the communities living around the airport.

In compliance with its legal obligations, ANA, S.A. continues to exercise tight control over all gaseous emissions at its airports, particularly as regards one-off releases.

Air quality at the airports, as expressed by the relevant air quality index classifications, continued to be broadly favourable in 2022, just as it was in 2021. In general terms, there is no evidence that emissions from airport activity have contributed significantly to the concentrations of pollutants found.

5.2.2. ENERGY AND CLIMATE CHANGE

In 2022, the VINCI Group and ANA, S.A. strengthened their commitment to climate change and determined that working towards carbon neutrality net zero - would be an environmental management priority.

ANA, S.A.'s carbon neutrality strategy, drawn up in 2021, was implemented in 2022. It is largely based on a continuous reduction of its carbon footprint, through the implementation of energy efficiency measures, the study and adoption of zero emission technologies (e.g. photovoltaic energy production for self-consumption) and the exploration of ways in which it can collaborate with clean technology innovation projects (e.g. hydrogen). The adjustments to the carbon and energy management plans, along with the establishment of the corresponding carbon budget for each airport, were concluded in 2022. Implementation of some measures began in the same year.

In 2022, there was a somewhat greater increase in total energy consumption (+18.3% compared to 2021), as the pace of recovery picked up. It should be noted that, even though the number of passengers processed in 2022 was similar to that of 2019, there was a 4.1% decrease in energy consumption compared to 2019.

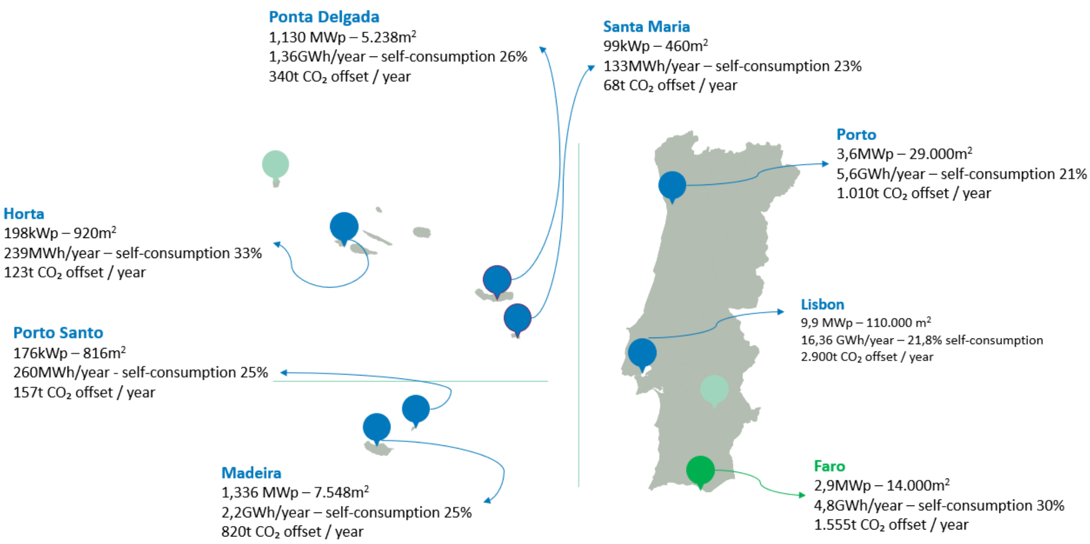
This reduction in energy consumption results, above all, from the focus on the installation of LED (light-emitting diode) lighting at group airports (Madeira and Beja airports are now 100% LED) and from the entry into operation of the photovoltaic plant at Faro Airport in July 2022 which produced a total of 2.438 Mhw. This has an installed capacity of 2.9 MWp, which equates to around 30% of the airport's total consumption.

In 2022, ANA, S.A. partnered with Sunmind Faro, Unipessoal Lda[5]. to launch the first photovoltaic power plant project in an airport environment in Portugal. As of July 2022, this has provided 30% of Faro Airport's energy needs. This is only the first of several projects of this nature that are planned and form part of the strategic environmental objectives not only of ANA, S.A. but also of the entire VINCI Group.

There are plans to implement seven more photovoltaic plants at ANA network airports in 2023: Lisbon, Porto, Madeira, Porto Santo, São Miguel, Horta and Santa Maria, and a total of 20 MWp.

The following diagram shows the expected levels of production and self-consumption of photovoltaic energy, by airport:

Figure 9 - Expected levels of photovoltaic energy production and self-consumption, by airport



The following measures were also implemented in 2022: ongoing electrification of the fleet; expansion of the number of charging points for electric vehicles; optimisation of terminal temperatures (in line with the Government's energy saving plan) and implementation of innovative projects, such as the omniflow streetlights (solar and wind powered LED) at Lisbon Airport and the eco-generator at Faro Airport, which supplies electricity to non-electrified areas using sustainable sources (wind and solar).

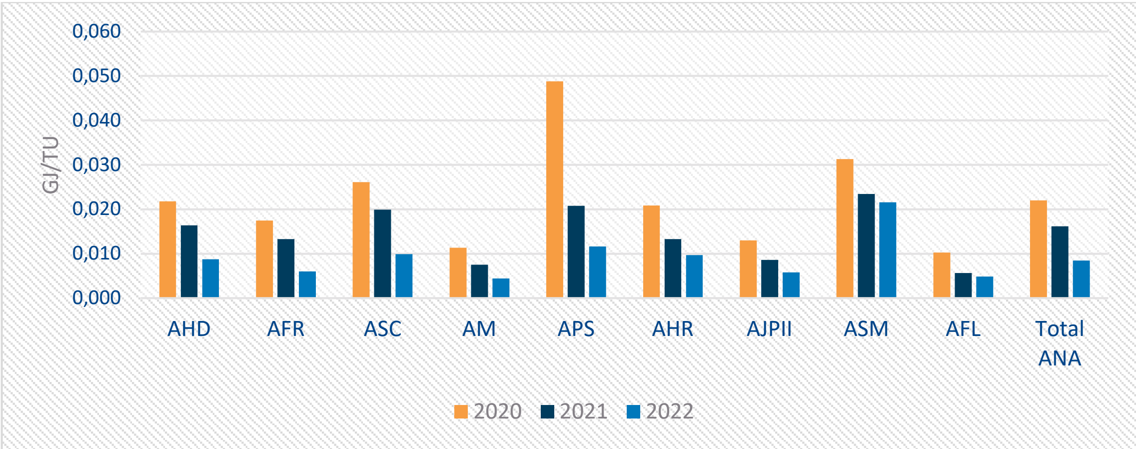
In addition to the ongoing installation of LED lighting, there are other investments planned for the coming years that will affect overall energy consumption. These include: HVAC (Heating, Ventilation and Air Conditioning), heat pumps, BMS (Building Management System), fleet electrification, among others.

In what regards consumptions, a different behaviour was verified across the indicators in connection with energy consumption per traffic unit.

[5] A company created through the Leonard programme that aims to foster innovation within the group.

Thus, in 2022, this indicator fell substantially in year-on-year terms (about -47.6%). This reduction was particularly high at Faro (-54.6%), Porto (-50.1%), Lisbon (-46.7%), Porto Santo (-44.0%) and Madeira airports (-41.8%).

Figure 10 - Energy Consumption GJ[6] /TU[7] at ANA airports, 2020-2022

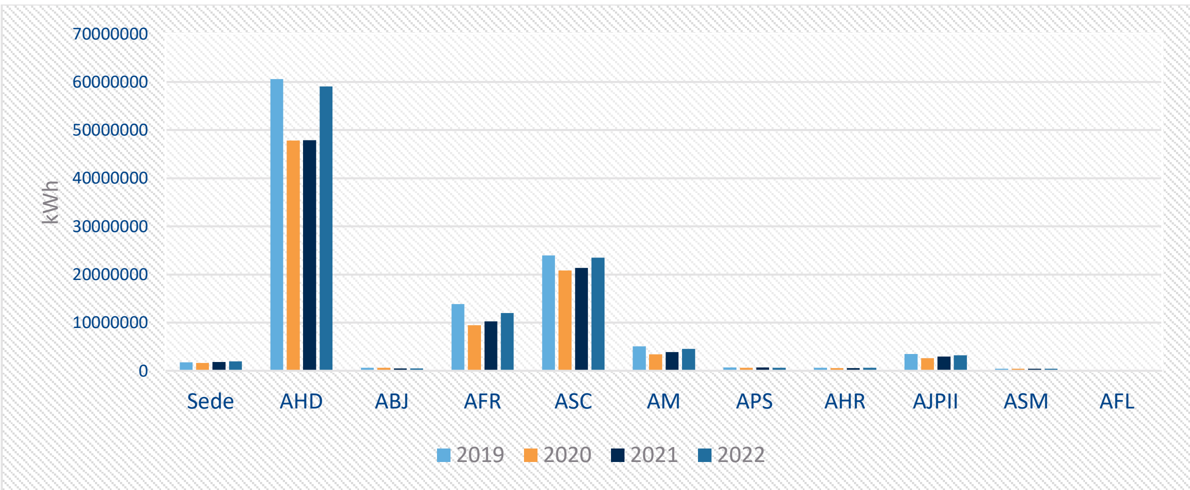


Data from Beja airport is not individually represented due to its lack of materiality. Nevertheless, such data is then included in the total amount.

At ANA S.A., it is consumed direct energy (petrol, diesel, natural gas, propane gas and butane gas) and indirect energy (electricity). In 2022, electricity was once again the most significant source of energy.

Between 2021 and 2022, electricity consumption increased in absolute terms, as a result of the recovery in the airports' business activities. However, 2022 consumption levels are still below those of 2019.

Figure 11 - Electricity consumption at ANA airports, 2018 - 2022



[6] Gigajoule
[7] Traffic Unit, computed in accordance with Decree Law no. º 254/2012 of 26 of November.

As regards liquid fuel (diesel and petrol) consumption, the amount of diesel used at ANA network airports fell between 2019 and 2022 (although it went up between 2021 and 2022, due to increased business activity). There has been a contrasting increase in petrol consumption. This is largely attributable to the transition of the fleet to hybrid vehicles and the increased use of mechanical means of controlling vegetation (following the ending or reduction of the use of phytosanitary products).

Figure 12 - Diesel consumption (vehicles and generator sets), litres, at ANA airports, 2018 – 2022

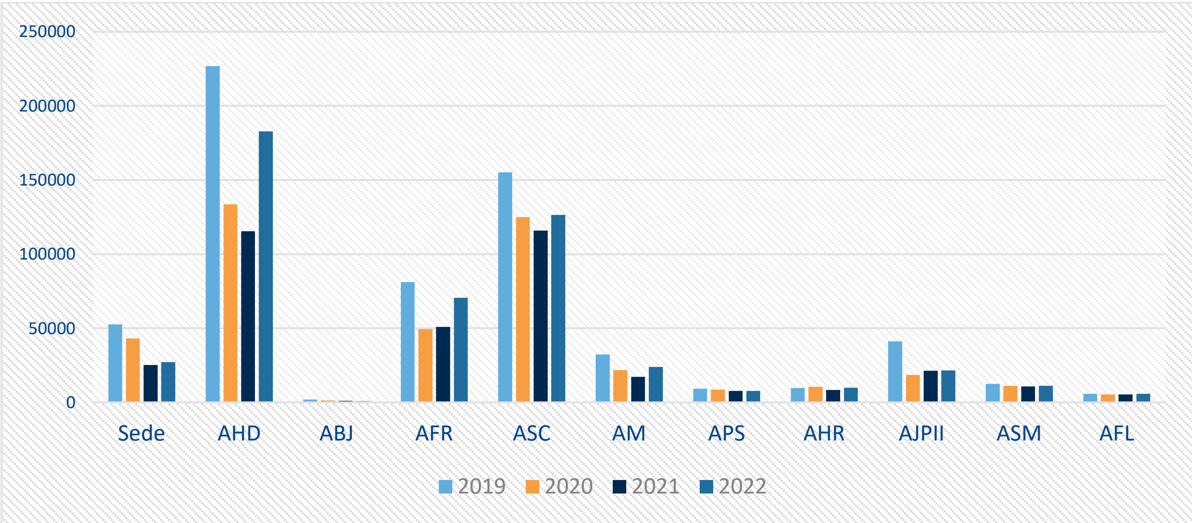
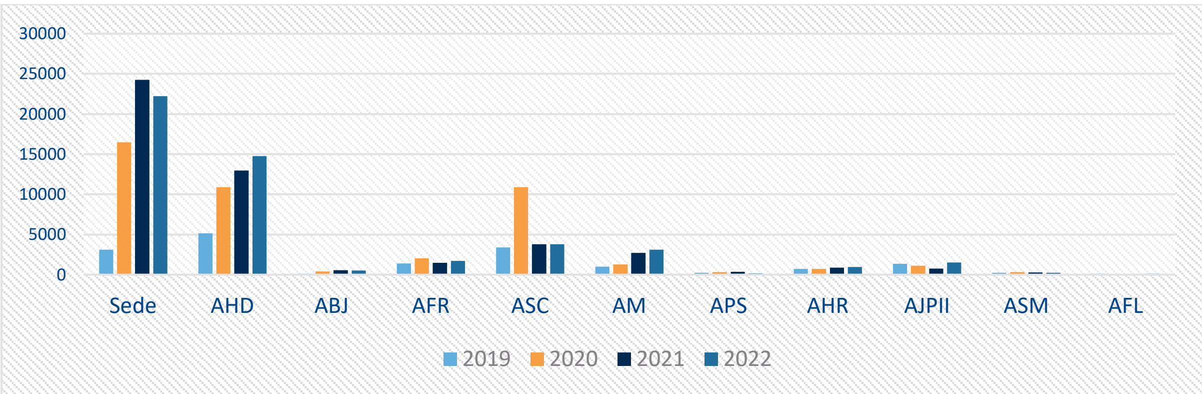


Figure 13 - Petrol consumption, litres, at ANA airports, 2018 – 2022

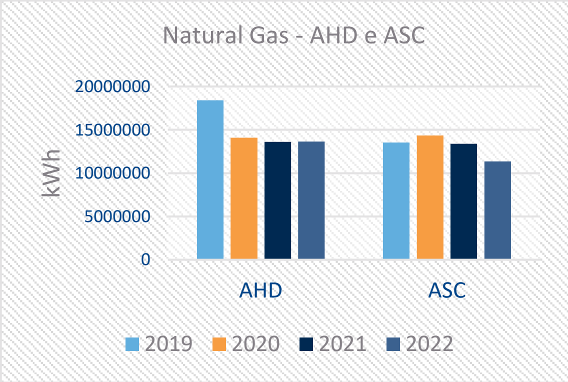


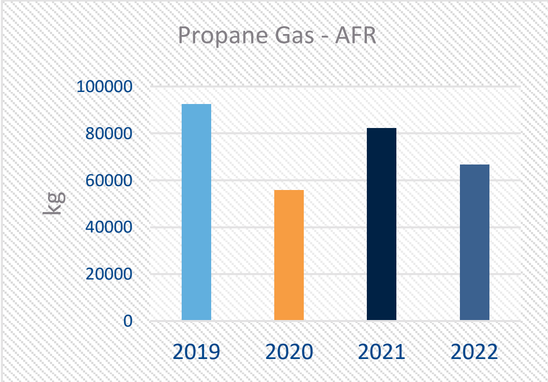
Only Lisbon and Porto airports use natural gas. The main direct use of this form of energy is to heat terminals and DHW (domestic hot water) and the main indirect use is in the café/restaurant outlets. Gas consumption fell between 2019 and 2022.

Propane gas is used to heat the terminal at Faro Airport.

In 2022, both natural gas and propane gas consumption decreased. This was due to the changes in temperature setpoints ensuing from the energy reduction recommendations in the National Energy Saving Plan approved by the Government in September 2022.

Figure 14 – Natural gas consumption in the airports of Lisbon and Porto and Propane gas in the airport of Faro 2018 – 2022





In 2022, ANA, S.A. obtained ACI - Europe's Airport Carbon Accreditation (ACA[8]) level 4 (transformation) at 9 of its 10 airports. Only Beja Airport stayed at level 2 (reduction). Applications for all airports to progress level 4 + (transition) were also submitted to this ACI programme in 2022.

It should be noted that all ANA, S.A. airports managed to neutralise their 2021 carbon emissions (scopes 1, 2 and service trips[9]). This performance was achieved by reducing emissions, both through the implementation of the above initiatives and through the purchase of guarantees of origin[10]. Credits were acquired in the voluntary carbon[11] market for those emissions that could not be reduced, in accordance with the quantities highlighted in the table above.

Table 9. **Guarantees of origin and credits acquired in the voluntary carbon market of ANA, S.A**., 2021-2022

	2021	2022
Guarantees of origin (Mwh)	114,806	122,575
Credits acquired in the voluntary carbon market (tCO_2e)	8,286	7,929

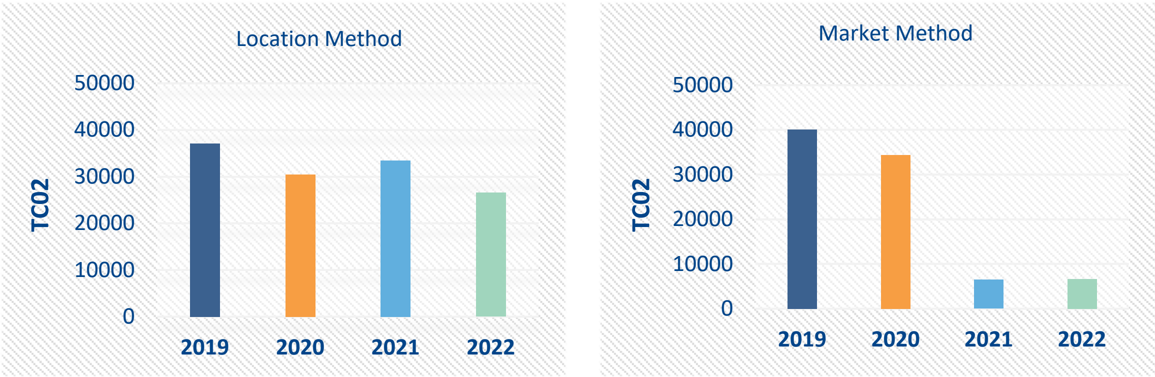
[8] ACA (Airport Carbon Accreditation)– global program of ACI dedicated to the carbon management within airports, which assess and recognize the monitorization and reduction efforts on what regards CO_2 emissions, through 6 levels of certification: mapping, reduction, optimization, neutrality, transformation, transition.

[9] Scope 1 - Direct emissions (burning of liquid and gaseous fuels in vehicles and equipment, burning of fuel in rescue training, emissions of fluorinated greenhouse gases associated with air conditioning equipment); Scope 2 - Emissions associated with electricity consumption.

[10] The Guarantees of origin are electronic documents which prove to the final customer that a certain quantity of energy was produced throughout a certain source or technology, whereas in the case of ANA, S.A. it refers to electricity produced throughout renewable energy sources.

[11] The carbon voluntary market aims to allow any economic operator to offset its emissions of greenhouse gases though the acquisition of "carbon credits" (demand side) issued within the scope of projects to reduce greenhouse gases or of carbon sequestration (supply side). Please note that the mandatory carbon market (known as CELE, regulated by the European Union Law) refers to voluntary carbon markets and not mandatory carbon market.

Figure 11 - ANA Carbon Footprint, 2020-2022, scopes 1 and 2, location method and market method (based on methodological criteria established by VINCI)



The figure above shows the ANA, S.A. carbon emissions on the basis of both the location method and the market method. The Company calculates its carbon footprint using two methods: the location-based method and the market-based method. The first reflects the electricity consumption related emissions from the energy supply at a national level (therefore, the same emission factor is applied to all airports of ANA network). The second reflects electricity emissions as a function of the emission factors associated with suppliers or specifically selected products (such as guarantees of origin). This difference is reflected in the scope 2 calculations.

Both reflect a stabilisation/decrease in emissions in 2022. The activities that most influenced this increase are aircraft emissions and, to a lesser extent, the movement of passengers on the ground, due to the recovery of the aviation sector after the pandemic and the natural increase in airport traffic.

In order to achieve the net zero target, it is essential that the company seeks out projects that allow residual emissions to be captured. However, the acquisition of carbon credits in the voluntary market does not include projects in Portugal. Therefore, and in line with the VINCI Group's strategy, ANA, S.A. has begun to develop reforestation projects in Portugal, in order to foster national biodiversity and obtain carbon credits for the neutralisation of its scope 1 and 2 emissions.

Through the "Together We Plant the Future" project, ANA, S.A. has promoted the planting of 4,000 trees in Gouveia, in partnership with QUERCUS and the local city council. In addition to contributing to climate change control, this initiative is playing an important role in promoting both the quality of life of local communities and biodiversity.

Alongside the reduction of emissions that are the company's direct responsibility (scope 1) and the emissions associated with its electricity consumption (scope 2), ANA, S.A. plays a key role in influencing and contributing to the reduction of indirect emissions (scope 3), through collaborative arrangements with its stakeholders. The partnership project with stakeholders, which started the previous year, was, therefore, continued. Meetings were held with the working groups created for the purpose of monitoring the implementation of the measures set out in the Partnership Plans and in the 50 or so Declarations of Commitment signed in 2021.

In 2022, a pre-feasibility study was initiated for green hydrogen supply and the replacement of combustion engine buses and operations vehicles. The results of the study, which is being carried out at Lisbon Airport, will be appraised in early 2023.

Another ongoing challenge is to invest in sustainable aviation fuels (SAF) and to make this type of fuel available at national airports, in line with Fit for 55. In 2022, Lisbon and Porto airports hosted the "Most

Sustainable flight" challenge. In this competition between a number of airlines, aircraft use sustainable aviation fuel (which produces 75% less CO2 emissions than traditional fossil fuel).

In addition to these measures, a fleet electrification study is also in its final stages and the company is in negotiation with fuel suppliers, to promote pilot projects with lower carbon emission fuels.

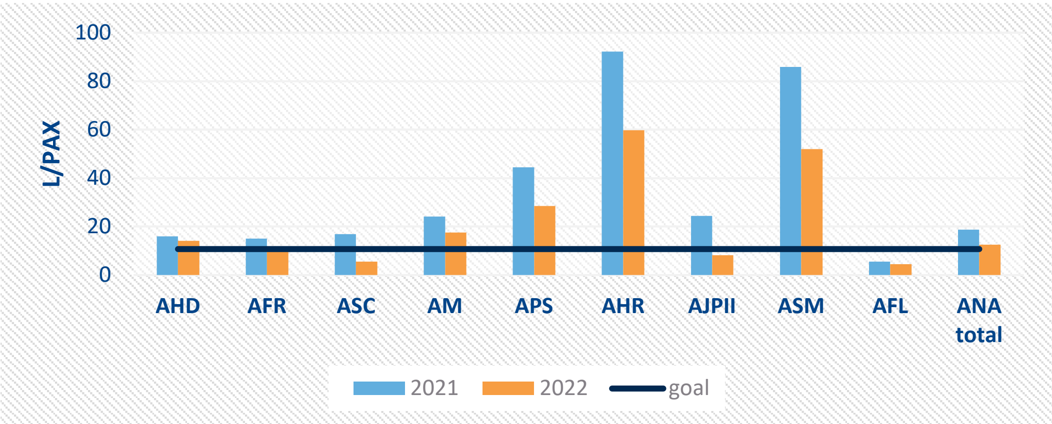
Other Fit for 55 related initiatives include the survey of GPS (Ground Power Systems) and PCA (Pre-Conditioned Air) that was carried out at airports. Parking positions where there is no such equipment were also surveyed. These studies will feed into a study on the implementation of infrastructures - compulsory and/or those aimed at reducing emissions from aircraft use of APUs (Auxiliary Power Units).

5.2.3. CONSERVATION OF NATURAL RESOURCES AND WASTE MANAGEMENT

ANA, S.A. systematically monitors water consumption and applies a series of measures aimed at reducing consumption and increasing the potential for water reuse.

Throughout 2022, ANA, S.A. significantly improved its year-on-year performance in terms of specific consumption, evaluated in litres per passenger. In 2022, Porto, Faro, Ponta Delgada and Flores airports already reached consumption levels that were lower than the strategic goal defined for 2030 (10.7 L/PAX).

Figure 12 - Water consumption, in m3 per PAX, at ANA airports, 2021-2022



Data from Beja airport is not individually represented due to its lack of materiality. Nevertheless, such data is then included in the total amount.

A number of innovative projects have been implemented to reduce water consumption at ANA airports, namely:

- a predictive irrigation system, which allows savings of up to 30% in water used for irrigation, implemented at Faro, Lisbon and Madeira airports;
- a structure into which passengers can empty liquids from their bottles at the security check. The water thus collected can be reused and the waste generated is easier to recycle and transport. To complement this initiative, water supply points were also installed after security control at Porto, Lisbon, Madeira, Faro and Ponta Delgada airports;

- the placement of vats to store condensed water on 6 benches equipped with telescopic bridges at Faro Airport. This water is used by ANA, S.A. and third parties tasks for cleaning, electric vehicle battery maintenance and filling the tanks of fire-fighting vehicles;
- extension of the project to reuse water from the fire engine tests at Lisbon Airport, similar to what is already happening at Porto Airport. This project that has led to more than 47% of the water being reused.

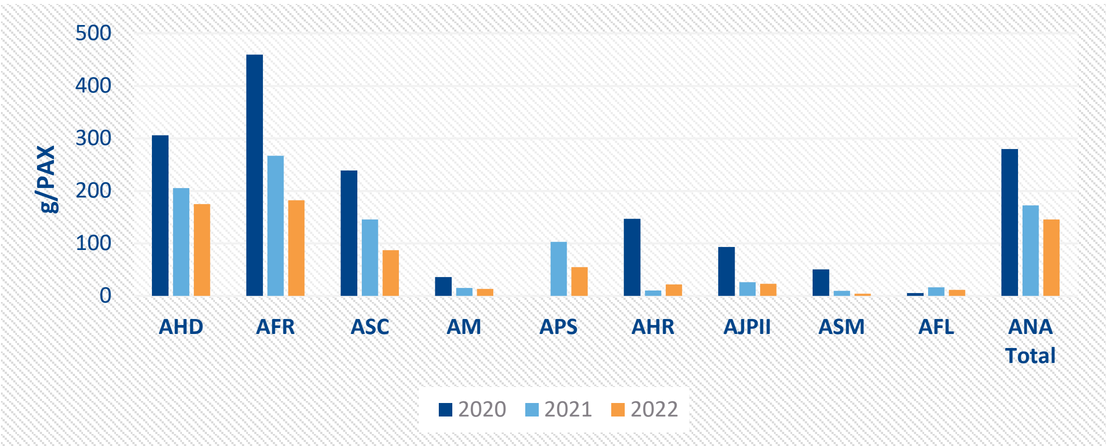
Lisbon, Porto, Faro, Beja, Ponta Delgada, Flores and Porto Santo airports also met their zero phytosanitary targets in 2022.

ANA, S.A. has invested substantially in improving the drainage systems designed to deal with effluents, rainwater and contaminated run-off. Entire networks have been reconfigured at some airports and programmes have been installed to monitor the quality of wastewater, rainwater and run-off. In 2022, the wastewater treatment plant (WWTP) at Ponta Delgada Airport came into operation.

The circular economy is one of ANA, S.A.'s strategic areas and is materialised in the form of the efficient use of natural resources across whole life cycles. In the case of waste management, this means implementing an approach based on reduction, recycling and optimisation.

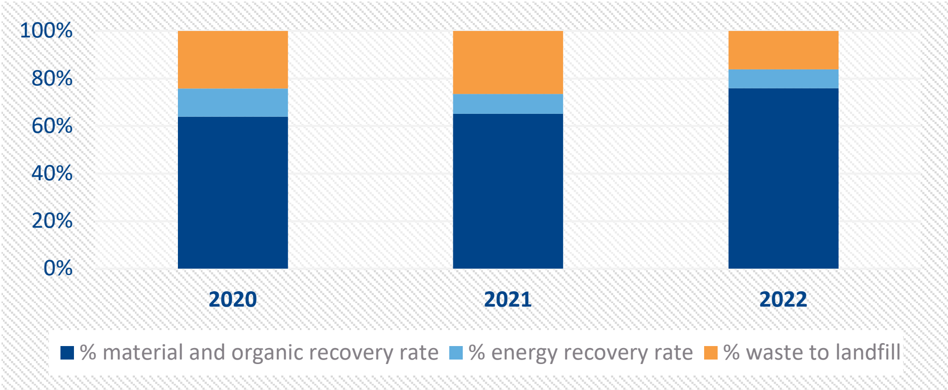
In 2022, ANA, S.A. produced a total of about 8,049.84 tonnes of waste. This year-on-year increase of 87.2% is explained by the strong recovery in business. In fact, this indicator correlates highly with business activity. However, overall management efficiency has improved, since the average waste production per passenger has decreased significantly. In 2022, waste production was 145.3 g/PAX, the lowest it has been since 2018.

Figure 13 - Specific waste production, g per PAX, 2020-2022



In 2022, there was a marked increase in the material and organic recovery rate, that is, an increase in recycling, a decrease in the energy recovery rate and, most noticeably, a reduction in the amount of waste sent to landfill.

Figure 14 - Material and Organic Recovery Rate, Energy Recovery Rate and Waste to Landfill / Other Treatments Rate, ANA as a whole 2020- 2022



In recent years, these rates have tended to stabilise but the environmental performance in this regard took off in 2022, with a marked increase in the material and organic recovery rate, i.e. an increase in recycling, with a decrease in the energy recovery rate and, most noticeably, a reduction in waste sent to landfill.

5.2.4. BIODIVERSITY

There are two critical components to biodiversity management: the environmental aspect, which focuses on nature conservation practices, and the safety aspect, since aircraft bird strikes are one of the main risk factors in aviation. In the case of the latter, the company has put in place both active and passive defence methods. In addition to the legal measures and those recommended by the ICAO, the company also carries out studies and risk assessments in order to reduce the risk of collisions with birds, amongst other outcomes.

ANA, S.A. began carrying out biodiversity diagnoses at all ANA airports in 2022. These initiatives and surveys, which focus on actions to be carried out during a full year, thus covering all the seasons, will be completed in 2023. The implementation of this approach is also linked to the company's participation in the Act4Nature Portugal initiative. ANA, S.A. which is a member of both the Steering Committee and the Advisory Board, has signed up to the 10 common commitments and established 18 individual commitments that run through to 2030.

During the year, a start was made on the project to lay blankets that prevent the growth of vegetation near the peripheral networks at Lisbon Airport. This is aimed at controlling reeds (Arundo donax), which are considered a serious threat to the maintenance of native biological diversity and to airport security.

In fact, ANA, S.A. also promotes biodiversity, in conjunction with its reforestation work, through projects that range from the installation of a sentinel apiary at Ponta Delgada Airport to participation in the Azorean regional campaign SOS Cagarro, via the installation of insect hotels at Santa Maria Airport and ANA, S.A.'s head office.

5.2.5. ENVIRONMENTAL AWARENESS

The company has also made a significant commitment to raising environmental awareness through specific actions aimed at ANA, S.A. employees, airport stakeholders, passengers and the surrounding communities. This is exemplified by the successive campaigns associated with the VINCI Environment

Day, which was group hosted this year by Lisbon Airport, the reduction of water consumption, waste reduction and separation and the promotion of biodiversity.

5.2.6. TAXONOMY

The legislation establishing the principles of European Union taxonomy, namely the criteria for an activity to be qualified as environmentally sustainable, is a key instrument in the drive towards carbon neutrality proposed by the European Commission and adopted in 2019 in the form of the European Ecological Pact.

From the exploratory application of the planned criteria, and given the 2022 CAPEX, the Group's eligible and potentially aligned projects are as follows:

Table 10. **Exploratory framework of investments as per the Taxonomy**

in thousands of euros

Code	Eligible economic activity as per the Taxonomy	Amount	Potentially aligned amount [12]	% potentially aligned
ANA, S.A.				
4.1	Production of electricity from photovoltaic solar technology	23,251	23,251	100.0%
4.9	Electricity transmission and distribution	622,599	622,599	100.0%
5.2	Renovation of water harvesting, treatment and supply systems *	-390		
5.3	Construction, extension and operation of wastewater collection and treatment systems	1,883,792	367,454	19.5%
6.17	Low-carbon airport infrastructure	1,322,272		
6.3	Urban and suburban transport, passenger road transport	1,145,987	1,145,987	100.0%
7.2	Renovation of existing buildings	11,151,273		
7.3	Installation, maintenance and repair of energy efficient equipment	2,378,266	2,368,769	99.6%
7.4	Installation, maintenance and repair of building-mounted electric vehicle charging stations (and building-related parking spaces)	135,322	135,322	100.0%
7.5	Installation, maintenance and repair of instruments and devices for measuring, regulating and monitoring the energy performance of buildings	34,956	34,956	100.0%
	Total Eligible	18,697,327	4,698,338	
	Not eligible	15,264,373		
Total		**33,961,700**	**4,698,338**	**13.8%**
	% eligible investments	**55.05%**		
PORTWAY, S.A.				
6.5	Transport using motorcycles, light passenger vehicles and light commercial vehicles	831,642	831,642	100.0%
	Total Eligible	831,642	831,642	
	Not eligible	433,593		
Total		**1,265,235**	**831,642**	**65.7%**
	% eligible investments	**65.73%**		
	ANA Group Total	35,226,936	5,529,980	15.7%

* Adjustments

[8] Exploratory application of the criteria set out in the taxonomy.

The specification of alignment is for information purposes only, since ANA, S.A. cannot guarantee, at this stage, that these investments meet all the requirements.

5.3. SOCIAL RESPONSIBILITY

As Corporate Social Responsibility (CSR) is playing an increasingly important role in connecting the company to the community, ANA, S.A.'s contribution in this area has been growing in recent years.

The company sees collaboration in the cultural sector, as an agent of development in the different regions in which ANA airports are located, as a continuous commitment. This is certainly the case of the Juvenile Symphony Orchestra, the Arpad Szénes - Vieira da Silva Foundation, the Serralves Foundation (ANA, S.A. has been a Patron and Founding Member since 2007) and the National Culture Centre (ANA, S.A. has been an Associate Member and Silver Sponsor since 1995).

Ongoing support of a financial and material nature was provided to benchmark institutions working in the social area, namely Comunidade Vida e Paz and Banco Alimentar contra a Fome (food bank).

ANA, S.A. has also continued to develop partnerships with EPIS - Empresas para a Inclusão Social (Companies for Social Inclusion), with the Gulbenkian Foundation, for the award of scholarships to higher education students, and with GRACE - Grupo de Reflexão e Apoio à Cidadania Empresarial (Group for Reflection and Support to Entrepreneurial Citizenship). ANA, S.A. has been a member of this last since 2009 and sat on the board between 2013 and 2017.

Since 2004, the Company has also been a partner and active member of the Business Council for Sustainable Development, a public service entity that brings together and represents companies that are proactively committed to sustainability.

5.3.1. VINCI PROGRAMME FOR CITIZENSHIP

In 2019, the VINCI for Citizenship Programme (PVPC) was set up, in alignment with the Fondation d'Entreprise VINCI pour la Cité. This programme, which resulted from a joint commitment by companies in the VINCI Group in Portugal, aims to contribute to the progress and inclusive and sustainable development of communities and society.

United by a common desire to contribute to the progress and development of the communities closest to their places of business, the founders pooled their efforts and resources to create a programme that, through the network and the effect of scale, has boosted intervention capacities at the individual level. The VINCI Citizenship Programme supports projects in four areas: access to employment, social mobility, integration through housing and social intervention in priority neighbourhoods. Projects are sponsored by group employees, thus fostering and reinforcing the spirit of solidarity and social responsibility.

The PVPC was run for the fourth time in 2022, through the founding companies in Portugal (ANA, S.A., Sotécnica Sociedade Eletrotécnica, S.A. and Axianseu - Digital Solutions, S.A. of VINCI Energies Portugal, S.A.). Over 80 project applications were received and donations made to 13 associations.

Along its four years, the PVPC has received more than 220 applications and supported more than 50 projects. These involved over 40 sponsors, who helped the projects with their support and strengthened the link between the associations and the PVPC.

A description and information on how the programme works may be found on the website: https://www.vinci-cidadania.pt/.

5.4. RESEARCH, DEVELOPMENT AND INNOVATION

In 2022, ANA, S.A. continued to consolidate its SGIDI - Research, Development and Innovation Management System, having obtained renewed certification under Portuguese standard 4457:2007. The main objective of this consolidation was the commitment to promote and develop innovation, as a way of ensuring success for the company.

This year, the strategic innovation lines were based on four main factors:

- Community: to foster external community relations so as to bring more ideas and opportunities to ANA, S.A.'s attention and also to strengthen internal innovation.
- Integration with VINCI Airports' innovation work and with the other centres of excellence.
- Environment: active collaboration with the environment team, with a view to achieving the strategic objectives set by VINCI Airports. Exploratory projects were carried out in the area of mobility and hydrogen and the Drive2X project, which is to be implemented in 2023-2026, applied for EU funding.
- Business simplification: simplify processes and ways of working, so as to improve corporate and procedural agility.

As in previous years, ANA, S.A. has continued to foster the effective management of its innovation culture, by favouring the development of creativity and entrepreneurship and underpinning the quest for innovative solutions. It is leading and encouraging the shaping of innovative ideas, supporting the implementation of these ideas and removing barriers.

The areas of greatest investment were robotics, automation, artificial intelligence and document and process management. ANA, S.A. is participating in the SOL - Smart Open Lisboa 2022 project, which is addressing the environment and new energy and mobility sources.

There is also a strong focus on those objectives that pertain to obtaining financial incentives for the development of research, development and innovation. The company has also promoted employee participation in the dissemination of good innovation practices, thus contributing not only to knowledge transfer but also to knowledge retention.

A number of RDI Projects are co-financed by Portuguese and European Programmes. The following were approved in 2022:

- Biometrics Project: the new solution will be a central software platform to create and manage digital identity and connectivity between participating stakeholders. The equipment that interacts with passengers will be distributed in a digital environment to create an outstanding airport experience. These will cover check-in and baggage claim, security, boarding, border and passenger services (e.g. lounge). When the passenger signs up on their mobile device or at the airport, the central system manages the interaction between stakeholders on the basis of the project's privacy principles. The application can also be used to link up with other digital identity programmes (e.g. VINCI Airports Mona programme), to create a real point-to-point passenger journey from home to destination and back again.
- Project Drive2X (Initial Airport Operational Plan), at Porto Airport: for the development of intelligent charging strategies and control mechanisms that maximise the satisfaction of electric vehicle drivers and the efficiency of the entire energy system, particularly by increasing the use of renewably generated electricity. It also aims to create affordable, user-friendly, bi-directional smart charging solutions (Vehicle 2X, where X can be G for Grid, H for Home and B for Business) while minimising grid reinforcement needs.

- BMS (Building Management System) project. The BMS will be a key central system that will interconnect various other systems across the airport. This project will set up an actionable intelligence network from sensors and readings combined with the logic imposed by specific criteria, limits, conditions and timelines. This system will use the power of artificial intelligence to support and guide the management and engineering teams. The decision-making process can be predefined or enabled through operator controls, based on the quantitative measures and forecast scenarios that the system will provide.

5.5. INFORMATION SYSTEMS

After a period of intense financial containment measures, which led to the postponement of projects, the investment policy established in previous years was resumed:

- implementation of the new cloud platform. Over the next few years, this will involve the company's main operational applications migrating from their current on-site infrastructures to cloud environments. In the same vein, the implementation of the azure cloud has been extended for integration purposes, as evidenced by the new iAOP solution at Lisbon Airport;
- significant upgrading of the cybersecurity components that the new governance model allowed. Important initiatives include representation on the ACI Europe task force (of which ANA's CISO is vice-chair) as well as at EASA (European Union Aviation Safety Agency), where the same person represents ACI. The implementation of the new Information Security Management System (ISMS) is ongoing and the Company's Information Technology assets have all been inventoried. This latter is something that, to date, had not been carried out using technological tools or with the current level of detail. This survey will be essential for ensuring the company's compliance under Decree-Law 65/2021 of 30 July, particularly as regards the support it will give to the procurement processes to be put in place by the company's future Security Operations Office (SOC);
- renewal of all CUPPS peripherals, to complement the workstation upgrades carried out in 2021;
- renewal of storage and server infrastructures at the airports in the Autonomous Region of Madeira, renewal of the corporate backup management system as well as the virtual room infrastructure at Lisbon Airport;
- integration of portfolio management and IT initiatives in a single tool, implementation of a new functionality aimed at controlling and monitoring the numerous contracts that are managed by the DTI;
- preparations have begun for a new and ambitious application sourcing programme, with a significantly broader and more ambitious scope. This will be put out for consultation in 2023.

5.6. INFORMATION SECURITY AND PRIVACY

European Parliament and Council Regulation (EU) 2016/679, of 27 April 2016 - GDPR) - has led to significant changes in the way that personal data is processed and the free circulation of these data. The regulation came into force in Portugal in May 2018. Subsequently, Law no. 58/2019 and Law no. 59/2019, both of 8 August, transcribed GDPR execution and rules into the Portuguese legal system.

As was the case in 2021, 2022 was also inextricably associated with the COVID-19 pandemic, which has had a profound impact in all areas related to privacy. This impact was exacerbated by the necessary increase in innovative airport healthcare practices - screening and measuring of temperatures and diagnostic testing - and the consequent processing of special/sensitive personal data. Teleworking, which continued to be much used, also threw up specific challenges for privacy and information security.

In setting up and implementing ANA, S.A.'s whistleblowing channel, under the Programme for Integrity, Transparency and Compliance with the General Framework for the Prevention of Corruption (RGPC), particular attention was paid to the issue of personal data. This included carrying out an impact assessment.

Finally, the following actions were also carried out:

- the start of training on the policies for video-surveillance, personal data breaches, the exercise of data owner rights and teleworking;
- impact assessment of the CCTV (Closed Circuit Television) system at Faro Airport;
- internal audits of the data protection system, focusing on access card systems for restricted and reserved areas (ANAC and airports).

6. ECONOMIC AND FINANCIAL ANALYSIS

6.1. RESULTS

ANA Group turnover in 2022 amounted to 903.2 million euros, a rise of 113.6% compared to the preceding year.

ANA, S.A. contributed about 847.3 million euros to the Group's turnover, not excluding intragroup operations for the invoicing of its subsidiary. This is equivalent to a 117.6% increase over 2021.

ANA Group turnover (2019-2022, thousand euros)

ANA Group	2022	2021	2020	2019	Δ% 2022/2021	Δ% 2022/2019
ANA, S.A.	847,346	389,386	262,419	847,077	117.6%	0.0%
Portway S.A.	88,007	51,407	40,607	83,321	71.2%	5.6%
Intra-group operations	(32,189)	(18,025)	(15,770)	(31,933)	78.6%	0.8%
ANA Group	**903,163**	**422,768**	**287,256**	**898,465**	**113.6%**	**0.5%**

As a result of the economic recovery, the Group's EBITDA[13] reached 611 million euros in 2022. This was a clear improvement on the preceding year and was even slightly up on 2019. This result represents an EBITDA margin of 67.6%, 26.4 p.p. above that of the previous year.

ANA Group net profit/(loss) (2019-2022, thousands of euros)

Indicators	2022	2021	2020	2019	Δ% 2022/2021	Δ% 2022/2019
ANA, S.A.	324,398	27,486	(72,139)	301,864	1,080.2%	7.5%
Portway S.A.	9,283	(1,955)	(7,566)	4,343	(574.8%)	113.7%
Intra-group operations	231	-	-	(2,772)	-	-
ANA Group	**333,913**	**25,531**	**(79,704)**	**303,435**	**1,207.9%**	**10.0%**

[13] The concession's EBITDA is calculated according to the provisions of the Concession Agreement (page 13).

Net profits for the ANA Group were 333.9 million euros. This represents a substantial recovery from the two preceding years. This result is approximately EUR 30 million higher than the result obtained in 2019.

This growth can be largely attributed to improved revenues, which were up 479.8 million euros in year-on-year terms, as well as a better performance in terms of operating expenses.

Net external supplies and services to the ANA Group rose to 168.3 million euros (excluding the 8.1 million euros impact of construction contracts), which is 17.8% up on 2021.

ANA Group's payroll grew by 16.1% compared to 2021, reflecting the recovery in business activity (particularly as regards the handling business at Portway, S.A. where there was a considerable increase in FTE) and the increase in salary updates introduced by the Group. The total payroll in 2020 and 2021 was influenced by the containment measures adopted by the Group and by the support obtained during that period. This situation no longer applied in 2022.

The Group's financial earnings fell by around 5.2%, when compared to the preceding year. This can be partly attributed to the 12.2% year-on-year decrease in financing costs, after ANA, S.A. refinanced its debt to its shareholder in July 2022.

The Group incurred a tax spend of 149 million euros in 2022, substantially higher than the 6 million euros of 2021.

Given these specific factors and the general upturn in business, the company's performance in the year ending 31 December 2022 was actually better than that of 2019. Net profits for the year were 324.4 million euros and the subsidiary, where business was significantly better than it had been in 2021, made a net profit of 9.3 million euros for the year.

6.2. FINANCIAL SITUATION

At the end of 2022, the capital invested in the ANA Group totalled more than 1.5 billion euros.

The change in net investments is essentially explained by the increase in debt to third parties and other liabilities, particularly the current tax burden for the year.

The drop in capital employed is largely the result of the fall in net debt to the shareholder, which was partially offset by the rise in equity ensuing from the incorporation of the net profits.

The 500 million euro fall in shareholder debt resulted from the renewal of the loan contracts, which took place in July 2022. Following this, and after the cash surpluses available at the time had been used up, a new loan in the amount of 772.2 million euros was agreed.

The net debt to other entities item reflects a reduction in the outstanding debt to the EIB, following the repayment of loans (14.2 million euros). It was also influenced by the cash and cash equivalents balance as at the end of 2022 (355 million euros).

Table 11. **Financial situation of the ANA Group** (2020-2022; thousands of euros)

ANA, S.A.				ANA Group		
2022	2021	2020		2022	2021	2020
157,219	167,042	187,993	Tangible Fixed Assets (net of subsidies)	161,012	171,291	192,722
1,664,183	1 694,930	1,731,866	Intangible Assets (net of subsidies)	1,665,613	1,696,360	1,733,296
65,546	67,579	69,085	(+) Deferred tax assets	65,009	69,534	71,352
530	492	486	(+) Inventories	1,170	1,159	1,201
115,199	70,360	79,111	(+) Third party debt	123,090	74,662	80,427
(473,519)	(266,880)	(259,834)	(+) Debt to third parties and other liabilities	(493,118)	(281,437)	(276,222)
1,529,157	1,733,523	1,808,707	**(=) Net use of capital**	1,522,776	1,731,570	1,802,777
14,350	6,212	5,655	(+) Financial investments	10,142	1,759	1,299
1,543,508	1,739,735	1,814,361	**(=) Total use of capital**	1,532,918	1,733,328	1,804,076
1,026,836	701,756	673,357	Equity	1,033,505	698,910	672,466
772,200	1,272,200	1,272,200	(+) Debt to shareholder	772,200	1,272,200	1,272,200
(255,529)	(234,221)	(131,196)	(+) Net debt to other entities*	(272,788)	(237,781)	(140,591)
1,543,507	1,739,735	1,814,361	**(=) Capital employed**	1,532,918	1,733,328	1,804,075

*Includes other loans and derivative financial instruments, less cash and cash equivalents

6.3. RISK MANAGEMENT

Risk management at the ANA Group is an integral part of the organisation's processes and is based on the principle that the "owners" of the various risks are responsible for managing the same, under the supervision of senior management.

The ANA Group groups risk into 5 main categories:

- strategic - risks that normally depend on external forces and that may affect the Group's strategy, performance, operations and organisation in the medium to long term;
- operational - resulting from the Group's engagement in its business activities and its internal processes;
- financial - associated with the Group's financial performance. The financial risk management policy for the ANA Group is detailed in the Notes to the Financial Statements, in the Coverage Policy and Management of Financial Risk subsections;
- compliance - associated with compliance with the domestic and international legislation and regulations to which the Group's business activity is subject;
- fraud - associated with intentional misconduct, internal or external to the Group (including corruption risks).

In order to ensure continued alignment with the management of corruption and influence peddling risks stipulated for VINCI Group as a whole and to demonstrate compliance with Decree-Law No. 109-E/2021, of 9 December, the ANA Group implemented its Programme for Integrity, Transparency and Compliance with the General Framework for the Prevention of Corruption (RGPC) in 2022. This programme, which aims to strengthen the prevention of, and protection from, corruption, has internal control mechanisms and corruption prevention measures that ensure the effectiveness and efficiency of processes and operations whilst maintaining full transparency.

As part of the VINCI Group, the ANA Group places great emphasis on the fight against business corruption and this concern tops the list of ethical principles to which the Group is committed.

The various risks are prioritised on the basis of an assessment of their inherent risk (probability/impact) and their residual risk, along with the appropriate mitigation measures (limit, control or balance).

7. INVESTMENTS

7.1. INVESTMENTS IN THE ANA NETWORK

After a fall in investments in 2021, amidst uncertainty as to whether or not traffic levels would recover, ANA, S.A. resumed its previous investment policy in the second quarter of 2022. This policy is designed to allow the company to shadow the growth in traffic and ensure proper quality of service.

In 2022, the ANA Group made investments totalling 35.3 million euros, of which 34.0 million relate to investments made by ANA, S.A. in the ten airports under its management and about 1.3 million euros relate to investments made by Portway, S.A. The total investment figure was about 32% higher than it had been in 2021. In 2023, the Group expects to make investments of around 83 million euros.

Of particular relevance to the overall investment picture was the postponement of investments to increase capacity at Lisbon Airport. This came in the wake of Council of Ministers' Resolution, no. 89/2022, of 14 October, which set in train a strategic and multidisciplinary analysis of the increase in airport capacity in the Lisbon region and suspended the execution of the previously planned expansion programme, namely "Portela + 1" (Portela + Montijo).

Given these constraints, ANA, S.A.'s investments in 2022 were as follows (by project category):

Category	Amount (Millions of Euros)	%
Maintenance/improvements	24.0	70.50%
Optimisation	3.7	10.80%
Regulatory	3.4	9.90%
Capacity	2.9	8.50%
Extra-aeronautical	0.1	0.20%
Total	34.0	100%

The following investments made by ANA, S.A. in 2022 are of particular relevance:

- Maintenance / improvements:
  - air terminal - roof sheeting/rainwater guttering/glazing at Faro Airport. This investment, of around 17 million euros (3.5 million euros in 2022), involves an area of approximately 17,200 m2;
  - works on the maritime infrastructure and replacement of the expansion joints on the runway at Madeira Airport. This investment, of around 3.5 million euros (3.3 million euros in 2022), includes

work on the maritime protection dyke, on the breakwater protecting the maritime search and rescue station, and the replacement of the runway expansion joints;
- replacement of light signalling equipment at the runway power centre (CAP) South at Lisbon Airport. This investment, of 6.6 million euros (1.5 million euros in 2022), includes the replacement of equipment needed to ensure the requisite operational safety conditions and to meet environmental objectives;
- restoration of the rainwater collector at Porto Airport. This investment, of 2.1 million euros (1 million euros in 2022), covers the structural restoration of the collector located under the airport runway, using the trenchless method.

- Optimisation - reducing operating costs or maximising equipment performance:
  - improving the quality of service at Lisbon Airport. This investment, of around 19 million euros (0.9 million euros in 2022), covers work on the airport's bathroom facilities as a whole, as well as improvements to the flooring, ceiling and lighting of various terminal areas;
  - implementation of 100% LED lighting throughout ANA network airports. This investment, of around 0.8 million euros, covers the installation of LED technology lighting in passenger terminals, movement areas, car parks and other operational infrastructures, in order to meet environmental recommendations;
  - alteration of the power supply voltage at Lisbon Airport. This investment, of around 1.6 million euros (0.6 million euros in 2022), is designed to the increase the supply voltage for airport infrastructures, through the construction of HV/MV substations. This change will result in a reduction in the cost of the electricity required for airport operations.

- Regulatory (EU, civil aviation operational regulations):
  - EASA (European Aviation Safety Agency) certification. The aim of this work, which is being implemented across the ANA network, is to have all airports certified in compliance with EASA legislation requirements. In 2022, ANA, S.A. spent 0.9 million euros on this project;
  - construction of the acoustic barrier on the extension of the FOX taxiway at Porto Airport. This investment, of about 0.9 million euros (0.7 million euros in 2022), includes the construction of a 348 m acoustic barrier that will run along the taxiway extension;
  - peripheral fencing, centralised initiative, particularly at the island airports (Azores and Madeira). This investment, of around 8.6 million euros (0.7 million euros in 2022), covers the replacement/maintenance of the security fencing around the airport perimeter, in compliance with ANAC requirements.

- Capacity expansion:
  - studies for developing airport capacity, costing around 1.3 million euros. These look at technical solutions for developing airport infrastructures in the ANA network;
  - at Ponta Delgada Airport, an investment of around 0.8 million euros, in the construction of the "Temporary Boarding Facilities" pavilion, for one-off use, with two new boarding gates and an increase of 394 m2 in the area available for boarding.

Portway, S.A. has focused on decarbonising its business activity, and a significant portion of the investment made in 2022 went into this initiative. Electric vehicles accounted for 80% of the investment in GSE (Ground Service Equipment).

At Madeira Airport, these investments allowed Portway, S.A. to achieve an important milestone: a 100% sustainable turnaround with 0% CO_2 emissions. The plan is to extend this objective to other airports.

7.2. LISBON AIRPORT CAPACITY EXPANSION

Through Council of Ministers Resolution No. 89/2022, of 14 October, the Concession Grantor decided to set up a decision-making process for the development of airport capacity in the Lisbon Region. This process was placed under the aegis of an Independent Technical Committee (ITC) and an Oversight Committee (OC). Both commissions report to the state.

ANA, S.A. has no responsibility for coordinating or managing the work of the committees, and was only called upon to present the solution that had been agreed, in 2017, with the Grantor (the dual solution: Portela + Montijo), and provide technical information requested by the ITC as part of its work.

ITC is led by an academic team, divided into six thematic groups: demand study, technical planning, accessibility, environment, economic/financial modelling and legal aspects.

The OC includes representatives of the various public entities involved in each of the proposed solutions, namely the local authorities of the areas surrounding the sites submitted for assessment by the ITC, as well as representatives of environmental associations and the confederation of tourism, among others.

This process includes the carrying out of a Strategic Environmental Assessment in line with the Legal Framework for Environmental Impact Assessment. This will result in a proposal for a decision by the end of 2023.

The Council of Ministers Resolution foresees that the ITC will evaluate five options, which may be complemented with other proposals validated by the ITC:

- the dual solution: Lisbon Airport as the main airport and Montijo as a supplementary airport;
- the opposite dual solution: Montijo gradually acquiring the status of main airport and Lisbon Airport that of complementary airport, including the capacity for the main airport to fully substitute the operation of the secondary airport;
- the “Alcochete” solution, with a new international airport at Campo de Tiro de Alcochete to replace Lisbon Airport in its entirety;
- an alternative dual solution, such as the construction of a complementary airport in Santarém;
- a solution with a new international airport in Santarém, fully replacing Lisbon Airport.

8. SUBSEQUENT EVENTS

In the context of the measures taken to mitigate the effects of the pandemic, the monthly contributions stipulated in the ANA, S.A. Pension Fund´s bylaws were suspended in the period from 1 November 2021 to November 2024. In the beginning of 2023, a lawsuit was filed in court by some ANA, S.A. employees seeking the annulment of that suspension. The lawsuit was contested by ANA, S.A. and, with the current information, it is not possible to anticipate its outcome.

Likewise, ANA, S.A. was notified, on 31.01.2023, of the decision of the Administrative and Fiscal Court of Funchal, following Case 297/14.9BEFUN brought by the Municipality of Santa Cruz against the AUTONOMOUS REGION OF MADEIRA (RAM) and the Directorate-General of treasury and Finance (DGTF).

The court decided that the public domain properties allocated to the concession should be registered for the purpose of immovable property taxes due to the alleged fulfilment of the objective requirements to be subject to immovable property taxes.

ANA, S.A., as interested party, agrees with the position of RAM and has appealed against the decision as it understands that objective requirements are not met, on 27.02.2023. As far as ANA, S.A. is aware., the Autonomous Region of Madeira has also appealed against the decision.

9. 2023 OUTLOOK

Despite some uncertainty caused by the economic climate, airport business activity is expected to continue to grow and to return to 2019 levels.

As regards investment, ANA, S.A. will continue to develop its infrastructures with a view to improving safety, operations and quality of service in all the airports that it operates. At Lisbon Airport in particular, there are developments in the pipeline that aim to increase efficiency, service quality and operational performance.

In 2023, ANA, S.A. intends to begin work on a new passenger terminal at Porto Santo Airport. The current terminal will be replaced with a terminal that complies with environmental parameters and will also be of a size that matches traffic needs.

ANA, S.A. will also prioritise its decarbonisation goals in 2023. To this end, it will continue its work on a series of measures, namely: LED technology in terminals, platforms, car parks and taxiways; investment in solar energy projects for self-consumption in various airports; the carrying out of studies on the implementation of SAF and Fit for 55% (hydrogen and Alternative Fuel Infrastructure Regulation), including the completion of the study, carried out in partnership with Mitsui, GALP and Portway, S.A. on hydrogen in vehicles and the feasibility study on the use of biofuels in some vehicles in the ANA, S.A. fleet; the electrification of the fleet, continuing with the implementation of the first phase of the plan (2022 to 2026), the submission of an application for European Union funds, with a view to implementing GPS and PCA in ANA network airports, and the carrying out of studies on vulnerability to climate change.

As regards Taxonomy, the company will monitor the relevant legislative changes in order to equip its internal information systems and enable them to comply with its legal reporting obligations (a report on the company's 2025 business activity will be published in 2026).

10. PROPOSED ALLOCATION OF NET PROFIT

ANA, S.A. closed out the 2022 financial year with net profits of 324,398,469.83 euros.

Given the level of commitment shown by employees during the pandemic, and the profits made in 2022, the Board of Directors proposes that the amount of 1,535,887.50 euros be shared with its employees, as part of its profit-sharing initiative for the current year. These amounts are already reflected in the company's financial statements in accordance with the appropriate accounting principles.

The board of directors proposes that the net profits for the year be appropriated in the following manner: Retained earnings: 324,398,469.83 euros.

Lisbon, 21 April 2023

Board of Directors

Chairman:

____
José Luís Fazenda Arnaut Duarte

Member of the Board and Chairman of the Executive Committee:

____
Thierry Franck Dominique Ligonnière

Members of the Board:

____
Chloé Anne Cecile Tanguy Lapeyre

____
Francisco José Simões Crespo Vieira Pita

____
Raphaël Alain Louis Pourny

____
Miguel Frutuoso Lopo Hipólito Pires Mateus

____
Luís Manuel dos Santos Silva Patrão

____
Nicolas Dominique Notebaert

____
Remi Guy Ferdinand Maumon-Falcon de Longevialle

____
Eric Marc Jacques Delobel

____
Patricia Fernandez Garcia

____
Pierre Hughes Paul Louis Schmit

MANAGEMENT REPORT AND ACCOUNTS 2022

II — FINANCIAL STATEMENTS

02

ANA AEROPORTOS DE PORTUGAL

Powered by VINCI AIRPORTS

STATEMENT OF FINANCIAL POSITION SEPARATE AND CONSOLIDATED

(thousand euros)

ANA, S.A. 2022	ANA, S.A. 2021	Description	Notes	ANA Group 2022	ANA Group 2021
		ASSETS			
		Non-Current			
		Tangible fixed assets			
60,483	66,431	State property acquired	5	60,483	66,431
80,269	95,999	Company assets	5	83,531	99,999
24,443	13,013	Fixed assets in progress	5	24,853	13,113
1,030	1,582	Right-of-use assets	6	1,154	1,730
-	-	*Goodwill*	8	1,430	1,430
1,660,309	1,690,715	Concession right	7	1,660,309	1,690,715
3,874	4,215	Other intangible assets	7	3,874	4,215
7,641	4,574	Investment in subsidiaries, associates and joint ventures	9	3,298	-
6,709	1,638	Financial investments	11	6,843	1,759
853	986	Receivables and others	12	852	987
67,105	69,167	Deferred tax assets	13	67,461	71,123
1,912,716	1,948,320			1,914,088	1,951,502
		Current			
530	492	Inventories	14	1,170	1,159
96,380	74,594	Receivables and others	15	102,409	80,138
-	620	Current tax	18	-	622
354,615	339,569	Cash and cash equivalents	19	354,902	340,150
451,526	415,275			458,481	422,069
2,364,242	2,363,595	Total assets		2,372,569	2,373,571
		EQUITY			
200,000	200,000	Share capital	20	200,000	200,000
81,349	83,219	Reserves	21	81,349	83,219
421,089	391,051	Retained earnings	22	418,243	390,160
324,398	27,486	Net profit	23	333,913	25,531
1,026,836	701,756			1,033,505	698,910
1,026,836	701,756	Total equity		1,033,505	698,910
		LIABILITIES			
		Non-Current			
826,575	68,620	Loans	24	826,575	68,620
437	669	Lease liabilities	25	496	770
65	958	Derivatives financial liabilities	26	65	958
33,361	23,572	Provisions	27	34,175	24,717
236	1,167	Retirement benefits obligations	17	236	1,167
1,559	1,589	Deferred tax liabilities	13	2,452	1,589
139,240	125,605	Payables and other liabilities	28	140,183	126,094
1,001,474	222,180			1,004,182	223,914
		Current			
43,649	1,306,389	Loans	24	26,533	1,303,245
560	913	Lease liabilities	25	645	976
156,378	132,358	Payables and other liabilities	29	171,801	146,526
135,346	-	Current tax	18	135,903	-
335,933	1,439,660			334,882	1,450,747
1,337,406	1,661,840	Total liabilities		1,339,064	1,674,661
2,364,242	2,363,595	Total of equity and liabilities		2,372,569	2,373,571

The notes are part of the financial position at the end of 31 December 2022.

INCOME STATEMENT SEPARATE AND CONSOLIDATED

(thousand euros)

ANA, S.A. 2022	ANA, S.A. 2021	Description	Notes	ANA Group 2022	ANA Group 2021
859,034	401,439	Revenue	30	913,690	433,938
673	436	Work executed by the entity and capitalised	5	673	436
(3,163)	(1,559)	Goods sold and materials consumed	31	(3,741)	(2,031)
(189,349)	(157,932)	External supplies and services	32	(176,368)	(151,679)
(73,468)	(70,093)	Personnel expenses	33	(126,606)	(109,061)
4,804	(3,224)	Impairment in receivables and other assets	16	4,994	(3,355)
(9,789)	(15,375)	Provisions	27	(9,544)	(14,984)
187	182	Other income	34	133	211
(4,414)	(1,748)	Other expenses	35	(4,436)	(1,949)
1,037	1,613	Investment subsidies	29	1,037	1,613
(76,592)	(79,414)	Amortisation and depreciation	36	(78,369)	(81,136)
508,960	74,325	**Operating results**		521,463	72,003
(35,906)	(40,903)	Finance costs	37	(35,908)	(40,903)
45	-	Share in the results of associates and others	38	276	-
(2,709)	487	Other financial results	39	(2,673)	485
(38,570)	(40,416)	**Financial results**		(38,305)	(40,418)
470,390	33,909	Results before income tax		483,158	31,585
(145,992)	(6,423)	Corporate income tax expenditure	40	(149,245)	(6,054)
324,398	27,486	**Net profit**		333,913	25,531
		Earnings per share (euros)	41		
8.11	0.69	Basic earnings per share		8.35	0.64
8.11	0.69	Diluted earnings per share		8.35	0.64

The notes are part of the income statement at the end of 31 December 2022.

COMPREHENSIVE INCOME STATEMENT SEPARATE AND CONSOLIDATED

(thousand euros)

ANA, S.A. 2022	ANA, S.A. 2021	Description	Notes	ANA Group 2022	ANA Group 2021
324,398	27,486	Net profit		333,913	25,531
		Other income not qualified as results			
148	240	Remeasurements	17	148	240
(34)	(26)	Deferred tax	13	(34)	(26)
		Other income qualified as results			
894	538	Fair value variation of swaps coverage	26	894	538
(57)	498	Fair value variation of assets available-for-sale	11	(57)	498
(270)	(338)	Deferred tax	13	(270)	(338)
325,080	28,398	**Total comprehensive income**		334,595	26,444
		Net profit			
324,398	27,486	Allocated to shareholders		333,913	25,531
324,398	27,486			333,913	25,531
		Total comprehensive income			
325,080	28,398	Allocated to shareholders		334,595	26,444
325,080	28,398			334,595	26,444

The notes are part of the comprehensive income statement at the end of 31 December 2022.

STATEMENT OF CONSOLIDATED CHANGES IN EQUITY

(thousand euros)

Description	Notes	Allocated to shareholders: Capital	Reserves	Retained earnings	Net profit	Total Group
Balance as of 1 January 2021		200,000	82,521	469,648	(79,704)	672,466
Application of the result of the previous year	22	-	-	(79,704)	79,704	-
Total income in the period	21 | 22	-	698	215	25,531	26,444
Balance as of 31 December 2021	23	200,000	83,219	390,160	25,531	698,910
Balance as of 1 January 2022		200,000	83,219	390,160	25,531	698,911
Application of the result of the previous year	22	-	-	25,531	(25,531)	-
Other movements in equity	21 | 22	-	(2,552)	2,552	-	-
Total income in the period	21	-	682	-	333,913	334,595
Balance as of 31 December 2022	23	200,000	81,349	418,243	333,913	1,033,505

The notes are part of the statement of consolidated changes in equity at the end of 31 December 2022.

STATEMENT OF SEPARATE CHANGES IN EQUITY

(thousand euros)

Description	Notes	Allocated to shareholders				Total ANA
		Capital	Reserves	Retained earnings	Net profit	
Balance as of 1 January 2021		200,000	82,521	462,975	(72,139)	673,357
Application of the result of the previous year	22	-	-	(72,139)	72,139	-
Total income in the period		-	698	215	27,486	28,399
Balance as of 31 December 2021	23	200,000	83,219	391,051	27,486	701,756
Balance as of 1 January 2022		200,000	83,219	391,051	27,486	701,756
Application of the result of the previous year	22	-	-	27,486	(27,486)	-
Other movements	21 | 22	-	(2,552)	2,552	-	-
Total income in the period	21	-	682	-	324,398	325,080
Balance as of 31 December 2022	23	200,000	81,349	421,089	324,398	1,026,836

The notes are part of the statement of separate changes in equity at the end of 31 December 2022

Direct method

CASH FLOW STATEMENT SEPARATE AND CONSOLIDATED

(thousand euros)

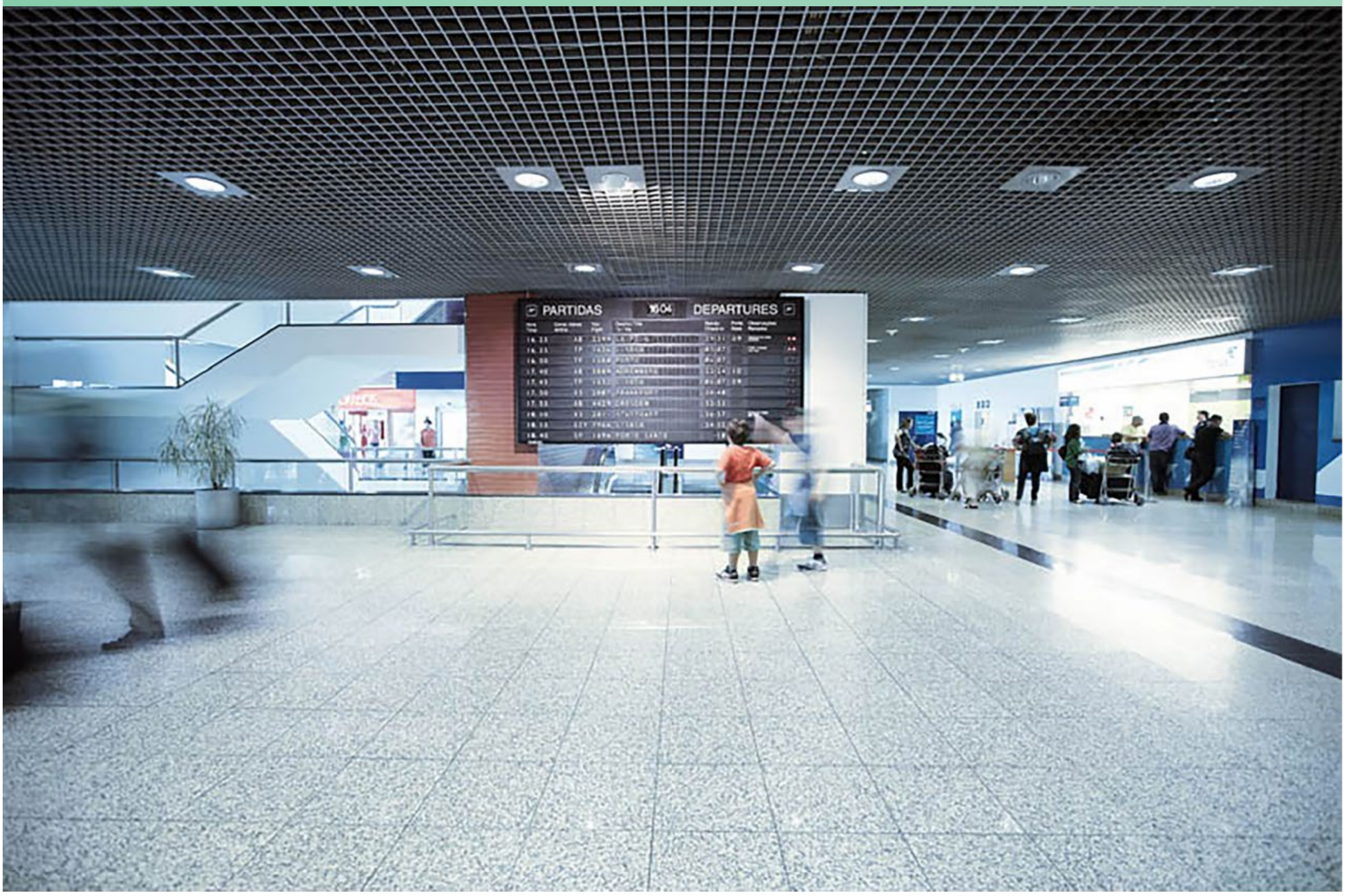
ANA, S.A. 2022	ANA, S.A. 2021		Notes	ANA Group 2022	ANA Group 2021
		Operating activities			
915,813	400,535	Receipts from customers		968,928	428,070
(194,888)	(160,684)	Payments to suppliers		(199,279)	(159,845)
(73,237)	(70,183)	Payments to personnel		(106,075)	(102,256)
(10,696)	25,495	Payments and receipts of income tax		(13,073)	24,033
(51,634)	(16,477)	Other operating payments and receipts		(49,982)	(15,648)
585,358	178,686	**Operating cash flows**		600,519	174,354
		Investment activities			
		Receipts from:			
25	39	Tangible fixed assets		25	39
185	-	Interest and similar income		185	-
325	577	Investment subsidies		325	577
45	-	Dividends		45	-
		Payments regarding:			
(3,084)	(55)	Financial investments		(3,084)	(55)
(5,100)	-	Loans with related parties	11 | 46	(5,100)	-
(21,169)	(35,881)	Tangible fixed assets and intangible assets		(22,622)	(37,279)
(28,773)	(35,320)	**Investments cash flows**		(30,226)	(36,718)
		Financing activities			
		Receipts from:			
13,973	-	Other financing operations (Cash Pooling)		-	-
-	-	Other financing operations		1	-
		Payments regarding:			
(514,188)	(14,133)	Loans	24	(514,188)	(14,133)
(918)	(1,133)	Lease liabilities	24 | 25	(973)	(1,206)
(40,406)	(41,259)	Interest and similar costs	24	(40,381)	(41,261)
-	(5,665)	Other financing operations (Cash Pooling)	24	-	-
(541,539)	(62,190)	**Financing cash flows**		(555,541)	(56,600)
15,046	81,176	Variation of cash and equivalents		14,752	81,036
339,569	258,393	Cash and equivalents at the beginning of the period	19	340,150	259,114
354,615	339,569	Cash and equivalents at the end of the period	19	354,902	340,150

The notes are part of the cash flow statement at the end of 31 December 2022.

MANAGEMENT REPORT AND ACCOUNTS 2022

III — NOTES TO THE FINANCIAL STATEMENTS

03



ANA AEROPORTOS DE PORTUGAL

Powered by VINCI AIRPORTS

PRELIMINARY NOTE

ANA, S.A. was set up by Decree-Law no. 404/1998, of 18 December. This law transformed the former Empresa Pública Aeroportos e Navegação Aérea, ANA, E.P., itself set up by Decree-Law no. 246/1979, of 25 July, into a legal person under private law, with the status of a public limited liability company.

The Company is governed by its articles of association, by the regulatory standards applicable to limited liability companies, by the Concession Contracts to which it is party and also by the special regulations applicable because of the Company's specific business activity.

ANA - Aeroportos de Portugal, S.A. is the concessionaire for the provision of public airport services in support of civil aviation operations at ten national airports. These are located in continental Portugal (Lisbon, Porto, Faro and Beja), in the Autonomous Region of the Azores (Ponta Delgada, Santa Maria, Horta and Flores) and in the Autonomous Region of Madeira (Madeira and Porto Santo).

The legal framework for these concessions is set out in decree-Law no. 254/2012, of 28 November, and in the amendments to this introduced by Decree-Law no. 108/2013, of 31 July, which brings the airports in the Autonomous Region of Madeira into the airport network managed by ANA, S.A.

This legal framework is completed by the Concession Contracts for the provision of public airport services in support of civil aviation operations at national airports: (i) in continental Portugal and the Azores, through the contract signed by ANA, S.A. and the Portuguese State on 14 December 2012, and (ii) in the airports in the Autonomous Region of Madeira, accordingly to the contract signed on 10 September 2013. Under this latter contract, ANA, S.A. succeeded to ANAM, S.A. as concessionaire, as from October 2014, when ANAM, S.A. was incorporated by merger into ANA, S.A.

ANA, S.A. has its registered office at Rua D, Edifício 120, Lisbon Airport, and is the "parent company" of the ANA Group. The shareholder structure and business purpose are described in the following points.

The Financial Statements given refer to the individual financial statements for ANA, S.A. and the consolidated financial statements for the ANA Group.

All values are expressed in thousands of euros, unless otherwise indicated.

Some of the monetary figures referred to in these Notes may slightly differ from the sum of their parts or from amounts stated in other points. This is due to the automatic rounding up or down of such figure.

1. ACTIVITY

1.1. GROUP STRUCTURE AND FRAMEWORK OF ACTIVITY

SHAREHOLDER

On December 31, 2022, ANA, S.A. was 100% owned by VINCI Airports, SAS.

OBJECT

The main business purpose of ANA, S.A. is to operate public airport services, as a concession, in support of civil aviation in Portugal. Additionally, the company may carry out business activities and commercial or financial operations that are directly or indirectly related, wholly or partially, to the main purpose, or that may help or ease the achievement of this main purpose.

SUBSIDIARY COMPANIES

ANA, S.A., the parent company, has a 100% stake in Portway, S.A., its handling subsidiary, whose main business purpose is the ground handling of aircraft and passengers and the provision of various other services related to airport activities.

JOINT VENTURES

In 2022, ANA, S.A. and ARI set up a limited company called PTDF - Portugal Duty Free, Lda, whose duty free / duty paid commercial outlets began trading at eight Portuguese airports in June.

This seven-year partnership is based on the joint-venture operation of the shops, under the terms of the contractual relationship established between ANA, S.A. and ARI.

51% of PTDF's share capital of EUR 6,000,000 is held by ANA, S.A. and 49% by ARI.

ASSOCIATED COMPANIES

On 18 July 2022, ANA, S.A. concluded an international investment operation with the signing, in partnership with VINCI Airports, of a forty-year concession contract with the Republic of Cape Verde for the management of the country's four international airports: Praia, Sal, São Vicente and Boa Vista and three domestic airports: San Nicolau, Fogo and Maio.

Cabo Verde Airports, S.A. was set up as the delivery vehicle for this contract. It is 30% owned by ANA, S.A. and 70% by VINCI Airports and its main business purpose is the concessionary operation of public airport services in support of civil aviation in Cape Verde.

Cabo Verde Airports, S.A. is scheduled to begin operating the airports in the first half of 2023.

The company's share capital is CVE 2,500,000, of which 30% is held by ANA, S.A. and 70% by VINCI Airports, SAS.

1.2. CONCESSION OF PUBLIC AIRPORT SERVICES CONTRACTS

ANA, S.A. is a concessionaire of the public airport service in support of aviation at eight national airports in mainland Portugal (Lisbon, Porto, Faro and Beja) and in the Autonomous Region of Azores (Ponta Delgada, Santa Maria, Horta and Flores), under the Concession Contract signed with the Portuguese State on 14 December 2012.

Following the merger by incorporation of ANAM, S.A., ANA, S.A. succeeded ANAM, S.A. as contract concession holder for the provision of public airport services in support of aviation at the two airports in the Autonomous Region of Madeira (Madeira and Porto Santo), as provided for under the contract signed by ANAM, S.A. and the Portuguese State on 10 September 2013 (clause 43.4).

Thus, ANA, S.A. has been the concession holder under two Concession Contracts since October 2014. Although these contracts are independent, the grantor is the same and the form of the contracts is entirely identical.

SERVICES PROVIDED BY THE CONCESSIONAIRE

The aim of public airport services contracts is the management, the operation and provision of airport activities and services, as well as obligations related with the maintenance of assets and the development of airports.

The main activities are:

a) Airport activities and services – directly provided by the Concessionaire and for which it provides airport infrastructures detailed in Annexe 1 of the concession contracts, being the most significant associated with:

1. The availability of airport infrastructures consisting of runways, taxiways and aprons;
2. The availability of airport infrastructures necessary for air traffic control;
3. The parking of aircraft on the aprons, as well as their shelter in hangars, when applicable;
4. The safety of airport operations within the entire airport perimeter;
5. The provision of emergency, rescue and firefighting services;
6. The availability of areas specifically designed for the embarking, disembarking, transfer or transit of passengers, cargo and mail;
7. The availability of airport infrastructures for the provision of assistance services to aircraft, passengers, cargo and mail, including the supply of fuel, oil and meals (catering);
8. The supply and maintenance of equipment for embarking and disembarking passengers and equipment for remote embarking of persons with reduced mobility, as well as supply of energy to aircraft;
9. The availability of passenger check-in counters or any other infrastructure associated with the processing of passengers, including common use computer platforms;
10. The supply, operation and maintenance of infrastructures for the reception, treatment, handling and collection of baggage;
11. The availability of car parks with public access to airports;
12. General maintenance and upkeep of airport infrastructures.

b) The provision of activities for design, projects, construction, strengthening, reconstruction, expansion, deactivation and closing of airports, under the terms of the contract.

c) The carrying out of business activities that may be performed in airports or other areas affected by the concession.

CONCESSION ASSETS AND ASSOCIATED OBLIGATIONS

The Concession Contract was awarded for a period of 50 years, from the date of the signing of the contract (14 December 2012) for the airports in mainland Portugal and in the Autonomous Region of Azores. The contract signed with the Autonomous Region of Madeira has the same term.

In return for being granted this concession, ANA, S.A. paid the grantor the amount of 1,200 million euros, maintaining the right of use over all the airport infrastructures that make up the concession and assuming the responsibilities inherent in the maintenance of airport infrastructures according to the parameters of service quality set forth in the contract.

In addition to the initial payment of 1,200 million euros, ANA, S.A. is obligated to share with the grantor, in two equal annual payments (31 March and 30 September) between the 11th and 50th years of the concession, an amount corresponding to a percentage of the gross income from the concession, which varies between 1 and 10% according to the defined time intervals. These variable remunerations will be recognized in the income statement at the moment of its occurrence due to its contingent nature. The first payment will occur in 2023 for the year 2022.

The establishment of the concession includes all the assets allocated to the concession, regardless of their ownership, which includes: (i) buildings and land; (ii) other tangible assets; and (iii) intangible assets.

Under the Concession Contract, ANA, S.A. assumes specific obligations for development, including the maintenance of the airports in good operating conditions, assuming the total and exclusive responsibility for the operation, repair, replacement, maintenance and management of airports, and in particular to:

a) Maintain the runways, aprons, taxiways and cargo and mail infrastructures, as well as all the areas of the airport essential to the secure access to air transports, in conditions that are at least equal to those at the date of the contract;

b) Maintain all the passenger terminals at a C service level, according to the IATA manual;

c) Keep airports free from any environmental damage resulting from the concession activity;

d) Guarantee, on the expiration date of the contract, the delivery of the assets allocated to the concession in operating conditions that meet the minimum reversion conditions.

At the end of the concession, all the concession assets revert to the grantor, with the concessionaire retaining no rights of indemnification, except for investments greater than 30 million euros made in the last five years of the Concession Contract with the approval of the grantor. In these cases, the grantor shall pay the residual amount of the assets or extend the concession period..

NEW AIRPORT FOR LISBON (NAL)

The Concession Agreement gives the Concessionaire the exclusive right to submit a proposal for the design, construction, financing and/or operation and management of the NAL.

Pursuant to Clause 42.3 of the Concession Agreement, the Concessionaire also has the right to present alternatives which appear to be more efficient and less costly to the Concessionaire than developing the NAL.

Through Council of Ministers Resolution No. 89/2022, of 14 October, the Concession Grantor decided to set up a decision-making process for the development of airport capacity in the Lisbon Region. This process was placed under the aegis of an Independent Technical Committee (ITC) and an Oversight Committee (OC). Both commissions report to the state.

ANA, S.A. has no responsibility for coordinating or managing the work of the committees, and was only called upon to present the solution that had been agreed, in 2017, with the Grantor (the dual solution: Portela + Montijo), and provide technical information requested by the ITC as part of its work.

ITC is led by an academic team, divided into six thematic groups: demand study, technical planning, accessibility, environment, economic/financial modelling and legal aspects.

The OC includes representatives of the various public entities involved in each of the proposed solutions, namely the local authorities of the areas surrounding the sites submitted for assessment by the ITC, as well as representatives of environmental associations and the confederation of tourism, among others.

This process includes the carrying out of a Strategic Environmental Assessment in line with the Legal Framework for Environmental Impact Assessment. This will result in a proposal for a decision by the end of 2023.

The Council of Ministers Resolution foresees that the ITC will evaluate five options, which may be complemented with other proposals validated by the ITC:

- the dual solution: Lisbon Airport as the main airport and Montijo as a supplementary airport;
- the opposite dual solution: Montijo gradually acquiring the status of main airport and Lisbon Airport that of complementary airport, including the capacity for the main airport to fully substitute the operation of the secondary airport;
- the “Alcochete” solution, with a new international airport at Campo de Tiro de Alcochete to replace Lisbon Airport in its entirety;
- an alternative dual solution, such as the construction of a complementary airport in Santarém;
- a solution with a new international airport in Santarém, fully replacing Lisbon Airport.

FINANCING

As concessionaire, ANA, S.A. assumes full financing of the concession, although this may be renegotiated, provided that the debt servicing coverage ratio stipulated in the Concession Contract is maintained.

INCOME AND REBALANCING OF THE CONCESSION

The concession income consists of proceeds from charges issued by the concessionaire in return for providing airport activities and services and includes income from commercial or other activities related to the management of the concession.

The amounts charged for the public service are established in Annexe 12 of the Concession Agreement, which sets out the maximum amounts for the regulated per passenger revenue.

The concessionaire assumes complete responsibility for all the risks inherent in the concession, rebalancing only being permitted in those cases expressly provided for in the contract. Rebalancing can take one or more forms:

a) Change in the charges subject to economic regulation;

b) Attribution of co-payment or direct compensation by the grantor;

c) Extension of the concession period; or

d) Any other form agreed upon between parties.

1.3. ECONOMIC REGULATION LEGAL FRAMEWORK

1.3.1. DECREE-LAW NO. 254/2012

- Decree-Law no. 254/2012 approved the rules applicable to the airport sector. The aforesaid Decree-Law regulates: (i) the licensing regime for the private use of airport assets in the public domain and the performance of activities and services in airports and national public aerodromes, as well as the charges related to these activities; (ii) a set of charges applied to all airports and aerodromes located in Portuguese territory, specifically the security charge due on the number of passengers boarded; (iii) the conditions for applying the juridical regime related to the rights of passengers with disabilities and passengers with reduced mobility; (iv) the rules and common principles applicable to the charges subject to economic regulation and setting the indicators of quality in service, to be followed at airports and aerodromes located in Portuguese territory;
- Under article 49 of Decree-Law no. 254/2012, the security charge consists of two distinct components. One part covers the charges levied by ANAC and the security forces. The other part covers the costs incurred by the airport management bodies in providing civil aviation security services and also in installing, operating and maintaining the systems for screening all hold baggage. The part of the charge pertaining to this second component is fixed by ministerial order issued by the members of the government responsible for finance, internal administration and the economy. Prior to this, the airport management body makes a proposal that has been guided by the opinions of airport users, or their representatives, and is based on the costs of the security services provided, as per no. 2 of article 52 of the same Decree-Law;
- In order to cover the costs inherent to providing assistance to people with reduced mobility, a charge was created that came into effect in December 2008, complying with Regulation no. 1107/2006, of 5 July. This charge is paid by the airlines using airports or aerodromes in Portugal. The amount is fixed, per passenger embarked, by decision of the administrative board of ANAC. Prior to this, the airport management body makes a proposal that has been guided by the opinions of airport users, or their representatives, or users' associations, as per nos. 1 and 3 of article 61 of Decree-Law no. 254/2012.

1.3.2. ECONOMIC REGULATION ESTABLISHED IN THE CONCESSION CONTRACTS

The economic regulation, detailed in Annexe 12 of the Concession Contracts, defines the principles and rules applicable to the charges paid by airport customers for the use of available facilities and for services provided by the airport operator related to the landing, take-off, lighting and parking of aircraft and for the processing of passengers, cargo and mail.

The Concession Contracts for the provision of public airport services in support of aviation at the national airports in mainland Portugal, the Azores and Madeira specify the economic regulation applicable to the business carried out at these airports, through a common and materially standardised model.

In terms of the regulation model adopted, the activities provided by the airport managing entity are divided into:

a) Regulated activities: i) directly related to aircraft operations; ii) related to the processing and assistance to passengers, on arrival, departure and in transfer; and

b) Monitored activities: i) the commercial activities on the airside not included in the "airside retail activities"; ii) availability of ticket sale counters or for support of the airline operations; iii) activities for supplying fuel and catering to aircraft and other categories of assistance during stopover; and iv) activities related to flights exclusively operated by cargo planes.

The economic regulation is based on the Maximum Regulated revenue per passenger.

The setting of the income per terminal passenger is made by airport or set of airports,

i. Lisbon group [Lisbon, Azores, Madeira (Madeira and Porto Santo) and Beja Civilian Terminal],

ii. Porto and

iii. Faro,

the concessionaire being free to set the structure and amounts of the charges owed, as long as the limits established for the Regulated Price Cap are observed.

A regulatory description of rates due for using the airport facilities and services and for operating commercial activities can be found in the 'Regulated Charges Guide' available online at ANA, S.A.'s official website (www.ana.pt).

1.4. GROUND HANDLING SERVICES

Via Portway, S.A., the Group is involved in the activity of providing the aircraft that use Lisbon, Porto, Faro, Madeira, Porto Santo and Ponta Delgada airports with assistance during stopovers, as defined by Decree-Law no. 275/99 dated 23 July, under licence from ANAC for the following activities:

- Administrative assistance on the ground and supervision;
- Assistance to passengers;
- Assistance with baggage;
- Assistance for cargo and mail;
- Assistance for runway operations;
- Assistance for cleaning and servicing aircraft;
- Assistance for air operations and crew management;
- Assistance for ground transport.

2. ACCOUNTING POLICIES

The main accounting policies applied while preparing these financial results are described below. These policies were applied consistently to all the years presented herein, unless otherwise indicated.

2.1. BASIS FOR THE PRESENTATION

These financial statements sheets were prepared according to the IFRS adopted by the European Union, issued and in force at 31 December 2022.

Financial assets and liabilities are recognized in the balance sheet when the Company becomes part of the corresponding contractual provisions.

The preparation of the financial statements in accordance with the IFRS requires the use of some important estimates that affect the amounts of assets and liabilities as well as the amounts of income and costs during the reported period. These estimates and assumptions are derived from a better knowledge of management with regard to current events and activities. However, it is not expected that significant adjustments of the values of assets and liabilities in future years will result from these estimates. The areas that involve a greater degree of judgement or where the estimates are more significant for the financial statements are described in note 4.

The Board of Directors assessed the ability of the Company and of the Group to continue operating as a going concern. This assessment was based on all relevant information, facts and circumstances of a financial, commercial or other nature, including events subsequent to the reference date for the financial statements.

As a result of this assessment, the Board of Directors understands that the Company and the Group have the requisite resources to continue to engage in their business activities and that there is no intention of ceasing trading in the short term. Therefore, it believes that the application of the going concern principle to the preparation of the attached consolidated financial statements is appropriate.

2.2. IFRS DISCLOSURES – NEW RULES

2.2.1. STANDARDS AND INTERPRETATIONS THAT CAME INTO FORCE ON JANUARY 1, 2022, AND THAT THE GROUP APPLIED IN PREPARING ITS FINANCIAL STATEMENTS

As at the date of approval of these financial statements, the following accounting standards, interpretations, amendments and revisions have been endorsed by the European Union. Application of these was mandatory as of the fiscal year beginning 1 January 2022:

- **Amendment to IFRS 3**: this amendment comprises an update of the reference to the 2018 conceptual framework; additional requirements for analysing liabilities under IAS 37 or IFRIC 21 at the acquisition date; and explicit clarification that contingent assets are not recognised in a business combination.
- **Amendment to IAS 16 - "Proceeds before intended use"**: this amendment comprises an alteration to IAS 16 to prohibit the deduction of any proceeds accruing from the sale of products from the cost of a tangible asset before the asset is available for use.
- **Amendment to IAS 37 - Onerous Contracts**: this amendment comprises clarification that the compliance costs of a contract are costs that are directly related to the contract.
- **Annual improvements 2018-2020**: They correspond essentially to amendments to the following standards:- IFRS 1 - a practical expedient that allows a subsidiary that first adopts IFRS at a later date than its parent company to elect to measure cumulative translation differences using the amounts reported by its parent company in its financial statements, based on the parent company's date of transition to IFRS;- IFRS 9 - clarifies the fees that should be included in the 10% test for the purposes of derecognition of a financial liability;- IAS 41 - removes the requirement to exclude tax-related cash flows in measuring fair value.

The adoption of the amendments referred above had not significant effects on the Group's financial statements for the year ended December 31, 2022.

2.2.2. STANDARDS, CHANGES AND INTERPRETATIONS ISSUED AND ENDORSED BY THE EUROPEAN UNION. APPLICATION OF THESE WILL BE MANDATORY IN FUTURE YEARS

As at the reporting date for these financial statements, the following accounting standards and interpretations, for which application will be mandatory in future years, have been endorsed by the European Union:

- **IFRS 17 - Insurance Contracts**: this standard establishes the principles underpinning the recognition, measurement, presentation and disclosure of insurance contracts that fall within its scope. This standard replaces IFRS 4 - Insurance contracts.
- **Amendment to IAS 8 - Accounting policies, changes in accounting estimates and errors - Definition of accounting estimates**: this amendment, published by the IASB in February 2021, changes the definition of accounting estimate to a monetary amount in the financial statements that is subject to measurement uncertainty.
- **Amendment to IAS 1 - Presentation of Financial Statements and IFRS Practice Statement 2 - Disclosure of Accounting Policies**: this amendment, published by the IASB in February 2021, clarifies that material accounting policies, rather than significant accounting policies, should be disclosed and it has introduced examples for the purposes of identifying material accounting policies.
- **Amendment to IAS 12 Income Taxes - Deferred Taxes**: this amendment, published by the IASB in May 2021, clarifies that the exemption from initial recognition of deferred taxes does not apply to transactions in which equal amounts of deductible and taxable temporary differences arise.
- **Amendment to IFRS 17 - Insurance contracts - initial application of IFRS 17 and IFRS 9 - comparative information**: this amendment, published by the IASB in December 2021, introduces changes regarding the comparative information to be presented when an entity adopts IFRS 17 and IFRS 9 simultaneously.

Although these amendments have been endorsed by the European Union, the Company did not adopt them in 2022, as their application is not yet mandatory. The future adoption of these amendments is not expected to have any significant impact on the financial statements.

2.2.3. STANDARDS, AMENDMENTS AND INTERPRETATIONS THAT HAVE BEEN PUBLISHED BUT HAVE NOT YET BEEN ENDORSED BY THE EUROPEAN UNION

As at 31 December 2022, the IASB had issued the following standards and interpretations that have not yet been endorsed by the European Union, so the Group has not applied them to this reporting period:

- **Amendments to IAS 1 Presentation of Financial Statements - Classification of liabilities as current and non-current; Deferral of the date of application; Non-current liabilities with covenants**: these amendments, published by the IASB, clarify the classification of liabilities as current or non-current through analysis of the contractual conditions existing at the reporting date. The amendment pertaining to non-current liabilities with covenants clarified that only conditions that must be met before or on the reference date of the financial statements are relevant for the purpose of classification as current/non-current. The date of application has also been postponed to 1 January 2024.
- **Amendment to IFRS 16 - Leases - Lease liabilities in a sale and leaseback transaction**: this amendment, published by the IASB in September 2022, clarifies how a lessee seller accounts for a sale and leaseback transaction that meets the IFRS 15 criteria for a sale.

The future adoption of these amendments is not expected to have any significant impact on the accompanying financial statements.

2.3. CONSOLIDATION

SUBSIDIARIES

The financial holdings in companies over which the Group exercises control are consolidated by means of the full consolidation method. The method is applied from the date on which the Group gains control over the financial and operational activities of the subsidiary and until the date on which it relinquishes such control.

The Group is presumed to have control when it is exposed, or is entitled, to variable returns arising from its involvement in the holding and where it is able to influence such returns through the power it exercises over the holding, irrespective of the percentage of equity that it owns.

On an individual basis, investments in financial holdings that are not classified as non-current assets held for sale or included in a disposal Group that is classified as non-current assets held for sale are recognized at acquisition cost. They are also subject to periodic impairment tests, whenever there are signs that a given financial holding may be impaired.

Business combinations are measured using the purchase method. The cost of an acquisition is assessed by the fair value of the goods handed over, capital instruments issued and liabilities incurred or undertaken on the date of the acquisition. The transaction costs are recorded as expenses when incurred, in accordance with IFRS 3.

The identifiable assets that were acquired and the liabilities and contingent liabilities undertaken in a merger have initially been measured at the fair value on the date of the acquisition, irrespective of the existence of non-controlled interests. The surplus cost of acquisition regarding the fair value of the Group's share of the identifiable liquid assets that has been recorded as goodwill. If the cost of the acquisition was lower than the fair value of the Group's share of the net assets of the subsidiary that has been acquired (negative goodwill), the difference is recorded directly on the income statement.

Internal transactions, balances and unrealised gains in transactions between Group companies have been eliminated. Unrealised losses have also been eliminated, except in cases where the transaction proves to be evidence of the impairment of a transferred asset. The accounting policies of subsidiaries are altered whenever necessary, to ensure consistency with the policies adopted by the Group.

Investments in companies over which the Group exercises control, shown in the separate financial statements of ANA, S.A., are measured at acquisition cost, less any impairment losses.

ASSOCIATES COMPANIES AND JOINT VENTURES

Associates are all entities over which the Group exercises significant influence but does not have control and generally hold between 20% and 50% of the voting rights.

The classification of financial holdings in joint ventures is determined on the basis of any contractual agreements that address and govern the joint control. Such joint control is understood to exist when decisions about the relevant activities of the venture require unanimous agreement between the parties.

Investments in associates and joint ventures are accounted for using the equity method, initially recorded at cost.

The Group's share of the gains and losses made by its associates and joint ventures, after acquisition, is recognised in the income statement and the share of changes in reserves, after acquisition, is recognised in reserves against the carrying amount of the financial investment. Dividends received from these companies are carried as a reduction in the value of the financial investments.

When the Group's share of losses in an associate or joint venture equals or exceeds its investment in the company, including receivables not covered by guarantees, the Group does not recognise further losses, unless it has incurred obligations or made payments on behalf of the associate or joint venture.

Unrealised gains on transactions with associates and joint ventures are eliminated to the extent of the Group's holding in these companies. Unrealised losses are also eliminated, unless the transaction reveals evidence of impairment of a transferred asset.

The accounting policies of associates are changed whenever this necessary to maintain consistency with the policies adopted by the Group.

2.4. FOREIGN EXCHANGE CONVERSIONS

A. OPERATING CURRENCY

The figures in the financial statements are expressed in thousands of euros (the currency of the economic environment in which the ANA Group operates).

B. TRANSACTIONS AND BALANCES

Transactions in currencies other than the euro have been converted into the operational currency using the exchange rates in effect on the date of the transaction.

The differences in exchange rates during the financial year, as well as those that were not realised, identified regarding the monetary assets and liabilities that existed on the date of the balance sheet, at the exchange rates in effect on that date, have been included in the income statement.

The following exchange rates regarding the Euro were used for the conversion of monetary assets and liabilities in foreign currencies, which existed on the date of the balance sheet:

Currency	2022	2021
USD	1.0666	1.1326
GBP	0.8869	0.8403
CVE	110.7170	-

2.5. CONCESSIONS ASSETS

The concessions granted to ANA, S.A. include the following concession assets.

2.5.1. FIXED TANGIBLE ASSETS

The fixed tangible assets include the State property and Company assets.

- State property - includes all assets acquired by the Group companies that are implanted on lands in the public domain and attributable to the activities of providing public service;
- Patrimony:
  - Property assigned to the concession - includes all the assets used in providing the public service and, thus, assigned to the operation of the concession but which are, in substance, controlled by the concessionaire;
  - Others – remaining assets not used in providing the public service, but which have been acquired by Group companies.

The concession operator is deemed to have substantial control over the concession assets when it can independently, and without prior authorisation from the grantor, make decisions on the timing of the replacement of such assets, the size of the investment to be made and the specifications of the equipment to be procured (see note 2.5.2).

Fixed tangible assets are recorded at the value of the initial exchange paid and are subject to legal revaluations, within the scope of the former standards, which constitutes the presumed cost at the date of transition. The fixed tangible assets are being amortised by the respective estimated useful life, the linear method.

Subsequent expenditure is included in the sum recorded on the amount of the property or shown as separate assets, when appropriate, only when it is likely that the future outflow of the economic benefits for the companies and the cost can be reliably measured. Other expenditure related to repairs and maintenance has been shown as an expense during the period in which it was incurred.

The costs incurred with loans obtained for the construction of qualifiable assets have been capitalised during the period required to complete and prepare the asset for its intended use. Other costs with loans have been shown as expenditure for the period.

Direct costs related to the technical areas involved in constructing the Group's assets are likewise capitalised into tangible assets. This capitalisation is carried out according to the internal resources used and the time spent, as a counterpart to the heading of work executed by the entity and capitalised.

The gains or losses derived from the sale or writing off of assets are determined by the difference between the receipts from the sale and the sum recorded on the amount of the asset and is shown as income or expenses on the income statement.

The period of useful life of the main fixed tangible assets can be summarised as follows:

Buildings	10 to 50 years
Other constructions	10 to 50 years
Basic equipment	3 to 20 years
Transport equipment	4 to 7 years
Administrative equipment	4 to 10 years

Amortisation for the period is calculated using the linear method.

2.5.2. INTANGIBLE ASSETS – CONCESSION RIGHT

In accordance with the Concession Contracts of ANA, S.A. and the economic regulation established in those instruments, as described in note 1.3, the model for recording the concession assets as applied under IFRIC 12 is that of intangible asset, since there is no unconditional right to receive fixed or determinable amounts associated with public service provided. There is only the right to charge the airport users, while the concessionaire is exposed to the risk of demand.

In determining the property to be classified as assets comprising the concession right, the classes associated to the various activities carried out were identified, being considered as assets integrating the concession right those that are related to the services/activities in which:

- the grantor controls or regulates:
  - which services are to be provided – the concessionaire is obligated to provide the services set forth in the Concession Contract;
  - the users – the concessionaire is obligated to provide access to the public service to all users indiscriminately; and
  - the price – the concessionaire is obligated to practice the prices established by the grantor or other equivalent entity (e.g., the regulator);

- concession grantor substantially controls any significant interest in the infrastructure and the concessionaire cannot make free use of the assets without permission from the grantor.

The value of subsidies received for these investments was deducted from the total of these assets, the net amounts invested in the concession right being presented in the accounts, according to the policy defined for the ANA Group.

The concession right presented on the statement of the financial position includes the increased amounts agreed to with the grantor for the construction/acquisition of assets for the establishment of the concession that consist of investments for the expansion or renewal of infrastructures (see note 1.2).

The concession right is amortised until the end of the concession term (2062), on a straight-line basis.

2.6. OTHER INTANGIBLE ASSETS

Other intangible assets are valued at the cost of acquisition less accumulated amortisation and impairment losses.

Intangible assets are only recognised if identifiable and if it is likely that they will result in future economic benefits controlled by the Group and can be reliably measured.

Other intangible assets refer to research expenses and software.

RESEARCH AND DEVELOPMENT EXPENDITURE

Expenditure on research carried out while pursuing new technical or scientific knowledge, or a quest for alternative solutions, is shown in the results when incurred.

The expenditure incurred on account of development is capitalised when it is proved that the product or process being developed can be executed in technical terms and that the Group has the intention and the capacity to complete its development and begin its use or sale.

SOFTWARE

The costs incurred with the acquisition of software are capitalised whenever it is expected that they will be used by the Group, with an estimated 3-year lifetime.

2.7. GOODWILL

Goodwill represents the surplus of the cost of acquisition as compared to the fair value of the identifiable assets and liabilities of the subsidiary/associate at the date of acquisition. In the individual accounts, goodwill is included in investments in associates and is measured at the initial value less any accumulated impairment losses. Gains or losses arising from the sale of an entity include the goodwill value of this entity.

The goodwill is allocated to the units that generate the cash flows for purposes of conducting impairment tests. The tests are conducted at least once a year with reference to the financial reporting date.

2.8. IMPAIRMENT OF NON-FINANCIAL ASSETS

The assets of the ANA Group are analysed during each report period so as to detect possible losses due to impairment.

Impairment losses are recognised as the difference between the carrying amount and the recoverable amount.

The determination of the value recoverable is made considering the following operating segments:

- The airport activity managed by ANA, S.A.;
- The handling activity developed by Portway, S.A.
- The duty free / duty paid business run by PTDF - Portugal Duty Free, Lda.

2.9. FINANCIAL ASSETS

The Group determines the classification of its financial assets on the date that the asset is first shown in accordance with the objective of its purchase, re-evaluating this classification on the date of each report.

Financial assets can be classified as:

- Assets measured at amortised cost – this includes non-derivative financial assets, the business model of which involves holding financial assets in order to receive contractual cash flows, where such flows are solely repayments of capital and the payment of interest on the outstanding capital.
- Financial assets at fair value through other comprehensive income – these assets are classified at fair value through other comprehensive income if they are held under a business model objective of which is attained by collecting contractual cash flows and selling financial assets, where the contractual terms of the financial asset result in specifically dated cash flows that are solely repayments of capital and the payment of interest on the outstanding capital.
- Financial instruments classified at fair value through profit or loss – the assets classified in this category are derivative financial instruments and capital instruments that the Company has not classified, on initial recognition, as financial assets through other comprehensive income. This category also covers all financial instruments contractual cash flows of which do not solely comprise capital and interest.

Financial assets are removed when the rights to receive the monetary flows created by these investments expire or are transferred, along with all the risks and benefits associated with their possession.

2.10. IMPAIRMENT OF FINANCIAL ASSETS

At each reporting date, the ANA Group assesses whether financial assets at amortised cost are impaired and recognises any expected credit losses for trade receivables, debtors and other receivables.

Under IFRS 9, in those situations in which the credit risk of a given financial asset has not increased significantly since it was initially recognised, an accumulated impairment equal to the loss that is judged likely to be incurred over the next 12 months should be recognised. If the credit risk has increased significantly, an accumulated impairment equal to the loss that is judged likely to be incurred over the next 12 months should be recognised.

With respect to expected losses, this standard covers both financial assets measured at amortised cost and those measured at fair value through other comprehensive income. Investments in capital instruments, loan commitments issued that are measured at fair value and other financial instruments measured at fair value are all excluded from the scope of this standard.

The Group applies the expected losses impairment model to contracts covered by IFRS 9. Expected losses through to maturity are carried on the basis of actual loss experience and the specific characteristics of the underlying credit risk.

2.11. INVENTORIES

Inventories are valued as the lesser of the cost of acquisition or the net sale value. Inventories essentially refer to fuels, spare parts and other materials. Inventories are initially shown at the cost of acquisition, which includes all the expenses associated with the purchase. The cost is determined using the pondered average cost method.

2.12. CASH AND CASH EQUIVALENTS

The cash and cash equivalents item includes: cash, bank deposits, other short-term investments with high levels of liquidity, insignificant risk of changes in value and with an initial maturity of up to 3 months and bank overdrafts.

It also includes the cash pooling figure, as the ANA Group is now part of the VINCI Group cash pooling mechanism. Cash pooling qualifies as being a cash equivalent because there are no restrictions on the way it is used, it is immediately available because it meets all the other pertinent criteria.

Bank overdrafts are shown on the statements of the financial position, in current liabilities under the loans item. For the purposes of cash flow statements, the bank overdrafts are included in the cash and cash equivalents item.

2.13. DIVIDENDS

Dividends are shown as a liability whenever approved by Shareholders General Meeting.

2.14. FINANCIAL LIABILITIES

The IFRS 9 classifies financial liabilities into two categories:

- Financial liabilities at amortized cost;
- Financial liabilities at fair value.

Financial liabilities at amortized cost include Loans obtained (note 2.15) and Payables and other liabilities (note 2.16).

Financial liabilities at fair value refer to derivative financial instruments contracted within the scope of managing the Group's financial risks.

Derivative financial instruments are shown on the date they are contracted at their fair value. Subsequently, the fair value of the derivative financial instruments is regularly evaluated. The gains or losses resulting from this evaluation are shown directly in the results for the period or in coverage reserves, in equity, in situations that these gains or losses qualify for cash flow hedge accounting (note 3.3).

The financial liabilities are removed when the underlying obligations are eliminated by payment or are cancelled or expire.

2.15. LOANS OBTAINED

A financial instrument is classified as a financial liability when the issuer is contractually obliged to pay back the capital and/or interest by disbursing money or handing over some other financial asset, irrespective of its legal form. Financial liabilities are recognised (i) initially, at fair value, less the transaction costs incurred and (ii) subsequently, at amortised cost, which is calculated using the effective rate method.

They are classified as current liabilities, except if the Group has an unconditional right to defer the liquidation of the liability for, at least, 12 months after the date of the balance sheet. In this case they are classified as non-current liabilities.

2.16. PAYABLES AND OTHER LIABILITIES

The balances of suppliers and other payables are initially shown at the fair value and are subsequently measured at the amortised cost in accordance with the effective interest rate method.

2.17. RETIREMENT BENEFITS

ANA, S.A. has a Complementary Pension Fund, managed by an autonomous entity, which includes two plans:

- Defined contribution plan – covers all employees, contributions for this plan are shown as a cost, in the financial year in which they occur;

- Defined benefits plan – covers only the employees who had already retired before 1 January 2004 (the date the defined benefits fund was changed to the defined contributions fund). The actuarial calculation of the Company's responsibilities is carried out annually using the immediate annuity method. The actuarial differences (re-measurements) are recognised immediately and only in 'Other comprehensive income'. The financial cost of funded plans is calculated on the basis of the net non-funded liability.

2.18. PROVISIONS, CONTINGENT ASSETS AND CONTINGENT LIABILITIES

Provisions are shown when:

- There is a legal, contractual or a constructive obligation, as a result of past events;
- It is likely that an outflow of resources will be necessary to satisfy the obligation; and
- A reliable estimate of the amount of the obligation can be made.

When there are similar obligations, the probability of generating an outflow of resources is determined together. The provision is shown even if the likelihood of an outflow owing to one element included in the same class of obligations might be lower.

Provisions are reviewed at each reporting date and are adjusted so that they reflect the best estimate. Provisions are measured based on their nominal value, plus any legally applicable interest, so that the outflow of resources arising from the liability is duly accounted for.

For ongoing legal cases, management bases its judgement on external legal advice in conjunction with the assessment of the internal Legal and Litigation Office.

Those situations in which there is a present obligation resulting from a past event but for which there is unlikely to be an outflow of resources or any situations that cannot be reliably estimated are classified as contingent liabilities. Such liabilities are disclosed in the financial statements, unless the possibility of any outflow is remote (note 45.2).

Contingent assets are not recognised in the financial statements but are only disclosed whenever it is likely that there will be a future economic inflow of resources (note 45.1).

The provision designed to cover the renovation and replacement liabilities associated with the Concession is constituted in accordance with the quality parameters required for Concession infrastructure and the estimated wear and tear, based on its state of use and usage.

This liability is evaluated annually, both in terms of amount and of occurrence date. The accrued costs carried correspond to the present value of the best estimate of the contractual liabilities at each reporting date.

When the expected usage period is more than 12 months, this provision is carried as a non-current liability, in the accounts payable and other liabilities item. The remaining balance is classified as accounts payable and other current liabilities.

2.19. SUBSIDIES

Subsidies are shown at their fair value when there is a reasonable assurance that they will be received and that the Group will fulfil the inherent obligations.

Subsidies received for financing acquisitions of tangible fixed assets are recorded under liabilities and shown in the results, in proportion to the amortisation of the subsidised assets.

The subsidies granted under the public service activities are deducted from the value of construction contracts provided in concession right by constituting reimbursement of certain expenses incurred.

Subsidies concerning expenses are deferred and recognised in the income statement for the period necessary to balance them with the expenses that they are meant to compensate.

Subsidies are classified as non-current liabilities, under the Accounts payable and other liabilities item, when the period of deferral is greater than 12 months. The remaining balance is classified under current Accounts payable and other liabilities.

2.20. LEASING

The Group classifies leases in accordance with IFRS 16.

IFRS 16 establishes the principles that apply to the recognition, measurement, presentation and disclosure of leasing contracts. Its main objective is to ensure that the information provided by lessees and lessors accurately reflects their lease-related transactions.

The Group carries the right-of-use asset and the lease liability in separate items on the statement of financial position.

A lease is defined as a contract that confers the right to control the use of an identifiable asset over a fixed period of time, in exchange for a specified payment.

The Group assesses whether or not each contract equates to a leasing contract, or if it contains a lease, as at its start date. If it does, a right-of-use asset and a lease liability are recognised.

The right-of-use asset is measured at the initial value of the lease liability, adjusted for any payments made at or before the start date, initial direct costs incurred, estimated decommissioning and restoration costs (if applicable) and deducted of any incentives obtained.

The lease liability is valued at the current value of the lease payments that have not been made to date, discounted using the interest rate implicit in the lease or, if this cannot be easily identified, the Group's incremental borrowing rate.

The lease term is also a factor in calculating the value of the lease asset and liability. It is defined as the non-cancellable part of the contract term plus any extension options and less any lease rescission, where these are reasonably certain.

The Group subsequently measures right-of-use assets at cost less amortisations and impairment losses. The lease liability is subsequently measured on the basis of its amortised cost.

The value of the lease liability increases to account for the interest on the liability and decreases as a function of lease payments made during the period.

The lease liability may also be remeasured if there are any changes to future payments. The Group will recognise such amounts as adjustments to the right-of-use asset. If the book value of the right-of-use asset is reduced to zero, the remaining remeasurement amount must be recognised in the income statement.

2.21. HEDGING POLICY

The ANA Group follows a policy of resorting to derivative financial instruments which comply with the provisions of IFRS 9, with a view to covering the financial risks to which it is exposed, resulting from variations in interest rates.

Derivative financial instruments are shown on their trade date, at their fair value. Subsequently, the fair value of the derivative financial instruments is regularly re-evaluated, the resulting gains or losses of this re-evaluation are shown directly in the results for the period, except in cases that refer to cash flow coverage derivatives. The recognition of the variations of the fair value of the coverage derivatives depends on the nature of the risk covered and the model of coverage used.

COVERAGE ACCOUNTING

Derivative financial instruments used for purposes of coverage can be classified in accounting terms as coverage as long as they fulfil, cumulatively, the following conditions:

i) On the date the transaction is initiated, the coverage relation has been identified and formally documented, including the identification of the covered item, the coverage instrument and an evaluation of the effectiveness of the coverage;
ii) There is an expectation that the coverage relation will be highly effective, at the date the transaction is initiated and over the life of the operation;
iii) The effectiveness of the coverage can be reliably measured at the date the transaction is initiated and over the life of the operation;
iv) For cash flow coverage operations, there must be a high probability that they will occur.

INTEREST RATE RISK (COVERAGE OF FAIR VALUE)

Coverage instruments that are designated and qualify as fair value coverage are shown in the statement of financial position at their fair value. Simultaneously, the change in the fair value of the hedged instruments, in the component that is being covered, is adjusted as a counterpart to results. Consequently, any ineffectiveness of the coverages is immediately shown in the results.

If the coverage ceases to comply with the criteria required for coverage accounting, the derivative financial instrument is transferred to the trading portfolio and the coverage accounting is prospectively discontinued.

INTEREST RATE RISK (CASH FLOW COVERAGE)

The operations that qualify as coverage instruments with regard to cash flow coverage are shown in the statement of financial position at their fair value and, insofar as they are considered to be effective coverages, the variations in the fair value of the instruments are initially shown as a counterpart to equity and are later reclassified under the finance costs item.

If the coverage operations are ineffective, this is directly shown in the results. Thus, in net terms, the flows associated with covered operations are accrued at the rate inherent to the contracted coverage operation.

When a coverage instrument expires or is sold, or when the coverage ceases to comply with the criteria required for coverage accounting, the variations of the fair value of the derivative accumulated in reserves are shown under results when the covered operation also shows results.

2.22. FAIR VALUE OF FINANCIAL ASSETS AND LIABILITIES

While determining the fair value of a financial asset or liability, if there is an active market, the market quotation is used. This constitutes level 1 of the fair value hierarchy.

In case there is no active market, which is the case for some financial assets and liabilities, valuation techniques that are generally accepted by the market are used, based on market assumptions. This constitutes level 2 of the fair value hierarchy.

The Group uses valuation techniques for non-quoted financial instruments, such as derivatives, fair value financial instruments by means of results and for financial assets available for sale. The valuation models that are used most frequently are discounted cash flow models and options evaluation models that incorporate, for example, interest rate curves and market volatility.

For financial assets and liabilities for which there is no market data or equivalent, more advanced valuation models are used containing assumptions and data that are not directly observable in the market, for which the Group uses internal estimates and assumptions. This constitutes level 3 of the fair value hierarchy.

2.23. INCOME TAX

In 2017, VINCI, S.A. opted to apply the RETGS to an extended number of companies that have their registered offices in Portugal and meet the conditions set out in articles 69.º and 69-A of the CIRC.

ANA, S.A. was named the designated controlled company by VINCI, S.A. and, as a result, bears the responsibility for compliance with all the obligations incumbent on the controlling company, in the terms of no. 3 of article 69 and 69-A of the CIRC.

In 2022, the RETGS covered 13 companies, including ANA, S.A. (see note 18).

Taxes on earnings consist of current tax and deferred tax. Taxes on earnings are carried on the income statement, except when they relate to items that are recognised directly in equity. The amount of current income tax due is calculated on the basis of pre-tax earnings, adjusted according to prevailing tax law.

Deferred taxes, calculated using the balance sheet liability method, reflect the temporary differences between consolidated asset and liability values for accounts reporting purposes and the respective values for tax purposes.

However, if the deferred tax ensues from the initial recognition of an asset or liability in a transaction that is not a business combination and that, at the transaction date, does not affect either the book result or the tax result, it is not recognised.

Deferred tax assets and liabilities are determined and annually evaluated at the tax rates in force or announced at the balance sheet date and expected to be applicable in the period in which the deferred tax asset or the settlement of the deferred tax liability occurs.

Deferred tax assets are recognised to the extent that it is likely that future taxable profits will allow the Company to make use of the temporary difference.

Deferred taxes are carried on the income statement, unless they result from amounts recognised directly in equity, in which case the tax is carried in the same equity item.

2.24. REVENUE

IFRS 15 is based on the principle that the revenue from the sale of goods and the provision of services is recognised on the date on which control is transferred to the customer. The transaction price is allocated to the various performance obligations agreed with the customer and subject to adjustment on measurement, whenever the consideration is variable or subject to a significant financial effect.

The standard's revenue recognition model is based on a five-step analysis that determines when the revenue should be recognised and what the amount of this revenue is:

a) Identify the contract with the customer;
b) Identify the performance obligations;
c) Determine the transaction price;
d) Allocate the transaction price;
e) Recognition of the revenue.

Recognition of the revenue depends on whether the performance obligations are fulfilled over time or whether, on the contrary, control over the good or service is transferred to the customer at a given time. Revenue is measured as the amount that the entity expects to receive.

SALES

Sales of merchandise are recognised in the accounting period in which the Group transfers control over the same to the purchaser and comprise the fair sale value of the goods, net of taxes and discounts. The new model did not result in any change in the recognition of sales revenue, as the performance obligation is discharged at the time that the entity hands over the good to the customer.

SERVICES

The providing of services essentially encompasses charges for services in the areas of traffic, security, PRM, handling services, rents, exploitation and other commercial rates, as foreseen in economic regulation.

Under IFRS 15, the revenue is only recognised at the time at which the performance obligation is discharged. The Group's performance obligations for service provisions are discharged at the time that the following services are duly provided:

- Traffic, handling, security and PRM charges are recognised in the reporting period in which the services are provided. They are carried as the fair value of the service provision, net of taxes and the air traffic development incentives paid to airlines;
- Rents are recognised by the linear method over the period of the occupancy licence;
- Exploitation charges have a fixed component and/or a variable component. The fixed component is recognised by the linear method over the licence period. The variable component is arrived at by applying a set percentage to the concessionaire's revenues. This amount is recognised in the period in which the concessionaire earns these revenues. Moreover, most of the operating licences incorporate a minimum guaranteed earnings component.

Other business charges are recognised in the period in which the services are provided.

CONSTRUCTION CONTRACTS

The construction contracts item refers to the carrying of construction contracts associated with the Concession Contracts. The Group carries the costs associated with the acquisition/construction of expansion assets or the upgrade of concession infrastructures in the income statement, recognising the revenue of the corresponding construction. The calculation of construction contracts income also takes into account the direct costs of the technical areas involved in the construction of the expansion assets.

OTHER EARNINGS

The other earnings item mainly comprises services debited to Portway, S.A., the Company's handling subsidiary. These services are: technical and management services, staff secondments, occupational health, maintenance of information systems and others.

3. MANAGEMENT OF FINANCIAL RISK

3.1. FACTORS FOR FINANCIAL RISK

The Group's activities are exposed to a variety of financial risk factors: credit risk, liquidity risk and cash flow risk associated to interest rates.

The Group has a risk management programme that seeks to minimize potential adverse effects, using the appropriate instruments to cover certain risks to which it is exposed.

A. CREDIT RISK

Credit risk may result from counterpart risk, risk of cash balances and cash equivalents, deposits and derivative financial instruments in financial institutions, as well as the credit risk related to receivables from clients and other debtors.

The table below summarises the credit quality of the deposits and applications at financial institutions, in terms of counterpart risk. It should be noted that the Group places its excess liquidity with institutions that have an Aa3 level of risk.

Rating	Balances 2022	Balances 2021
Cash equivalents		
Aa3	332,488	321,172
A3	546	629
Baa2	44	45
Ba2	1,186	-
Ba3	-	21
B1	-	891
	334,263	322,758

Rating assigned by Moody's at 31.12.2022.

The ANA Group is exposed to the risk inherent in the credit extended to its portfolio of customers.

The Group assesses the credit risk of its customers by evaluating the impact any potential default could have on the Group's financial situation.

The assessment of this risk, which underpins the credit decision, involves combining in-house information on the client with information provided by a specialist risk management company.

The Group has adopted a set of credit risk mitigation measures. These include the provision of guarantees, as a function of the loan amount, and a review of the credit limits allowed to each client, which are established in line with the information provided through the systematic monitoring of risk.

Closer monitoring of client credit has become particularly important during the pandemic, due to the deterioration of creditworthiness within the ANA Group's client portfolio. This has made it necessary to adjust the measures and credit conditions for a set of customers according to the new estimated risk parameters.

B. LIQUIDITY RISK

The management of liquidity risk implies the maintenance, at a sufficient level, of availability of cash and its equivalents, the consolidation of floating debt, via an adequate amount of credit facilities, and the ability to liquidate market positions.

Through the cash pooling mechanism established with the VINCI Group, the ANA Group has unconditional access to short-term cash funds, up to an amount equivalent to 2 months of sales (average amounts for n-1.) This has allowed the Group to manage its floating debt in a much more flexible manner.

As at 31 December 2022, the five-year plus bank loans item includes loans from the VINCI Group that mature in July 2029, in the amount of 772,200 thousand euros.

The accrued costs item includes accrued costs for supplies and services, payroll and traffic incentives.

The table below details the Group's liabilities by maturity intervals:

2022	0 - 6 Months	6 - 12 Months	1 - 5 Years	> 5 Years
Accounts payable - current	20,740	-	-	-
Accounts payable - investments	17,674	-	-	-
Lease liabilities [(1)]	369	291	507	-
Other creditors	8,031	-	-	-
Guarantees by third parties	641	247	9,802	48
Bank loans [(1)]	16,772	37,032	145,677	865,963
Derivatives	23	(9)	50	-
Contractual liabilities [(2)]	1,615	3,864	104,942	474,729
Accrual of costs, except banking interest and contractual liabilities	93,696	-	-	-
	159,560	41,425	260,977	1,340,740

[(1)] Include interests until the end of the financing, calculated based on estimated forward rates

[(2)] Contractual liabilities with substitution/ replacement

2021	0 - 6 Months	6 - 12 Months	1 - 5 Years	> 5 Years
Accounts payable - current	11,387	-	-	-
Accounts payable - investments	4,668	-	-	-
Lease liabilities (1)	549	442	783	-
Other creditors	6,469	-	-	-
Guarantees by third parties	275	264	9,179	97
Bank loans (1)	21,703	1,306,709	45,084	27,112
Derivatives	195	169	590	-
Contractual liabilities (2)	4,432	3,587	67,725	499,169
Accrual of costs, except banking interest and contractual liabilities	82,001	-	-	-
	131,680	1,311,171	123,362	526,378

(1) Include interests until the end of the financing
(2) Contractual liabilities with substitution/replacement

C. CASH FLOW RISKS AND FAIR VALUE RISKS ASSOCIATED TO INTEREST RATES

The Group's operating cash flows are independent of changes in market interest rates.

The Group's risk associated to interest rates is derived from long term loans that have been obtained. Such loans that have been issued with floating interest rates are exposed to cash flow risks associated to interest rates and those issued with fixed rates are exposed to the fair value risk of the debt.

The prevailing interest rates at 31 December 2022, plus a stress factor of +1.00% to -1.00%, were used in analysing sensitivity to changes in interest rates, as a way of estimating the impact on results for the 12-month period ending on 31 December 2023.

This analysis of sensitivity to interest rate changes shows the following likely impacts on results:

2022	Scenario at present rate *	Scenario +1.00%	Scenario -1.00%
Loans at variable rate	(29,359)	(4,020)	4,020
Loans at fixed	(537)	-	-
Financial leasing interest	(18)	-	-
Approximate impact on results/ present rate scenario		(4,020)	4,020

* Estimated cost of interest in 2023

3.2. CAPITAL RISK MANAGEMENT

The Group's objective regarding the management of capital is:

- To safeguard the Group's capacity to continue its activities and carry out the necessary investments to pursue the object of the concession;
- Maintain the debt ratio within the limits established in the Concession Contract (see note 24);
- To create value in the long term for the shareholder

The gearing ratios as of 31 December 2022 and 2021 were as follows:

	ANA Group	
	2022	2021
Total loans	853,108	1,371,865
Lease liabilities	1,142	1,745
Cash pooling [1]	(20,599)	(17,346)
Cash and cash equivalents	(334,303)	(322,803)
Net debt	499,348	1,033,460
Equity	1,033,505	698,910
Total capital	**1,532,853**	**1,732,370**
Gearing (%)	*32.6*	*59.7*

[1] Cash pooling is included in the cash and cash equivalents item in the statement of financial position

The change in the ratio is mainly the result of an overall reduction in borrowing, following capital repayments made in 2022, a year-on-year increase in the liquidity surplus generated over the year and an increase in equity resulting from the net profit booked for 2022.

3.3. DERIVATIVE FINANCIAL INSTRUMENTS ACCOUNTING

As at 31 December 2022, the Group has one active derivative financial instrument, held for the purposes of hedging interest rate risk.

The method used to recognise the changes in fair value depends on whether or not the instrument is classified as a hedge and the nature of the item that is covered.

The fair value of the interest rate swap contract incorporates the ANA Group's credit risk.

4. IMPORTANT ACCOUNTING ESTIMATES AND JUDGEMENTS

Estimates and judgements are continuously evaluated and are based on past experiences and other factors, including expectations about future events that are reasonable in the existing circumstances.

The intrinsic nature of the estimates may differ in the future from the amounts originally estimated.

4.1. IMPAIRMENT OF ASSETS

Whenever the accounting value of a set of assets that constitute a cash generating unit exceeds the recoverable quantity, corresponding to the highest value between the value in use and fair value less costs to sell, it is reduced to the recoverable amount and this impairment loss is recognized in the results of the financial year.

4.2. ESTIMATE OF THE FAIR VALUE OF FINANCIAL ASSETS

Whenever the financial assets available for sale are not quoted on the market, their fair value is estimated.

This estimate is carried out on the basis of the discounted cash flow method, and the best management estimate with regard to profitability, growth and discount rate, which may occur in the future.

4.3. ESTIMATE OF THE FAIR VALUE OF DERIVATIVE FINANCIAL INSTRUMENTS

The fair value of financial instruments is determined based on the interest rate curves estimated in the medium term, resulting from market transactions stated for those maturities and the credit risk rating for the ANA Group.

4.4. RENOVATION/REPLACEMENT RESPONSIBILITIES

The accrual for the renewal and replacement liabilities associated with the Concession is constituted as described in note 2.18.

The calculated liabilities result from the assessment by the technical team of the periodicity, the working periods and the amounts to be disbursed. These liabilities were discounted using the discount rates estimated for each period, based on a “basket” of risk-free interest rates from eurozone countries.

4.5. IMPAIRMENT OF ACCOUNTS RECEIVABLE

IFRS 9 establishes a new impairment model based on expected losses, as described in note 2.10.

The Group opted to take a simplified approach to the calculation and recognition of impairments (switching from the incurred loss model to expected loss) that was underpinned by a risk table aligned with the company’s risk management policy. This approach involves taking the following main steps:

1. The identification of commercial debts, stratified into current debt and non-current debt, net of guarantees given (sureties and bank guarantees);
2. Estimate of the customer default risk, based on the information provided by a specialist risk management company, and the customer’s transaction record with ANA, S.A.

In this context, current debt credit risk is stratified into four levels, from one to four, with four representing the highest default risk.

A default risk percentage of 100% is attributed to all debt that is over one year old and has been deemed hard to collect. If the debt is between 6 months and 1 year old, a default risk percentage of 50% is attributed.

5. FIXED TANGIBLE ASSETS

ANA, S.A.					ANA Group			
State	Patrimony	In progress	Total		State	Patrimony	In progress	Total
				Gross value				
359,709	843,855	13,013	1,216,576	Balance 01-January-2022	359,709	874,720	13,113	1,247,542
3	1,479	18,148	19,630	Increases	3	2,408	18,484	20,895
-	-	673	673	Capitalised work	-	-	673	673
636	10,247	(7,390)	3,493	Transfers	637	10,274	(7,417)	3,494
(22)	(1,838)	-	(1,860)	Write-offs	(22)	(1,811)	-	(1,833)
-	(275)	-	(275)	Sales	-	(1,161)	-	(1,161)
360,326	853,468	24,444	1,238,237	Balance 31-December-2022	360,327	884,430	24,853	1,269,610
				Accumulated depreciations				
293,278	747,856	-	1,041,134	Balance 01-January-2022	293,278	774,721	-	1,067,999
7,157	26,814	-	33,971	Reinforcements	7,157	28,508	-	35,665
(569)	638	-	69	Transfers	(569)	638	-	69
(22)	(1,837)	-	(1,859)	Write-offs	(22)	(1,810)	-	(1,832)
-	(272)	-	(272)	Sales	-	(1,158)	-	(1,158)
299,844	773,198	-	1,073,042	Balance 31-December-2022	299,844	800,899	-	1,100,743
				Net value				
66,431	95,999	13,013	175,442	Balance 01-January-2022	66,431	99,999	13,113	179,543
60,482	80,270	24,444	165,195	Balance 31-December-2022	60,483	83,531	24,853	168,867

The following key investments were made in 2022: (i) the replacement of light signalling equipment at the south runway power centre (CAP) at Lisbon Airport (ii) the restoration of the rainwater collector at Porto Airport and (iii) the purchase of a first aid vehicle for Ponta Delgada Airport.

ANA, S.A.					ANA Group			
State	Patrimony	In progress	Total		State	Patrimony	In progress	Total
				Gross value				
355,977	824,840	21,667	1,202,485	Balance 01-January-2021	355,977	854,656	22,384	1,233,017
24	233	8,346	8,603	Increases	24	804	8,915	9,743
-	-	436	436	Capitalised work	-	-	436	436
3,717	20,669	(17,438)	6,949	Transfers	3,717	21,853	(18,622)	6,948
(9)	(1,542)	-	(1,551)	Write-offs	(9)	(1,701)	-	(1,710)
-	(346)	-	(346)	Sales	-	(892)	-	(892)
359,709	843,855	13,013	1,216,577	Balance 31-December-2021	359,709	874,720	13,113	1,247,542
				Accumulated depreciations				
284,718	720,513	-	1,005,231	Balance 01-January-2021	284,718	746,441	-	1,031,159
8,568	28,523	-	37,091	Reinforcements	8,568	30,166	-	38,734
1	701	-	702	Transfers	1	701	-	702
(9)	(1,540)	-	(1,549)	Write-offs	(9)	(1,699)	-	(1,708)
-	(342)	-	(342)	Sales	-	(888)	-	(888)
293,278	747,856	-	1,041,134	Balance 31-December-2021	293,278	774,721	-	1,067,999
				Net value				
71,259	104,327	21,667	197,253	Balance 01-January-2021	71,259	108,215	22,384	201,858
66,431	95,999	13,013	175,442	Balance 31-December-2021	66,431	99,999	13,113	179,543

Major investments in 2021 included: (i) the change in the power supply voltage at Lisbon Airport; (ii) the FOX taxiway - light signalling and control command, at Porto Airport; and (iii) the investment in conserving and remodelling transformer station 1, at Faro Airport.

In accordance with the policy outlined in point 2.5, the direct costs pertaining to technical areas involved in constructing Group assets have been capitalised under tangible assets in the 2022 period.

The capitalised amounts are as follows:

	2022	2021
Goods sold and consumable materials	1	1
Supplies and external services	45	27
Personnel costs	627	408
	673	436

6. RIGHT OF USE ASSETS

The right-of-use assets item breaks down as follows:

ANA, S.A.					ANA Group			
Vehicles	Administrative equipment	Other equipments	Total		Vehicles	Administrative equipment	Other equipments	Total
				Gross value				
1,346	3,070	23	4,440	Balance 01-January-2022	1,658	3,070	23	4,751
302	36	-	338	Increases	337	36	-	374
-	(74)	-	(74)	Transfers	-	(74)	-	(74)
(97)	(183)	(15)	(295)	Write-offs	(97)	(183)	(15)	(295)
1,551	2,850	8	4,409	Balance 31-December-2022	1,898	2,850	8	4,756
				Accumulated depreciations				
773	2,065	21	2,858	Balance 01-January-2022	936	2,065	21	3,022
298	588	2	888	Reinforcements	358	588	2	949
-	(74)	-	(74)	Transfers	-	(74)	-	(74)
(96)	(183)	(15)	(294)	Write-offs	(96)	(183)	(15)	(294)
975	2,396	8	3,378	Balance 31-December-2022	1,199	2,396	8	3,602
				Net value				
574	1,006	2	1,582	Balance 01-January-2022	722	1,006	2	1,730
577	454	-	1,030	Balance 31-December-2022	700	454	-	1,154

The increases are due to new leasing contracts for: (i) servers and (ii) vehicles, carried under IFRS 16.

ANA, S.A.					ANA Group			
Vehicles	Administrative equipment	Other equipments	Total		Vehicles	Administrative equipment	Other equipments	Total
				Gross value				
1,297	3,808	23	5,128	Balance 01-January-2021	1,552	3,808	23	5,383
116	47	-	163	Increases	218	47	-	265
-	(726)	-	(726)	Transfers	-	(726)	-	(726)
(66)	(59)	-	(125)	Write-offs	(113)	(59)	-	(171)
1,346	3,070	23	4,440	Balance 31-December-2021	1,658	3,070	23	4,751
				Accumulated depreciations				
465	2,052	14	2,531	Balance 01-January-2021	595	2,052	14	2,661
364	797	7	1,168	Reinforcements	443	797	7	1,247
-	(726)	-	(726)	Transfers	-	(726)	-	(726)
(56)	(59)	-	(115)	Write-offs	(102)	(59)	-	(161)
773	2,065	21	2,858	Balance 31-December-2021	936	2,065	21	3,022
				Net value				
832	1,756	9	2,597	Balance 01-January-2021	957	1,756	9	2,722
574	1,006	2	1,582	Balance 31-December-2021	722	1,006	2	1,730

7. CONCESSION RIGHT AND OTHER INTANGIBLE ASSETS

The amounts carried in the concession right item refer to the amounts invested in respect of the management/ operation of the Portuguese airports covered by the concession contracts.

The figures for the concession right and other intangible assets have the following detail:

ANA, S.A.			ANA Group					
Concession right	Other intangible assets		Concession right: Assets	Subsidies	Advances	In progress	Total	Other intangible assets
		Gross value						
2,442,391	37,241	Balance 01-January-2022	2,689,445	(273,011)	18	25,939	2,442,391	37,241
14,467	97	Increases	-	-	5,328	9,139	14,467	97
(3,906)	660	Transfers	(827)	-	-	(3,079)	(3,906)	660
(328)	(228)	Write-offs	-	-	(328)	-	(328)	(228)
2,452,624	37,770	Balance 31-December-2022	2,688,618	(273,011)	5,018	31,999	2,452,624	37,770
		Accumulated depreciations						
751,676	33,026	Balance 01-January-2022	880,168	(128,492)	-	-	751,676	33,026
40,653	1,079	Reinforcements	44,185	(3,532)	-	-	40,653	1,079
(14)	19	Transfers	(14)	-	-	-	(14)	19
-	(228)	Write-offs	-	-	-	-	-	(228)
792,315	33,896	Balance 31-December-2022	924,339	(132,024)	-	-	792,315	33,896
		Net value						
1,690,715	4,215	Balance 01-January-2022	1,809,277	(144,519)	18	25,939	1,690,715	4,215
1,660,309	3,874	Balance 31-December-2022	1,764,279	(140,987)	5,018	31,999	1,660,309	3,874

The main expansion investments in 2022 included: (i) roof sheets/rainwater gutters/glazing at Faro Airport; (ii) the renovation of the capacity of the PIER station at Lisbon Airport; and (iii) the construction of the “provisional embarkation facilities” pavilion at Ponta Delgada Airport.

ANA, S.A.			ANA Group					
Concession right	Other intangible assets		Concession right: Assets	Subsidies	Advances	In progress	Total	Other intangible assets
		Gross value						
2,440,781	34,637	Balance 01-January-2021	2,640,865	(273,011)	19	72,908	2,440,781	34,637
8,340	57	Increases	-	-	-	8,340	8,340	57
(6,729)	2,575	Transfers	48,580	-	-	(55,309)	(6,729)	2,575
(1)	(28)	Write-offs	-	-	(1)	-	(1)	(28)
2,442,391	37,241	Balance 31-December-2021	2,689,445	(273,011)	18	25,939	2,442,391	37,241
		Accumulated depreciations						
711,622	31,931	Balance 01-January-2021	836,583	(124,961)	-	-	711,622	31,931
40,054	1,100	Reinforcements	43,585	(3,531)	-	-	40,054	1,100
-	(28)	Write-offs	-	-	-	-	-	(28)
751,676	33,026	Balance 31-December-2021	880,168	(128,492)	-	-	751,676	33,026
		Net value						
1,729,159	2,706	Balance 01-January-2021	1,804,282	(148,050)	19	72,908	1,729,160	2,706
1,690,715	4,215	Balance 31-December-2021	1,809,277	(144,519)	18	25,939	1,690,715	4,215

The main expansion investments in 2021 included: (i) the refurbishment of Floor -1/Basement at Faro Airport; (ii) the extension of the FOX taxiway at Porto Airport; and (iii) Phase 1 of the extension of the international area in Terminal 2, at Lisbon Airport.

The amortisations for the period were calculated using the linear method over the concession term.

8. GOODWILL

The goodwill can be summarised in the following manner:

	2022	2021
Acquisition of 40% of Portway, S.A. in 2006	1,430	1,430

The goodwill ascertained with reference to Portway, S.A. was generated in January 2006, when ANA, S.A. acquired the entire stake that Fraport held in this company, thus becoming the sole shareholder. The capital stake acquired, 40%, was assessed at 2,704 thousand euros, a sum paid in cash by ANA, S.A. Taking into consideration Portway, S.A.'s equity as of 1 January 2006, the goodwill was ascertained at the sum of 1,430 thousand euros.

According to the policies defined by the Management, an impairment test was carried out for this goodwill at the end of the year.

The main assumptions used in carrying out the impairment test were as follows:

CALCULATION OF THE RECOVERABLE VALUE

The recoverable value was determined by the value of use, as there was no fair value established under the terms provided for in IAS 36.

The assumptions applied were underpinned by the Portway, S.A. budget for 2023. Cash flows have been projected through to the end of the concession, by using the discounted cash flows method.

The discount rate used was 8.09 %.

No impairment loss was identified.

SENSITIVITY ANALYSIS OF THESE ASSUMPTIONS

The sensitivity analyses carried out took into account the prevailing conditions in the financial markets, the situation of the Portuguese market for ground handling, as well as Portway, S.A.'s competitive position.

This sensitivity test did not result in any potential impairment loss.

9. INVESTMENTS IN SUBSIDIARIES, ASSOCIATES AND JOINT VENTURES

The following investments were made in ANA subsidiaries, associates and joint ventures:

	Head office	% Held	Share capital
Portway - Handling de Portugal, S.A.	Lisbon	100	4,500
PTDF- Portugal Duty Free, Lda.	Lisbon	51	3,060
Cabo Verde Airports, S.A.	Cabo Verde	30	7

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
		Subsidiary		
4,574	4,574	Portway- Handling de Portugal, S.A.	-	-
		Associates and Joint Ventures		
3,060	-	PTDF- Portugal Duty Free, Lda.	3,291	-
7	-	Cabo Verde Airports, S.A.	7	-
7,641	4,574	Total	3,298	-

As an investor, ANA, S.A. recognises its interest in the joint venture PTDF - Portugal Duty Free, Lda. in the Group's accounts using the equity method, as provided for in IAS 28 Investments in Associates and Joint Ventures.

In the separate financial statements, the joint venture is carried at cost, as provided for in IAS 27 Consolidated and Separate Financial Statements.

The same procedure is followed in relation to the 30% stake held in Cabo Verde Airports, S.A., which is due to begin operations in 2023.

The changes, as recognised in the consolidated accounts, were as follows:

	PTDF	Cabo Verde Airports
Balance as of 1 January 2022	-	-
Financial participation	3,060	7
Proportion in the net result for the year [1]	231	-
Balance as of 31 December 2022	3,291	7

[1] See note 38

10. FINANCIAL ASSETS AND LIABILITIES BY CATEGORY

The breakdown of assets and liabilities of the Group by category is as follows:

2022	Financial assets at amortized cost	Assets at fair value via other comprehensive income	Assets at fair value via results	Cover liabilities at fair value	Financial liabilities at amortized cost	Non financial assets/ liabilities	Total
Assets							
Financial investments	5,100	1,329	414	-	-	-	6,843
Customers and other receivables (1) (2)	83,433	-	-	-	-	-	83,433
Other assets (2)	-	-	-	-	-	19,829	19,829
Cash and cash equivalents	354,902	-	-	-	-	-	354,902
	443,435	1,329	414	-	-	19,829	465,007
Liabilities							
Loans obtained	-	-	-	-	853,108	-	853,108
Lease liabilities	-	-	-	-	1,142	-	1,142
Derivative instruments	-	-	-	65	-	-	65
Suppliers and other payables (3)	-	-	-	-	65,749	-	65,749
Other liabilities (3)	-	-	-	-	-	246,235	246,235
	-	-	-	65	919,998	246,235	1,166,298

(1) The amount of customers and other receivables is deducted from impairment losses.

(2) The sum of these headings corresponds to the heading Receivables and Others (current and non-current) in the Statement of Financial Position.

(3) The sum of these headings corresponds to the heading Debts Payable and Other Liabilities (current and non-current) in the Statement of Financial Position.

2021	Financial assets at amortized cost	Assets at fair value via other comprehensive income	Assets at fair value via results	Cover liabilities at fair value	Financial liabilities at amortized cost	Non financial assets/ liabilities	Total
Assets							
Financial investments	-	1,386	373	-	-	-	1,759
Customers and other receivables (1) (2)	74,040	-	-	-	-	-	74,040
Other assets (2)	-	-	-	-	-	7,085	7,085
Cash and cash equivalents	340,150	-	-	-	-	-	340,150
	414,190	1,386	373	-	-	7,085	423,034
Liabilities							
Loans obtained	-	-	-	-	1,371,865	-	1,371,865
Lease liabilities	-	-	-	-	1,745	-	1,745
Derivative instruments	-	-	-	958	-	-	958
Suppliers and other payables (3)	-	-	-	-	38,999	-	38,999
Other liabilities (3)	-	-	-	-	-	233,621	233,621
	-	-	-	958	1,412,609	233,621	1,647,188

(1) The amount of customers and other receivables is deducted from impairment losses.

(2) The sum of these headings corresponds to the heading Receivables and Others (current and non-current) in the Statement of Financial Position.

(3) The sum of these headings corresponds to the heading Debts Payable and Other Liabilities (current and non-current) in the Statement of Financial Position.

The fair value hierarchy used in measuring assets and liabilities of the Group (note 2.22) is as follows:

2022	Level 1	Level 2	Level 3	Total
Financial assets				
Financial assets at fair value via results	414	-	-	414
Assets at fair value via other comprehensive income [1]	-	-	1,329	1,329
	414	-	1,329	1,743
Financial liabilities				
Covering financial liabilities	-	(65)	-	(65)
	-	(65)	-	(65)

[1] The disclosures demanded on measurable assets at level 3 fair value are included in note 11 - Financial Investments

2021	Level 1	Level 2	Level 3	Total
Financial assets				
Financial assets at fair value via results	373	-	-	373
Assets at fair value via other comprehensive income [1]	-	-	1,386	1386
	373	-	1,386	1,759
Financial liabilities				
Covering financial liabilities	-	(958)	-	(958)
	-	(958)	-	(958)

[1] The disclosures demanded on measurable assets at level 3 fair value are included in note 11 - Financial Investments

11. FINANCIAL INVESTMENTS

	2022	2021
Financial assets carried at amortised cost		
Shareholder loans - PTDF	5,100	-
Assets at fair value via other comprehensive income		
Capital shares - Futuro	1,329	1,386
Financial assets at fair value via results		
Reserve fund	145	129
Labour compensation fund	270	244
	6,843	1,759

In 2022, a loan agreement was concluded with PTDF Duty Free, Lda. This was financed in proportion to the shareholding held. ANA, S.A. was, thus, responsible for 5,100 thousand euros (see note 46).

FUTURO

The financial assets at fair value through other comprehensive income item pertains to the 3.89% holding in Futuro - Sociedade Gestora de Fundos de Pensões, S.A.

The fair value of the stake in Futuro is estimated considering perpetuity for the evolution of the cash flow released, adjusted to the opportunity cost of the capital (5.31%)

	Futuro
Balance as of 1 January 2021	888
Variation in fair value	498
Balance as of 31 December 2021	1,386
Variation in fair value	(57)
Balance as of 31 December 2022	1,329

The fair value sensitivity analysis, with growth rates varying between plus 10 base points and minus 10 base points and the cost of capital varying between plus 100 basis points and minus 100 basis points, resulted in the following:

	Futuro	Growth rate		
		0.40%	0.50%	0.60%
Cost of capital	4.31%	1,345	1,371	1,397
	5.31%	1,155	1,171	1,188
	6.31%	1,029	1,040	1,052

RESERVE FUND E AND WORK COMPENSATION FUND

The financial assets at fair value through profit or loss only concern the Reserve Fund and to the Work Compensation Fund (FCT), established by Law No. 70/2013, of 30 August.

The Reserve Fund corresponds to the overfunding existing in the Pensions Fund – ANA Complements..

The fair value of these investments is assessed based on market quotations.

	Reserve fund
Balance as of 1 January 2021	115
Variation in fair value	14
Balance as of 31 December 2021	129
Variation in fair value	16
Balance as of 31 December 2022	145

As at 31 December 2022 and 2021, the value of the Work Compensation Fund was as follows::

	2022	2021
ANA, S.A.	136	123
Portway, S.A.	134	121
Balance as of 31 December	270	244

12. RECEIVABLES AND OTHERS – NON-CURRENT

Non-current commercial and other debts receivable breakdown as follows::

ANA, S.A.			ANA Group	
2022	2021		2022	2021
33	41	Guarantees to third parties	33	41
820	946	Accrual and deferred	820	946
852	986		852	987

13. ASSETS AND LIABILITIES FOR DEFERRED TAXES

For purposes of assessing assets and liabilities for deferred taxes the following rates of taxation were used:

	2022	2021
ANA, S.A.	31.15%	30.81%
Portway, S.A.	24.23%	22.50%

In 2022, the rates used for calculating deferred tax took into account the corporate income tax (IRC) rate estimated for 2023.

The breakdown of deferred tax assets and liabilities, as a function of the temporary differences that generate these, is as follows:

	ANA Group								
	2021		Movements 2022					2022	
				Impact on results		Impact on equity			
	Base	Deferred tax	Rate	Rate change	Results movement	Rate change	Equity movement	Base	Deferred tax
Assets due to deferred taxes									
Provisions not accepted for tax purposes	29,592	9,117	31.15%	101	1,782	-	-	35,312	11,000
Contributions not accepted for tax purposes	5,209	1,605	31.15%	18	-	-	-	5,209	1,623
Retirement benefits	2,521	777	31.15%	(4)	290	12	(46)	3,305	1,029
Derivative instruments	953	294	31.15%	7	2	(5)	(278)	65	20
Amortisation not accepted for tax purposes	8,404	2,589	31.15%	29	(856)	-	-	5,657	1,762
Contractual liabilities - Concession	159,371	49,102	31.15%	542	2,027	-	-	165,879	51,671
Tax losses	27,063	5,683	21.00%	-	(5,683)	-	-	-	-
Total ANA	233,113	69,167		693	(2,438)	7	(324)	215,427	67,105
Provisions not accepted for tax purposes	1,835	413	24.23%	32	(89)	-	-	1,468	356
Tax losses	7,347	1,543	21.00%	-	(1,543)	-	-	-	-
Total subsidiaries	9,182	1,956		32	(1,632)	-	-	1,468	356
ANA- Assets due to deferred taxes	233,113	69,167		693	(2,438)	7	(324)	215,427	67,105
Group ANA- Assets due to deferred taxes	242,295	71,123		725	(4,070)	7	(324)	216,895	67,461
Liabilities due to deferred taxes									
Re-evaluations of fixed assets	3,727	1,149	31.15%	13	(34)	-	-	3,619	1,128
Financial assets	1,428	440	31.15%	-	5	4	(18)	1,386	431
Total ANA	5,155	1,589		13	(29)	4	(18)	5,005	1,559
Others	-	-	21.00%	-	893	-	-	4,250	893
Total subsidiaries	-	-		-	893	-	-	4,250	893
ANA- Liabilities due to deferred taxes	5,155	1,589		13	(29)	4	(18)	5,005	1,559
Group ANA- Liabilities due to deferred taxes	5,155	1,589		13	864	4	(18)	9,255	2,452

	ANA Group								
	2020			Movements 2021				2021	
				Impact on results		Impact on equity			
	Base	Deferred tax	Rate	Rate change	Results movement	Rate change	Equity movement	Base	Deferred tax
Assets due to deferred taxes									
Provisions not accepted for tax purposes	32,752	9,691	30.81%	400	(974)	-	-	29,592	9,117
Contributions not accepted for tax purposes	5,209	1,541	30.81%	64	-	-	-	5,209	1,605
Retirement benefits	2,305	682	30.81%	(20)	141	48	(74)	2,521	777
Derivative instruments	1,494	442	30.81%	28	(1)	(9)	(166)	953	294
Amortisation not accepted for tax purposes	11,747	3,476	30.81%	143	(1,030)	-	-	8,404	2,589
Contractual liabilities - Concession	138,875	41,093	30.81%	1,694	6,315	-	-	159,371	49,102
Tax losses	64,599	13,566	21.00%	-	(7,883)	-	-	27,063	5,683
Total ANA	256,981	70,491		2,309	(3,432)	39	(240)	233,113	69,167
Provisions not accepted for tax purposes	1,017	229	22.50%	-	184	-	-	1,835	413
Tax losses	9,705	2,038	21.00%	-	(495)	-	-	7,347	1,543
Total subsidiaries	10,722	2,267		-	(311)	-	-	9,182	1,956
ANA- Assets due to deferred taxes	256,981	70,491		2,309	(3,432)	39	(240)	233,113	69,167
Group ANA- Assets due to deferred taxes	267,703	72,758		2,309	(3,743)	39	(240)	242,295	71,123
Liabilities due to deferred taxes									
Re-evaluations of fixed assets	3,836	1,135	30.81%	47	(33)	-	-	3,727	1,149
Financial assets	916	271	30.81%	2	4	10	153	1,428	440
Total ANA	4,752	1,406		49	(29)	10	153	5,155	1,589
ANA- Liabilities due to deferred taxes	4,752	1,406		49	(29)	10	153	5,155	1,589
Group ANA- Liabilities due to deferred taxes	4,752	1,406		49	(29)	10	153	5,155	1,589

14. INVENTORIES

Inventories have the following breakdown:

ANA, S.A.			ANA Group	
2022	2021		2022	2021
99	99	Goods	738	767
431	393	Raw, subsidiary and consumable materials	431	393
530	492		1,170	1,159

15. RECEIVABLES AND OTHERS – CURRENT

The breakdown for the Commercial Debts and Other Receivables – Current item is as follows:

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
102,425	98,707	Customers	110,006	105,779
13,531	12,394	Debtors and other receivables	13,297	12,849
10,827	1,543	Accrued income	11,723	1,994
450	733	Subsidies receivable	450	733
6,463	3,352	Advanced payments	7,286	4,145
133,696	116,729		142,762	125,500
(33,696)	(38,508)	Losses due to impairment of customers debts [1]	(36,672)	(41,673)
(3,619)	(3,626)	Losses due to impairment of third party debts [1]	(3,681)	(3,688)
(37,316)	(42,134)		(40,353)	(45,361)
96,380	74,595		102,409	80,138

[1] See note 16

The book value deducted from impairment losses of commercial debts is approximately its fair value.

The customers item comprises amounts invoiced to customers but not paid in 2022. The increase in this item is directly related to the increase in operational activity in 2022, when compared to 2021.

The accrued income item comprises the estimated amounts for which customers will be invoiced after the accounts have been closed.

The advance payments item essentially comprises supplies and external services that have already been paid for, but for which the cost is not yet effective as it pertains to subsequent periods.

The age of receivables in the Group is as follows:

2022	Debt not due	Arrears			Total
		0 - 6 months	6 - 12 months	> 12 months	
Customers	54,147	18,529	1,155	36,175	110,006
Debtors and other receivables	1,994	6,727	42	4,534	13,297

2021	Debt not due	Arrears			Total
		0 - 6 months	6 - 12 months	> 12 months	
Customers	35,839	24,709	5,071	40,160	105,779
Debtors and other receivables	1,551	6,933	370	3,995	12,849

Credit risk is managed as described in note 3.1.

16. LOSSES DUE TO IMPAIRMENT OF ASSETS

The impairment losses ascertained during the financial year were shown as expenses in the income statement. In the same manner, the reversal of impairment losses has been recognised as income in the financial statements.

The movements shown under the impairment losses item are as follows:

	2022				
	Opening Balance	Impact on results		Derecognition on balance sheet	Closing Balance
		Increase	Reversal		
Losses due to impairment of customers' debts					
ANA, S.A.	38,508	1,139	(5,935)	(15)	33,696
Portway, S.A.	3,165	143	(333)	-	2,976
	41,673	1,281	(6,268)	(15)	36,672
Losses due to impairment of other third party debts					
ANA, S.A.	3,626	-	(7)	-	3,619
Portway, S.A.	62	-	-	-	62
	3,688	-	(7)	-	3,681
	45,361	1,281	(6,275)	(15)	40,352

In 2022, ANA, S.A. adjusted the VAT on bad debts, as provided for in article 78-A of the VAT Code. This adjustment is reflected in the impairment reversals in customer debts, which totalled 1,219 thousand euros.

The reversals figure also includes the amounts received in 2022, which came to 4,716 thousand euros.

The impairment losses carried reflect the risk management policy described in note 3 and were based on the present value of the cash flows for debt receivables.

	2021			
		Impact on results		
	Opening Balance	Increase	Reversal	Closing Balance
Losses due to impairment of customers' debts				
ANA, S.A.	35,281	8,924	(5,697)	38,508
Portway, S.A.	3,034	360	(229)	3,165
	38,317	9,284	(5,927)	41,673
Losses due to impairment of other third party debts				
ANA, S.A.	3,629	-	(2)	3,626
Portway, S.A.	62	-	-	62
	3,690	-	(2)	3,688
	42,007	9,284	(5,929)	45,361

17. OBLIGATIONS ON ACCOUNT OF RETIREMENT BENEFITS

These obligations only concern ANA, S.A. as mentioned in note 2.17. The Complementary Pension Fund has two associated plans, one of which is a defined benefits plan.

DEFINED BENEFITS PLAN

Actuarial calculations using the immediate annuity method were carried out to ascertain the responsibilities with services of the Defined Benefits Plan, which only covers a population of pensioners.

The actuarial assumptions used to ascertain responsibilities with past services of the Defined Benefits Plan were as follows:

	2022	2021
Mortality table	TV 88/90	TV 88/90
Technical rate	3.75%	1.05%
Pension growth rate (CGA)	1.50%	1.50%
Pension growth rate (SS)	1.50%	1.50%

Based on actuarial studies, the following values were ascertained:

	2022	2021	2020	2019	2018
Fund patrimony before additional contribution	2,479	3,015	3,335	3,442	3,504
Coverage of the financing gap	798	229	10	176	247
Fund patrimony (a)	3,277	3,244	3,345	3,618	3,751
Responsibilities undertaken (b)	3,513	4,411	4,968	5,497	5,196
(Insufficiency)/Surplus (a)-(b)	(236)	(1,167)	(1,623)	(1,879)	(1,445)

The Fund presents financing gap. The respective responsibility is registered by the Company.

Each year, ANA, S.A. has made up the deficit in line with the minimum scenario required by the Insurance and Pension Fund Regulator (ASF).

After carrying out a sensitivity analysis for the amounts as of 31 December 2022, varying the technical rate by plus 50 bp and minus 50 bp, the actuarial results are as follows:

Technical rate	3.25%	4.25%
Fund patrimony	3,277	3,277
Responsibilities undertaken	3,634	3,400
(Insufficiency)/Surplus	(357)	(123)

The Fund patrimony demonstrated the following average proportions by financial asset class:

	2022	2021
Shares	23.00%	21.90%
Bonds	56.00%	56.90%
Real estate	0.10%	0.10%
Other funds	19.00%	18.80%
Liquidity	2.00%	2.30%
	100%	100%

The movements that occurred in the fund's patrimony are as follows:

	2022	2021
Initial balance	3,244	3,345
Pensions paid	(286)	(413)
Contributions	798	229
Fund revenue	(479)	83
Final balance	3,277	3,244

The movements in the liabilities of the plan were as follows::

	2022	2021
Opening balance	4,411	4,968
(Gain) / Loss of Benefits	-	(30)
Net interest [1]	45	37
Remeasurements - financial assumptions	(580)	(90)
Remeasurements - adjusting experience	(77)	(61)
Paid benefits	(286)	(413)
Final balance	3,513	4,411

[1] Net interest effect on the liabilities of the plan as of January 1st

The changes in the plan's liabilities - impacts on payroll, comprehensive income statement and statement of financial position - break down as follows:

	Income Statement	Comprehensive Income Statement	Statement of Financial Position
Balance as of 1 January 2021			(1,623)
Cost of the year 2021			
Net interest	(13)		
	(13)		
Contributions			229
Return on assets		59	
Gains/ (losses) financial assumption variation		90	
Gains/ (losses) experience adjustments		61	
Gains/ (losses) of benefits		30	
		240	
Balance as of 31 December 2021			(1,167)
Cost of the year 2022			
Net interest	(15)		
	(15)		
Contributions			798
Return on assets		(509)	
Gains/ (losses) financial assumption variation		580	
Gains/ (losses) experience adjustments		77	
Gains/ (losses) of benefits		-	
		148	
Balance as of 31 December 2022			(236)

DEFINED CONTRIBUTION PLAN

ANA, S.A.'s Executive Committee decided to suspend the monthly contributions that had been built into the ANA Pension Fund constitutive contract. This suspension will run between 1 November 2021 and November 2024.

Despite this suspension, ANA, S.A. employees can still pay into the plan.

18. CURRENT TAX

The current tax item breaks down as follows:

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
		Assets		
-	(5,616)	Tax provision	-	(5,615)
-	6,236	Withholding taxes by third parties	-	6,236
-	620	Receivable income tax	-	622
		Liabilities		
147,150	-	Tax provision	147,707	-
(9,612)	-	Withholding taxes by third parties	(9,612)	-
(2,192)	-	Payments on account	(2,192)	-
135,346	-	Payable income tax	135,903	-

ANA Group, and the other Portuguese companies that fall within the VINCI Group perimeter in Portugal, are subject to Corporate Income Tax (CIT) under the Special Taxation Schedule for Groups of Companies (RETGS) (see note 2.23).

ANA, S.A. carries the calculated taxable income for each of these companies on its books (see note 46). As at 31 December 2022, the figure of 147,150 thousand euros for current tax included 3,565 thousand euros for liabilities generated within the tax perimeter. As at 31 December 2021, the figure of 5,616 thousand euros for current tax included 332 thousand euros that are to be paid to cover liabilities generated within the tax perimeter.

The following companies fall within this RETGS perimeter:

Company	Year of integration in the RETGS
ANA, S.A.	2017
Portway, S.A.	2017
VINCI Energies Portugal, S.A.	2017
Sotécnica, S.A.	2017
Sotécnica Açores, Lda.	2017
Cegelec, Lda.	2017
Rodio Portugal, S.A.	2017
Sixense Portugal, Lda.	2017
Freyssinet, Lda.	2018
Axianseu, S.A.	2019
Axianseu II - Digital Consulting, S.	2022
Cegelec Oil & Gás Portugal, S.A.	2022
Sunmind Faro, Unipessoal Lda.	2022

In 2023, ANA, S.A. intends to apply for tax incentives under SIFIDE, the tax incentives system for R&D in business, that pertain to research and development carried out in 2022. The tax credit in question is estimated to be 73 thousand euros, based on eligible R&D expenditure in the amount of 225 thousand euros.

The tax credit for 2021 was 116 thousand euros, underpinned by R&D investment of 355 thousand euros. The application for this period is still being evaluated by ANI - Agência Nacional de Inovação, S.A.

19. CASH AND CASH EQUIVALENTS

Cash and cash equivalents were as follows, at 31 December 2022 and 2021:

ANA, S.A.			ANA Group	
2022	2021		2022	2021
		Cash		
19	25	Cash	39	46
		Cash equivalents		
333,998	322,198	Bank deposits - account	334,263	322,758
20,599	17,346	Cash pooling	20,599	17,346
354,615	339,569		354,902	340,150

Financial applications in the form of deposits or cash pooling mechanisms are remunerated at market rates.

This cash pooling is qualified as Cash and Cash Equivalents as there are no restrictions on its use and the balance is immediately available in case of cash needs.

20. SHARE CAPITAL

The share capital is represented by 40,000,000 shares with a face value of 5 euros each, which are registered and follow the regime of nominal shares. The share capital is entirely subscribed and realised.

On December 31, 2022, ANA, S.A. was 100% owned by the VINCI Airports, SAS (see note 1.1).

21. RESERVES

Reserves showed the following movements:

ANA, S.A.	Not distributable			Distributable			Total
	Legal	Others	Total	Free	Others	Total	
Balance as of 1 January 2021	40,000	1,301	41,301	40,703	517	41,220	82,521
Others movements	-	-	-	-	363	363	363
Change in fair value of financial assets and liabilities	-	335	335	-	-	-	335
Balance as of 31 December 2021	40,000	1,636	41,636	40,703	880	41,583	83,219
Balance as of 1 January 2022	40,000	1,636	41,636	40,703	880	41,583	83,219
Others movements	-	-	-	-	725	725	725
Retirement Benefits	-	-	-	-	(2,552)	(2,552)	(2,552)
Change in fair value of financial assets and liabilities	-	(43)	(43)	-	-	-	(43)
Balance as of 31 December 2022	40,000	1,593	41,593	40,703	(947)	39,756	81,349

The other changes item includes the changes for the year in retirement benefit (note 17) and derivative financial instruments (note 26).

ANA Group	Not distributable			Distributable			Total
	Legal	Others	Total	Free	Others	Total	
Balance as of 1 January 2021	40,000	1,301	41,301	40,703	517	41,220	82,521
Others movements	-	-	-	-	363	363	363
Subsidiary reserves		-	-			-	-
Change in fair value of financial assets and liabilities	-	335	335	-	-	-	335
Balance as of 31 December 2021	40,000	1,636	41,636	40,703	880	41,583	83,219
Balance as of 1 January 2022	40,000	1,636	41,636	40,703	880	41,583	83,219
Others movements	-	-	-	-	725	725	725
Retirement Benefits	-	-	-	-	(2,552)	(2,552)	(2,552)
Change in fair value of financial assets and liabilities	-	(43)	(43)	-	-	-	(43)
Balance as of 31 December 2022	40,000	1,593	41,593	40,703	(947)	39,756	81,349

22. RETAINED EARNINGS

Retained earnings breakdown as follows:

ANA, S.A.				ANA Group		
Not distributable	**Distributable**	**Total**		**Not distributable**	**Distributable**	**Total**
20,003	442,972	462,975	Balance as of 1 January 2021	20,947	448,701	469,648
-	(72,139)	(72,139)	Application of results	-	(79,704)	(79,704)
-	215	215	Retirement benefits	-	215	215
20,003	371,048	391,051	Balance as of 31 December 2021	20,947	369,212	390,159
20,003	371,048	391,051	Balance as of 1 January 2022	20,947	369,212	390,159
-	27,486	27,486	Application of results	-	25,531	25,531
-	2,552	2,552	Retirement benefits	-	2,552	2,552
20,003	401,086	421,089	Balance as of 31 December 2022	20,947	397,296	418,243

The Retained earnings item includes an amount of 20,003 thousand euros pertaining to legal revaluations. As established in the relevant legislation, this reserve can only be used to cover accumulated losses until the date to which the revaluation or the incorporation in the share capital refers.

23. CONCILIATION BETWEEN INDIVIDUAL EQUITY AND CONSOLIDATED EQUITY

The changes to individual and consolidated equity were as follows:

Equity	2022	2021
ANA, S.A.	1,026,836	701,756
Impact of Subsidiaries and Associates		
Equity	9,581	298
Elimination of financial investment	(4,574)	(4,574)
Goodwill	1,430	1,430
Impact of Associates and Joint Ventures		
Proportion in the net result for the year	231	-
ANA Group	1,033,505	698,910

24. LOANS

Loans have the following breakdown:

ANA, S.A. 2022	ANA, S.A. 2021	Non-current loans	ANA Group 2022	ANA Group 2021
826,575	68,620	Loans	826,575	68,620
826,575	68,620		826,575	68,620

ANA, S.A. 2022	ANA, S.A. 2021	Current loans	ANA Group 2022	ANA Group 2021
14,245	1,286,388	Loans	14,245	1,286,388
17,117	3,143	Portway, S.A. loans	-	-
12,288	16,857	Interest payable	12,288	16,857
43,649	1,306,389		26,533	1,303,245

The breakdown of the changes in funding liabilities is as follows:

	ANA, S.A.				
	Loans	Loan interest	Subtotal	Lease liabilities (note 25)	Total
Balance 01-January-2022	1,358,151	16,857	1,375,008	1,582	1,376,590
Changes due to cash flows					
Financial activities	(500,215)	(40,046)	(540,261)	(943)	(541,204)
Other movements through balance sheet	-	-	-	336	336
Other movements through results	-	35,477	35,477	23	35,500
Balance 31-December-2022	857,937	12,288	870,224	997	871,222

	ANA Group				
	Loans	Loan interest	Subtotal	Lease liabilities (note 25)	Total
Balance 01-January-2022	1,355,008	16,857	1,371,865	1,745	1,373,610
Changes due to cash flows					
Financial activities	(514,188)	(40,020)	(554,208)	(999)	(555,207)
Other movements through balance sheet	-	-	-	372	372
Other movements through results	-	35,450	35,450	25	35,475
Balance 31-December-2022	840,820	12,287	853,107	1,142	854,249

The loans have the following composition:

Contract	Interest Rate	Amount owed					
		Non-current		Current		Fair value	
		2022	2021	2022	2021	2022	2021
EIB 02	Fixed	7,125	14,191	7,066	7,009	13,647	20,567
EIB 02	Floating + fixed spread	5,625	7,500	1,875	1,875	7,500	9,375
	Fixed	5,625	7,500	1,875	1,875	6,882	8,784
EIB 09	Revisable fixed	20,000	21,905	1,905	1,905	19,006	21,544
	Floating + fixed revisable spread	16,000	17,524	1,524	1,524	17,523	19,048
Bonds 2022/2029	Floating [a)]	772,200	-	-	-	772,200	-
Bonds 2013/2022	Floating [a)]	-	-	-	100,000	-	100,000
Bonds 2013/2022	Floating [a)]	-	-	-	732,200	-	732,200
Credit Line	Floating [a)]	-	-	-	440,000	-	440,000
		826,575	68,620	14,245	1,286,388	836,759	1,351,518

[a)] Financing with VINCI Airports, SAS (see note 46)

As the previous loan from the VINCI Group reached maturity, ANA, S.A. entered into a new loan agreement with the same Group in July 2022, for a total of 772,200 thousand euros. The new loan will mature in 2029 and will pay interest at the 6-month Euribor variable rate + a spread of 3%.

No new loans were taken out with the EIB in 2022. The capital repayments of loans taken out with the EIB totalled 14,188 thousand euros, which is in line with the debt service plan.

The market value of the Group's medium/long-term loans, contracted at fixed rates and revisable fixed rates, is calculated on the basis of future cash flows, discounted at estimated medium/long-term interest rates (forward rates).

It is assumed that fixed-rate loans will switch to floating rates in the next rate review period.

For reference interest rates, 2022 was a year of change. For a long period reference interest rates were negative or very close to zero. In 2022, this trend was reversed rates gradually increased and the indications are that they will continue to rise over the next few years. This change is directly related to the significant increase in inflation in the various member states. Interest rates have tended to track this increase.

The following tables detail the increases in some interest rates that will contribute to an overall rise in the financial costs of loans contracted at a variable rate.

2022	First repayment	Last repayment	Interest rate	Interest payment period	Average interest rate (%)
ANA, S.A. Loans					
EIB 02					
A+B	15/09/2009	15/09/2024	Fixed	Tranche A1 - Annual	0.17%
			Fixed	Tranches A2, A3, A4 and B1 - Annual	0.89%
			Fixed	Tranche B2 - Annual	4.25%
C	15/09/2011	15/09/2026	Floating + fixed spread	Tranche C1 - Quarterly [a)]	0.86%
			Fixed	Tranche C2 - Annual	1.10%
EIB 09	15/12/2013	15/06/2034	Revisable fixed	Tranche D1 -Semiannual	1.42%
			Floating + fixed revisable spread	Tranche D2 -Semiannual	0.68%
Bonds 2013/2022	Bullet	31/07/2022	Floating	Semiannual	3.03%
Bonds 2013/2022	Bullet	31/07/2022	Floating	Semiannual	3.03%
Credit Line	Bullet	31/07/2022	Floating	Semiannual	3.03%
Bonds 2022/2029	Bullet	31/07/2029	Floating	Semiannual [b)]	-

[a)] The company has a hedging instrument associated with this loan (see note 26)

[b)] Interest payment will occur in January 2023

2021	First repayment	Last repayment	Interest rate	Interest payment period	Average interest rate (%)
ANA, S.A. Loans					
EIB 02					
A+B	15/09/2009	15/09/2024	Fixed	Tranche A1 - Annual	0.17%
			Fixed	Tranches A2, A3, A4 and B1 - Annual	0.89%
			Fixed	Tranche B2 - Annual	4.25%
C	15/09/2011	15/09/2026	Floating + fixed spread	Tranche C1 - Quarterly [b)]	0.36%
			Fixed	Tranche C2 - Annual	1.10%
EIB 09	15/12/2013	15/06/2034	Revisable fixed	Tranche D1 -Semiannual	1.42%
			Floating + fixed revisable spread	Tranche D2 -Semiannual	0.25%
Bonds 2013/2022	Bullet	31/07/2022	Floating	Semiannual	3.04%
Bonds 2013/2022	Bullet	31/07/2022	Floating	Semiannual	3.04%
Credit Line	Bullet	31/07/2022	Floating	Semiannual	3.04%

[b)] The company has a hedging instrument associated with this loan (see note 26)

GENERAL COVENANTS OF ANA GROUP LOANS

The financing contracts of the ANA Group companies include various covenants, of which we highlight:

- Financing contracts

Company	Financing Contracts	Contractual debt	Current debt 31/12/2022	Covenant	Limit	Covenant 31/12/2022
ANA, S.A.	EIB Financing Contracts	329,784	68,620	**Borrower shareholder control (VINCI, S.A.)** [1]	> 50%	100%
				External indebtedness limit of Subsidiaries	< 20% Senior consolidated gross debt [2]	0%
				Financial Ratios [3]**:**		
				Senior Net Debt / EBITDA	< 5x	-0.47
				EBITDA / Consolidated Net Financial Costs	> 4.75 x	29.05
				Access to Liquidity [4]	minimum of double of the monthly average of the consolidated revenue	100% (cash pooling)

(1) The EIB may require the early repayment of loans where: (i) there is an acquisition of more than 50% of the VINCI, S.A. share capital and/or of more than 50% of the voting rights in VINCI, S.A.; or (ii) VINCI, S.A. ceases to have a direct or indirect holding of over 50% in the share capital of ANA, S.A. and/or 50% of the voting rights in ANA, S.A.

(2) This percentage excludes financing or loans granted by the EIB to any Group companies and non-recourse financial debt.

(3) The financial ratios have a dual function of covenant and of a basis for the application of an additional margin, to be applied during the term of each of the loan contracts.

If, at any time, the net senior debt/EBITDA ratio and/or the EBITDA/net consolidated financial costs ratio exceed the stipulated limits, the bank may require that additional guarantees be provided or it may demand the early repayment of all EIB loans.

(4) ANA, S.A. must ensure that it will benefit from unconditional access to short-term liquidity funds in an amount equivalent to at least twice the monthly average of its consolidated revenue, through: (i) revolving credit financing agreements granted by commercial banks or by VINCI Airports, SAS under market conditions; or (ii) the VINCI Group's cash pooling mechanism.

Failure to adhere to these covenants will be interpreted as a mandatory early repayment trigger, affecting all EIB loans.

As at 31 December 2022, the Group was in compliance with the financial ratios contracted with the EIB.

- Concession contract

The Concession Contract concluded between ANA, S.A. and the Portuguese state, signed on 14 December 2012, stipulates that the maximum ratio for debt service coverage (ratio between the senior debt and the EBITDA, as defined in the concession contract) should be 6:1.

As at 31 December 2022, the Group was in compliance with the established covenant.

25. LEASE LIABILITIES

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
437	669	Lease liabilities non current	496	770
560	913	Lease liabilities current	645	976
997	1,582		1,142	1,745

The current lease liabilities item includes amounts of 3 thousand euros and 6 thousand euros that relate to accrued lease interest costs for 2022 and 2021, respectively.

FINANCIAL LEASING CONTRACTS

The situations of the various ANA Group leasing contracts, as at 31 December 2022 are as follows:

First Instalment	Last Instalment	Interest rate	Periodicity	Capital in debt at 31/12/2022
Leasing - ANA, S.A.				
2017	2023	Fixed	Monthly	1
2017	2024	Fixed	Monthly	4
2018	2023	Fixed	Monthly	7
2019	2023	Fixed	Monthly	17
2019	2023	Fixed	Quarterly	156
2020	2024	Fixed	Monthly	315
2020	2025	Fixed	Quarterly	209
2021	2024	Fixed	Monthly	19
2021	2025	Fixed	Monthly	23
2021	2026	Fixed	Quarterly	36
2022	2025	Fixed	Monthly	173
2022	2027	Fixed	Quarterly	34
				994
Leasing - Remaining values of the Group				
2019	2023	Fixed	Monthly	13
2021	2025	Fixed	Monthly	55
2022	2026	Fixed	Monthly	44
2019	2023	Floating	Monthly	32
				145

The following table details the responsibilities assumed under financial leases for temporary period:

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
		Property acquired through leasing		
555	579	Transport equipment	700	743
439	994	Administrative equipment	439	994
-	2	Other equipment	-	2
		Future minimum payments		
574	927	Up 1 year	659	991
448	681	From 1 year to 5 years	507	783
		Interest		
17	20	Up 1 year	17	21
11	13	From 1 year to 5 years	11	14
		Present value of minimum payments		
557	907	Up 1 year	642	969
437	669	From 1 year to 5 years	496	770

26. DERIVATIVE FINANCIAL LIABILITIES

	2022		2021	
	Notional	Fair Value	Notional	Fair Value
Designated as cash flow coverage				
Interest rate swap	7,500	(65)	9,375	(958)
Total derivatives	7,500	(65)	9,375	(958)

At 31 December 2022 the ANA Group had contracted a derivative financial instrument with a current notional of 7,500 thousand euros (initially 30 million euros) on the interest rate (interest rate swap).

This derivative was designated in a cash flow coverage report. The aim is to cover the interest rate risk associated with the floating interest rate payments on its financial liabilities, thus transforming the floating interest rate into a fixed one. The risk which is covered is the floating interest reference rate for the loans in question, but the credit risk is not covered.

The main conditions of the hedged instrument and the hedge instrument are given here:

HEDGED INSTRUMENT
Cash flows of the finance contracted with the EIB:

Notional	30 million euros (see note 24)
Date of issue	15 June 2005
Maturity date	15 September 2026
Interest rate	Eur 3M + spread of 0.415%
Liquidation date	Quarterly

HEDGE INSTRUMENT
ANA, S.A. negotiated an interest rate swap with the following characteristics:

Type	Interest Rate Swap
Counterpart	Deutsche Bank
Notional	30 million euros (amortising)
Transaction date	15 June 2005
Start date	15 June 2005
Maturity date	15 September 2026
Underlying	ANA, S.A. receives Euribor 3M, pays 3.55% (from 15 June 2010 onwards)

EFFECTIVENESS TESTS
The dollar offset method is used for the purposes of identifying effectiveness.
The test is carried out on each reporting date.

The movements in the year were as follows:

	Fair Value	Impact in net results		Impact in equity	Fair Value
	2021	Interest Paid	Interest costs		2022
Coverage	(958)	335	(335)	893	(65)

	Fair Value	Impact in net results		Impact in equity	Fair Value
	2020	Interest Paid	Interest costs		2021
Coverage	(1,497)	448	(448)	538	(958)

27. PROVISIONS

The provisions set aside are designed to cover any exposure that the ANA Group may come to have in ongoing legal proceedings.

As at 31 December 2022, these provisions mainly pertain to lawsuits in the areas of operations or employment.

The provisions item changed in the following way:

	2022					
	Opening Balance	Impact on balance sheet	Impact on results			Closing Balance
			Increase	Reversal	Total	
ANA, S.A.	23,572	-	13,635	(3,846)	9,789	33,360
ANA Group	24,718	(86)	13,846	(4,302)	9,544	34,176

	2021					
	Opening Balance	Impact on balance sheet	Impact on results			Closing Balance
			Increase	Reversal	Total	
ANA, S.A.	10,190	(1,993)	19,858	(4,483)	15,375	23,572
ANA Group	12,307	(2,574)	20,973	(5,989)	14,984	24,718

The increase in 2022 is largely attributable to the rise in the amount set aside to cover the risk associated with lawsuits challenging airport parking charges, in the amount of 9,521 thousand euros. The provision for operations constituted in 2021 has also been increased by 1,762 thousand euros. This provision was set up to meet estimated liabilities pertaining to the pandemic. A provision of 1,791 thousand euros has also been booked to cover estimated liabilities arising from a service contract.

In 2022, existing provisions for a set of lawsuits of an operational nature were reversed, following the signing of a number of agreements. These had a minimal impact in terms of Group disbursement of resources.

In 2022, there were no significant developments in any of the legal proceedings that were carried over from 2021, apart from those mentioned above.

28. PAYABLES AND OTHER LIABILITIES – NON-CURRENT

Non-current debts payable and other liabilities have the following breakdown:

ANA, S.A.			ANA Group	
2022	2021		2022	2021
1,307	1,450	Deferred income	1,307	1,450
8,206	9,035	Investment subsidies [1]	8,206	9,035
119,933	105,794	Contractual liabilities [1]	119,933	105,794
9,794	9,327	Guarantees provided by third parties	10,737	9,815
139,240	125,605		140,183	126,094

[1] See note 29

Deferred income refers to the operating income from the operating rights leased to third parties for Group assets – fuel stations, the hotel unit and the construction of the cargo terminal.

Investment subsidies basically come from European Union funding. Portuguese funding accounts for the lesser part of this item.

The contractual liabilities refer to expenditure to be borne in the next cycle of renovation/replacement of the concession assets, under IFRIC 12, and the financial update of liabilities. The contractual liabilities are recorded at its present value.

Guarantees extended by third parties include:

1. guarantees extended by clients as surety (around 8,979 thousand euros), required depending on the assessed level of risk; and
2. guarantees provided by investment suppliers (around 1,758 thousand euros), realised by means of withholdings on the payments made, required where no guarantee is offered. These withholdings vary between 5% and 10%, depending on the type of contract/service involved.

29. PAYABLES AND OTHER LIABILITIES – CURRENT

Current debts payable and other liabilities have the following breakdown:

ANA, S.A.			ANA Group	
2022	2021		2022	2021
21,230	10,631	Suppliers	20,740	11,387
17,532	4,441	Investment suppliers	17,674	4,668
		State and other public entities		
955	932	Tax withheld from third parties	1,254	1,180
1,257	1,229	Social expenses	1,948	1,831
6,143	4,101	Other taxes	5,366	3,649
5,538	5,121	Other creditors	8,031	6,469
		Accrued costs		
14,607	13,629	Personnel costs	24,544	23,549
34,665	25,850	External supplies and services	34,406	26,811
6,069	8,363	Contractual liabilities	6,069	8,363
30,527	29,313	Other accrued costs	34,520	30,489
17,055	27,802	Deferred earnings (advanced receipts)	16,448	27,182
801	947	Investment subsidies	802	947
156,378	132,358		171,801	146,526

The other taxes item includes VAT for the months of November and December, to be paid in 2023.

Other creditors include pre-payments made by airlines, in line with the Group's credit policy. The settlement invoices for these prepayments are issued after no more than 30 days.

The accrued costs of external supplies and services is explained by services that have been provided but not yet billed.

The other accrued costs item includes air traffic incentives amounting to 22,646 thousand euros. These will be allocated to the airlines next year.

Current and non-current investment subsidies item includes the following transactions:

	2022	2021
Opening balance		
Non-current [1]	9,035	9,953
Current	947	1,906
	9,982	11,859
Subsidies granted in the period	42	13
Transfers to earnings in the year	(1,037)	(1,613)
Other transfers	20	(277)
Final balance		
Non-current [1]	8,206	9,035
Current	801	947
	9,007	9,982

[1] See note 28

The quantification of the contractual responsibilities with renovation/replacement and its use within the application of IFRIC 12, are detailed in the following table:

	2022	2021
Opening balance		
Non-current [1]	105,794	83,799
Current	8,363	11,095
	114,157	94,894
Year movement [2]	12,160	22,908
Discounting effect [3]	3,593	363
Use in the period	(4,083)	(6,075)
Reclassification	174	2,066
Final balance		
Non-current [1]	119,933	105,794
Current	6,069	8,363
	126,001	114,157

[1] See note 28

[2] See note 32

[3] See note 39

30. REVENUE

ANA, S.A.			ANA Group	
2022	2021		2022	2021
448,720	216,448	Traffic	448,720	216,448
167,868	71,989	Operation	167,868	71,989
102,136	31,100	Security charges and PRM	102,136	31,100
35,848	38,597	Occupancy	32,687	35,400
32,121	16,434	Handling	94,114	54,821
29,569	19,214	Parking facilities	29,205	18,802
18,092	8,298	Other commercial activities	17,718	7,943
8,449	5,036	Equipment	7,226	4,312
3,852	1,659	Advertising	3,852	1,659
3,107	1,457	Sales of goods	1,945	922
(2,416)	(20,845)	Regulated revenue adjustment	(2,308)	(20,628)
847,346	389,386		903,163	422,768
9,120	10,244	Construction contracts (concession)	9,120	10,244
2,569	1,808	Other earnings	1,407	925
859,034	401,439		913,690	433,938

In 2022, there was a sharp increase in year-on-year revenue. This was accounted for by the growth in traffic as well as a number of other factors that included higher demand and developments in the commercial offer, which led to a clear recovery in the Extra-aeronautical business.

The amount carried in the traffic item is net of the traffic development incentives given to airlines to open up new routes and/or increase frequencies and, so, optimise the capacity offered by the Group's airports. In 2022, the Group spent a total of 22,066 thousand euros on incentives of this type.

In 2022, the amount carried for the adjustment of regulated revenue item, essentially pertains to penalties resulting from the application of the RQSA.

The amount carried in the adjustment of regulated revenue item for 2021 includes the amount of 12,250 thousand euros for 2021 and the accumulated amount of 7,859 thousand euros. The latter corresponds to ANA and ANAC's different interpretations of the calculation of the adjustment for estimation errors for previous years.

Construction services revenue for the year ending 31 December 2022 was 9,120 thousand euros.

Construction contract revenue includes the costs of acquiring / constructing expansion assets or of upgrading concession infrastructures. It also includes the direct costs generated by the technical areas involved in the construction of the expansion assets.

31. GOODS SOLD AND MATERIALS CONSUMED

The cost of goods sold and materials consumed was as follows:

ANA, S.A.		ANA Group		
Total	Movements	Goods	Consumable materials	Total
	2022			
492	Inventories - opening balance	767	393	1,159
3,214	Purchases	3,518	292	3,810
(12)	Inventory adjustments	(52)	(6)	(59)
530	Inventories – closing balance	738	431	1,170
3,163	Costs in the financial year	3,494	247	3,741
	2021			
486	Inventories - opening balance	782	419	1,201
1,563	Purchases	1,758	159	1,917
2	Inventory adjustments	73	-	73
492	Inventories – closing balance	767	393	1,159
1,559	Costs in the financial year	1,845	185	2,031

32. EXTERNAL SUPPLIES AND SERVICES

The costs with external supplies and services were as follows:

ANA, S.A.			ANA Group	
2022	2021		2022	2021
41,465	27,071	Subcontracts	22,647	17,758
35,547	26,440	Surveillance and security	35,967	26,843
27,759	21,774	Repairs and maintenance	28,868	22,355
17,259	13,667	Specialised work	18,172	14,144
14,187	14,687	Water, electricity and fuel	14,337	14,775
10,785	9,011	Cleaning	11,247	9,322
2,701	2,792	Insurance	3,154	3,217
961	944	Communications	1,014	980
837	539	Advertising	854	558
571	571	Rental costs	1,142	893
500	235	Travel	556	270
16,549	8,449	Other external supplies and services	18,186	8,810
169,122	126,177		156,141	119,925
12,160	22,908	Contractual liabilities [1]	12,160	22,908
8,067	8,847	Construction contracts costs	8,067	8,847
189,349	157,932		176,368	151,679

[1] See note 29

Supplies and external services increased in year-on-year terms, due to the upturn in business activity.

The water, electricity and fuel item includes 94 thousand euros for a Power Purchase Agreement (PPA), signed between ANA, S.A. and Sunmind Faro, Unipessoal Lda. This agreement qualifies as a lease contract under IFRS 16. However, this PPA is exempt from the application of the standard, as the payments are variable and, so, it is not possible to determine reliably the amount of the lease liability and, consequently, the amount of the right-of-use asset.

The rental and leasing item includes a lease contract for office equipment (printers), in an amount of around 66 thousand euros. The exemption provided for in IFRS 16 was applied to this contract, given the low individual worth of the goods involved.

In 2022, the amounts carried in the costs with construction contracts item mainly relate to roof sheets/rainwater drainage gutters/glazing at Faro Airport, renovation of the central PIER capacity at Lisbon Airport and construction of the “temporary boarding facilities” pavilion at Ponta Delgada Airport.

The other external supplies and services item includes the technical and management services that the shareholder provides to the ANA Group (see note 46).

33. PERSONNEL EXPENSES

Staff-related costs breakdown as follows:

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
54,547	49,689	Salaries	81,586	75,050
12,435	12,442	Charges on remunerations	18,238	18,173
1,410	2,208	Incentives/ indemnities	1,647	3,161
21	1,326	Pensions	21	1,330
5,056	4,427	Other costs	25,113	11,347
73,468	70,093		126,606	109,061

In 2022, the ANA Group's payroll costs went up. This reflected the recovery in business activity (particularly as regards the handling business at Portway, where there was a considerable increase in FTE) and the salary updates implemented across the Group. The total payroll in 2021 was influenced by the containment measures adopted by the Group and by the support obtained during that period. This situation no longer applied in 2022.

The change in the incentives/compensations item is accounted for by the staff optimisation plan, which resulted in a number of retirements and voluntary redundancies.

On average, the Group had 2,493 and 2,557 employees in the years ending 31 December 2022 and 31 December 2021, respectively.

The average number of ANA employees in the years ending 31 December 2022 and 31 December 2021 was 1,150 and 1,205, respectively.

34. OTHER INCOME

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
22	35	Gains on tangible assets	46	127
165	147	Other unspecified income	87	84
187	182		133	211

35. OTHER EXPENSES

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
649	369	Taxes	653	374
535	254	Bank service costs	618	325
485	118	Donations	485	123
368	-	Revenue sharing	368	-
319	-	Incentives	319	-
222	207	Contributions to business/ Professional associations	247	215
60	7	Bad Debts	60	7
1,775	792	Other costs	1,685	904
4,414	1,748		4,436	1,949

ANA, VINCI Energies Portugal and the Fondation VINCI pour la Cité have formed a non-profit association that will deliver a VINCI Group programme of support for social projects. Through its participation in the VINCI Programme for Citizenship, ANA, S.A. made donations in the amount of 334 thousand euros in 2022. These pertained to the 3rd and 4th edition of this programme.

Under clause 27 of the Concession Agreement entered into between ANA, S.A. and the Portuguese State on 14 December 2012, ANA, S.A. will have to share a percentage of the Gross Concession Revenues from the 11th year of the concession. In 2022, the percentage to be shared is 1%, and the resulting amount is 368 thousand euros.

The incentives item only includes commercial incentives. Traffic development incentives are deducted from revenue in the traffic item.

36. AMORTISATIONS AND DEPRECIATIONS

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
76,591	79,412	Amortisations/ Depreciations in the financial year	78,368	81,134
1	2	Write-offs of fixed assets	1	2
76,592	79,414		78,369	81,136

37. COST OF GROSS FINANCIAL DEBT

Borrowing costs were as follows:

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
(35,450)	(40,239)	Interests on bank loans	(35,450)	(40,239)
(331)	(445)	Results from swaps	(331)	(445)
(103)	(177)	Stamp duty on bank loans	(103)	(177)
(22)	(41)	Financial effect of leasing	(24)	(42)
(35,906)	(40,903)		(35,908)	(40,903)

38. SHARE IN THE RESULTS OF ASSOCIATES AND OTHERS

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
45	-	Dividends received (Futuro)	45	-
-	-	Dividends received (PTDF)	231	-
45	-		276	-

39. OTHER FINANCIAL RESULTS

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
		Expenses		
(3,593)	(363)	Financial effect of contractual liabilities	(3,593)	(363)
(230)	(369)	Interests paid	(202)	(367)
(12)	(9)	Foreign exchange losses	(21)	(13)
(5)	-	Other	(5)	-
		Income		
1,110	1,211	Interest received	1,126	1,210
5	2	Foreign exchange gains	6	2
16	16	Other financial gains	16	16
(2,709)	487		(2,673)	485

The amount recorded under interest paid mainly relates to interest on the refund of regulated revenue.

40. CORPORATE INCOME TAX EXPENDITURE

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
143,585	5,360	Current tax	144,731	5,409
678	(79)	Income tax regularization	293	(808)
1,729	1,142	Deferred tax[1]	4,221	1,453
145,992	6,423		149,245	6,054

[1] See note 13

The conciliation between current taxation and effective taxation is as follows:

2022	ANA	Portway	Non-taxable income	ANA Group
Results before income tax	470,390	12,537	232	483,159
Permanent differences	220	(7)	-	213
Temporary diferences	13,262	(318)		12,945
Taxable profit	483,873	12,212	232	496,317
Tax losses	(35,015)	(9,770)	-	(44,785)
Taxable income	448,857	2,442	232	451,532
Income tax	94,260	513	-	94,773
State surtax on taxable profit	41,954	416	-	42,370
Municipal surtax	7,028	183	-	7,211
Autonomous rate	416	34	-	450
Tax benefits	(73)	-	-	(73)
Current tax	143,585	1,146	-	144,731
Deferred tax	1,729	2,492	-	4,221
Income tax regularization	678	(385)	-	293
Corporate income tax expenditure	145,992	3,253	-	149,245
Effective tax rate	31.04%	25.95%	-	30.89%

Non-taxable income relates to gains obtained by applying the equity method to the valuation of investments in joint ventures.

2021	ANA	Portway	Grupo ANA
Results before income tax	33,909	(2,324)	31,585
Permanent differences	(41)	21	(19)
Temporary diferences	13,938	948	14,886
Taxable profit	47,807	(1,355)	46,452
Tax losses	(38,245)	(1,356)	(39,601)
Taxable income	9,561	(2,711)	6,851
Income tax	2,008	-	2,008
State surtax on taxable profit	705	-	705
Municipal surtax	2,707	-	2,707
Autonomous rate	168	49	217
Tax benefits	(228)	-	(228)
Current tax	5,360	49	5,409
Deferred tax	1,142	311	1,453
Income tax regularization	(79)	(729)	(808)
Corporate income tax expenditure	6,423	(369)	6,054
Effective tax rate	18.94%	15.88%	19.17%

41. RESULT PER SHARE

The basic result per share is equal to the diluted result per share and is obtained by the quotient between the net profit of the financial year and the number of shares of ANA, S.A. (40 million shares).

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2020
324,398	27,486	Net profit of the period	333,913	25,531
40,000	40,000	Number of shares	40,000	40,000
		Net profit per share (in euros)		
8.11	0.69	Basic earnings	8.35	0.64
8.11	0.69	Diluted earnings	8.35	0.64

42. DIVIDENDS

No dividends were distributed in 2022 and 2021.

43. OFF-BALANCE SHEET COMMITMENTS

Commitments made that are not shown in the Consolidated Statement of Financial Position are as follows:

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
227,966	125,699	Contracts signed and in progress	210,869	112,238

The commitments undertaken item includes amounts for investments and for costs.

An amount of 18,092 thousand euros in 2022 and 13,534 thousand euros in 2021 is included in the above figures for ANA, S.A. These amounts relate to service provision contracts signed with Portway, S.A.

The increase in commitments compared to 2021 is largely explained by the renewal of security contracts for a period of 4 years.

44. GUARANTEES PROVIDED

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
63,065	54,959	Bank guarantees	64,589	56,725
550	550	Surety insurance	550	550
63,616	55,509		65,139	57,275

The purpose of the guarantees provided is to cover the following situations:

ANA, S.A. 2022	ANA, S.A. 2021		ANA Group 2022	ANA Group 2021
54,951	54,184	Compliance guarantee - Concession contract	54,951	54,184
492	492	Expropriation lawsuits	492	492
-	-	Customs licensed warehouses management	1,523	1,766
8,173	833	Others	8,173	833
63,616	55,509		65,139	57,275

As regards the compliance guarantee of the Concession Contract and as set out in point 28.1 thereof, ANA, S.A. lodged an unconditional, irrevocable first-demand bank guarantee with the grantor for the purposes of guaranteeing compliance with the commitments given in the Contract in question. This guarantee may be used in the same terms, and for the same purposes, in relation to the Concession Contract signed with the former ANAM, S.A. (clause 27). Updating this guarantee resulted in an increase, in 2022, of 767 thousand euros.

45. CONTINGENCIES

45.1. CONTINGENT ASSETS

ECONOMIC AND FINANCIAL REBALANCING OF THE CONCESSION

Following the pandemic-related restrictions imposed by the Portuguese State and the direct effect these had on ANA, S.A.'s business activity, the company submitted a letter to the concession Grantor in March 2022, in which it invoked its right to an economic and financial rebalancing of the concession and the consequent compensation, to be attributed in the terms of clause 25.2. of the Concession Agreement.

In that letter, ANA, S.A. calculated a preliminary figure of more than 200 million euros, for the damage incurred in 2020 and 2021.

ECONOMIC REGULATION

As stated in note 1.3 - Legal framework for regulation, the application of the economic regulation scheme to the ANA, S.A.'s airport network may result in differences between the total Maximum Average Regulated Revenue per actual passenger and the amounts approved for the year.

The calculation of regulated revenues obtained in 2022, the tenth year of economic regulation, indicates that there are negative differences to be recovered in 2024, in the estimated total amount of 22.7 million euros, of which 16.3 million euros pertain to the Lisbon Group, 4.2 million euros to Porto Airport and 2.2 million euros to Faro Airport.

COMPENSATION RELATING TO SLOT COORDINATION

Following the transfer of the slots coordination work for airports designated coordinated airports, article 5(4) of Decree-Law no. 96/2018, of 23 November, provides for the payment of compensation to ANA, S.A., to cover the coordination-related running and investment costs incurred by the company from the privatisation date until the date on which NAV, E.P.E. took over the role.

ANA, S.A. has calculated a total amount of 4.4 million euros for slot-related costs and investments, of which 50% (or 2.2 million euros) will be compensated. It should be noted that ANA, S.A. is waiting, since 2021, for ANAC to approve this figure.

45.2. CONTINGENT LIABILITIES

Outstanding litigation under way as of 31 December 2022 with regard to ongoing judicial claims, which is not expected to result in responsibilities for the Group, can be summed up as follows:

ANA, S.A.			ANA Group	
2022	2021		2022	2021
-	15	Operational suits	-	17
152	152	Expropriation suits	152	152
5,895	5,895	Public procurement suits	5,895	5,895
311	311	Litigation against traffic duties application	311	311
94	290	Damage compensation lawsuits	94	290
-	49	Litigation on handling rates	-	49
606	546	Other liabilities	606	546

The change in contingent liabilities is mostly in the damage compensation lawsuits item, which fell due to the favourable outcome of a lawsuit in 2022 that did not result in any outflow of resources.

The fall in the challenges to ground handling charges item was due to the change in the risk of a set of lawsuits, which resulted in a corresponding recognition in the accounts.

ONGOING LEGAL PROCEEDINGS INVOLVING THE NEW LISBON AIRPORT

Following the presentation of APA’s DIA on the construction plans for the Montijo Complementary Airport, two lawsuits were brought against APA. One was brought by the Portuguese Society for the Study of Birds (SPEA) and the other by NEGOCIATA - Ninguém Espere Grandes Oportunidades Com Investimentos Anti-ambiente (NEGOCIATA – No One Expects Great Opportunities With Anti-Environmental Investments – Association). Both seek to challenge the DIA.

It is thought that these suits will not result in liabilities for ANA, S.A., as it is not a direct party in the case. Even so, ANA, S.A. is monitoring the proceedings, as an interested third party.

46. BALANCES AND TRANSACTIONS WITH RELATED PARTIES

The balances and transactions with the subsidiary Portway may be summarised as follows:

	2022	2021
Assets balances		
Customers	2,416	1,238
Current Tax (RETGS)	732	-
	3,148	1,238
Liabilities balances		
Cash pooling	17,117	3,143
Accrued costs	49	1,277
Deferred earning	638	731
Suppliers	3,177	621
Current Tax (RETGS)	-	679
	20,981	6,451
Transactions		
External supplies and services	(20,751)	(10,319)
Other expenses	(1)	(2)
Income	12,715	8,606
Other income	88	65
	(27)	-
	(7,975)	(1,650)

The balances and transactions between Group companies that fall within the consolidation perimeter relate to the following services: handling, other commercial charges (occupation of spaces, use of equipment, consumption of water and power), use of fuel, use of staff, subcontracts and other service provision. These balance and transactions are eliminated in the consolidation process.

Are considered related parties:

Shareholder:

- VINCI Airports, SAS.

The following VINCI holdings are also considered to be related parties:

- VINCI, S.A.;
- VINCI Concessions, SAS;
- VINCI Assurances, SAS;
- VINCI Mobility, S.A.;
- VINCI Energies Portugal, S.A.;
- Aeroports de Lyon, S.A.;
- Aeroports de Lyon Managment & Services, SAS ;
- Axianseu, S.A.;
- Axianseu II Digital Consulting, S.A;
- Cabo Verde Airports, S.A.;
- Cegelec, Lda.;
- Cegelec Oil & Gas Portugal, S.A.;
- CME, S.A.;
- Freyssinet, Lda.;
- LFP – Lojas Francas de Portugal, S.A.;
- Longo Plano, S.A.;
- PTDF-Portugal Duty Free, Lda.;
- Rodio Portugal, S.A.;
- Sixense Portugal, Lda.;
- Sotécnica, S.A.;
- Sotécnica Açores, Unipessoal, Lda.;
- Sunmind Faro Unipessoal, Lda.;
- Trafiurbe, S.A.

Board of Directors:

The Board of Directors was treated as a related party of the Group, having received the following remunerations:

ANA, S.A.			ANA Group	
2022	2021		2022	2021
988	1,139	Remunerations	1,401	1,445

In 2021, two members of the Board of Directors resigned.

NATURE OF THE RELATIONSHIP BETWEEN THE RELATED PARTIES

The ANA Group provides the following services: operations, car parking, space rental, technical consultancy for international projects and others. It acquires the following services: management support, studies and projects, maintenance and repair of spaces and equipment, subcontracts, IT advisory services and others.

Thus, for the ANA Group:

i) Assets balances with related parties are as follows:

2022	Total	Current				
		Financial Investments	Customers	Accrued income	Current tax	Cash pooling
		(Note 11)	(Note 15)	(Note 15)	(Note 18)	(Note 19)
VINCI Airports, SAS	20,784	-	185	-	-	20,599
PTDF-Portugal Duty Free, Lda.	15,629	5,100	7,077	3,452	-	-
Axianseu, S.A.	1,620	-	-	-	1,620	-
Sotécnica, S.A.	957	-	5	-	952	-
Sunmind Faro Unipessoal, Lda.	4	-	4	-	-	-
VINCI Concessions, SAS	3	-	3	-	-	-
VINCI, S.A.	2	-	2	-	-	-
CME, S.A.	1	-	1	-	-	-
Cegelec, Lda.	52	-	-	-	52	-
Cegelec Oil & Gas Portugal, S.A.	7	-	-	-	7	-
Sotecnica Açores, Lda.	4	-	-	-	4	-
	39,064	5,100	7,277	3,452	2,635	20,599

2021	Total	Current			
		Customers	Accrued income	Current tax	Cash pooling
		(Note 15)	(Note 15)	(Note 18)	(Note 19)
VINCI Airports, SAS	17,401	46	8	-	17,346
LFP - Lojas Francas de Portugal, S.A.	12,776	12,776	-	-	-
Axianseu, S.A.	1,072	-	-	1,072	-
Sotécnica, S.A.	386	5	-	381	-
Cegelec, Lda.	35	-	-	35	-
Rodio Portugal, S.A.	21	2	-	19	-
Sotécnica Açores, Lda	9	2	-	7	-
VINCI, S.A.	2	2	-	-	-
Sixense Portugal, Lda.	1	1	-	-	-
	31,706	12,836	8	1,515	17,346

ii) Liabilities balances with related parties are as follows:

2022	Total	Non Current		Current			
		Loans	Guaranties provide	Suppliers	Accrued costs	Deferred earning	Current tax
		(Note 24)	(Note 28)	(Note 29)	(Note 29)	(Note 29)	(Note 18)
VINCI Airports, SAS	797,103	772,200	-	12,426	12,477	-	-
PTDF-Portugal Duty Free, Lda.	656	-	-	-	-	656	-
Sotécnica, S.A.	1,156	-	-	256	900	-	-
VINCI Concessions, SAS	1,617	-	-	1,617	-	-	-
Freyssinet	3	-	-	-	-	-	3
VINCI Energies Portugal, S.A.	109	-	-	-	-	-	109
Sunmind Faro Unipessoal, Lda.	37	-	-	7	21	-	9
VINCI, S.A.	29	-	-	29	-	-	-
Rodio Portugal, S.A.	8	-	-	-	-	-	8
Sixense Portugal, Lda.	161	-	-	-	-	-	161
Axianseu II Digital Consulting, S.A.	346	-	-	-	-	-	346
Cegelec, Lda.	2	-	-	-	2	-	-
VINCI Mobility, S.A.	4	-	-	-	4	-	-
CME, S.A.	11	-	11	-	-	-	-
Longo Plano, S.A.	3	-	3	-	-	-	-
	801,246	772,200	14	14,335	13,404	656	636

2021	Total	Non Current		Current				
		Loans	Guaranties provide	Suppliers	Assets suppliers	Accrued costs	Deferred earning	Current tax
		(Note 24)	(Note 28)	(Note 29)	(Note 29)	(Note 29)	(Note 29)	(Note 18)
VINCI Airports, SAS	1,295,056	1,272,200	-	5,745	-	17,111	-	-
LFP - Lojas Francas de Portugal, S.A	2,052	-	-	94	-	-	1,958	-
Freyssinet, Lda.	476	-	-	-	-	-	-	476
VINCI Concessions, SAS	258	-	-	258	-	-	-	-
Sotécnica, S.A.	235	-	-	178	52	5	-	-
VINCI Energies Portugal, S.A.	28	-	-	-	-	-	-	28
Cegelec, Lda.	11	-	-	11	-	-	-	-
VINCI Mobility, S.A	4	-	-	-	-	4	-	-
Longo Plano, S.A.	3	-	3	-	-	-	-	-
	1,298,123	1,272,200	3	6,286	52	17,119	1,958	505

iii) Transactions with related parties in the years ending 31 December 2022 and 2021 and carried on the separate income statement have the following breakdown:

2022	Income	External supplies and services	Personnel expenses	Other earnings	Other expenses	Costs of financing	other financial results
	(Note 30)	(Note 32)	(Note 33)	(Note 34)	(Note 35)	(Note 37)	(Note 39)
PTDF-Portugal Duty Free, Lda.	49,480	-	-	-	-	-	82
LFP - Lojas Francas de Portugal, S.A.	25,604	117	-	-	-	-	25
VINCI Airports, SAS	170	12,839	519	22	-	34,538	128
Sotécnica, S.A.	58	6,025	-	-	-	-	-
VINCI Assurance, SAS	-	1,813	-	-	-	-	-
Longo Plano, SA	-	1	-	-	-	-	-
VINCI Concessions, SAS	-	-	366	-	385	-	-
Axianseu, S.A.	3	1,272	-	-	-	-	-
Cegelec, Lda.	1	104	-	-	-	-	-
VINCI Mobility, S.A.	-	48	-	-	-	-	-
Sotécnica Açores, Lda.	11	-	-	-	-	-	-
VINCI, S.A.	-	-	29	-	-	-	-
Rodio Portugal, S.A.	1	-	-	-	-	-	-
VINCI Energies Portugal, S.A.	2	-	-	-	-	-	-
Sixense Portugal, Lda.	1	-	-	-	-	-	-
Sunmind Faro Unipessoal, Lda.	3	94	-	-	-	-	-
Aeroports de Lyon, SA	-	11	-	-	-	-	-
Aeroports de Lyon Managment & Sei	-	6	-	-	-	-	-
Trafiurbe, S.A.	1	106	-	-	-	-	-
CME, S.A.	1	-	-	-	-	-	-
Freyssinet, Lda.	1	-	-	-	-	-	-
	75,336	22,436	914	22	385	34,538	235

2021	Income	External supplies and services	Personnel expenses	Other earnings	Other expenses	Costs of financing
	(Note 30)	(Note 32)	(Note 33)	(Note 34)	(Note 35)	(Note 37)
LFP - Lojas Francas de Portugal, S.A	36,558	97	-	-	-	-
VINCI Airports, SAS	156	6,188	413	11	-	39,152
Sotécnica, S.A.	63	4,715	-	-	-	-
VINCI Assurance, SAS	-	1,904	-	-	-	-
VINCI Concessions, SAS	-	-	258	-	377	-
Cegelec, Lda.	1	173	-	-	-	-
VINCI Mobility, S.A.	-	44	-	-	-	-
Axianseu, S.A.	1	1,242	-	-	-	-
Sotécnica Açores, Lda	15	-	-	-	-	-
Longo Plano, SA	-	2	-	-	-	-
Freyssinet, Lda.	1	-	-	-	-	-
VINCI Energies Portugal, S.A.	3	-	-	-	-	-
Sixense Portugal, Lda.	1	-	-	-	-	-
Rodio Portugal, S.A.	1	-	-	-	-	-
	36,800	14,366	671	11	377	39,152

iv) Transactions related to investments are as follows:

	2022	2021
Sotécnica, S.A.	2,073	3,589
Cegelec, Lda.	71	159
Axianseu, S.A.	6	1
	2,150	3,748

47. SUBSEQUENT EVENTS

In the context of the measures taken to mitigate the effects of the pandemic, the monthly contributions stipulated in the ANA, S.A. Pension Fund´s bylaws were suspended in the period from 1 November 2021 to November 2024. In the beginning of 2023, a lawsuit was filed in court by some ANA, S.A. employees seeking the annulment of that suspension. The lawsuit was contested by ANA, S.A. and, with the current information, it is not possible to anticipate its outcome.

Likewise, ANA, S.A. was notified, on 31.01.2023, of the decision of the Administrative and Fiscal Court of Funchal, following Case 297/14.9BEFUN brought by the Municipality of Santa Cruz against the AUTONOMOUS REGION OF MADEIRA (RAM) and the Directorate-General of treasury and Finance (DGTF).

The court decided that the public domain properties allocated to the concession should be registered for the purpose of immovable property taxes due to the alleged fulfilment of the objective requirements to be subject to immovable property taxes.

ANA, S.A., as interested party, agrees with the position of RAM and has appealed against the decision as it understands that objective requirements are not met, on 27.02.2023. As far as ANA, S.A. is aware., the Autonomous Region of Madeira has also appealed against the decision.

48. FINANCIAL STATEMENTS APPROVAL

These consolidated and separate financial statements were approved by the Board of Directors in the meeting on 21 April 2023. The Board of Directors believes that these financial statements are a true and appropriate representation of the Group's operations, as well as of its financial position and performance and cash flows.

Certified Accountant no. 7785

____

Janete Hing Lee

Board of Directors

Chairman:

____

José Luís Fazenda Arnaut Duarte

Member and Chairman of the Executive Committee*:*

____

Thierry Franck Dominique Ligonnière

Members of the Board:

_____________________________	_____________________________
Chloé Anne Cecile Tanguy Lapeyre	Francisco José Simões Crespo Vieira Pita
_____________________________	_____________________________
Raphaël Alain Louis Pourny	Miguel Frutuoso Lopo Hipólito Pires Mateus
_____________________________	_____________________________
Luís Manuel dos Santos Silva Patrão	Nicolas Dominique Notebaert
_____________________________	_____________________________
Remi Guy Ferdinand Maumon-Falcon de Longevialle	Eric Marc Jacques Delobel
_____________________________	_____________________________
Patricia Fernandez Garcia	Pierre Hughes Paul Louis Schmit

MANAGEMENT REPORT AND ACCOUNTS 2022

IV — REPORTS AND OPINIONS

04

ANA AEROPORTOS DE PORTUGAL

Powered by VINCI AIRPORTS

STATUTORY AUDITOR'S CERTIFICATION

(Free translation of a report originally issued in Portuguese language. In case of doubt the Portuguese version will always prevail)

REPORT ON THE AUDIT OF THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS

Opinion

We have audited the accompanying consolidated and separate financial statements of ANA - Aeroportos de Portugal, S.A. ("Entity") and its subsidiary ("Group"), which comprise the consolidated and separate statement of financial position as at December 31, 2022 (showing a total of 2,372,569 thousand Euros and 2,364,242 thousand Euros, respectively, and consolidated equity of 1,033,505 thousand Euros and separate equity of 1,026,836 thousand Euros, including a consolidated net profit attributable to Group of 333,913 thousand Euros and separate net profit of 324,398 thousand Euros), the consolidated and separate statement of profit and loss by nature, the consolidated and separate statement of changes in equity and the consolidated and separate statement of cash flows for the year then ended, and the accompanying notes to the consolidated and separate financial statements, including a summary of the significant accounting policies.

In our opinion, the accompanying consolidated and separate financial statements give a true and fair view, in all material respects, of the consolidated and separate financial position of ANA - Aeroportos de Portugal, S.A. as at December 31, 2022 and of its consolidated and separate financial performance and its consolidated an separate cash flows for the year then ended in accordance with International Financial Reporting Standards (IFRS) as adopted by the European Union.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs) and further technical and ethical standards and guidelines as issued by Ordem dos Revisores Oficiais de Contas (the Portuguese Institute of Statutory Auditors). Our responsibilities under those standards are further described in the "Auditor's responsibilities for the audit of the consolidated and separate financial statements" section below. We are independent from the entities that are part of the Group in accordance with the law and we have fulfilled other ethical requirements in accordance with the Ordem dos Revisores Oficiais de Contas code of ethics.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and supervisory body for the consolidated and separate financial statements

Management is responsible for:

- the preparation of consolidated and separate financial statements that give a true and fair view of the Entity and Group's financial position, consolidated and separate financial performance and consolidated and separate cash flows in accordance with International Financial Reporting Standards (IFRS) as adopted by the European Union;
- the preparation of the management report in accordance with applicable laws and regulations;
- designing and maintaining an appropriate internal control system to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error;
- the adoption of accounting policies and principles appropriate in the circumstances; and

- assessing the Entity and Group’s ability to continue as a going concern, and disclosing, as applicable, the matters that may cast significant doubt about the Entity and Group’s ability to continue as a going concern.

The supervisory body is responsible for overseeing of the Entity and Group’s financial reporting process.

Auditor’s responsibilities for the audit of the consolidated and separate financial statements

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

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

- identify and assess the risks of material misstatement of the consolidated and separate financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control;
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity and Group’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 basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity and Group’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 consolidated and separate financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our report. However, future events or conditions may cause the Entity or the Group to cease to continue as a going concern;
- evaluate the overall presentation, structure and content of the consolidated and separate financial statements, including the disclosures, and whether the consolidated and separate financial statements represent the underlying transactions and events in a manner that achieves fair presentation;
- obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the consolidated and separate financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion;
- communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Our responsibility also includes the verification that the information contained in the management report is consistent with the consolidated and separate financial statements.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS

About the Management report

Pursuant to article 451.º, n.º 3 al. e) of the Portuguese Commercial Code (“Código das Sociedades Comerciais”), it is our opinion that the management report was prepared in accordance with the applicable legal and regulatory requirements and the information contained therein is consistent with the audited consolidated and separate financial statements and, having regard to our knowledge and assessment over the Group, we have not identified any material misstatements.

Lisbon, May 2, 2023

Deloitte & Associados, SROC S.A.
Represented by Carlos Alberto Ferreira da Cruz, ROC
Registration in OROC n.º 1146
Registration in CMVM n.º 20160758

REPORT AND OPINION OF THE SUPERVISORY BOARD ON THE MANAGEMENT REPORT AND THE 2022 ACCOUNTS

(Translated from the original in Portuguese)

Shareholders,

Under the terms of the mandate given to us and to comply with point g of paragraph 1 of article 420 of the Portuguese Companies Code we have prepared and issue our report on the management's report, the statement of the financial position, both on the separate and consolidated statements, the income statement and the comprehensive income statement, both separate and consolidated, the consolidated statement of changes in equity, the separate statement of changes in equity, the cash flow statement, separate and consolidated, and the respective annexes together with the notes to the financial statements, as well as the proposal for the application of the results presented by the Board of Directors of ANA – AEROPORTOS DE PORTUGAL, S.A. for the year ended 31st December 2022.

To carry out its mandate the Supervisory Board met with the Board of Directors of ANA and Senior Management, whenever it was felt necessary, to analyze management's performance and to discuss with its relevant matters resulting from the work we have performed.

In respect of its analysis and checks performed, the Supervisory Board requested and obtained documentation and clarifications to the various questions.

During the year the Supervisory Board met regularly with Deloitte both in their capacity as external auditors and also statutory auditors, accompanying their work and their independence. We became aware of their Statutory Audit Report (Certificação Legal das Contas), which we agree.

We also met the internal audit services with the main goal of taking knowledge of the main areas of audit, the compliance of the audit plans, the outcome of the audit tests performed and recommendations for the improvement of the systems and controls, improving of audit methodologies and adaptation of systems and controls in order to obtain a better operational efficiency of the internal control systems and better risk management.

The Supervisory Board analyzed the report prepared by management as part of the closing of the year end accounts as well as the various documents related to the

accounts as presented by the Board of Directors, performed the related checks and obtained clarifications as it deemed necessary.

The management report emphasized the most relevant aspects of the activity of the ANA group in 2022, which showed a turnover of approximately € 903 163 thousand, excluding construction works (IFRIC 12) and incentive discounts in respect of air traffic, representing an increase of 113.6 % compared to the previous year, corresponding to a total volume of 56 million passengers which compares to 25 million in 2021.

The group's EBITDA totaled € 610 972 thousand (being ANA € 596 702 thousand), which represents an increase of 250.2 % when compared to the previous year (being ANA 240.9 %) and a net profit of € 333 913 thousand (being ANA a net profit of € 324 398 thousand) compared to a net profit of € 25 531 thousand (being ANA € 27 486 thousand) in the previous year.

Therefore, ANA group has returned to a profit situation and improvement of the main performance indicators, as a consequence of the improvement in the adverse situation caused by the sanitary and economic crisis, resulting from the pandemic, started in early 2020 .

Based on its analysis the Supervisory Board believes that the management report presented by the Board of Directors satisfies the requirements of the applicable laws and shows in a correct manner the growth of both ANA, S.A. and the group ANA's activities.

The various documents supporting the accounts were audited by the Statutory Auditor who issued its statutory audit opinion, with no qualifications, which the Supervisory Board agrees with, and which is in agreement with that required by no. 2 of Article 452 of the Portuguese Companies Code.

Based on the above we believe that the Shareholders may:

(a) Approve the management report, as well as the various documents making up both the individual and consolidated accounts of 2022 presented by the Board of Directors;

(b) Approve the Board of Directors proposal for the distribution of the results as set out in the management report;

(c) Express its approval for the Management and Supervision of the company as foreseen in article 455 of the Portuguese Companies Code.

The Supervisory Board wishes to thank the Board of Directors and the Financial Department of ANA, the internal auditors and remaining departments and respective staff, and also the External and Statutory Auditors, Deloitte, for their collaboration and support in carrying out our work.

This report is not signed by the member of the Supervisory Board, Mr. Gabriel Correia Alves, due to his unexpected decease on 4 april, 2023. The Supervisory Board wants to emphasize the personal involvement of Mr. Gabriel Correia Alves in the preparation of this report, which reflects his valuable contribution, being such provision consonant to his professionalism and dedication in performing his duties as member of this body.

Lisbon, 2 May, 2023

THE SUPERVISORY BOARD

Dr. Jacques dos Santos - President

Dr. José Vitorino – Member

MANAGEMENT REPORT & ACCOUNTS 2022

ANA AEROPORTOS DE PORTUGAL

Powered by VINCI AIRPORTS