



## **Aegean Airlines S.A**

**General Commercial Registry 1797901000**

# **Interim Financial Report**

**1<sup>st</sup> January to 30<sup>th</sup> June 2022**

**In accordance with art. 5 of Law 3556/2007 and the Board of Directors' Resolutions of the  
Hellenic Capital Market Commission**



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## **1. Statements of the Board of Directors' Members**



## **1. Statements of the Board of Directors' Members**

(in accordance with art. 5 paragraph 2 of Law 3556/2007)

It is hereby stated that, to the best of our knowledge, the Interim Condensed Stand Alone and Consolidated Financial statements of “Aegean Airlines S.A.” for the period 1 January 2022 to 30 June 2022, which were prepared in accordance with IAS 34, truly reflect all Assets, Liabilities and Shareholders’ Equity along with the Income Statement of the Company, as well as of the companies included in the consolidation in accordance with Article 5 paragraphs 3 till 5 of Law 3556/2007.

It is also declared that, to the best of our knowledge, the Board of Directors’ Report truly reflects all information required by Article 5 paragraph 6 of Law 3556/2007.

Spata, September 15, 2022

The undersigned

Eftichios Vassilakis

Dimitrios Gerogiannis

Nikolaos Sofianos

Chairman of the BoD

Chief Executive Officer

Member of the BoD



## **2. Interim Report of the Board of Directors**



## 2.1 Interim Report of the Board of Directors

The Board of Directors' report of the company "AEGEAN AIRLINES S.A." (hereinafter called the "Company") covers the six-month period ending 30.06.2022. The interim report has been prepared in accordance with the relevant provisions of Law 4548/2018, and Law 3556/2007, and the decisions of the Board of Directors of the Hellenic Capital Markets Commission and especially the Decision 7/448/11.10.2007.

Aegean Airlines and its fully owned subsidiaries Olympic Air S.A. (100% ownership), Aegean Cyprus Limited (100% ownership) and its subsidiary Animawings Aviation Srl (51% ownership) jointly form the Group. This report provides an overview to the shareholders and investors of the Group's general course, financial position and results for the period (01.01.2022 – 30.06.2022) as well as highlight major events that occurred during the period and their impact on the interim financial statements. There is also a description of the main risks and uncertainties which the Group is currently facing or may face in the foreseeable future and finally a disclosure of material transactions between the Group and its related parties.

### First Semester 2022 overview- Business and Financial Performance

#### Overview of Macroeconomic conditions

Rising challenges stemming from the geopolitical developments following the Russian invasion in Ukraine, the energy crisis, inflationary pressures, as well as the disruption in the supply chain in international transport and international trade impacted global economy during the first half of the year. Surging prices in energy, food and raw materials amplify the risk of higher inflation and lower growth.

GDP growth in the Euro area and in EU in the second quarter of 2022, according to Eurostat, stood at 0,6% compared to the previous quarter, driven mainly by increased inventories and net exports.

| GDP %     | % change compared with the previous quarter |                              | % change compared with the same quarter of the previous year |                              |
|-----------|---|------------------------------|--|------------------------------|
|           | 1 <sup>st</sup> Quarter 2022                | 2 <sup>nd</sup> Quarter 2022 | 1 <sup>st</sup> Quarter 2022                                 | 2 <sup>nd</sup> Quarter 2022 |
| Euro area | 0,5   | 0,6                          | 5,4  | 3,9                          |
| EU        | 0,6   | 0,6                          | 5,5  | 4,0                          |
| Greece    | 2,9   | 1,2                          | 8,0  | 7,7                          |

Eurozone inflation hit a record in August and stood at 9,1% from 8,9% in July and 8,6% in June mainly due to surging energy and food prices. European Central Bank in July 2022 increased by 50 bps its key rate, the first increase since 2011 to control inflation.



In Greece, a significant recovery is expected in 2022, at a smaller extent than originally estimated, following Russian invasion in Ukraine. In the second quarter GDP increased by 7,7% compared with the same quarter of the previous year. A downward trend is also visible in Economic Climate Index, which decreased from 112,1 points in the first quarter to 104,0 points in the second quarter. In August the index stood at 101,5 points.

European Commission revised downwards its forecasts, largely due to recent macroeconomic data trends. The European Commission more specifically, cut its forecasts for economic growth in 2023 and revised up its estimate for inflation in the period 2022-2023.

| Annual Change      | 2021 | 2022 – estimate | 2023 – estimate |
|--------------------|------|-----------------|-----------------|
| <b>GDP %</b>       |      |                 |                 |
| World Economy      | 5,8  | 3,0             | 2,8             |
| Eurozone           | 5,3  | 2,6             | 1,4             |
| EU                 | 5,4  | 2,7             | 1,5             |
| Greece             | 8,3  | 4,0             | 2,4             |
| <b>Inflation %</b> |      |                 |                 |
| World Economy      | 3,7  | 8,5             | 6,0             |
| Eurozone           | 2,6  | 7,6             | 4,0             |
| EU                 | 2,9  | 8,3             | 4,6             |
| Greece             | 0,6  | 8,9             | 3,5             |

Source: European Commission Summer 2022 Economic Forecasts, OECD Economic Outlook

Greek's economy degree of resilience is not only a function of the extent and intensity of the events but also of the support of Greek economic activity through the increase in private and public consumption and investment, labor market recovery and tourism sector recovery.

The prospects for the Greek Economy remain positive in the medium term, due to the expected absorption of the resources from the Recovery Fund as well as the positive performance of the tourism sector. More specifically, according to the Bank of Greece, Greek economy boosted by tourism in the period January - June 2022. Travel receipts showed an increase of 329,3% compared with the corresponding period in 2021, while compared with the corresponding period in 2019, travel receipts were 5,3% less with passenger traffic being 15,1% less.

The price of oil during the first semester in 2022 followed an upward trend from \$77,78/bbl on 31.12.2021 to \$114,81/bbl on 30/06/2022 with the average price reaching \$104,73/bbl in the first semester 2022 from \$65,13/bbl in the first semester 2021. The average price of jet fuel (JET FOB MED) increased by 108% in the first semester of 2022 compared with the same period in 2021.

USD strengthened versus Euro to 1,0387 as at 30.06.2022 from 1,1326 as at 31.12.2021. Average FX rate in the first semester was 1,0937 from 1,2055 in the first semester in 2021.



### Airline Sector Overview in Greece and Europe

The airline industry recovered a significant part of the losses caused by the Pandemic, mainly in the second quarter of 2022 as travel demand surges. Strong demand for travel, the lifting of travel restrictions, low unemployment rates and a significant increase in disposable income fueled the degree of the recovery in passenger traffic.

Russia's invasion in Ukraine at the end of February did not significantly disrupt air travel in Europe over the medium term, as the recovery in passenger traffic continued in the second quarter.

It is a fact that after a two- year period with various travel restrictions and containment measures in place, there was a pent-up desire to travel again, which has not been realized due to the pandemic. As conditions for travelling improved, demand for travelling increased and thus a significant recovery in passenger traffic and pre- bookings in the industry for the summer season was recorded.

The recovery rates recorded in Europe has been relatively higher compared to the rest of the world. In June 2022, RPK's reached 81% of the pre-pandemic level with ASK's at 83% of the pre-pandemic level. Load factor in Europe reached 86%, remaining 1,4 p.p. lower compared with June 2019.

The interaction of the three crises, health, economic and geopolitical, creates a complex operational and business environment for the aviation industry, with the first visible consequences being the significant increase in energy prices and inflationary pressures. According to IATA the industry is expected to recover in 2022, 93% of revenues recorded in 2019 and limit losses to \$9,7 bil. from \$42 bil. losses recorded in 2021.

Strong demand for travelling, the lifting of travel restrictions, low unemployment rates and a significant increase in disposable income fueled the degree of the recovery in passenger traffic which is expected to reach 82% of pre-pandemic levels by 2022. Passenger traffic in Europe is showing one of the highest recovery rates, with passenger traffic in 2023 reaching 96% of 2019 passenger traffic and 105% in 2024.

In this complex environment, Greece managed to upgrade its position against competing countries and maintain the good trend from last year's tourist season, recording high tourist inflows in the first half of the year and maintaining high prospects for 2022 summer season.

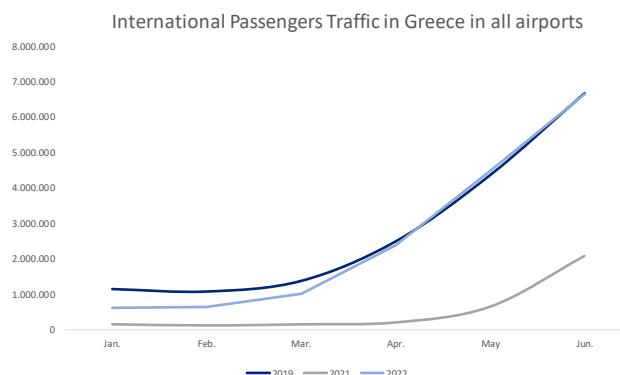
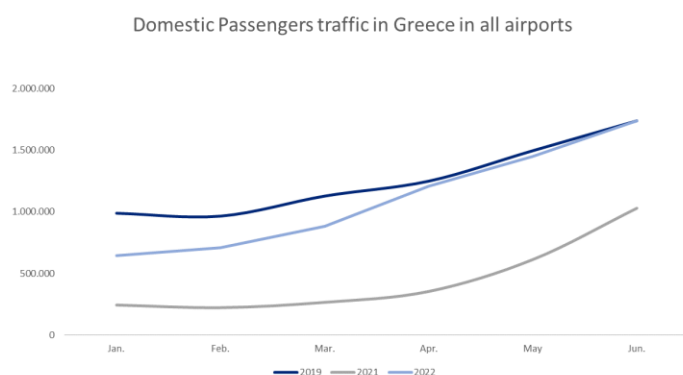
According to Civil Aviation Authority and Athens International Airport data, the quarterly development in flights and passenger traffic in Greece and in Europe in the first half of the year were as follow:



| 2022 as a % of 2019        | Greek Airports<br>Hellenic Civil Aviation<br>Authority |                       | Greek Airports      |                       | Airports under Fraport<br>management |                       |
|----------------------------|--|-----------------------|---------------------|-----------------------|--------------------------------------|-----------------------|
|                            | Flights<br>% change                                    | Passenger<br>% change | Flights<br>% change | Passenger<br>% change | Flights<br>% change                  | Passenger<br>% change |
| 1 <sup>o</sup> quarter     | 86%  | 67%                   | 84%                 | 64%                   | 87%                                  | 69%                   |
| 2 <sup>o</sup> quarter     | 101%   | 99%                   | 85%                 | 90%                   | 102%                                 | 100%                  |
| <b>1<sup>st</sup> Half</b> | <b>97%</b>   | <b>91%</b>            | <b>90%</b>          | <b>80%</b>            | <b>99%</b>                           | <b>94%</b>            |

In the first quarter, the period of the year with the lowest demand at all Greek airports, the recovery of flight activity was faster than European airports. This trend continued in the second quarter, mainly from May onwards, where the capacity offered is higher than the corresponding 2019 level in the country.

Greece recorded a significant increase in airport arrivals in the second quarter of the year with total traffic being very close to pre-pandemic levels. The biggest traffic recovery was recorded in the islands and the periphery.



In the first half of 2022, domestic passenger traffic at all Greek airports, according to Civil Aviation Authority data, recovered 88% of the pre-pandemic level, while international passenger traffic reached 92% of 2019 corresponding figures. Domestic traffic increased 144% while international traffic 379% compared with first half 2021.

## The Group in the 1<sup>st</sup> Half 2022

### Business Developments

A gradual recovery in operating figures was recorded during the first half of the year. Despite a subdued start due to the Omicron variant, high demand for leisure travelling allowed for a gradual increase in capacity offered. In particular since mid-May following the lifting of all the restrictive measures, AEGEAN was able to start its summer flight activity earlier this year.



In the first half of the year, the Group almost doubled its capacity in available seats compared with 2021, also operating twice as many flights compared with the same period in 2021. Passenger traffic stood at 4,7 million passengers from 1,6 million. International passengers increased by 258% while domestic passengers by 130%. Load factor for the period increased to 74,5% from 53,1%, compared with the first semester 2021.

In relation to the pre-pandemic activity, the Group operated 81% of sectors flown in the first half of the year and offered 81% of available seats, while load factor was 7,6 pp below pre-pandemic level.

#### -Selected operating data

|                                       | 1st<br>quarter<br>2021 | 1st<br>quarter<br>2022 | %      | 2nd<br>quarter<br>2021 | 2nd<br>quarter<br>2022 | %      | 1st half<br>2021 | 1st half<br>2022 | %      |
|---------------------------------------|------------------------|------------------------|--------|------------------------|------------------------|--------|------------------|------------------|--------|
| Passengers<br>(‘000)                  | 460                    | <b>1.502</b>           | 227%   | 1.190                  | <b>3.228</b>           | 171%   | 1.650            | <b>4.730</b>     | 187%   |
| Domestic<br>Passengers<br>(‘000)      | 251                    | <b>717</b>             | 186%   | 667                    | <b>1.394</b>           | 109%   | 918              | <b>2.111</b>     | 130%   |
| International<br>Passengers<br>(‘000) | 209                    | <b>785</b>             | 276%   | 523                    | <b>1.834</b>           | 251%   | 732              | <b>2.619</b>     | 258%   |
| Available Seats                       | 1.059                  | <b>2.313</b>           | 118%   | 2.148                  | <b>4.125</b>           | 92%    | 3.208            | <b>6.438</b>     | 101%   |
| Total Sectors<br>Flown                | 7.883                  | <b>15.104</b>          | 92%    | 15.022                 | <b>26.379</b>          | 76%    | 22.905           | <b>41.483</b>    | 81%    |
| Load Factor<br>(RPK/ASK)              | 47,50%                 | <b>66,10%</b>          | 18,6pp | 55,80%                 | <b>79,20%</b>          | 23,4pp | 53,10%           | <b>74,50%</b>    | 21,4pp |

As at 30.06.22 the Group’s fleet was 70 aircraft (of which 53jets and 15 turboprops).

The Group has taken delivery of 4 Airbus A321neo aircraft in the first half of the year. Overall, 13 A320 neo family aircraft have taken delivery since the end of 2019.

#### Selected Consolidated Financial Information

The following tables present the financial results of the Group, the Alternative Performance Indicators and the Operating Performance Indicators, which were calculated based on the consolidated financial statements for the interim periods ended on 30 June 2022 and on 30 June 2021. The Group analyzes the main financial data using Alternative Performance Measures (based on the ESMA Guidelines) used. In addition, the Group evaluates the efficiency of its activity by measuring among others, the Operating Performance Indicators which are used globally in the aviation industry.



Performance metrics should not be considered as a substitute for other measures calculated under IFRS, as well as other historical financial ratios.

| Selected Indicators   | Definition   |
|---|--|
| EBITDA  | Earnings before net interest and financial expenses, income taxes, depreciation and amortization   |
| RASK (Revenue per Available Seat Kilometer)                     | It is calculated as the ratio of the total revenue to the total available seats multiplied by the total kilometers covered.  |
| CASK (Cost per Available Seat Kilometer)                        | It is calculated as the ratio of the total expenses to the total available seats multiplied by the total kilometers covered  |
| CASK excluding fuel cost<br>(Cost per Available Seat Kilometer) | It is calculated as the ratio of the total expenses minus the fuel cost to the total available seats multiplied by the total kilometers covered.   |
| Passenger Yield   | It is calculated as the ratio total revenue to total passengers multiplied by the total kilometers covered.  |
| Load Factor   | It is calculated as the passenger kilometers (RPK) to the available seat kilometers (ASK) for scheduled flights. RPK's is the number of revenues passengers carried multiplied by the distance flown in kilometers |

Selected Financial ratios and operational performance indicators for interim period ended 30 June 2022 and 30 June 2021, from the Consolidated Statement of Comprehensive Income as well as for 2nd quarter 2022 and 2nd quarter 2021.

| (amounts in € thousands)  | 1st Half 2022 | 1st Half 2021 |
|---|---------------|---------------|
| Profit/ (Losses) before taxes (a)   | (30.625,70)   | (91.769,77)   |
| Depreciation (b)  | 60.002,43     | 65.009,58     |
| Financial income (c)  | 61.060,58     | 19.535,36     |
| Financial expenses (d)  | 69.387,48     | 36.220,44     |
| Earnings before taxes, interest and depreciation (EBITDA) (e) = (a) + (b) - (c) + (d) | 37.703,62     | (10.075,11)   |
| Revenue from contracts with customers (A)   | 448.051,27    | 152.845,08    |
| EBITDA margin = (e)/(A)   | 8%            | (7)%          |



| (amounts in € thousands)   | 2nd Quarter 2022 | 2nd Quarter 2021 |
|--|------------------|------------------|
| Losses before taxes (a)  | 17.711,17        | (34.828,30)      |
| Depreciation (b)   | 29.345,55        | 31.443,14        |
| Financial income (c)   | 43.214,86        | (3.731,07)       |
| Financial expenses (d)   | 49.946,28        | 3.598,68         |
| Earnings / (Losses) before taxes, interest and depreciation (EBITDA) (e) = (a) + (b) - (c) + (d) | 53.788,14        | 3.944,58         |
| Revenue from contracts with customers (A)  | 327.278,59       | 108.558,36       |
| EBITDA margin = (e)/(A)  | 16,4%            | 3,6%             |

| (amounts in € thousands, unless noted otherwise)                      | 1st Half 2022 | 1st Half 2021 |
|---|---------------|---------------|
| Revenue from contracts with customers (a)                             | 448.051,27    | 152.845,08    |
| Other operating income (b)  | 14.806,58     | 4.787,01      |
| Total income (a+b)  | 462.857,85    | 157.632,09    |
| ASK (Total Available Seat Kilometers in millions) (c)                 | 6.511,73      | 2.673,36      |
| RPK (Total Revenue Passenger Kilometers in millions) (d)              | 4.840,66      | 1.404,30      |
| RASK (in € cents) ((a)+(b))/(c)                                       | 7,11          | 5,90          |
| Passenger Yield (in € cents) ((a)+(b))/(d)                            | 9,56          | 11,22         |
| Personnel expenses (e)  | 51.347,65     | 25.613,52     |
| Depreciation (f)  | 60.002,43     | 65.009,58     |
| Consumption of goods and services (g)                                 | 373.806,58    | 142.093,68    |
| Financial income (h)  | 61.060,58     | 19.535,36     |
| Financial expenses (i)  | 69.387,48     | 36.220,44     |
| Total expenses (e)+(f)+(g)-(h)+(i)                                    | 493.483,56    | 249.401,86    |
| CASK (in € cents) ((e)+(f)+(g)-(h)+(i))/c                             | 7,58          | 9,33          |
| Aircraft fuel (j)   | 121.294,29    | 28.210,18     |
| CASK excluding the fuel cost (in € cents) ((e)+(f)+(g)-(h)+(i)-(j))/c | 5,72          | 8,27          |
| Load Factor   | 74%           | 53%           |



| (amounts in € thousands)  | 2nd Quarter 2022 | 2nd Quarter 2021 |
|---|------------------|------------------|
| Revenue from contracts with customers (a)                             | 327.278,59       | 108.558,36       |
| Other operating income (b)  | 7.979,20         | 2.497,12         |
| Total income (a+b)  | 335.257,79       | 111.055,47       |
| ASK (Total Available Seat Kilometers in millions) (c)                 | 4.301,03         | 1.804,63         |
| RPK (Total Revenue Passenger Kilometers in millions) (d)              | 3.385,64         | 999,32           |
| RASK (in € cents) ((a)+(b))/(c)                                       | 7,79             | 6,15             |
| Passenger Yield (in € cents) ((a)+(b))/(d)                            | 9,90             | 11,11            |
| Personnel expenses (e)  | 29.134,21        | 14.659,87        |
| Depreciation (f)  | 29.345,55        | 31.443,14        |
| Consumption of goods and services (g)                                 | 252.335,43       | 92.451,02        |
| Financial income (h)  | 43.214,86        | (3.731,07)       |
| Financial expenses (i)  | 49.946,28        | 3.598,68         |
| Total expenses (e)+(f)+(g)-(h)+(i)                                    | 317.546,61       | 145.883,77       |
| CASK (in € cents) ((e)+(f)+(g)-(h)+(i))/c                             | 7,38             | 8,08             |
| Aircraft fuel (j)   | 88.572,63        | 19.619,54        |
| CASK excluding the fuel cost (in € cents) ((e)+(f)+(g)-(h)+(i)-(j))/c | 5,32             | 7,00             |
| Load Factor   | 79,2%            | 55,8%            |

After two years of challenges, the Group was able to effectively use its fleet and network to further exploit market dynamics and therefore to record a profit in the second quarter of the year, despite the significant increase in fuel cost.

The performance of the second quarter contributed substantially to the overall performance of the first half financial results. In particular, a significant increase of 201% in consolidated revenues was recorded in Q2 2022 compared with the same period in 2021, amounting to €327.278,59 thous. from €108.558,36 thous. as a result of the significant increase in capacity offered, the improvement in the load factor and the increase in the average fare which stood at €89,9 cents from €76,6 cent in Q2 2021 and €77,8 cents in Q2 2019 respectively. In Q2 2022, load factor stood at 79,2% p.p., 23 p.p. higher than Q2 2021, while remaining 3 p.p. lower compared to Q2 2019.

RASK shows a significant improvement in the second quarter of the year which stood at €7,79 cents from €6,15 in Q2 2021 and €6,89 in Q2 2019. Other operating income increased mainly due to the new services and products offered.

The employee cost stood at €29.134,21 thous. in Q2 2022 from €14.659,87 thous. in Q2 2021. The cost of consumption of goods and services excluding fuel cost increased by 125% and stood at €163.762,80 thous. in Q2 2022 from €72.831,47 thous. in Q2 2021, due to the increase in flight activity which increased by 76% in terms of sectors flown.

Following the geopolitical crisis in Ukraine and the subsequent spike in fuel price, Group's results had been significantly impacted. The fuel price in Q2 2022 was 120% higher than the fuel price that was in Q2 2019. Part of the increase in



fuel cost was offset by the derivatives products. In total, fuel cost amounted to €88.572,63 thous. from €19.619,54 thous.

The Group recorded profits before taxes, interest and depreciation (EBITDA) in Q2 2022 of €53.788,14 thous. and Profits before taxes of €17.711,17 thous. Net profit for the period stood at €10.810,75 thous. from losses €33.906,50 thous. in Q2 2021.

In H1 2022 consolidated revenues increased by 193% following an increase of 186,7% in passenger traffic and an increase of 100,7% in available seats compared with H1 2021.

RASK indicators increased 21% compared to H1 2021 while CASK indicator excluding the fuel cost improved to €5,72 cents from €8,27 in H1 2021. CASK index (including fuel cost) stood at €7,58 cents in H1 2022 from €9,33 in H1 2021.

The Group recorded profits before taxes, interest and depreciation (EBITDA) in H1 2022 of €37.703,62 thous. from losses of €10.075,11 thous. in H1 2021.

Losses before tax for the Group for the first half of the year stood at €30.625,70 thous. from losses €91.769,77 thous. in H1 2021, while Losses after tax stood at €27.655,03 thous. from losses €78.394,14 thous.

Net debt (including leases under IFRS 16) stood at €298.381,02 thous. on 30.06.2022 from €286.040,68 thous. on 31.12.2021. Excluding leases the Group recorded a net cash of €254.945,52 thous. on 30.06.2022 from a net cash of €128.192,83 thous. on 31.12.2021

Cash and cash equivalent including restricted cash and financial asset stood at €602.086,82 thous. on 30.06.2022 from €474.393,59 thous. on 31.12.2021.

#### Prospects, Key Risks and Uncertainties

- Prospects and Group strategy for the second half of the year

Last summer promising performance, considering the conditions prevailed due to the pandemic, seems to be held for 2022.

Mediterranean tourism markets, including Greece, are recording high performance in tourism. In particular, in the two months July and August, available capacity in direct flights to Greece, particularly to popular island destinations exceeded the corresponding figure in 2019.

Tourist flows from markets such as US, Germany, UK and the Nordic countries dynamically returned after the crisis of the two previous years, with tourism receipts showing an increasing trend. Overall, international arrivals to popular destinations exceeded initial forecasts in July and August. Destinations such as Santorini, Chania, Mykonos, Skiathos, Corfu exceeded 2019 tourist arrivals according to provisional data.

There is also a growing interest in the country's two major urban centers, especially in Athens. Its promotion as a city break destination is attracting a significant number of tourists this year. However, the recovery this year as well is at a



slower pace compared to the island's destinations. Indicatively, in July, Athens Airport total traffic was 5.9% less and Thessaloniki's 10% less compared to the corresponding level recorded in 2019.

Within this environment, AEGEAN continued to gradually restore capacity by adding new destinations and increased frequencies to its domestic and international network, supporting every effort to diversify and to distribute tourist product to more areas, while investing in extending the tourism season.

The Group offered capacity marginally below to 2019 levels in July-August and in the summer season with passenger traffic showing a significant recovery.

| % change compared to 2019 | July '22  | August '22 |
|---------------------------|-----------|------------|
| Available Seats           | 94%       | 94%        |
| Passengers                | 92%       | 90%        |
| Load Factor               | -2.3 p.p. | -3.3 p.p.  |

The performance so far and the improved revenue per flight indicator, support the forecast for a profitable year in 2022.

Undoubtedly, flexibility and adaptability remain high priorities for AEGEAN, in an environment in which geopolitical conditions have been disrupted, energy and fuel costs have risen, and inflationary pressures are affecting disposable income.

A fall in household purchasing power and the sense of uncertainty impact tourist's behavior which is particular sensitive to major changes in economic conditions. Demand in the coming period, especially in the winter months, may be affected by the above-mentioned factors, although it is not possible to assess at this point their impact on the economic activity.

Risk factors that may affect the business and financial position of the Group

1. A prolonged and deep recession in Greece and in the countries that the Group operates, will have a negative impact on the demand for leisure travel.
2. Inflationary pressures in cost of living and energy may negatively affect consumer spending behavior and demand for air travel, as a significant part of air travel consists a discretionary consumer expenditure.
3. Operational challenges in the air transportation chain, particularly in Europe, lead to flight cancellations and delays, adversely affecting the quality of the product.
4. Any deterioration of epidemiological data, the emergence of new variants and new restrictive measures on travel within European Union will affect the Group's business operations.



5. Fuel cost consist a significant part in Group's operating cost. A significant increase in jet fuel price, similar to that recorded in the first half of the year, has a significant impact on the Group's operating costs.
6. The Group bears a significant portion of its expenses in USD. A significant appreciation of the dollar against the euro has a negative impact on the Group's operating costs.

#### Subsequent events

On Thursday July 7<sup>th</sup>, 2022 the ordinary shareholders meeting was held. At the General Meeting 97 shareholders participated either in person or by proxy, representing 65.321.030 shares and equal votes, out of the 90.167.100 total shares and votes, or 72,44% of the total paid-up share capital and voting rights of the Company. Thus, the quorum required by law and the Company's Articles of Association for discussion and resolution on all the items of the agenda was achieved as have been posted to the Company's website (<https://en.about.aegeanair.com/ependytes/anakoinoseis/announcements/>).

Among others the Ordinary General Meeting approved the Reduction of the Company's share capital by the amount of €13.525.065, i.e. from €58.608.615 to €45.083.550, through the reduction of the nominal value of all Company's shares, totaling 90.167.100 shares, from €0,65 to €0,50 per share, to offset an equivalent amount of prior's years losses, which aims to write-off of losses of previous years of an equal amount. The Corporate Actions Committee of Athens Stock Exchange has been informed during its meeting on 27.07.2022 in relation to the reduction of the nominal value of the Company's shares. In view of the above, the Company's shares will be trading in the Athens Exchange with the new nominal value of €0.50 per share, starting on 01.08.2022.

Moreover, the Ordinary General Meeting approved the Set-off of an amount equal to €42.143.642,36 of the Company's "Share premium" account, for the write-off of an equivalent amount of prior's years losses, according to article 35 par. 3 of L. 4548/2018.

The Ordinary General Meeting approved a share buyback program to repurchase its own shares, pursuant to provisions of article 49 of L. 4548/2018, in accordance with the provisions of Regulation (EU) 596/2014 and delegated Regulation (EU) 2016/1052. The maximum number of Company shares to be repurchased will not exceed the 10% of the share capital of the Company, within a period of 24 months from the date of the relevant decision of the General Shareholders Meeting, with the price range set from €2 (minimum price) to €9 (maximum price) per share.

The own shares that the Company holds at any given time are intended for any purpose and use permitted by and in compliance with the law (including, indicatively but without limitation, reduction of share capital and cancellation, or/and distribution to personnel or/and members of the management of the Company or/and of any affiliated company).

The Ordinary General Meeting approved the change in the Company's registered office, which is proposed for operational purposes, i.e. from the Municipality of Kifissia to the Municipality of Spata, Artemida

In July 2022, AEGEAN joined forces with HELLENIC PETROLEUM through its subsidiary EKO, for the supply of SAF blend on flights departing from its Athens Airport and Thessaloniki Airport "Makedonia" hubs, thus became the only carrier



in Greece, and one of the few in Europe, to operate part of its domestic and international network using a SAF blend. With this agreement, the two organizations pave the way for Greece's timely adaptation of forthcoming European legislation on the mandatory use of 2% SAF in 2025 for all flights from EU airports and lay the foundation to establish the necessary conditions that will add the country in sustainable aviation map.



## **2.2 Key Risks and Risk Management**

### Foreign Exchange Risk

The Company incurs a substantial portion of its expenses, such as aviation fuel, aircraft leases, distribution costs, spare parts, maintenance expenses and aviation insurance premiums in U.S. dollars, whereas it generates most of its revenue in euro. Appreciation of the Euro versus the U.S. dollar positively impacts the Group operating profit, as the euro equivalent of the U.S. dollar operating expenses decreases, while depreciation of the euro versus the U.S. dollar negatively impacts the Group operating profit. Despite the foreign exchange risk hedging policies, substantially adverse movements of the U.S. dollar could potentially have a material negative impact on the business activity, the financial status and the operating results of the Group.

As of June 30, 2022, the company has entered into agreements to hedge the 28% of second half 2022 estimated needs in US dollars, 28% and 2% of its estimated annual US dollar needs for years 2023 and 2024, respectively. At 31 December 2021, the Group had entered into agreements to hedge the 31% and 30% of its estimated annual US dollar needs for 2022 and 2023, respectively (future transactions).

### Interest Rate Risk

The Group is exposed to interest rate fluctuations risk through its bank deposits as well as through the aircraft leases agreed on a floating interest rate. The Group policy is to continuously monitor its exposure to cash flow risk from interest rate fluctuations relating to its aircraft leases. At June 30, 2022, the Group has entered into agreements to cover its interest rate risk from seven (7) aircraft leases, expected to be delivered within the period 2022-2023. At 31 December 2021, the Group maintained its hedging accounting for covering its interest rate risk from eight (8) aircraft leases, expected to be delivered within the period 2022-2023.

### Jet Fuel Risk

The Group is exposed to the fluctuations of oil price which has a direct impact on the jet fuel price. To manage this risk, the Group enters into derivative contracts on oil products to hedge specific percentages of its projected jet fuel needs. At 30 June 2022, the Group maintained forward contracts for the purchase of aircraft fuel covering 44% and 13% of the projected fuel needs for the 2nd half of 2022 and 2023, respectively. At 31 December 2021, the Group maintained derivative contracts for the purchase of aircraft fuel covering 44% and 6% of the projected fuel needs for 2022 and 2023, respectively.

### Credit Risk

The Group monitors its trading receivables on a regular basis, to be protected against credit risk, and whenever needed, it assesses their timely collection. This risk in the current circumstances has not increased in relation to prior years.



### Liquidity/Cash flow risk

The prudent management of liquidity risk requires sufficient cash balances. The Company manages the risk by maintaining adequate cash and cash equivalents, liquid securities and sufficient credit terms from the suppliers, always in line to its operational, investment and financial needs.

### Related Parties' Transactions

The Company and Group transactions with related parties during first half of 2022 were under arm's length terms.

The main transactions with related parties, according to IAS 24, appear on the following table:

| 1st Half 2022 Company                    | Revenue  | Expenses  | Receivables | Payables |
|--|----------|-----------|-------------|----------|
| Olympic Air                              | 9.197,81 | 20.505,59 | 47,69       | 617,92   |
| Aegean Cyprus Ltd                        | 16,88    | 1.672,48  | 0,10        | 126,75   |
| Anima Wings SRL                          | 862,20   | 86,54     | 523,57      | 0        |
| Companies owned by the major shareholder | 576,12   | 658,47    | 258,94      | 94,27    |
| Other related parties                    | 24,75    | 936,41    | 8,68        | 390,47   |

| 1st Half 2021 Company                    | Revenue   | Expenses  | Receivables | Payables |
|--|-----------|-----------|-------------|----------|
| Olympic Air                              | 27.812,51 | 45.521,82 | 8.871,78    | 0        |
| Aegean Cyprus Ltd                        | 15,00     | 1.162,44  | 0           | 99,10    |
| Anima Wings SRL                          | 0         | 0         | 0           | 0        |
| Companies owned by the major shareholder | 239,90    | 460,45    | 158,58      | 78,70    |
| Other related parties                    | 6,77      | 342,67    | 2,97        | 205,96   |

| 1st Half 2022 Group                      | Revenue | Expenses | Receivables | Payables |
|--|---------|----------|-------------|----------|
| Companies owned by the major shareholder | 578,03  | 690,16   | 259,01      | 97,45    |
| Other related parties                    | 24,75   | 936,41   | 8,68        | 391,36   |

| 1st Half 2021 Group                      | Revenue | Expenses | Receivables | Payables |
|--|---------|----------|-------------|----------|
| Companies owned by the major shareholder | 242,87  | 474,10   | 158,76      | 78,70    |
| Other related parties                    | 6,77    | 345,65   | 2,97        | 210,91   |



The remuneration of the Company's directors and Board of Directors' members for the period 1.1-30.06.2022 was €991,09 thousand, while the relevant amount for the Group was €1.183,83. As of 30.06.2022 the liabilities to the Directors were €87,43 thousand while there were no receivables from the directors or the Board of Directors members neither for the Company nor for the Group.

Respectively, the Company's directors and Board of Directors' members remuneration for the period 1.1-30.06.2021 was € 664,74 thousand, while the relevant amount for the Group was €704,64 thousand. As of 30.06.2021 the liabilities to the Group Directors were €5,69 thousand while there were no receivables from the directors or the Board of Directors members neither for the Company nor for the Group.

Spata, 15 September 2022

Aegean Airlines S.A.

Chief Executive Officer

Dimitrios Gerogiannis



### **3. Auditor's Report on Review of Interim Financial Statement**



**THIS IS A FREE TRANSLATION FROM THE ORIGINAL VERSION IN GREEK LANGUAGE**

**To the Board of Directors of “Aegean Airlines S.A.”**

**REPORT ON REVIEW OF INTERIM FINANCIAL INFORMATION**

**Introduction**

We have reviewed the accompanying condensed separate and consolidated statement of financial position of “Aegean Airlines S.A.” (the “Company”) as at 30 June 2022, and the related condensed separate and consolidated statements of comprehensive income, changes in equity and cash flows for the six-month period then ended, as well as the selected explanatory notes that comprise the interim financial information, which is an integral part of the six-month financial report of Law 3556/2007.

Management is responsible for the preparation and presentation of this interim condensed financial information in accordance with International Financial Reporting Standards as adopted by the European Union and apply to interim financial reporting (International Accounting Standard “IAS 34”). Our responsibility is to express a conclusion on this interim condensed financial information based on our review.

**Scope of review**

We conducted our review in accordance with the International Standard on Review Engagements 2410, “Review of Interim Financial Information Performed by the Independent Auditor of the Entity”. A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with International Standards on Auditing and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

**Conclusion**

Based on our review, nothing has come to our attention that causes us to believe that the accompanying interim condensed financial information is not prepared, in all material respects, in accordance with IAS 34.

**Report on other legal requirements**

Our review has not identified any inconsistency or error in the statements of Board of Directors’ members and in the information of the Board of Directors’ six-month Management Report, as set out in Articles 5 and 5a of Law 3556/2007, in relation to the interim condensed financial information.



Athens, 15 September 2022

YANNIS PIERROS

S.O.E.L. R.N. 35051

ERNST & YOUNG (HELLAS)

CERTIFIED AUDITORS ACCOUNTANTS S.A.

CHIMARRAS 8B, MAROUSSI

151 25, ATHENS

S.O.E.L. R.N. 107



#### **4. Interim Condensed Financial Statements for the period 1st January to 30th June 2022**



The annual financial statements for the period ended 30.06.2022 have been approved by the Board of Directors of Aegean Airlines on September 15, 2022.

The undersigned

Eftichios Vassilakis

Dimitrios Gerogiannis

Michael Kouveliotis

Maria Zannaki

I.D. AN049866

I.D. AB642495

I.D. AO148706

I.D. AO135556

Chairman of the BoD

Chief Executive Officer

Chief Financial Officer

Chief Accountant

The interim condensed financial statements constitute an integral part of the Interim Financial Report which can be found at [www.aegeanair.com](http://www.aegeanair.com) and which incorporates the Independent Auditor's Review Report.



#### 4.1 Statement of Financial Position of the Company

|   | Note | 30.06.2022          | 31.12.2021          |
|---|------|---------------------|---------------------|
| <b>ASSETS</b>                                 |      |                     |                     |
| <b>Non-current assets</b>                     |      |                     |                     |
| Intangible assets                             | 3.1  | 28.527,00           | 27.083,02           |
| Tangible assets                               | 3.2  | 214.397,14          | 133.583,87          |
| Right of use assets                           | 3.3  | 483.347,13          | 404.473,01          |
| Advances for future aircraft leases           | 3.5  | 8.400,57            | 26.544,63           |
| Investments in subsidiaries                   | 3.4  | 81.688,10           | 81.688,10           |
| Other long term assets                        | 3.6  | 47.938,66           | 44.748,32           |
| Deferred tax asset                            | 3.21 | 37.303,62           | 54.727,65           |
| Derivatives                                   | 3.16 | 52.395,37           | 9.671,60            |
| Financial Assets                              | 3.7  | 16.885,53           | 20.703,93           |
| <b>Total non-current assets</b>               |      | <b>970.883,10</b>   | <b>803.224,13</b>   |
| <b>Current assets</b>                         |      |                     |                     |
| Inventories                                   |      | 16.948,70           | 16.910,98           |
| Trade and other receivables                   | 3.8  | 136.072,02          | 80.116,87           |
| Prepaid expenses                              | 3.8  | 58.174,95           | 18.231,25           |
| Financial Assets                              | 3.7  | 22.502,66           | 12.294,38           |
| Derivatives                                   | 3.16 | 76.950,37           | 18.542,33           |
| Advances for future aircraft leases           | 3.5  | 116.385,88          | 70.462,74           |
| Cash and cash equivalents                     | 3.9  | 505.073,10          | 370.503,00          |
| <b>Total current assets</b>                   |      | <b>932.107,69</b>   | <b>587.061,54</b>   |
| <b>TOTAL ASSETS</b>                           |      | <b>1.902.990,79</b> | <b>1.390.285,67</b> |
| <b>EQUITY</b>                                 |      |                     |                     |
| Share capital                                 | 3.10 | 58.608,61           | 58.608,61           |
| Share premium                                 |      | 120.588,48          | 120.588,48          |
| Other reserves                                |      | 123.177,12          | 53.878,54           |
| Retained earnings                             |      | (69.465,33)         | (55.668,71)         |
| <b>Total equity</b>                           |      | <b>232.908,87</b>   | <b>177.406,91</b>   |
| <b>LIABILITIES</b>                            |      |                     |                     |
| <b>Long term liabilities</b>                  |      |                     |                     |
| Borrowings                                    | 3.11 | 344.696,60          | 343.700,36          |
| Derivatives                                   | 3.16 | 261,47              | 10.969,14           |
| Provision for retirement benefits obligations | 3.20 | 3.408,48            | 3.099,50            |
| Provision for aircraft maintenance            | 3.12 | 59.502,35           | 49.880,89           |
| Contract Liabilities                          | 3.14 | 36.628,47           | 36.827,93           |
| Lease Liabilities                             | 3.3  | 406.597,76          | 304.472,15          |
| <b>Total long term liabilities</b>            |      | <b>851.095,13</b>   | <b>748.949,98</b>   |
| <b>Short term liabilities</b>                 |      |                     |                     |
| Trade and other payables                      | 3.13 | 123.647,60          | 74.596,76           |
| Borrowings                                    | 3.11 | 2.444,69            | 2.500,40            |
| Other short term liabilities                  | 3.15 | 134.242,27          | 80.668,36           |
| Contract Liabilities                          | 3.14 | 373.327,89          | 156.507,94          |
| Accrued expenses                              | 3.15 | 60.650,65           | 34.945,14           |
| Derivatives                                   | 3.16 | 74,69               | 1.647,69            |
| Provisions                                    | 3.12 | 14.695,68           | 33.585,03           |
| Lease Liabilities                             | 3.3  | 109.903,32          | 79.477,45           |
| <b>Total short term liabilities</b>           |      | <b>818.986,79</b>   | <b>463.928,78</b>   |
| <b>Total liabilities</b>                      |      | <b>1.670.081,93</b> | <b>1.212.878,75</b> |
| <b>TOTAL EQUITY AND LIABILITIES</b>           |      | <b>1.902.990,79</b> | <b>1.390.285,67</b> |



## 4.2 Statement of Financial Position of the Group

|  | Note | 30.06.2022          | 31.12.2021          |
|--|------|---------------------|---------------------|
| <b>ASSETS</b>  |      |                     |                     |
| <b>Non-current assets</b>                                      |      |                     |                     |
| Intangible assets  | 3.1  | 43.739,58           | 42.526,20           |
| Goodwill   | 3.1  | 40.137,70           | 40.137,70           |
| Tangible assets  | 3.2  | 247.686,19          | 164.719,75          |
| Right of use assets  | 3.3  | 505.282,03          | 412.768,13          |
| Advances for future aircraft leases                            | 3.5  | 8.400,57            | 26.544,63           |
| Financial assets   | 3.7  | 16.885,53           | 20.703,93           |
| Deferred tax assets  | 3.21 | 50.039,98           | 66.438,03           |
| Other long term assets   | 3.6  | 52.553,95           | 50.303,15           |
| Derivatives  | 3.16 | 52.395,37           | 9.671,60            |
| <b>Total non-current assets</b>                                |      | <b>1.017.120,89</b> | <b>833.813,12</b>   |
| <b>Current assets</b>  |      |                     |                     |
| Inventories  |      | 22.908,72           | 22.763,58           |
| Trade and other receivables                                    | 3.8  | 169.931,86          | 115.720,67          |
| Prepaid expenses   | 3.8  | 52.325,10           | 24.228,19           |
| Financial assets   | 3.7  | 22.502,66           | 12.294,38           |
| Derivatives  | 3.16 | 76.950,37           | 18.542,33           |
| Advances for future aircraft leases                            | 3.5  | 116.385,88          | 70.462,74           |
| Cash and cash equivalents                                      | 3.9  | 560.079,58          | 442.586,58          |
| <b>Total current assets</b>                                    |      | <b>1.021.084,18</b> | <b>706.598,47</b>   |
| <b>TOTAL ASSETS</b>  |      | <b>2.038.205,07</b> | <b>1.540.411,59</b> |
| <b>EQUITY</b>  |      |                     |                     |
| Share capital  | 3.10 | 58.608,61           | 58.608,61           |
| Share premium  |      | 120.588,48          | 120.588,48          |
| Foreign currency translation reserve                           |      | 2.424,16            | (1.199,51)          |
| Other reserves   |      | 107.677,12          | 38.378,54           |
| Statutory reserve  |      | 16.973,96           | 16.973,96           |
| Retained earnings  |      | (46.905,58)         | (20.316,24)         |
| <b>Equity attributable to the equity holders of the parent</b> |      | <b>259.366,73</b>   | <b>213.033,84</b>   |
| Non-controlling interest                                       |      | (403,53)            | 603,29              |
| <b>Total equity</b>  |      | <b>258.963,21</b>   | <b>213.637,13</b>   |
| <b>LIABILITIES</b>   |      |                     |                     |
| <b>Long-term liabilities</b>                                   |      |                     |                     |
| Borrowings   | 3.11 | 344.696,60          | 343.700,36          |
| Derivatives  | 3.16 | 261,47              | 10.969,14           |
| Provision for retirement benefits obligations                  | 3.20 | 3.736,11            | 3.399,64            |
| Provision for aircraft maintenance                             | 3.12 | 66.059,14           | 54.363,12           |
| Contract Liabilities   | 3.14 | 36.628,47           | 36.870,49           |
| Lease Liabilities  | 3.3  | 425.577,33          | 309.373,14          |
| <b>Total long-term liabilities</b>                             |      | <b>876.959,13</b>   | <b>758.675,89</b>   |
| <b>Short term liabilities</b>                                  |      |                     |                     |
| Trade and other payables                                       | 3.13 | 163.414,98          | 130.345,77          |
| Borrowings   | 3.11 | 2.444,69            | 2.500,40            |
| Other short term liabilities                                   | 3.15 | 144.714,01          | 86.386,35           |
| Contract Liabilities   | 3.14 | 388.079,08          | 164.149,46          |
| Accrued expenses   | 3.15 | 60.758,33           | 40.416,41           |
| Derivatives  | 3.16 | 74,69               | 1.647,69            |
| Provisions   | 3.12 | 15.047,75           | 37.792,10           |
| Lease Liabilities  | 3.3  | 127.749,22          | 104.860,37          |
| <b>Total short-term liabilities</b>                            |      | <b>902.282,74</b>   | <b>568.098,56</b>   |
| <b>Total liabilities</b>                                       |      | <b>1.779.241,86</b> | <b>1.326.774,45</b> |
| <b>TOTAL EQUITY AND LIABILITIES</b>                            |      | <b>2.038.205,07</b> | <b>1.540.411,58</b> |



### 4.3 Statement of Comprehensive Income of the Company

| Condensed Statement of Comprehensive Income   | Note          | 1st Half 2022      | 1st Half 2021      |
|---|---------------|--------------------|--------------------|
| <b>Revenue from contracts with customers</b>  | 3.17          | <b>413.255,41</b>  | <b>113.465,94</b>  |
| Other operating income  |               | 16.297,71          | 9.956,32           |
| Personnel expenses  | 3.20          | (46.130,36)        | (22.403,58)        |
| Depreciation  | 3.1, 3.2, 3.3 | (53.523,81)        | (56.170,67)        |
| Consumption of goods and services   | 3.18          | (340.771,68)       | (102.685,73)       |
| Finance income  | 3.19          | 57.023,00          | 15.826,54          |
| Finance expense   | 3.19          | (61.989,80)        | (32.428,41)        |
| <b>Profit/(Loss) before tax</b>   |               | <b>(15.839,52)</b> | <b>(74.439,60)</b> |
| Income tax  | 3.21          | 1.944,69           | 10.175,67          |
| <b>Profit/(Loss) after tax</b>  |               | <b>(13.894,82)</b> | <b>(64.263,92)</b> |
| <b>Other comprehensive income</b>   |               |                    |                    |
| <b>(a) Other comprehensive income that may be reclassified to profit or loss in subsequent periods</b>      |               |                    |                    |
| <b>Cash flow hedging</b>  |               |                    |                    |
| Reclassification of Profit / (Loss)   |               | 41.145,03          | 2.388,55           |
| Net change in fair value  |               | 53.272,06          | 24.929,86          |
| Income tax  |               | (20.771,76)        | (6.751,91)         |
| <b>Debt Instruments at FV through OCI</b>   |               |                    |                    |
| Reclassification of Profit / (Loss)   |               | (81,04)            | (148,26)           |
| Net change in fair value  |               | (1.693,18)         | 1.243,39           |
| Income tax  |               | 390,33             | (240,93)           |
| <b>Total (a)</b>  |               | <b>72.261,44</b>   | <b>21.420,69</b>   |
| <b>(b) Other comprehensive income that will not be reclassified to profit or loss in subsequent periods</b> |               |                    |                    |
| Net actuarial profit/ (loss) on defined benefit plans   |               | (58,98)            | 312,09             |
| Deferred tax  |               | 157,16             | (68,66)            |
| Net change in fair value - equity instruments   |               | (3.818,40)         | 1.228,91           |
| Deferred tax  |               | 855,54             | (270,36)           |
| <b>Total (b)</b>  |               | <b>(2.864,68)</b>  | <b>1.201,98</b>    |
| <b>Other comprehensive income/ (losses) for the period net of tax</b>                                       |               | <b>69.396,77</b>   | <b>22.622,67</b>   |
| <b>Total comprehensive income/(losses) for the period net of tax</b>  |               | <b>55.501,95</b>   | <b>(41.641,25)</b> |



#### 4.4 Statement of Comprehensive Income of the Group

| Condensed Consolidated Statement   | Note          | 1st Half 2022        | 1st Half 2021        |
|--|---------------|----------------------|----------------------|
| <b>Revenue from contracts with customers</b>   | 3.17          | <b>448.051,27</b>    | <b>152.845,08</b>    |
| Other operating income   |               | 14.806,58            | 4.787,01             |
| Personnel expenses   | 3.20          | (51.347,65)          | (25.613,52)          |
| Depreciation   | 3.1, 3.2, 3.3 | (60.002,43)          | (65.009,58)          |
| Consumption of goods and services  | 3.18          | (373.806,58)         | (142.093,68)         |
| Finance income   | 3.19          | 61.060,58            | 19.535,36            |
| Finance expense  | 3.19          | (69.387,48)          | (36.220,44)          |
| <b>Profit/(Loss) before tax</b>  |               | <b>(30.625,70)</b>   | <b>(91.769,77)</b>   |
| Income tax   | 3.21          | 2.970,67             | 13.375,63            |
| <b>Profit/(Loss) after tax</b>   |               | <b>(27.655,03)</b>   | <b>(78.394,14)</b>   |
| <b>Κατανεμόμενα σε:</b>  |               |                      |                      |
| Μετόχους της Εταιρείας   |               | (26.648,21)          | (78.394,14)          |
| Μη ελέγχουσες συμμετοχές   |               | (1.006,82)           | 0                    |
| <b>Σύνολο</b>  |               | <b>(27.655,03)</b>   | <b>(78.394,14)</b>   |
| <b>Other comprehensive income</b>  |               |                      |                      |
| <b>(a) Other comprehensive income that may be reclassified to profit or loss in subsequent periods</b> |               |                      |                      |
| <b>Cash flow hedging</b>   |               |                      |                      |
| Reclassification of Profit / (Loss)  |               | 41.145,03            | 2.388,55             |
| Net change in fair value of cash flow hedges   |               | 53.272,06            | 24.929,86            |
| Income tax   |               | (20.771,76)          | (6.751,91)           |
| <b>Debt Instruments at FV through OCI</b>  |               |                      |                      |
| Reclassification of Profit / (Loss)  |               | (81,04)              | (148,26)             |
| Net change in fair value of cash flow hedges   |               | (1.693,18)           | 1.243,39             |
| Income tax   |               | 390,33               | (240,93)             |
| <b>Total (a)</b>   |               | <b>72.261,44</b>     | <b>21.420,69</b>     |
| <b>(b) Other comprehensive income that will not be reclassified to profit or loss in subsequent</b>    |               |                      |                      |
| Net actuarial profit/ (loss) on defined benefit plans  |               | (61,98)              | 312,09               |
| Deferred tax   |               | 157,83               | (68,66)              |
| Net change in fair value - equity instruments  |               | (3.818,40)           | 1.228,91             |
| Deferred tax   |               | 855,54               | (270,36)             |
| <b>Total (b)</b>   |               | <b>(2.867,02)</b>    | <b>1.201,98</b>      |
| <b>Other comprehensive income/ (losses) for the period net of tax</b>                                  |               | <b>69.394,42</b>     | <b>22.622,67</b>     |
| <b>Total comprehensive income/(losses) for the period net of tax</b>                                   |               | <b>41.739,39</b>     | <b>(55.771,47)</b>   |
| <b>Distributed in:</b>   |               |                      |                      |
| Equity holders of the parent   |               | 42.746,21            | (55.771,47)          |
| Non-controlling interest   |               | (1.006,82)           | 0                    |
| <b>Total</b>   |               | <b>41.739,39</b>     | <b>(55.771,47)</b>   |
| <b>Basic earnings per share in €</b>   |               | <b>(0,31)</b>        | <b>(1,07)</b>        |
| <b>Diluted earnings per share in €</b>   |               | <b>(0,29)</b>        | <b>(1,07)</b>        |
| <b>Weighted Average number of shares</b>   |               | <b>90.167.100,00</b> | <b>72.979.600,00</b> |



#### 4.5 Statement of changes in the Equity of the Company

| Company  | Issued capital   | Share premium     | Cash flow hedge reserves | Reserves (other)  | Debt Instruments at FV through OCI | Accumulated Profit / (Loss) | Total equity       |
|--|------------------|-------------------|--------------------------|-------------------|------------------------------------|-----------------------------|--------------------|
| <b>Balance at 01.01.2021</b>                         | <b>46.421,11</b> | <b>72.775,98</b>  | <b>(16.068,97)</b>       | <b>10.136,56</b>  | <b>134,45</b>                      | <b>(84.697,15)</b>          | <b>28.701,98</b>   |
| (Loss)/ Profit for the period                        | 0                | 0                 | 0                        | 0                 | 0                                  | (64.263,92)                 | (64.263,92)        |
| Other comprehensive income/ (losses)                 | 0                | 0                 | 20.566,49                | 958,55            | 854,20                             | 243,43                      | 22.622,67          |
| <b>Total comprehensive income/ (losses)</b>          | <b>0</b>         | <b>0</b>          | <b>20.566,49</b>         | <b>958,55</b>     | <b>854,20</b>                      | <b>(64.020,49)</b>          | <b>(41.641,25)</b> |
| Share capital increase                               | 12.187,50        | 47.812,50         | 0                        | 0                 | 0                                  | 0                           | 60.000,00          |
| <b>Balance on 30.06.2021</b>                         | <b>58.608,61</b> | <b>120.588,48</b> | <b>4.497,52</b>          | <b>11.095,11</b>  | <b>988,65</b>                      | <b>(148.717,64)</b>         | <b>47.060,73</b>   |
| <b>Balance at 01.01.2022</b>                         | <b>58.608,61</b> | <b>120.588,48</b> | <b>15.927,00</b>         | <b>37.164,56</b>  | <b>786,97</b>                      | <b>(55.668,72)</b>          | <b>177.406,89</b>  |
| (Loss)/ Profit for the period                        | 0                | 0                 | 0                        | 0                 | 0                                  | (13.894,82)                 | (13.894,82)        |
| Other comprehensive income - other reclassifications | 0                | 0                 | 73.645,33                | (2.962,86)        | (1.383,89)                         | 98,19                       | 69.396,77          |
| <b>Total comprehensive income/ (losses)</b>          | <b>0</b>         | <b>0</b>          | <b>73.645,33</b>         | <b>(2.962,86)</b> | <b>(1.383,89)</b>                  | <b>(13.796,63)</b>          | <b>55.501,95</b>   |
| <b>Balance on 30.06.2022</b>                         | <b>58.608,61</b> | <b>120.588,48</b> | <b>89.572,33</b>         | <b>34.201,70</b>  | <b>(596,92)</b>                    | <b>(69.465,36)</b>          | <b>232.908,83</b>  |



#### 4.6 Statement of changes in the Equity of the Group

| Group  | Attributable to the equity holders of the parent |                   |                          |                   |                                    |                             | Total              | Non-controlling interests | Total equity       |
|--|--|-------------------|--------------------------|-------------------|------------------------------------|-----------------------------|--------------------|---------------------------|--------------------|
|  | Issued capital                                   | Share premium     | Cash flow hedge reserves | Reserves (other)  | Debt Instruments at FV through OCI | Accumulated Profit / (Loss) |                    |                           |                    |
| <b>Balance at 01.01.2021</b>                         | <b>46.421,11</b>                                 | <b>72.775,98</b>  | <b>(16.068,97)</b>       | <b>8.094,28</b>   | <b>134,46</b>                      | <b>(33.775,89)</b>          | <b>77.580,98</b>   | <b>0</b>                  | <b>77.580,98</b>   |
| (Loss)/ Profit for the period                        | 0  | 0                 | 0                        | 0                 | 0                                  | (78.394,14)                 | (78.394,14)        | 0                         | (78.394,14)        |
| Other comprehensive income - other reclassifications | 0  | 0                 | 20.566,49                | 958,55            | 854,20                             | 243,43                      | 22.622,67          | 0                         | 22.622,67          |
| <b>Total comprehensive income/ (losses)</b>          | <b>0</b>   | <b>0</b>          | <b>20.566,49</b>         | <b>958,55</b>     | <b>854,20</b>                      | <b>(78.150,72)</b>          | <b>(55.771,47)</b> | <b>0</b>                  | <b>(55.771,47)</b> |
| Share capital increase                               | 12.187,50  | 47.812,50         | 0                        | 0                 | 0                                  | 0                           | 60.000,00          | 0                         | 60.000,00          |
| Foreign currency translation reserve                 | 0  | 0                 | 0                        | 576,38            | 0                                  | (63,39)                     | 512,99             | 0                         | 512,99             |
| <b>Balance on 30.06.2021</b>                         | <b>58.608,61</b>                                 | <b>120.588,48</b> | <b>4.497,53</b>          | <b>9.629,21</b>   | <b>988,65</b>                      | <b>(111.989,99)</b>         | <b>82.322,49</b>   | <b>0</b>                  | <b>82.322,49</b>   |
| <b>Balance at 01.01.2022</b>                         | <b>58.608,61</b>                                 | <b>120.588,48</b> | <b>15.927,00</b>         | <b>37.439,01</b>  | <b>786,96</b>                      | <b>(20.316,23)</b>          | <b>213.033,84</b>  | <b>603,29</b>             | <b>213.637,13</b>  |
| (Loss)/ Profit for the period                        | 0  | 0                 | 0                        | 0                 | 0                                  | (26.648,21)                 | (26.648,21)        | (1.006,82)                | (27.655,03)        |
| Other comprehensive income - other reclassifications | 0  | 0                 | 73.645,33                | (2.962,86)        | (1.383,89)                         | 95,84                       | 69.394,42          | 0                         | 69.394,42          |
| <b>Total comprehensive income/ (losses)</b>          | <b>0</b>   | <b>0</b>          | <b>73.645,33</b>         | <b>(2.962,86)</b> | <b>(1.383,89)</b>                  | <b>(26.552,37)</b>          | <b>42.746,21</b>   | <b>(1.006,82)</b>         | <b>41.739,39</b>   |
| Foreign currency translation reserve                 | 0  | 0                 | 0                        | 3.623,67          | 0                                  | (36,98)                     | 3.586,69           | 0                         | 3.586,69           |
| <b>Balance on 30.06.2022</b>                         | <b>58.608,61</b>                                 | <b>120.588,48</b> | <b>89.572,33</b>         | <b>38.099,82</b>  | <b>(596,93)</b>                    | <b>(46.905,58)</b>          | <b>259.366,74</b>  | <b>(403,53)</b>           | <b>258.963,21</b>  |



#### 4.7 Cash Flow Statement of the Company

|   | 30.06.2022         | 30.06.2021        |
|---|--------------------|-------------------|
| <b>Cash flows from operating activities</b>   |                    |                   |
| Profit/ (Loss) before tax   | (15.839,52)        | (74.439,60)       |
| <b>Adjustments for:</b>   |                    |                   |
| Depreciation (Notes 3.1, 3.2, 3.3)  | 53.523,81          | 56.170,67         |
| Loss from tangible assets disposal  | 234,71             | 0                 |
| Provisions for aircraft maintenance , bad debts and other provision (Notes 3.8, 3.12) | (8.131,55)         | 5.424,31          |
| Losses/(gains) from foreign exchange differences (Note 3.19)                          | 14.268,08          | 8.649,93          |
| (Revenue)/ expense, (Gain) / loss from investing activities                           | (25.243,52)        | (8.475,32)        |
| Finance Cost (Note 3.19)  | 15.202,98          | 15.506,02         |
| <b>Cash flows from operating activities before changes in working capital</b>         | <b>34.014,98</b>   | <b>2.836,01</b>   |
| <b>Changes in working capital</b>   |                    |                   |
| (Increase)/Decrease in inventories  | (37,72)            | (119,06)          |
| (Increase)/ Decrease in receivables   | (97.566,57)        | (15.426,53)       |
| Increase/ (Decrease) in liabilities   | 349.316,36         | 134.454,41        |
| <b>Total changes in working capital</b>   | <b>251.712,06</b>  | <b>118.908,82</b> |
| Interest expenses paid  | (12.902,29)        | (13.160,85)       |
| <b>Net cash flows from operating activities</b>                                       | <b>272.824,75</b>  | <b>108.583,98</b> |
| <b>Cash flows from investing activities</b>   |                    |                   |
| Purchases of tangible assets (Notes 3.1, 3.2, 3.3)                                    | (46.867,11)        | (1.315,67)        |
| Sales of tangible assets  | 1.056,78           | 1,58              |
| Tangible assets prepayments   | (5.014,15)         | (3.533,22)        |
| Prepayments for aircraft purchases  | (15.702,65)        | 0                 |
| Purchases of financial assets   | (12.063,54)        | 0                 |
| Interest and other financial income received  | 74,76              | (287,78)          |
| <b>Net cash flows from investing activities</b>                                       | <b>(78.515,92)</b> | <b>(5.135,10)</b> |
| <b>Cash flows from financing activities</b>   |                    |                   |
| Borrowings received   | 0                  | 92.000,00         |
| Borrowings paid   | 0                  | (92.000,00)       |
| Share capital increase  | 0                  | 60.000,00         |
| Bond securities   | (704,11)           | (10.800,00)       |
| Aircraft leases paid  | (45.904,43)        | (51.976,42)       |
| Aircraft pre-delivery payments  | (17.335,95)        | (2.631,15)        |
| <b>Net cash flows from financing activities</b>                                       | <b>(63.944,49)</b> | <b>(5.407,57)</b> |
| <b>Net increase/ (decrease) in cash and cash equivalents</b>                          | <b>130.364,35</b>  | <b>98.041,31</b>  |
| <b>Cash, cash equivalents at the beginning of the period (Note 3.9)</b>               | <b>370.503,00</b>  | <b>376.425,14</b> |
| Net foreign exchange differences  | 4.205,75           | 2.596,15          |
| <b>Cash, cash equivalents at the end of the period</b>                                | <b>505.073,10</b>  | <b>477.062,60</b> |



#### 4.8 Cash Flow Statement of the Group

|   | 30.06.2022         | 30.06.2021         |
|---|--------------------|--------------------|
| <b>Cash flows from operating activities</b>   |                    |                    |
| Profit/ (Loss) before tax   | (30.625,75)        | (91.769,77)        |
| Adjustments for:  |                    |                    |
| Depreciation (Notes 3.1, 3.2, 3.3)  | 60.002,43          | 64.938,28          |
| Loss from tangible assets disposal  | 234,71             | 0                  |
| Provisions for aircraft maintenance , bad debts and other provision (Notes 3.8, 3.12) | (9.351,95)         | 7.371,53           |
| Losses/(gains) from foreign exchange differences (Note 3.19)                          | 17.709,29          | 8.456,99           |
| (Revenue)/ expense, (Gain) / loss from investing activities                           | (25.243,52)        | (8.920,47)         |
| Finance Cost (Note 3.19)  | 14.656,07          | 15.508,67          |
| <b>Cash flows from operating activities before changes in working capital</b>         | <b>27.381,28</b>   | <b>(4.414,78)</b>  |
| <b>Changes in working capital</b>   |                    |                    |
| (Increase)/Decrease in inventories  | (145,14)           | 12,31              |
| (Increase)/ Decrease in receivables   | (59.517,21)        | (27.933,24)        |
| Increase/ (Decrease) in liabilities   | 303.684,16         | 151.821,86         |
| <b>Total changes in working capital</b>   | <b>244.021,81</b>  | <b>123.900,93</b>  |
| Interest expenses paid  | (13.734,95)        | (14.161,67)        |
| <b>Net cash flows from operating activities</b>                                       | <b>257.668,15</b>  | <b>105.324,47</b>  |
| <b>Cash flows from investing activities</b>   |                    |                    |
| Purchases of tangible assets (Notes 3.1, 3.2, 3.3)                                    | (47.521,68)        | (1.325,69)         |
| Sales of tangible assets  | 1.056,78           | 1,58               |
| Tangible assets prepayments   | (5.014,15)         | (3.533,22)         |
| Prepayments for aircraft purchases  | (15.702,65)        | 0                  |
| Purchases of financial assets   | (12.063,54)        | 0                  |
| Interest and other financial income received  | 88,80              | (286,07)           |
| <b>Net cash flows from investing activities</b>                                       | <b>(79.156,44)</b> | <b>(5.143,40)</b>  |
| <b>Cash flows from financing activities</b>   |                    |                    |
| Borrowings received   | 0                  | 92.000,00          |
| Borrowings paid   | 0                  | (92.000,00)        |
| Share capital increase  | 0                  | 60.000,00          |
| Bond securities   | 0                  | (10.800,00)        |
| Aircraft leases paid  | (62.230,14)        | (59.456,01)        |
| Aircraft pre-delivery payments  | (17.335,95)        | (2.631,15)         |
| <b>Net cash flows from financing activities</b>                                       | <b>(79.566,09)</b> | <b>(12.887,16)</b> |
| <b>Net increase/ (decrease) in cash and cash equivalents</b>                          | <b>98.945,62</b>   | <b>87.293,92</b>   |
| <b>Cash, cash equivalents at the beginning of the period (Note 3.9)</b>               | <b>442.586,58</b>  | <b>437.067,99</b>  |
| Net foreign exchange differences  | 18.547,39          | 2.600,42           |
| <b>Cash, cash equivalents at the end of the period</b>                                | <b>560.079,58</b>  | <b>526.962,32</b>  |



## 4.9 Notes to the Interim Condensed Financial Statements

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## **1. Information for the Group**

### **» 1.1 General Information**

The Company AEGEAN AIRLINES S.A., a Societe Anonyme airline company (hereafter referred as “The Company”), is the parent company of AEGEAN Group (hereafter referred as “The Group”), which bears the title of AEGEAN AIRLINES in its international transactions.

The Company’s duration has been defined until 31.12.2044 and can be extended after that, following the decision of the General Shareholders Meeting. The Company’s registered address is in the Municipality of Spata-Artemida, Attiki, Building 57 of Athens International Airport, PC 190 19.

The accompanying interim condensed consolidated and separate financial statements for the period ended at 30<sup>th</sup> June 2022, have been approved by the Board of Directors of the Company on 15<sup>th</sup> September 2022.

### **» 1.2 Nature of Operations**

The Company and the Group operate in the sector of airline transportations, providing transport of passengers and goods inside and outside the Greek territory, conducting scheduled and charter flights. At the same time, they render aviation services, technical support and ground handling aircraft services. Indicatively, the Company’s and the Group’s objectives include among others the following activities/operations:

- participation in any type of local or foreign company of similar nature of operations;
- establishment of subsidiaries and agencies;
- import, trade, leasing of aircraft and spare parts.

### **» 2. Basis of Preparation of the Interim Condensed Financial Statements**

The accompanying interim condensed financial statements have been prepared in accordance with IAS 34 Interim Financial Reporting. The financial statements have been prepared under the historical cost principle except for certain categories of assets and liabilities measured at fair value. These categories are the ones stated below:

- Financial derivatives;
- Debt and equity instruments

The interim condensed financial statements for the 1st half of 2022 have been prepared based on the same accounting policies and calculation methods used for the preparation of the annual financial statements of the year ended 31 December 2021, except for the changes in accounting policies which are analyzed in Note 2.1. The accompanying interim condensed financial statements should be read along with the annual financial statements for the period ended at 31 December 2021, which include a thorough analysis of the accounting principles and methods used.

The preparation of the interim financial statements according to the International Financial Reporting Standards (IFRS) requires management’s estimates and judgments. Important assumptions, made by the management in applying the accounting policies of the Company and the Group, are stated where it is considered necessary.



During the preparation of the interim condensed financial statements, the significant estimates and assumptions made by the Management in relation to the application of the accounting principles of the Group and the Company and the main sources of uncertainties estimation were similar to those applied during the preparation of the consolidated and separate financial statements for the year ended 31 December 2021.

Management assesses the basic financial figures and if necessary, verifies compliance with medium-term budgeted amounts, as well as loan covenants, in order to assess Group's ability to continue as going concern and prepare the interim condensed separate and group financial statements using the going concern basis of accounting.

In this context, management assesses the macroeconomic environment in which the Group operates, as well as the factors that could affect its business operation and consequently its profitability.

Rising challenges stemming from the geopolitical developments following the Russian invasion in Ukraine, the energy crisis, the inflationary pressures, as well as the disruption in the supply chain in international transport and international trade impacted global economy during the first half of the year.

Following the geopolitical crisis in Ukraine and the subsequent spike in fuel price, Group's results had been significantly impacted. The fuel price in Q2 2022 was 120% higher than the fuel price that was in Q2 2019. Part of the increase in fuel cost was offset by the derivatives products. In total, fuel cost amounted to €88.572,63 thous. from €19.619,54 thous.

In the first quarter, the period of the year with the lowest demand at all Greek airports, the recovery of flight activity was faster than European airports. This trend continued in the second quarter, mainly from May onwards, when the capacity offered was higher than the one in 2019 in the country.

After two years of challenges, the Group was able to effectively use its fleet and network to further exploit market dynamics and therefore to record a profit in the second quarter of the year, despite the significant increase in fuel cost. The performance of the second quarter contributed substantially to the overall financial results of the first half. In particular, a significant increase in the consolidated revenue was recorded in Q2 2022, compared to the same period of 2021, as a result of the significant increase in capacity offered, the improvement in the load factor and the increase in the average fare. This trend continued, with the Group operating in the period July-August very close to the 2019 summer figures and passenger traffic facing a significant operating recovery.

Furthermore, according to IATA the industry is expected to recover in 2022, 93% of revenues recorded in 2019 and limit losses to \$9,7 bil. from \$42 bil. losses recorded in 2021.

The recent Russian invasion to Ukraine has caused the cancellation of all flights from / to these countries, nevertheless their contribution in the overall flight activity for 2022 is not considered as material for the Group (less than 3% of total estimated passengers for 2022) and the whole market (2% of total passengers' arrivals).

Therefore, no impairment indications noted for the Company and the Group assets, and more specifically for Goodwill, tangible assets, intangible assets, Right of Use assets and investments in subsidiaries, nor any conditions that could affect the going concern basis as at 30.06.2022.

Financial statements are presented in thousand euro (€ '000), except if stated otherwise. Small variances in decimals are mainly due to rounding.



## » 2.1 Standards, Interpretations and amendments to existing standards

### A) Changes in accounting policies and disclosures

The accounting policies adopted are consistent with those of the previous financial year except for the following IFRS amendments which have been adopted by the Group and the Company as of 1 January 2022:

- **IFRS 3 Business Combinations; IAS 16 Property, Plant and Equipment; IAS 37 Provisions, Contingent Liabilities and Contingent Assets as well as Annual Improvements 2018-2020 (Amendments)**

The IASB has issued narrow-scope amendments to the IFRS Standards as follows:

- **IFRS 3 Business Combinations (Amendments)** update a reference in IFRS 3 to the Conceptual Framework for Financial Reporting without changing the accounting requirements for business combinations.
- **IAS 16 Property, Plant and Equipment (Amendments)** prohibit a company from deducting from the cost of property, plant and equipment amounts received from selling items produced while the company is preparing the asset for its intended use. Instead, a company recognizes such sales proceeds and related cost in profit or loss.
- **IAS 37 Provisions, Contingent Liabilities and Contingent Assets (Amendments)** specify which costs a company includes in determining the cost of fulfilling a contract for the purpose of assessing whether a contract is onerous.
- **Annual Improvements 2018-2020** make minor amendments to IFRS 1 First-time Adoption of International Financial Reporting Standards, IFRS 9 Financial Instruments, IAS 41 Agriculture and the Illustrative Examples accompanying IFRS 16 Leases.

The amendments had no impact on the separate and consolidated interim condensed financial statements.

- **IFRS 16 Leases-Covid 19 Related Rent Concessions beyond 30 June 2021 (Amendment)**

The Amendment applies to annual reporting periods beginning on or after 1 April 2021, with earlier application permitted, including in financial statements not yet authorized for issue at the date the amendment is issued. In March 2021, the Board amended the conditions of the practical expedient in IFRS 16 that provides relief to lessees from applying the IFRS 16 guidance on lease modifications to rent concessions arising as a direct consequence of the covid-19 pandemic. Following the amendment, the practical expedient now applies to rent concessions for which any reduction in lease payments affects only payments originally due on or before 30 June 2022, provided the other conditions for applying the practical expedient are met.

The amendment had no material impact on the separate and consolidated interim condensed financial statements.



## **B) Standards issued but not yet effective and not early adopted by the Company/Group**

- **Amendment in IFRS 10 Consolidated Financial Statements and IAS 28 Investments in Associates and Joint Ventures: Sale or Contribution of Assets between an Investor and its Associate or Joint Venture**

The amendments address an acknowledged inconsistency between the requirements in IFRS 10 and those in IAS 28, in dealing with the sale or contribution of assets between an investor and its associate or joint venture. The main consequence of the amendments is that a full gain or loss is recognized when a transaction involves a business (whether it is housed in a subsidiary or not). A partial gain or loss is recognized when a transaction involves assets that do not constitute a business, even if these assets are housed in a subsidiary. In December 2015 the IASB postponed the effective date of this amendment indefinitely pending the outcome of its research project on the equity method of accounting. The amendments have not yet been endorsed by the EU. Management estimates that the amendment will not have impact on the separate and consolidated financial statements.

- **IAS 1 Presentation of Financial Statements: Classification of Liabilities as Current or Non-current (Amendments)**

The amendments were initially effective for annual reporting periods beginning on or after January 1, 2022 with earlier application permitted. However, in response to the covid-19 pandemic, the Board has deferred the effective date by one year, i.e. 1 January 2023, to provide companies with more time to implement any classification changes resulting from the amendments. The amendments aim to promote consistency in applying the requirements by helping companies determine whether, in the statement of financial position, debt and other liabilities with an uncertain settlement date should be classified as current or non-current. The amendments affect the presentation of liabilities in the statement of financial position and do not change existing requirements around measurement or timing of recognition of any asset, liability, income or expenses, nor the information that entities disclose about those items. Also, the amendments clarify the classification requirements for debt which may be settled by the company issuing own equity instruments.

In November 2021, the Board issued an exposure draft (ED), which clarifies how to treat liabilities that are subject to covenants to be complied with, at a date subsequent to the reporting period. In particular, the Board proposes narrow scope amendments to IAS 1 which effectively reverse the 2020 amendments requiring entities to classify as current, liabilities subject to covenants that must only be complied with within the next twelve months after the reporting period, if those covenants are not met at the end of the reporting period. Instead, the proposals would require entities to present separately all non-current liabilities subject to covenants to be complied with only within twelve months after the reporting period. Furthermore, if entities do not comply with such future covenants at the end of the reporting period, additional disclosures will be required. The proposals will become effective for annual reporting periods beginning on or after 1 January 2024 and will need be applied retrospectively in accordance with IAS 8, while early adoption is permitted. The Board has also proposed to delay the effective date of the 2020 amendments accordingly, such that entities will not be required to change current practice before the proposed amendments come into effect. These Amendments, including ED proposals, have not yet been endorsed by the EU. The Management is analyzing the impact that these amendments may have on the group financial statements.



- **IAS 1 Presentation of Financial Statements and IFRS Practice Statement 2: Disclosure of Accounting policies (Amendments)**

The Amendments are effective for annual periods beginning on or after January 1, 2023 with earlier application permitted. The amendments provide guidance on the application of materiality judgements to accounting policy disclosures. In particular, the amendments to IAS 1 replace the requirement to disclose 'significant' accounting policies with a requirement to disclose 'material' accounting policies. Also, guidance and illustrative examples are added in the Practice Statement to assist in the application of the materiality concept when making judgements about accounting policy disclosures. The Management is analyzing the impact that these amendments may have on the group financial statements.

- **IAS 8 Accounting policies, Changes in Accounting Estimates and Errors: Definition of Accounting Estimates (Amendments)**

The amendments become effective for annual reporting periods beginning on or after January 1, 2023 with earlier application permitted and apply to changes in accounting policies and changes in accounting estimates that occur on or after the start of that period. The amendments introduce a new definition of accounting estimates, defined as monetary amounts in financial statements that are subject to measurement uncertainty. Also, the amendments clarify what changes in accounting estimates are and how these differ from changes in accounting policies and corrections of errors. Management estimates that the amendments will not have material impact on the separate and consolidated financial statements.

- **IAS 12 Income taxes: Deferred Tax related to Assets and Liabilities arising from a Single Transaction (Amendments)**

The amendments are effective for annual periods beginning on or after January 1, 2023 with earlier application permitted. In May 2021, the Board issued amendments to IAS 12, which narrow the scope of the initial recognition exception under IAS 12 and specify how companies should account for deferred tax on transactions such as leases and decommissioning obligations. Under the amendments, the initial recognition exception does not apply to transactions that, on initial recognition, give rise to equal taxable and deductible temporary differences. It only applies if the recognition of a lease asset and lease liability (or decommissioning liability and decommissioning asset component) give rise to taxable and deductible temporary differences that are not equal. Management estimates that the amendments will not have material impact on the separate and consolidated financial statements.

## **2.2 Seasonality**

The Company and the Group operating results significantly fluctuate each quarter during the financial year, a trend that is expected to continue in the future, because of the demand's seasonality in combination with the relatively high fixed costs of the Company. Historically, significant part of the Company and the Group revenue from passengers' flights is realized between April and September and to a lesser extent, during the holiday periods of Easter and Christmas/New Year. Demand and average fares are generally higher during these periods. Consequently, the Company and the Group present higher revenue during the second and third quarter of the financial year. On the contrary, revenue is lower during the first and fourth quarter, due to lower demand during the winter season. Most of Company and Group costs are evenly allocated during the year and therefore it is generally expected that the operating results are lower during the first and fourth quarter.



## » 2.3 Operating Segments

The Group is managed as one business unit providing high-quality air transport services inside and outside Greece. It was considered appropriate to present financial for one operating segment, which is the route network.

Operations are monitored and managed by the Board of Directors, which acts as the Chief Operating Decision Maker - CODM.

For more efficient decision-making, CODM evaluates all necessary information (route revenue, available resources, competition analysis) targeting to maximize the overall Group financial results and not to improve the profitability of a specific route.

Finally, it should be noted that segment performance is measured on the basis of the result, profit or loss, from operating activities before income tax, without taking into account the finance results and any extraordinary items.



### 3. Notes to the Interim Condensed Financial Statements

#### ➤ 3.1 Intangible Assets

As at 30.06.2022 intangible assets amounted to €28.527,00 and €43.739,50 for the Company and the Group, respectively.

Intangible assets' movement is analyzed as follows:

| Company                             | Airport Slots    | Software         | Other           | Total            |
|-------------------------------------|------------------|------------------|-----------------|------------------|
| <b>Cost of acquisition</b>          |                  |                  |                 |                  |
| <b>Balance 01.01.2021</b>           | <b>22.030,00</b> | <b>21.358,37</b> | <b>3.909,41</b> | <b>47.297,78</b> |
| Additions                           | 0                | 758,83           | 0               | 758,83           |
| Disposals/Write offs                | 0                | (0,18)           | 0               | (0,18)           |
| <b>Balance 30.06.2021</b>           | <b>22.030,00</b> | <b>22.117,02</b> | <b>3.909,41</b> | <b>48.056,44</b> |
| <b>Depreciations</b>                |                  |                  |                 |                  |
| <b>Balance 01.01.2021</b>           | <b>0</b>         | <b>17.758,47</b> | <b>2.883,96</b> | <b>20.642,43</b> |
| Depreciations                       | 0                | 646,80           | 120,16          | 766,96           |
| Disposals/Write offs                | 0                | 0                | 0               | 0                |
| <b>Balance 30.06.2021</b>           | <b>0</b>         | <b>18.405,27</b> | <b>3.004,12</b> | <b>21.409,39</b> |
| <b>Net Book value at 30.06.2021</b> | <b>22.030,00</b> | <b>3.711,75</b>  | <b>905,29</b>   | <b>26.647,05</b> |
| <b>Cost of acquisition</b>          |                  |                  |                 |                  |
| <b>Balance 01.01.2022</b>           | <b>22.030,00</b> | <b>23.278,00</b> | <b>4.060,82</b> | <b>49.368,82</b> |
| Additions                           | 0                | 2.249,42         | 0               | 2.249,42         |
| Disposals/Write offs                | 0                | 0                | 0               | 0                |
| <b>Balance 30.06.2022</b>           | <b>22.030,00</b> | <b>25.527,42</b> | <b>4.060,82</b> | <b>51.618,24</b> |
| <b>Depreciations</b>                |                  |                  |                 |                  |
| <b>Balance 01.01.2022</b>           | <b>0</b>         | <b>19.074,94</b> | <b>3.210,87</b> | <b>22.285,80</b> |
| Depreciations                       | 0                | 750,09           | 55,35           | 805,44           |
| Disposals/Write offs                | 0                | 0                | 0               | 0                |
| <b>Balance 30.06.2022</b>           | <b>0</b>         | <b>19.825,03</b> | <b>3.266,21</b> | <b>23.091,25</b> |
| <b>Net Book value at 30.06.2022</b> | <b>22.030,00</b> | <b>5.702,39</b>  | <b>794,61</b>   | <b>28.527,00</b> |



| Group                               | Brand name       | Airport Slots    | Software         | Other           | Total            |
|-------------------------------------|------------------|------------------|------------------|-----------------|------------------|
| <b>Cost of acquisition</b>          |                  |                  |                  |                 |                  |
| <b>Balance 01.01.2021</b>           | <b>21.750,05</b> | <b>22.030,00</b> | <b>27.250,96</b> | <b>3.909,41</b> | <b>74.940,42</b> |
| Additions                           | 0                | 0                | 768,84           | 0               | 768,84           |
| Disposals/Write offs                | 0                | 0                | (0,18)           | 0               | (0,18)           |
| <b>Balance 30.06.2021</b>           | <b>21.750,05</b> | <b>22.030,00</b> | <b>28.019,63</b> | <b>3.909,41</b> | <b>75.709,09</b> |
| <b>Depreciations</b>                |                  |                  |                  |                 |                  |
| <b>Balance 01.01.2021</b>           | <b>5.959,92</b>  | <b>0</b>         | <b>23.627,58</b> | <b>2.883,96</b> | <b>32.471,45</b> |
| Depreciations                       | 206,42           | 0                | 656,23           | 120,16          | 982,81           |
| <b>Balance 30.06.2021</b>           | <b>6.166,34</b>  | <b>0</b>         | <b>24.283,81</b> | <b>3.004,12</b> | <b>33.454,26</b> |
| <b>Net Book value at 30.06.2021</b> | <b>15.583,71</b> | <b>22.030,00</b> | <b>3.735,82</b>  | <b>905,29</b>   | <b>42.254,83</b> |
| <b>Cost of acquisition</b>          |                  |                  |                  |                 |                  |
| <b>Balance 01.01.2022</b>           | <b>21.750,05</b> | <b>22.030,00</b> | <b>29.496,20</b> | <b>4.060,77</b> | <b>77.337,03</b> |
| Additions                           | 0                | 0                | 2.289,15         | 0               | 2.289,15         |
| Disposals/Write offs                | 0                | 0                | 0                | 0               | 0                |
| <b>Balance 30.06.2022</b>           | <b>21.750,05</b> | <b>22.030,00</b> | <b>31.785,36</b> | <b>4.060,77</b> | <b>79.626,18</b> |
| <b>Depreciations</b>                |                  |                  |                  |                 |                  |
| <b>Balance 01.01.2022</b>           | <b>6.372,76</b>  | <b>0</b>         | <b>25.225,24</b> | <b>3.212,91</b> | <b>34.810,90</b> |
| Depreciations                       | 206,42           | 0                | 814,01           | 55,35           | 1.075,78         |
| Disposals/Write offs                | 0                | 0                | 0                | 0               | 0                |
| <b>Balance 30.06.2022</b>           | <b>6.579,18</b>  | <b>0</b>         | <b>26.039,25</b> | <b>3.268,25</b> | <b>35.886,68</b> |
| <b>Net Book value at 30.06.2022</b> | <b>15.170,88</b> | <b>22.030,00</b> | <b>5.746,11</b>  | <b>792,52</b>   | <b>43.739,50</b> |

The Group performs its annual goodwill impairment test amounted to €40 mil, that occurred from Olympic Air acquisition, every year-end or earlier if there are indications of impairment. The goodwill was examined for impairment at 31.12.2021, with the value-in-use method. More specifically, discounted cash flows were used based on the 5-year business plan of the Group. There was no need of impairment, since the CGU recoverable amount highly exceeded its current book value at 31.12.2021.

The Group examines, among other factors, the relationship between its capitalization and its carrying amount in order to identify any indications of impairment. In 30.06.2022, the Group's capitalization exceeded its book value by €168 million. Based on the above, no indication of impairment was observed and therefore the Management did not take any further action.



| Company                          | Buildings        | Aircraft Owned   | Aircraft – Maintenance component | Aircraft equipment | Airports equipment | Other vehicles  | Furniture and other equipment | Advances for tangible assets | Total             |
|----------------------------------|------------------|------------------|----------------------------------|--------------------|--------------------|-----------------|-------------------------------|------------------------------|-------------------|
| <b>Cost of acquisition</b>       |                  |                  |                                  |                    |                    |                 |                               |                              |                   |
| <b>Balance 01.01.2021</b>        | <b>13.645,85</b> | <b>31.089,37</b> | <b>27.449,46</b>                 | <b>55.342,43</b>   | <b>2.039,17</b>    | <b>985,88</b>   | <b>15.559,98</b>              | <b>36.075,02</b>             | <b>182.187,15</b> |
| Additions                        | 8,39             | 0                | 0                                | 276,56             | 0                  | 0               | 16,75                         | 5.872,99                     | 6.174,69          |
| Disposals/write offs             | 0                | 0                | 0                                | (1.084,37)         | 0                  | 0               | (148,23)                      | (1.041,52)                   | (2.274,12)        |
| <b>Balance 30.06.2021</b>        | <b>13.654,24</b> | <b>31.089,37</b> | <b>27.449,46</b>                 | <b>54.534,62</b>   | <b>2.039,17</b>    | <b>985,88</b>   | <b>15.428,50</b>              | <b>40.906,48</b>             | <b>186.087,73</b> |
| <b>Depreciations</b>             |                  |                  |                                  |                    |                    |                 |                               |                              |                   |
| <b>Balance 01.01.2021</b>        | <b>9.425,86</b>  | <b>6.092,89</b>  | <b>1.284,75</b>                  | <b>25.892,53</b>   | <b>1.719,83</b>    | <b>787,36</b>   | <b>11.859,61</b>              | <b>0</b>                     | <b>57.062,83</b>  |
| Depreciations                    | 513,61           | 1.323,37         | 834,98                           | 2.601,10           | 30,19              | 54,41           | 528,15                        | 0                            | 5.885,80          |
| Disposals/write offs             | 0                | 0                | (25,03)                          | (934,77)           | 0                  | 0               | (147,54)                      | 0                            | (1.107,34)        |
| <b>Balance 30.06.2021</b>        | <b>9.939,46</b>  | <b>7.416,26</b>  | <b>2.094,70</b>                  | <b>27.558,86</b>   | <b>1.750,02</b>    | <b>841,77</b>   | <b>12.240,22</b>              | <b>0</b>                     | <b>61.841,29</b>  |
| <b>Net Book value 30.06.2021</b> | <b>3.714,78</b>  | <b>23.673,11</b> | <b>25.354,76</b>                 | <b>26.975,76</b>   | <b>289,16</b>      | <b>144,11</b>   | <b>3.188,28</b>               | <b>40.906,48</b>             | <b>124.246,43</b> |
| <b>Cost of acquisition</b>       |                  |                  |                                  |                    |                    |                 |                               |                              |                   |
| <b>Balance 01.01.2022</b>        | <b>15.363,83</b> | <b>31.089,37</b> | <b>27.449,46</b>                 | <b>55.766,77</b>   | <b>2.039,17</b>    | <b>985,88</b>   | <b>16.230,14</b>              | <b>53.608,24</b>             | <b>202.532,87</b> |
| Additions                        | 2.730,52         | 30.444,31        | 14.425,01                        | 30.329,65          | 30,65              | 58,72           | 1.285,52                      | 29.267,57                    | 108.571,94        |
| Disposals/write offs             | (6,54)           | 0                | 0                                | (523,84)           | 0                  | (4,13)          | (18,25)                       | (19.597,74)                  | (20.150,49)       |
| <b>Balance 30.06.2022</b>        | <b>18.087,80</b> | <b>61.533,68</b> | <b>41.874,47</b>                 | <b>85.572,58</b>   | <b>2.069,82</b>    | <b>1.040,47</b> | <b>17.497,42</b>              | <b>63.278,07</b>             | <b>290.954,32</b> |
| <b>Depreciations</b>             |                  |                  |                                  |                    |                    |                 |                               |                              |                   |
| <b>Balance 01.01.2022</b>        | <b>10.568,12</b> | <b>8.739,63</b>  | <b>3.869,12</b>                  | <b>30.296,86</b>   | <b>1.776,02</b>    | <b>887,68</b>   | <b>12.811,46</b>              | <b>0</b>                     | <b>68.948,88</b>  |
| Depreciations                    | 629,23           | 1.797,19         | 1.886,34                         | 2.894,95           | 23,41              | 40,52           | 605,86                        | 0                            | 7.877,51          |
| Disposals/write offs             | (6,54)           | 0                | 0                                | (240,42)           | 0                  | (4,13)          | (18,15)                       | 0                            | (269,23)          |
| <b>Balance 30.06.2022</b>        | <b>11.190,81</b> | <b>10.536,82</b> | <b>5.755,46</b>                  | <b>32.951,39</b>   | <b>1.799,44</b>    | <b>924,08</b>   | <b>13.399,17</b>              | <b>0</b>                     | <b>76.557,17</b>  |
| <b>Net book value 30.06.2022</b> | <b>6.896,99</b>  | <b>50.996,86</b> | <b>36.119,01</b>                 | <b>52.621,19</b>   | <b>270,38</b>      | <b>116,39</b>   | <b>4.098,25</b>               | <b>63.278,07</b>             | <b>214.397,15</b> |



| Group                                | Buildings        | Aircraft Owned   | Aircraft – Maintenance component | Aircraft equipment | Airports equipment | Other vehicles  | Furniture and other equipment | Advances for tangible assets | Total             |
|--------------------------------------|------------------|------------------|----------------------------------|--------------------|--------------------|-----------------|-------------------------------|------------------------------|-------------------|
| <b>Cost of acquisition</b>           |                  |                  |                                  |                    |                    |                 |                               |                              |                   |
| <b>Balance 01.01.2021</b>            | <b>13.645,85</b> | <b>62.965,27</b> | <b>27.449,46</b>                 | <b>54.392,52</b>   | <b>2.039,17</b>    | <b>1.147,73</b> | <b>21.423,99</b>              | <b>37.218,88</b>             | <b>220.282,87</b> |
| Additions                            | 8,39             | 403,89           | 0                                | 276,56             | 0                  | 0               | 16,75                         | 5.302,69                     | 6.008,28          |
| Disposals/write offs                 | 0                | 0                | 0                                | (1.084,37)         | 0                  | 0               | (148,23)                      | (1.041,52)                   | (2.274,12)        |
| Foreign currency translation reserve | 0                | 1.131,48         | 0                                | 0                  | 0                  | 0               | 0                             | 0                            | 1.131,48          |
| <b>Balance 30.06.2021</b>            | <b>13.654,24</b> | <b>64.500,64</b> | <b>27.449,46</b>                 | <b>53.584,71</b>   | <b>2.039,17</b>    | <b>1.147,73</b> | <b>21.292,52</b>              | <b>41.480,05</b>             | <b>225.148,51</b> |
| <b>Depreciations</b>                 |                  |                  |                                  |                    |                    |                 |                               |                              |                   |
| <b>Balance 01.01.2021</b>            | <b>9.425,86</b>  | <b>8.581,51</b>  | <b>1.284,75</b>                  | <b>25.479,37</b>   | <b>1.719,83</b>    | <b>940,36</b>   | <b>16.656,43</b>              | <b>0</b>                     | <b>64.088,10</b>  |
| Depreciations                        | 513,61           | 2.661,12         | 834,98                           | 2.553,60           | 30,19              | 55,71           | 714,35                        | 0                            | 7.363,55          |
| Disposals/write offs                 | 0                | 0                | (25,03)                          | (934,77)           | 0                  | 0               | (147,50)                      | 0                            | (1.107,30)        |
| <b>Balance 30.06.2021</b>            | <b>9.939,46</b>  | <b>11.242,62</b> | <b>2.094,70</b>                  | <b>27.098,20</b>   | <b>1.750,02</b>    | <b>996,07</b>   | <b>17.223,28</b>              | <b>0</b>                     | <b>70.344,35</b>  |
| <b>Net Book value 30.06.2021</b>     | <b>3.714,78</b>  | <b>53.258,02</b> | <b>25.354,76</b>                 | <b>26.486,51</b>   | <b>289,16</b>      | <b>151,66</b>   | <b>4.069,23</b>               | <b>41.480,05</b>             | <b>154.804,16</b> |
| <b>Cost of acquisition</b>           |                  |                  |                                  |                    |                    |                 |                               |                              |                   |
| <b>Balance 01.01.2022</b>            | <b>15.363,83</b> | <b>66.386,46</b> | <b>27.449,46</b>                 | <b>54.817,97</b>   | <b>2.039,17</b>    | <b>1.147,73</b> | <b>22.760,05</b>              | <b>54.298,91</b>             | <b>244.263,58</b> |
| Additions                            | 2.730,52         | 21.200,97        | 23.668,35                        | 30.329,65          | 30,65              | 58,72           | 1.942,62                      | 29.279,72                    | 109.241,18        |
| Disposals/write offs                 | (6,54)           | 0                | 0                                | (523,84)           | 0                  | (4,13)          | (18,25)                       | (19.597,74)                  | (20.150,49)       |
| Foreign exchange differences         | 0                | 3.815,06         | 0                                | 0                  | 0                  | 0               | 0 0                           | 0                            | 3.815,06          |
| <b>Balance 30.06.2022</b>            | <b>18.087,80</b> | <b>91.402,49</b> | <b>51.117,81</b>                 | <b>84.623,77</b>   | <b>2.069,82</b>    | <b>1.202,32</b> | <b>24.684,42</b>              | <b>63.980,89</b>             | <b>337.169,33</b> |
| <b>Depreciations</b>                 |                  |                  |                                  |                    |                    |                 |                               |                              |                   |
| <b>Balance 01.01.2022</b>            | <b>10.568,12</b> | <b>14.545,23</b> | <b>3.869,12</b>                  | <b>29.788,72</b>   | <b>1.776,02</b>    | <b>1.043,32</b> | <b>17.953,20</b>              | <b>0</b>                     | <b>79.543,73</b>  |
| Depreciations                        | 629,23           | 3.377,38         | 2.318,68                         | 2.847,51           | 23,41              | 41,82           | 970,58                        | 0                            | 10.208,63         |
| Disposals/write offs                 | (6,54)           | 0                | 0                                | (240,42)           | 0                  | (4,13)          | (18,15)                       | 0                            | (269,23)          |
| <b>Balance 30.06.2022</b>            | <b>11.190,81</b> | <b>17.922,61</b> | <b>6.187,80</b>                  | <b>32.395,81</b>   | <b>1.799,44</b>    | <b>1.081,02</b> | <b>18.905,64</b>              | <b>0</b>                     | <b>89.483,13</b>  |
| <b>Net book value 30.06.2022</b>     | <b>6.896,99</b>  | <b>73.479,87</b> | <b>44.930,01</b>                 | <b>52.227,96</b>   | <b>270,38</b>      | <b>121,30</b>   | <b>5.778,78</b>               | <b>63.980,89</b>             | <b>247.686,20</b> |

Part of Group and Company Aircraft Owned and Aircraft – Maintenance component additions refers to the exercise of the purchase right for one aircraft by the Company, that was classified as Right of Use Asset in prior year figures. Furthermore, the additions contain the purchase of three new aircraft. Aircraft equipment additions of the Group and the Company mainly include the purchase of two spare engines, as well as the wifi on board installation in certain aircraft. Group and Company Advances for tangible assets' additions mainly relate to the advances paid for the acquisition of an additional spare engine, but also to the pre-delivery payments made for aircraft acquisition. Same category's disposals reflect the two spare engines recognition in Aircraft equipment.



### ➤ 3.3 Right of use assets/ Lease liabilities

At 30.06.2022 the Group fleet consisted of 70 aircrafts, out of which 9 were owned aircrafts (Note 3.2).

The table below presents the Group fleet at 30.06.2022.

| FLEET 30.06.2022         |           |             |             |           |
|--------------------------|-----------|-------------|-------------|-----------|
| Manufacturer/ Model      | Company   |             |             | Total     |
|                          | Aegean    | Olympic Air | Anima Wings |           |
| Airbus A320ceo           | 27        | -           | 2           | 29        |
| Airbus A320neo           | 6         | -           | -           | 6         |
| Airbus A321ceo           | 10        | -           | -           | 10        |
| Airbus A321neo           | 7         | -           | -           | 7         |
| Airbus A319ceo           | 1         | -           | -           | 1         |
| De Havilland Dash 8-Q400 | -         | 4           | -           | 4         |
| De Havilland Dash 8-100  | -         | 2           | -           | 2         |
| ATR 72-600               | -         | 8           | -           | 8         |
| ATR 42-600               | -         | 3           | -           | 3         |
| <b>Total</b>             | <b>51</b> | <b>17</b>   | <b>2</b>    | <b>70</b> |

The Company also owns one Learjet 60 and leases one Gulfstream G550, which are used for air-taxi flights (See Note 3.2).

Group fleet at 31.12.2021 was as follows:

| FLEET 31.12.2021         |           |             |             |           |
|--------------------------|-----------|-------------|-------------|-----------|
| Manufacturer/ Model      | Company   |             |             | Total     |
|                          | Aegean    | Olympic Air | Anima Wings |           |
| Airbus A320ceo           | 28        | -           | 2           | 30        |
| Airbus A320neo           | 5         | -           | -           | 5         |
| Airbus A321ceo           | 10        | -           | -           | 10        |
| Airbus A321neo           | 4         | -           | -           | 4         |
| Airbus A319ceo           | 1         | -           | -           | 1         |
| De Havilland Dash 8-Q400 | -         | 8           | -           | 8         |
| De Havilland Dash 8-100  | -         | 2           | -           | 2         |
| ATR 72-600               | -         | 1           | -           | 1         |
| ATR 42-600               | -         | 4           | -           | 4         |
| <b>Total</b>             | <b>48</b> | <b>15</b>   | <b>2</b>    | <b>65</b> |

The right of use assets, as well as the respective lease liabilities for the Company and the Group at 30.06.2022 were:



| Company                           | Right of use assets |                  |                  |               |                   |                   |
|-----------------------------------|---------------------|------------------|------------------|---------------|-------------------|-------------------|
|                                   | Aircrafts           | Aircraft Engines | Buildings        | Vehicles      | Total Assets      | Lease liabilities |
| <b>Opening balance 01.01.2022</b> | <b>381.373,29</b>   | <b>6.793,66</b>  | <b>15.572,32</b> | <b>733,74</b> | <b>404.473,01</b> | <b>383.949,60</b> |
| Additions                         | 148.295,69          | 0                | 445,72           | 34,93         | 148.776,34        | 148.776,34        |
| Modifications                     | 0                   | 1.870,67         | 0                | 0             | 1.870,67          | 1.870,67          |
| Disposals                         | (26.185,33)         | 0                | (6,75)           | 0             | (26.192,08)       | (5.275,95)        |
| Depreciation                      | (42.142,25)         | (1.541,33)       | (1.654,59)       | (242,64)      | (45.580,81)       |                   |
| Interest expense                  |                     |                  |                  |               |                   | 8.077,38          |
| Payments                          |                     |                  |                  |               |                   | (54.727,15)       |
| (Gain)/Loss                       |                     |                  |                  |               |                   | (584,42)          |
| FX Valuation                      |                     |                  |                  |               |                   | 34.414,62         |
| <b>Ending balance 30.06.2022</b>  | <b>461.341,39</b>   | <b>7.123,00</b>  | <b>14.356,70</b> | <b>526,04</b> | <b>483.347,12</b> | <b>516.501,08</b> |

| Group                             | Right of use assets |                  |                  |               |                   |                   |
|-----------------------------------|---------------------|------------------|------------------|---------------|-------------------|-------------------|
|                                   | Aircrafts           | Aircraft Engines | Buildings        | Vehicles      | Total Assets      | Lease liabilities |
| <b>Opening balance 01.01.2022</b> | <b>389.190,17</b>   | <b>6.793,66</b>  | <b>15.996,09</b> | <b>788,21</b> | <b>412.768,13</b> | <b>414.233,51</b> |
| Additions                         | 160.905,69          | 0                | 445,72           | 37,00         | 161.388,41        | 161.388,41        |
| Modifications                     | 0                   | 1.870,67         | 0                | 0             | 1.870,67          | 1.870,67          |
| Disposals                         | (21.421,62)         | 0                | (6,75)           | 0             | (21.428,37)       | (6,06)            |
| Depreciation                      | (45.796,47)         | (1.541,33)       | (1.702,93)       | (276,08)      | (49.316,81)       |                   |
| Interest expense                  |                     |                  |                  |               |                   | 8.496,10          |
| Payments                          |                     |                  |                  |               |                   | (69.389,47)       |
| (Gain)/Loss                       |                     |                  |                  |               |                   | (620,57)          |
| FX Valuation                      |                     |                  |                  |               |                   | 37.353,95         |
| <b>Ending balance 30.06.2022</b>  | <b>482.877,77</b>   | <b>7.123,00</b>  | <b>14.732,12</b> | <b>549,13</b> | <b>505.282,02</b> | <b>553.326,54</b> |

| Company                           | Right of use assets |                  |                  |                 |                   |                   |
|-----------------------------------|---------------------|------------------|------------------|-----------------|-------------------|-------------------|
|                                   | Aircrafts           | Aircraft Engines | Buildings        | Vehicles        | Total Assets      | Lease liabilities |
| <b>Opening balance 01.01.2021</b> | <b>417.529,37</b>   | <b>9.005,39</b>  | <b>7.861,76</b>  | <b>1.067,81</b> | <b>435.464,34</b> | <b>392.703,15</b> |
| Additions                         | 44.017,81           | 825,12           | 9.474,50         | 210,69          | 54.528,11         | 41.946,86         |
| Modifications                     | 15.472,83           | 0                | 1.806,14         | 0               | 17.278,96         | 17.278,96         |
| Disposals                         | 0                   | 0                | (738,64)         | (0,64)          | (739,28)          | (739,27)          |
| Depreciation                      | (95.646,71)         | (3.036,85)       | (2.831,44)       | (544,12)        | (102.059,12)      |                   |
| Interest expense                  |                     |                  |                  |                 |                   | 14.592,92         |
| Payments                          |                     |                  |                  |                 |                   | (109.227,11)      |
| (Gain)/Loss                       |                     |                  |                  |                 |                   | (2.572,90)        |
| FX Valuation                      |                     |                  |                  |                 |                   | 29.966,98         |
| <b>Ending balance 31.12.2021</b>  | <b>381.373,29</b>   | <b>6.793,66</b>  | <b>15.572,32</b> | <b>733,74</b>   | <b>404.473,01</b> | <b>383.949,60</b> |



| Group                             | Right of use assets |                  |                  |                 |                   |  | Lease liabilities |
|-----------------------------------|---------------------|------------------|------------------|-----------------|-------------------|--|-------------------|
|                                   | Aircrafts           | Aircraft Engines | Buildings        | Vehicles        | Total Assets      |  |                   |
| <b>Opening balance 01.01.2021</b> | <b>446.709,37</b>   | <b>9.005,39</b>  | <b>8.830,98</b>  | <b>1.124,08</b> | <b>465.669,81</b> |  | <b>425.134,45</b> |
| Additions                         | 53.166,56           | 825,12           | 9.541,94         | 233,69          | 63.767,30         |  | 51.074,82         |
| Modifications                     | 15.472,83           | 0                | 1.309,18         | 0               | 16.782,01         |  | 16.782,16         |
| Disposals                         | 0                   | 0                | (761,06)         | (0,64)          | (761,70)          |  | (761,22)          |
| Depreciation                      | (126.158,58)        | (3.036,85)       | (2.924,95)       | (568,90)        | (132.689,29)      |  |                   |
| Interest expense                  |                     |                  |                  |                 |                   |  | 15.781,75         |
| Payments                          |                     |                  |                  |                 |                   |  | (123.238,20)      |
| (Gain)/Loss                       |                     |                  |                  |                 |                   |  | (2.613,71)        |
| FX Valuation                      |                     |                  |                  |                 |                   |  | 32.073,45         |
| <b>Ending balance 31.12.2021</b>  | <b>389.190,17</b>   | <b>6.793,66</b>  | <b>15.996,09</b> | <b>788,21</b>   | <b>412.768,13</b> |  | <b>414.233,51</b> |

Aircraft disposals in Group and Company amounts reflect the exercise of the purchase right for one aircraft, that was classified as Right of Use Asset in prior year figures. (Note 3.2) Furthermore, Aircraft disposals in Company amounts relate to the early termination of an aircraft lease (aircraft owned by Aegean Cyprus Ltd) that will be leased by Anima Wings SRL.

Aircraft additions in Group and Company mainly concern new aircraft lease contracts, aircraft lease extensions, lease of new airport spaces and renewal of building lease contracts with duration over 12 months.

### ➤ 3.4 Investments in subsidiaries

Investments in subsidiaries are analyzed as follows:

| Company                           | Country | Participation | 30.06.2022       | 31.12.2021       |
|-----------------------------------|---------|---------------|------------------|------------------|
| Olympic Air A.E.                  | Greece  | 100%          | 62.416,56        | 62.416,56        |
| Aegean Cyprus LTD                 | Cyprus  | 54,55%        | 18.010,00        | 18.010,00        |
| Anima Wings SRL                   | Romania | 51,00%        | 1.261,54         | 1.261,54         |
| <b>Investment in subsidiaries</b> |         |               | <b>81.688,10</b> | <b>81.688,10</b> |

Company's participation percentage in Aegean Cyprus Ltd amounts to 54,55%. The 100% subsidiary company of the Group, Olympic Air participates in Aegean Cyprus Ltd with a percentage of 45,45%. Thus, Company's direct and indirect participation percentage is set to 100%.

### ➤ 3.5 Advances for future aircraft leases

Advances for future aircrafts leases (Pre-delivery payments) refers to sale and leaseback agreements with lessors who will finance these aircrafts in full. According to these agreement's clauses, the right and the commitment to purchase the aircraft is assigned to the lessor on the date of its delivery. At the delivery date, the lessor pays the full purchase price and the Company collects the full amount already paid in advance.

Advances paid for future aircraft sale and leaseback agreements are calculated based on discounted cash flows and translated using the prevailing exchange rate at each reporting date.



As at 30.06.2022 the outstanding balance (current and non-current) is € 124.786,44 (31.12.2021 € 97.007,37).

The period-end translation of advances resulted in a gain of €10.882,83, while the discount result amounted to €334 (net income).

Both amounts have been recognized in finance income accounts.

### » **3.6 Other long term assets**

Other long-term assets include an amount of € 19,50m deposited by the Company in the DSRA Bond Loan Security Account (Note 3.11). In addition, the account contains security deposits given by the Company and the Group for aircraft and building lease contracts.

### » **3.7 Financial assets**

The account includes Company's investments in debt and equity instruments, which are traded in primary and secondary markets and they are measured at fair value through other comprehensive income (Fair value hierarchy Level 1 and 3).

The account also includes bonds of €2.000 nominal amount, that has been pledged in favor of the bondholders in accordance with the terms of the common bond loan.

During the 1<sup>st</sup> half 2022 the Company purchased bonds of total amount of €12.148. At 30.06.2022, an amount of € 274 (31.12.2021 €40,27) was established, for impairment of expected credit losses. The amount is included in the financial expense (Note 3.19).

Change in fair value in other comprehensive income, not reclassified to profit or loss in subsequent periods, refers to valuation loss of equity instruments.

No transfers of financial assets between Level 1 and Level 2 hierarchies were made.



### » 3.8 Customers and other trade receivables – Prepaid expenses

#### Customers and other receivables

Customers and other trade receivables refer mainly to the following balances:

|  | Company           |                  | Group             |                   |
|--|-------------------|------------------|-------------------|-------------------|
|  | 30.06.2022        | 31.12.2021       | 30.06.2022        | 31.12.2021        |
| <b>Trade receivables</b>                                   |                   |                  |                   |                   |
| Domestic customers   | 8.006,65          | 6.649,75         | 13.445,06         | 5.312,83          |
| International customers                                    | 12.087,46         | 2.097,83         | 15.569,44         | 3.682,86          |
| Greek State  | 278,37            | 671,27           | 5.099,90          | 1.258,92          |
| Other debtors  | 46.438,26         | 12.322,93        | 53.491,41         | 27.379,90         |
| <b>Subtotal</b>  | <b>66.810,75</b>  | <b>21.741,79</b> | <b>87.605,81</b>  | <b>37.634,51</b>  |
| Allowance for expected credit loss (ECL)                   | (4.097,32)        | (2.303,52)       | (6.932,49)        | (4.883,62)        |
| <b>Trade receivables total</b>                             | <b>62.713,43</b>  | <b>19.438,27</b> | <b>80.673,33</b>  | <b>32.750,89</b>  |
| <b>Other receivable subject to allowance for ECL</b>       |                   |                  |                   |                   |
| Accrued income   | 29.439,27         | 31.412,62        | 29.911,65         | 33.546,49         |
| Contract Assets  | 22.526,03         | 9.165,38         | 17.648,75         | 6.555,13          |
| Suppliers advances   | 18.353,91         | 14.045,26        | 33.631,72         | 24.068,76         |
| <b>Total</b>   | <b>70.319,20</b>  | <b>54.623,26</b> | <b>81.192,13</b>  | <b>64.170,37</b>  |
| Allowance for expected credit loss (ECL)                   | (23,08)           | (16,30)          | (29,52)           | (27,30)           |
| <b>Other receivable subject to allowance for ECL total</b> | <b>70.296,12</b>  | <b>54.606,95</b> | <b>81.162,61</b>  | <b>64.143,07</b>  |
| <b>Other receivable not subject to allowance for ECL</b>   | <b>3.062,47</b>   | <b>6.071,65</b>  | <b>8.095,92</b>   | <b>18.826,71</b>  |
| <b>Total Trade and Other Receivables</b>                   | <b>136.072,02</b> | <b>80.116,87</b> | <b>169.931,86</b> | <b>115.720,67</b> |

Trade and other receivable account increased compared to 2021, due to the increased demand and the corresponding increased flight activity and demand of the Company and the Group within 2022.

Other debtors balance refers to receivables from ticket sales through IATA travel agents in Greece or abroad and tickets sold from/to other airline companies.

Contract assets outstanding balance refers to 1st half 2022 revenue invoiced within July and mainly includes interline revenue, cargo, charter, revenue from redemption/conversion of award points in loyalty programs that the Company participates, as well as aircraft wet lease revenue.

Accrued income includes mainly Group reimbursement claims to lessors from maintenance reserves, relating maintenance events that had been carried out within the 1st half of 2022, but the invoice was issued within July.

Other receivable not subject to allowance for ECL balance includes claim from Greek state and VAT receivable.

Allowance for expected credit losses is included in the Consumption of materials and Services balance (Note 3.18).

Trade and other receivable amounts are short-term and therefore the fair value is not considered to be materially different from book value.



### Prepaid expenses

Prepaid expenses mainly include maintenance cost that should be recognised in the income statement of 2nd half 2022, but have been invoiced within 1st half of the year. The account also contains incremental costs of obtaining a contract with customer, relating to 2nd half flights.

### ➤ **3.9 Cash and cash equivalents- Restricted Cash**

Cash and cash equivalents of the Company and the Group are analyzed as follows:

|                          | Company           |                   | Group             |                   |
|--------------------------|-------------------|-------------------|-------------------|-------------------|
|                          | 30.06.2022        | 31.12.2021        | 30.06.2022        | 31.12.2021        |
| Cash                     | 304,48            | 162,53            | 352,45            | 204,30            |
| Current accounts         | 407.328,03        | 300.477,27        | 453.551,84        | 361.230,33        |
| Short term time deposits | 69.573,00         | 52.983,00         | 78.287,71         | 64.271,75         |
| Cash equivalents         | 27.867,59         | 16.880,20         | 27.887,58         | 16.880,20         |
| <b>Total</b>             | <b>505.073,10</b> | <b>370.503,00</b> | <b>560.079,58</b> | <b>442.586,58</b> |

Cash equivalents refer to low risk investments which can be immediately liquidated (less than 3 months - Treasury bills, Money Market Funds etc.)

Part of Company and Group cash amounting to €74,6m (31.12.2021: € €49,60m) and €97m (31.12.2021: € €51,67m) respectively, include cash denominated in foreign currency (mainly USD).

Cash and cash equivalents on 30.06.2022 are increased compared to 31.12.2021, due to the increased demand and ticket pre-sales.

### ➤ **3.10 Share Capital**

The Company share capital at 30.06.2022 and 31.12.2021 is €58.608,61 divided into 90.167.100 common, registered voting shares, with a nominal value of € 0,65 each. All shares have been fully paid and participate in the profits.

Given the Greek State grant disbursement, the Company also issued and delivered warrants without consideration to the Hellenic Republic as per article 30 of Law 4772/2021 and article 56 of Law 4548/2018 and a relevant contract will be signed. More specifically, 10.369.217 warrants were issued, each warrant providing the right to purchase one new common registered share of nominal value of €0,65, at an exercise price of €3,20 per share, which can be exercised between 03.07.2023 and 03.07.2026, whilst the Company retains a call option to buy back the warrants at their market value.



### » 3.11 Borrowings

The Company and Group borrowing liabilities at 30.06.2022 are analyzed as follows:

|                                       | Company           |                   | Group             |                   |
|---------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                       | 30.06.2022        | 31.12.2021        | 30.06.2022        | 31.12.2021        |
| Bond loan (€200) - short-term portion | 2.124,28          | 2.131,93          | 2.124,28          | 2.131,93          |
| Bond loan (€150) - short-term portion | 320,41            | 368,48            | 320,41            | 368,48            |
| <b>Short-term Borrowings</b>          | <b>2.444,69</b>   | <b>2.500,40</b>   | <b>2.444,69</b>   | <b>2.500,40</b>   |
| Bond loan (€200) - long-term portion  | 197.849,16        | 197.583,35        | 197.849,16        | 197.583,35        |
| Bond loan (€150) - long-term portion  | 146.847,44        | 146.117,01        | 146.847,44        | 146.117,01        |
| <b>Long-term Borrowings</b>           | <b>344.696,60</b> | <b>343.700,36</b> | <b>344.696,60</b> | <b>343.700,36</b> |

#### Common Bond Loan (€200m)

As at 12.03.2019, the Company issued a Common Bond Loan, of 7-year duration, allocating 200.000 dematerialized common bearer bonds, each of a nominal value of €1.000, with final yield of 3,60%.

At 30.06.2022, the fair value of the common bond loan liabilities of the Company and the Group, considering the market price in the fixed income securities' regulated market of Athens Stock Exchange, amounted to €191.090.

The Group and the Company Common Bond liabilities are analyzed as follows:

|                                    | Company           |                   | Group             |                   |
|------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                    | 30.06.2022        | 31.12.2021        | 30.06.2022        | 31.12.2021        |
| <b>Borrowings</b>                  |                   |                   |                   |                   |
| Long-term portion                  | 197.849,16        | 197.583,35        | 197.849,16        | 197.583,35        |
| Short-term portion                 | 2.124,28          | 2.131,93          | 2.124,28          | 2.131,93          |
| <b>Carrying value of bond loan</b> | <b>199.973,44</b> | <b>199.715,28</b> | <b>199.973,44</b> | <b>199.715,28</b> |

The movement of the Common bond loan account is analyzed as follows:

|                                | Company           |                   | Group             |                   |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                | 30.06.2022        | 31.12.2021        | 30.06.2022        | 31.12.2021        |
| Bond loan and accrued interest | 202.131,86        | 202.122,74        | 202.131,86        | 202.122,74        |
| Less: bond loan issuance cost  | (2.416,58)        | (2.934,45)        | (2.416,58)        | (2.934,45)        |
| <b>Opening balance</b>         | <b>199.715,28</b> | <b>199.188,29</b> | <b>199.715,28</b> | <b>199.188,29</b> |
| Interest of the year           | 3.632,42          | 7.289,12          | 3.632,42          | 7.289,12          |
| Amortization of issuance cost  | 265,75            | 517,86            | 265,75            | 517,86            |
| Bond coupon payment            | (3.640,00)        | (7.280,00)        | (3.640,00)        | (7.280,00)        |
| <b>Ending balance</b>          | <b>199.973,45</b> | <b>199.715,28</b> | <b>199.973,45</b> | <b>199.715,28</b> |

The Company confirms that the conditions for the definition of the Controlled Period are met, within which the obligation to measure the financial covenants according to article 14.1 (xii) of the Programme (amended based on



the decision of the Bondholders' Meeting dated 30.3.2021 and the Amendment Agreement dated 13.4.2021) is applied, in the period from 30.06.2022 and onwards. On 30.06.2022 the amount deposited by the Company in the DSRA Bond Loan Security Account amounted to € 19,50m, an amount included in the line Other long-term assets.

### **Bond Loan (€150m)**

In October 2020, the Company has signed an agreement with the four Greek systemic banks for the issuance of a Bond Loan amounting to €150 million with a floating interest rate (3M EURIBOR + spread), utilizing the Covid-19 Loan Guarantee Fund, in the form of a guarantee mechanism with a maturity in 2025.

|                                    | Company           |                   | Group             |                   |
|------------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                    | 30.06.2022        | 31.12.2021        | 30.06.2022        | 31.12.2021        |
| <b>Borrowings</b>                  |                   |                   |                   |                   |
| Long-term portion                  | 146.847,44        | 146.117,01        | 146.847,44        | 146.117,01        |
| Short-term portion                 | 320,41            | 368,48            | 320,41            | 368,48            |
| <b>Carrying value of bond loan</b> | <b>147.167,85</b> | <b>146.485,49</b> | <b>147.167,85</b> | <b>146.485,49</b> |

The movement of the bond loan account is analyzed as follows:

|                                | Company           |                   | Group             |                   |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|
|                                | 30.06.2022        | 31.12.2021        | 30.06.2022        | 31.12.2021        |
| Bond loan and accrued interest | 150.143,48        | 150.448,22        | 150.143,48        | 150.448,22        |
| Less: bond loan issuance cost  | 3.658,05          | 5.094,29          | 3.658,05          | 5.094,29          |
| <b>Opening balance</b>         | <b>146.485,43</b> | <b>145.353,94</b> | <b>146.485,43</b> | <b>145.353,94</b> |
| Interest of the year           | 1.658,12          | 3.342,19          | 1.658,12          | 3.342,19          |
| Amortization of issuance cost  | 730,55            | 1.436,24          | 730,55            | 1.436,24          |
| Bond coupon payment            | (1.706,25)        | (3.646,88)        | (1.706,25)        | (3.646,88)        |
| <b>Ending balance</b>          | <b>147.167,85</b> | <b>146.485,49</b> | <b>147.167,85</b> | <b>146.485,49</b> |

The Group retains a financing line of €120 million from the 4 Greek systemic banks, with no outstanding balance at 30.06.2022.

## **➤ 3.12 Provisions**

### **1) Tax unaudited years**

The Company has been tax audited for the fiscal years 2007 - 2010 by the tax authorities.

For the fiscal years 2011-2020 the Company has been audited according to the L.2238/1994 and the L.4174/2013 by its certified auditor accountants.

The subsidiary Olympic Air S.A. has been tax audited for the fiscal years 2011 - 2020 according to L.2238/1994 and the L.4174/2013 by its certified auditor accountants.

The subsidiary AEGEAN CYPRUS LTD and Anima Wings SRL have not been audited by the tax authorities of Cyprus and Romania, respectively.



The Company and the Group have not established a provision for tax audit differences, since the Group management estimates that the results of future audits by the tax authorities, if ultimately realized, will not have a material effect on the Group financial statements.

For the year ended 31.12.21, the Company and its subsidiary Olympic Air, are being tax audited by the certified auditor accountants according to the Article 65A of the L.4174/2013. The audit is in progress and the relevant tax certificates will be issued after the 2022 interim financial statements' publication. In case of any additional tax obligation occurrence, the Management estimates that there will be no material effect in the interim condensed financial statements of the Group.

## 2) Maintenance Reserves

The accumulated provision for future aircraft maintenance is as follows:

|                                  | Company          |                  | Group            |                  |
|----------------------------------|------------------|------------------|------------------|------------------|
|                                  | 30.06.2022       | 31.12.2021       | 30.06.2022       | 31.12.2021       |
| <b>Balance as at January 1st</b> | <b>81.851,01</b> | <b>39.235,14</b> | <b>90.318,99</b> | <b>46.669,97</b> |
| Provision for the period         | 48.378,95        | 94.922,15        | 46.467,75        | 96.455,76        |
| Less: Provision used             | (65.019,94)      | (52.306,27)      | (65.019,94)      | (52.806,74)      |
| <b>Balance as at June 30th</b>   | <b>65.210,01</b> | <b>81.851,01</b> | <b>71.766,80</b> | <b>90.318,99</b> |

An amount of € 5.707,66 has been provided by the Company for short-term maintenance expenses, anticipated to occur within the following 12 months. For long-term maintenance expenses the amount provided is € 59.502,35.

An amount of € 5.707,66 has been provided by the Group for short-term maintenance expenses, anticipated to occur within following 12 months. For long-term maintenance expenses the amount provided is € 66.059,14.

Provision used amount includes maintenance reserve cost invoiced by the lessors for future aircraft maintenance.

Aircraft maintenance provision is calculated based on the realized flight hours and is reduced due to maintenance event costs.

## 3) Other Provisions

The Company has established a provision for litigation cases amounting to € 658,94. The respective amount for the Group amounts to € 689,87 (31.12.2021 € 658,94 for the Company and € 667,84 for the Group).

At 30.06.2022 the Company and the Group made a provision for unused vacation leave of the year 2022 amounted to € 2.602,96 and € 2.912,45, respectively (31.12.2021: € 955.964,25 for the Company and € 1.177,28 for the Group).



### » 3.13 Suppliers and Other Liabilities

The analysis for the Company and the Group is as follows:

|                         | Company           |                  | Group             |                   |
|-------------------------|-------------------|------------------|-------------------|-------------------|
|                         | 30.06.2022        | 31.12.2021       | 30.06.2022        | 31.12.2021        |
| State-owned entities    | 25,27             | 1,69             | 25,27             | 1,69              |
| International suppliers | 53.965,02         | 41.907,78        | 69.124,29         | 53.786,84         |
| Domestic suppliers      | 69.657,31         | 32.687,30        | 94.265,41         | 76.557,24         |
| <b>Total</b>            | <b>123.647,60</b> | <b>74.596,76</b> | <b>163.414,98</b> | <b>130.345,77</b> |

International suppliers outstanding balance mainly relates to aircraft maintenance, airport taxes and fuel cost liabilities.

Suppliers and Other liabilities balance increase compared to 31.12.2021 is a consequence of the increased flight activity of the Company and the Group.

Suppliers and other liabilities book values approximate their fair values.

### » 3.14 Contract Balances

|                              | Company      |              | Group        |              |
|------------------------------|--------------|--------------|--------------|--------------|
|                              | 30.06.2022   | 31.12.2021   | 30.06.2022   | 31.12.2021   |
| Trade Receivables (Note 3.8) | 62.713,43    | 19.438,27    | 80.673,33    | 32.750,89    |
| Contract assets (Note 3.8)   | 22.526,03    | 9.165,38     | 17.648,75    | 6.555,13     |
| Contract Liabilities         | (409.956,36) | (193.335,87) | (424.707,55) | (201.019,95) |

Contract assets outstanding balance refers to 1<sup>st</sup> half 2022 revenue invoiced subsequently and mainly include interline revenue, cargo, charter revenue, as well as revenue from redemption/conversion of award points in loyalty programs that Company participates.

Contract balances increase is due to the increase of the Company and the Group flight activity within the 1<sup>st</sup> half of 2022.

#### 1) Contract Liabilities – short term portion

|  | Company           |                   | Group             |                   |
|--|-------------------|-------------------|-------------------|-------------------|
|  | 30.06.2022        | 31.12.2021        | 30.06.2022        | 31.12.2021        |
| <b>Liabilities from tickets sold but non-flown</b>     |                   |                   |                   |                   |
| Fares  | 276.825,76        | 82.199,77         | 285.317,80        | 86.308,73         |
| Ancillary services                                     | 18.574,82         | 8.405,73          | 19.666,61         | 9.275,85          |
| <b>Total</b>   | <b>295.400,58</b> | <b>90.605,51</b>  | <b>304.984,41</b> | <b>95.584,58</b>  |
| Credit Vouchers  | 33.353,56         | 43.645,17         | 33.353,56         | 43.645,17         |
| Customer advances                                      | 35.879,21         | 12.847,99         | 41.046,57         | 15.510,45         |
| Liabilities from customer loyalty program – short term | 8.694,55          | 9.409,27          | 8.694,55          | 9.409,27          |
| <b>Total contract liabilities – short term portion</b> | <b>373.327,89</b> | <b>156.507,94</b> | <b>388.079,08</b> | <b>164.149,46</b> |



## 2) Contract Liabilities – Long term portion

Long-term portion of contract liabilities for the Company and the Group amounts to € €36.628,47 (31.12.2021: € €36.827,93) and includes long-term portion of the Miles & Bonus customer loyalty program liability.

### Loyalty program liability movement (Miles&Bonus)

Total loyalty program liability as at 30.06.2022 (short-term and long-term portions) amounts to €45.323,02 (short-term portion €8.694,55 and long-term portion €36.628,47).

Balance movement at 30.06.2022 and 31.12.2021 is analyzed below:

|                              | 30.06.2022       | 31.12.2021       |
|------------------------------|------------------|------------------|
| <b>Balance as of 01/01</b>   | 46.237,20        | 46.111,23        |
| Additions of miles           | 6.134,48         | 7.589,08         |
| Redemption of miles          | (7.048,66)       | (7.463,11)       |
| <b>Liability as of 30/06</b> | <b>45.323,02</b> | <b>46.237,20</b> |

## ➤ 3.15 Other short-term liabilities – Accrued expenses

### Other short-term liabilities

The account relates to Group and Company short-term liabilities to social security contributions organizations and other creditors that are directly related to business operation. The analysis is as follows:

|                               | Company           |                  | Group             |                  |
|-------------------------------|-------------------|------------------|-------------------|------------------|
|                               | 30.06.2022        | 31.12.2021       | 30.06.2022        | 31.12.2021       |
| Airport Taxes                 | 92.714,12         | 56.075,87        | 97.420,34         | 57.975,29        |
| Accrued income                | 35,86             | 35,86            | 35,86             | 35,86            |
| Social Security Contributions | 6.924,78          | 6.417,24         | 10.400,47         | 8.902,28         |
| Other Short-term liabilities  | 20.629,92         | 14.463,64        | 22.728,13         | 15.585,09        |
| Payroll and other taxes       | 13.937,61         | 3.675,76         | 14.129,22         | 3.887,83         |
| <b>Total</b>                  | <b>134.242,27</b> | <b>80.668,36</b> | <b>144.714,01</b> | <b>86.386,35</b> |

The balance increase compared to 31.12.2021 is due to seasonality of the business activity, since during the first half of the year there is an increased pre-sale of tickets for flights that are scheduled after 30.06.2022.

### Accrued expenses

Account increase compared to 31.12.2021 outstanding balance is due to the Company and Group flight activity increase during 2022 and mainly relates to accrued expenses for fuel cost, airport charges and other costs (i.e. agents incentives).



### ➤ 3.16 Derivatives

Derivatives are analyzed as follows:

| Company and Group                                   |                |                   |                |                    |
|---|----------------|-------------------|----------------|--------------------|
|   | Nominal Amount | 30.06.2022        | Nominal Amount | 31.12.2021         |
| <b>Non-current assets</b>                           |                |                   |                |                    |
| <b>Derivatives for cash flow hedge</b>              |                |                   |                |                    |
| Forward contracts in US \$                          | 81.000.000     | 7.361,74          | 123.000.000    | 4.678,73           |
| Commodities' swaps (jet fuel)                       | 16.500 MT      | 2.747,06          | 18.000 MT      | 289,91             |
| Interest rate swaps                                 | 317.000.000    | 30.435,70         | 40.000.000     | 2.296,39           |
| <b>Total</b>  |                | <b>40.544,50</b>  |                | <b>7.265,02</b>    |
| <b>Derivatives</b>                                  |                |                   |                |                    |
| Forward contracts in US \$                          | 135.000.000    | 6.095,65          | 72.000.000     | 2.406,57           |
| Interest rate swaps                                 | 135.300.000    | 5.755,21          |                |                    |
| <b>Total</b>  |                | <b>11.850,87</b>  |                | <b>2.406,57</b>    |
| <b>Derivatives assets (long-term portion)</b>       |                | <b>52.395,37</b>  |                | <b>9.671,60</b>    |
| <b>Current assets</b>                               |                |                   |                |                    |
| <b>Derivatives for cash flow hedge</b>              |                |                   |                |                    |
| Forward contracts in US \$                          | 138.000.000    | 15.179,42         | 120.000.000    | 5.320,73           |
| Commodities' swaps (jet fuel)                       | 111.000 MT     | 52.915,10         | 133.000 MT     | 11.441,82          |
| <b>Total</b>  |                | <b>68.094,52</b>  |                | <b>16.762,55</b>   |
| <b>Derivatives</b>                                  |                |                   |                |                    |
| Forward contracts in US \$                          | 93.000.000     | 8.855,85          | 62.000.000     | 1.779,78           |
| <b>Total</b>  |                | <b>8.855,85</b>   |                | <b>1.779,78</b>    |
| <b>Derivatives assets (short-term portion)</b>      |                | <b>76.950,37</b>  |                | <b>18.542,33</b>   |
| <b>Total derivative assets</b>                      |                | <b>129.345,74</b> |                | <b>28.213,93</b>   |
| <b>Non-current liabilities</b>                      |                |                   |                |                    |
| <b>Derivatives for cash flow hedge</b>              |                |                   |                |                    |
| Forward contracts in US \$                          |                | 0                 | 15.000.000     | (76,06)            |
| Commodities' swaps (jet fuel)                       | 9.000 MT       | (261,47)          | 6.000 MT       | (169,57)           |
| Interest rate swaps                                 |                | 0                 | 332.000.000    | (3.463,81)         |
| <b>Total</b>  |                | <b>(261,47)</b>   |                | <b>(3.709,43)</b>  |
| <b>Derivatives</b>                                  |                |                   |                |                    |
| Interest rate swaps                                 |                | 0                 | 135.300.000    | (7.259,64)         |
| <b>Total</b>  |                | <b>0</b>          |                | <b>(7.259,64)</b>  |
| <b>Derivatives liabilities (long-term portion)</b>  |                | <b>(261,47)</b>   |                | <b>(10.969,07)</b> |
| <b>Current liabilities</b>                          |                |                   |                |                    |
| <b>Derivatives for cash flow hedge</b>              |                |                   |                |                    |
| Forward contracts in US \$                          |                | 0                 | 18.000.000     | (91,84)            |
| Commodities' swaps (jet fuel)                       | 9.046 MT       | (74,69)           | 26.000 MT      | (1.529,10)         |
| Interest rate swaps                                 |                | 0                 |                | 0                  |
| <b>Total</b>  |                | <b>(74,69)</b>    |                | <b>(1.620,94)</b>  |
| <b>Derivatives</b>                                  |                |                   |                |                    |
| Forward contracts in US \$                          |                | 0                 | 10.000.000     | (26,82)            |
| <b>Total</b>  |                | <b>0</b>          |                | <b>(26,82)</b>     |
| <b>Derivatives liabilities (short-term portion)</b> |                | <b>(74,69)</b>    |                | <b>(1.647,76)</b>  |
| <b>Total derivative liabilities</b>                 |                | <b>(336,16)</b>   |                | <b>(12.616,84)</b> |



The Company holds derivatives used as cash flow hedging instruments to hedge the risk of exchange rate fluctuations (\$/€), as well as open positions in dollar forward contracts, for which no hedge accounting has been applied.

Hedging derivatives are classified either as assets or liabilities. Fair value of a derivative considered as hedging instrument is classified either as a non-current asset or a non-current liability, if the hedged item maturity is more than 12 months, or as a current asset or a current liability, if the hedged item maturity is less than 12 months.

Fair value of dollar forward contracts, for which no hedge accounting has been applied, is classified as non-current asset or long-term liability, if the remaining maturity of the contract is longer than 12 months and as a current asset or short-term liability, if the remaining maturity of the contract is less than 12 months.

Hedge accounting effect in Company and Group interim condensed financial statements per hedged item and hedged type at 30.06.2022 and 30.06.2021 is analyzed as follows:



30.06.2022

| Cash flow hedge  | Forward contracts in US \$ | Commodities' swaps (jet fuel) | Interest rate swaps | Total             | Line of Financial Position /Comprehensive Income  |
|--|----------------------------|-------------------------------|---------------------|-------------------|---|
| <b>Fair Value 31/12/2021 (A)</b>                                   | <b>9.831,56</b>            | <b>10.033,13</b>              | <b>(1.167,42)</b>   | <b>18.697,27</b>  |   |
| Fair value movement in Other comprehensive income (Other reserves) | 5.966,08                   | 11.245,89                     | 30.950,73           | 48.162,70         | Other comprehensive income  |
| Effective portion of cash flow hedge                               | 6.743,51                   | 34.061,57                     | 312,44              | 41.117,53         | Breakdown per hedged item in income statement (i.e. fuel, maintenance costs, aircraft leases)/ Other comprehensive income |
| Ineffective portion of cash flow hedge                             | 0                          | 0                             | 339,95              | 339,95            | Financial results/Other comprehensive income  |
| <b>Fair value in Other comprehensive income (Other reserves)</b>   | <b>22.541,15</b>           | <b>55.340,59</b>              | <b>30.435,70</b>    | <b>108.317,45</b> | <b>Other reserves</b>   |
| <b>Fair Value 30/6/2022 (A)</b>                                    | <b>22.541,15</b>           | <b>55.340,59</b>              | <b>30.435,70</b>    | <b>108.317,45</b> |   |

| Non hedge derivatives recognised in income statement | Forward contracts in US \$ | Commodities' swaps (jet fuel) | Interest rate swaps | Total             | Line of Financial Position /Comprehensive Income |
|--|----------------------------|-------------------------------|---------------------|-------------------|--|
| <b>Fair Value 31/12/2021</b>                         | <b>4.159,53</b>            | <b>0</b>                      | <b>(7.259,71)</b>   | <b>(3.100,18)</b> |  |
| Non-hedge derivatives valuation                      | 10.791,97                  | 0                             | 13.000,33           | 23.792,31         | Financial results                                |
| <b>Fair Value 30/06/2022 (B)</b>                     | <b>14.951,50</b>           | <b>0</b>                      | <b>5.740,63</b>     | <b>20.692,13</b>  |  |
| <b>Total Valuation 30/06/2022 (A+B)</b>              | <b>37.492,66</b>           | <b>55.340,59</b>              | <b>36.176,33</b>    | <b>129.009,58</b> |  |
| <b>Non-hedge derivatives valuation results</b>       | <b>2.819,69</b>            | <b>0</b>                      | <b>1.343,51</b>     | <b>4.163,20</b>   | <b>Financial results</b>                         |



30.06.2021

| Cash flow hedge  | Forward contracts in US \$ | Commodities' swaps (jet fuel) | Interest rate swaps | Total              | Line of Financial Position /Comprehensive Income                              |
|--|----------------------------|-------------------------------|---------------------|--------------------|---|
| <b>Fair Value 31/12/2020</b>                                       | <b>(7.631,12)</b>          | <b>(6.260,64)</b>             | <b>(9.046,70)</b>   | <b>(22.938,46)</b> |   |
| Fair value movement in Other comprehensive income (Other reserves) | 9.315,86                   | 12.356,24                     | 8.096,26            | 29.768,36          | Other comprehensive income  |
| Effective portion of cash flow hedge                               | (1.089,05)                 | (629,56)                      | (321,41)            | (2.040,01)         | Breakdown per hedge category (i.e. fuels, maintenance costs, aircraft leases) |
| Ineffective portion of cash flow hedge                             | 0                          | (87,33)                       | 0                   | (87,33)            | Financial results/Other comprehensive income                                  |
| <b>Fair value in Other comprehensive income (Other reserves)</b>   | <b>595,70</b>              | <b>5.378,71</b>               | <b>(1.271,85)</b>   | <b>4.702,55</b>    | <b>Other reserves</b>   |
| Ineffective portion of cash flow hedge valuation                   | 0                          | 0                             | (353,60)            | (353,60)           | Financial results   |
| <b>Fair Value 30/06/2021(A)</b>                                    | <b>595,70</b>              | <b>5.378,71</b>               | <b>(1.625,45)</b>   | <b>4.348,95</b>    |   |

| Non hedge derivatives recognised in income statement | Forward contracts in US \$ | Commodities' swaps (jet fuel) | Interest rate swaps | Total              | Line of Financial Position /Comprehensive Income |
|--|----------------------------|-------------------------------|---------------------|--------------------|--|
| <b>Fair Value 31/12/2020</b>                         | <b>(5.386,06)</b>          | <b>0</b>                      | <b>(16.719,17)</b>  | <b>(22.105,23)</b> |  |
| Αποτελέσματα αποτίμησης παράγωγων προϊόντων που δεν  | 4.997,09                   | 0                             | 3.460,35            | 8.457,44           | Financial results                                |
| <b>Fair Value 30/06/2021 (B)</b>                     | <b>(388,97)</b>            | <b>0</b>                      | <b>(13.258,81)</b>  | <b>(13.647,79)</b> |  |
| <b>Total Valuation 30/06/2021 (A+B)</b>              | <b>206,72</b>              | <b>5.378,71</b>               | <b>(14.884,26)</b>  | <b>(9.298,83)</b>  |  |
| <b>Non-hedge derivatives valuation results</b>       | <b>549,13</b>              | <b>0</b>                      | <b>(555,77)</b>     | <b>(6,64)</b>      | <b>Financial results</b>                         |



#### a) Forward contracts in US dollars (currency forwards)

Forward contracts are used for cash flow hedging of risk relating to USD/EURO exchange rate fluctuation.

As at 30.06.2022, the Group had entered into currency forward contracts to hedge 28% of its estimated needs in US dollar for the 2nd half of 2022, as well as 28% and 2% of its estimated needs in US dollar for 2023 and 2024, respectively. As at 31.12.2021, the Group had entered into forward contracts to hedge 31% and 30% of its estimated needs in US dollar for 2022 and 2023, respectively (future transactions).

The nominal amount of open forward contracts at 30.06.2022 was € 210.840,47 (31.12.2021: € 243.687,09). (Level 2).

| Maturity      | Maturity amount in thousand \$ 30.06.2022 | Maturity amount in thousand \$ 31.12.2021 |
|---------------|---|---|
| 2022          | 69.000,00                                 | 138.000,00                                |
| 2023          | 138.000,00                                | 138.000,00                                |
| 2024          | 12.000,00                                 | 0   |
| <b>Σύνολο</b> | <b>219.000,00</b>                         | <b>276.000,00</b>                         |

In addition to the aforementioned positions held for cash flow hedging purposes, the Group at 30.06.2022 held open positions of 228 million US dollar forward contracts with maturity within the 2nd half of 2022 and within the years 2023-2024, for which the Company has not applied hedge accounting. These positions are held in accordance with the Company's foreign exchange risk management policy adopted on 01.01.2019 combined with the IFRS 16 adoption. The nominal amount of these open forward contracts as at 30.06.2022 amounts to €219.505,15 (31.12.2021: €127.141,091) (Level 2).

#### b) Commodity swaps and options

The Group holds fuel swaps derivatives as cash flow hedging instruments to hedge the risk of fuel price fluctuations.

At 30.06.2022, the Group had entered into commodity jet and brent swaps of 124,5 thous. metric tons and options (Zero Cost Collar) of 21 thous. metric tons, total quantity of 145,5 thous. metric tons that covered 44% of the projected fuel needs for the 2<sup>nd</sup> half of 2022 and 13% of the projected fuel needs for 2023.

At 31.12.2021, the Group had entered into jet fuel swaps of 168 thous. metric tons and options (Zero Cost Collar) of 15 thous. metric tons, total quantity of 183 thous. metric tons that covered 44% and 6% of the projected fuel needs for the years 2022 and 2023, respectively (future transactions).

| Maturity      | Metric Tons 30.06.2022 | Metric Tons 31.12.2021 |
|---------------|------------------------|------------------------|
| 2022          | 93.000                 | 159.000                |
| 2023          | 52.546                 | 24.000                 |
| <b>Σύνολο</b> | <b>145.546</b>         | <b>183.000</b>         |



### c) Interest Rate Swaps

Interest rate swaps (IRS) are used as cash flow hedging instruments by the Group to hedge finance liabilities and more specifically to cover the interest rate risk derived from future aircraft leases.

As at 30.06.2022, the Company had entered into interest rate swaps to cover the interest rate risk of seven (7) future aircraft leases, expected to be delivered within the period 2nd half 2022-2023. The nominal amount of interest rate swaps at 30.06.2022 amounted to US\$317.000 (31.12.2021: US\$372.000).

In addition, the Company had entered into interest rate swap contracts for which no hedge accounting criteria are met and consequently no hedge accounting treatment is applied, the nominal amount of which amounted to €135.300 at 30.06.2022 (31.12.2021: €135.300).

The nominal value of the open IRS contracts as at 30.06.2022 was € 435.448,16 (31.12.2021 €447.907,47).

Derivatives are measured at fair value at the balance sheet date, which is provided by the financial institutions that the Company has entered into an agreement, and they represent, in good faith, assumptions and estimations of the mentioned institutions, based on the available information for the market trends. The parameters used to calculate the fair value differ depending on the type of derivative.

### » 3.17 Revenue from contracts with customers

Revenue from contracts with customers refers to ticket sales, sales of goods and other services.

Revenue increase compared to 1st half of 2021 is due to the improved flight activity of the Company and the Group, that during 2021 had been affected by the coronavirus pandemic crisis.

Revenue from contracts with customers per service category is analyzed as follows:

|   | Company           |                   | Group             |                   |
|---|-------------------|-------------------|-------------------|-------------------|
|   | 1st Half 2022     | 1st Half 2021     | 1st Half 2022     | 1st Half 2021     |
| Revenue from scheduled flights            | 345.394,62        | 65.532,83         | 379.325,82        | 123.181,65        |
| Revenue from charter flights              | 21.015,81         | 25.090,99         | 21.552,68         | 7.777,46          |
| Other operating income related to flights | 46.844,98         | 22.842,12         | 47.172,77         | 21.885,97         |
| <b>Total</b>                              | <b>413.255,41</b> | <b>113.465,94</b> | <b>448.051,27</b> | <b>152.845,08</b> |

A geographic breakdown of revenue from contracts with customers is provided below:

| Company                                   | 1st Half 2022    |                   |                   |
|---|------------------|-------------------|-------------------|
|   | Domestic         | International     | Total             |
| Revenue from scheduled flights            | 75.493,23        | 269.900,75        | 345.393,98        |
| Revenue from charter flights              | 5.068,89         | 15.947,27         | 21.016,15         |
| Other operating income related to flights | 11.182,79        | 35.662,49         | 46.845,28         |
| <b>Total</b>                              | <b>91.744,91</b> | <b>321.510,51</b> | <b>413.255,42</b> |



| Company                                   | 1st Half 2021    |                  |                   |
|---|------------------|------------------|-------------------|
|   | Domestic         | International    | Total             |
| Revenue from scheduled flights            | 593,65           | 64.939,18        | 65.532,83         |
| Revenue from charter flights              | 15.560,64        | 9.530,35         | 25.090,99         |
| Other operating income related to flights | 5.999,31         | 16.842,81        | 22.842,12         |
| <b>Total</b>                              | <b>22.153,60</b> | <b>91.312,34</b> | <b>113.465,94</b> |

| Group                                     | 1st Half 2022    |                   |                   |
|---|------------------|-------------------|-------------------|
|   | Domestic         | International     | Total             |
| Revenue from scheduled flights            | 68.643,70        | 310.682,11        | 379.325,82        |
| Revenue from charter flights              | 1.613,05         | 19.939,62         | 21.552,68         |
| Other operating income related to flights | 10.941,26        | 36.231,52         | 47.172,78         |
| <b>Total</b>                              | <b>81.198,01</b> | <b>366.853,26</b> | <b>448.051,28</b> |

| Group                                     | 1st Half 2021    |                  |                   |
|---|------------------|------------------|-------------------|
|   | Domestic         | International    | Total             |
| Revenue from scheduled flights            | 45.319,04        | 77.862,62        | 123.181,65        |
| Revenue from charter flights              | 2.826,14         | 4.951,32         | 7.777,46          |
| Other operating income related to flights | 6.081,44         | 15.804,53        | 21.885,97         |
| <b>Total</b>                              | <b>54.226,61</b> | <b>98.618,47</b> | <b>152.845,08</b> |

### » 3.18 Consumptions of materials and services

These amounts refer to the operating expenses of the Company and the Group and they are analyzed as follows:

|                          | Company           |                   | Group             |                   |
|--------------------------|-------------------|-------------------|-------------------|-------------------|
|                          | 1st Half 2022     | 1st Half 2021     | 1st Half 2022     | 1st Half 2021     |
| Aircraft fuel            | 108.574,04        | 17.648,34         | 121.294,29        | 28.210,18         |
| Aircraft maintenance     | 48.911,32         | 21.060,27         | 56.074,71         | 29.568,62         |
| Overflight Expenses      | 24.669,63         | 7.283,16          | 26.187,23         | 9.655,04          |
| Handling charges         | 24.634,90         | 6.845,62          | 28.565,20         | 13.116,09         |
| Airport charges          | 27.902,74         | 6.993,54          | 29.662,24         | 13.109,12         |
| Catering costs           | 14.055,20         | 3.903,26          | 14.455,62         | 5.064,23          |
| Distribution costs       | 29.293,74         | 9.032,02          | 31.684,39         | 11.859,31         |
| Marketing costs          | 7.772,28          | 4.239,38          | 7.947,47          | 4.374,89          |
| Rentals                  | 10.342,53         | 2.479,57          | 7.400,09          | 1.797,41          |
| Inventories' consumption | 649,92            | 20,86             | 649,92            | 20,78             |
| Other operating expenses | 43.965,38         | 23.179,69         | 49.885,43         | 25.318,01         |
| <b>Total</b>             | <b>340.771,68</b> | <b>102.685,73</b> | <b>373.806,58</b> | <b>142.093,68</b> |



The increase between the two periods is mainly due to the increased Company and Group flight activity within 2022, which has affected the cost of materials and services.

### ➤ 3.19 Financial Income / Expense

Financial income and expense analysis is as follows:

|   | Company          |                  | Group            |                 |
|---|------------------|------------------|------------------|-----------------|
|   | 1st Half 2022    | 1st Half 2021    | 1st Half 2022    | 1st Half 2021   |
| Interest and expenses from long term liabilities      | 6.133,93         | 7.556,33         | 6.093,70         | 7.556,33        |
| Interest and expenses from short term liabilities     | 0                | 1,76             | 33,15            | 62,01           |
| Letters of Guarantee commissions                      | 160,07           | 162,11           | 261,32           | 248,39          |
| Leases interest                                       | 8.112,80         | 7.303,95         | 8.509,96         | 7.916,45        |
| Foreign exchange losses                               | 47.039,63        | 15.429,30        | 53.903,14        | 18.427,1        |
| Cash flow hedging ineffective portion                 | 0                | 440,93           | 0                | 440,93          |
| Gain/ (loss) from derivatives for non-cash flow hedge | 0                | 1.104,91         | 0                | 1.104,91        |
| Other financial expenses                              | 462,32           | 280,86           | 505,17           | 316,05          |
| Impairment of financial assets                        | 81,04            | 148,26           | 81,04            | 148,26          |
| <b>Total financial expenses</b>                       | <b>61.989,80</b> | <b>32.428,42</b> | <b>69.387,47</b> | <b>36.220,4</b> |
| Other interest income                                 | 390,30           | 262,96           | 374,12           | 264,67          |
| Cash flow hedging ineffective portion                 | 339,95           | 0                | 339,95           | 0               |
| Gain/ (loss) from derivatives for non-cash flow hedge | 27.955,51        | 8.457,44         | 27.955,51        | 8.457,44        |
| Foreign exchange gains                                | 28.337,25        | 7.106,13         | 32.391,00        | 10.813,2        |
| <b>Total financial income</b>                         | <b>57.023,00</b> | <b>15.826,53</b> | <b>61.060,58</b> | <b>19.535,3</b> |

Foreign exchange gains and losses occur because the Company and the Group have a significant number of transactions in foreign currencies, which increased within 1<sup>st</sup> half 2022 due to the Company and Group increased flight operation. The accounts were also affected by the EUR/USD foreign exchange rate movement.

Cash flow hedging ineffective portion includes the ineffective portion of derivatives used for hedging accounting purposes.

Gain/(loss) from derivatives for non-cash flow hedge includes the fair value movement and the settlement results of derivatives not used for hedging purposes. Account increase reflects the market valuations.

### ➤ 3.20 Employees Costs

Employees costs include salaries as well as provisions for retirement benefits.

|                                     | Company          |                  | Group            |                  |
|-------------------------------------|------------------|------------------|------------------|------------------|
|                                     | 1st Half 2022    | 1st Half 2021    | 1st Half 2022    | 1st Half 2021    |
| Salaries and wages                  | 42.507,95        | 20.436,75        | 47.307,16        | 23.430,57        |
| Employers' contribution             | 1.725,41         | 892,66           | 1.886,75         | 932,60           |
| Provision for retirement benefits   | 250,00           | 500,00           | 373,15           | 565,00           |
| Provision for unused vacation leave | 1.647,00         | 574,16           | 1.780,59         | 685,36           |
| <b>Total</b>                        | <b>46.130,36</b> | <b>22.403,58</b> | <b>51.347,65</b> | <b>25.613,52</b> |



The salaries, wages and the respective employers' contribution are increased compared to 2021, due to the fact that within 2021 the Company and the Group have used the horizontal measures offered by Greek state to support the companies in order to address the effects of the pandemic.

### ➤ 3.21 Income Tax

Income tax is analyzed below:

|              | Company         |                  | Group           |                  |
|--------------|-----------------|------------------|-----------------|------------------|
|              | 1st Half 2022   | 1st Half 2021    | 1st Half 2022   | 1st Half 2021    |
| Deferred tax | 1.944,69        | 10.175,67        | 2.970,67        | 13.375,63        |
| <b>Total</b> | <b>1.944,69</b> | <b>10.175,67</b> | <b>2.970,67</b> | <b>13.375,63</b> |

Income tax rate for legal entities for 2022 and 2021 is 22%.

The amount of deferred tax for the 1<sup>st</sup> half of 2021 reflected the recognition of deferred tax asset for tax losses, which are expected to be offset against future tax profits within five years.

### ➤ 3.22 Existing Encumbrances

A mortgage has been set up in three owned aircrafts Airbus A320ceo, to maintain the financing line of €120 million from the 4 Greek systemic banks. (Note 3.11).

### ➤ 3.23 Contingent Liabilities / Contingent assets

#### Legal or in arbitration disputes

The pending legal or in arbitration disputes and other contingent future events are not expected to have a material effect in the financial position or the operation of the Company and the Group.

The Company's management based on previous court decisions as well as on the fact that the trial procedures have not been finalized yet, estimates that their outcome would not have a material impact on its financial position and operation.

An analysis of the pending legal cases follows:

|                | Company         |                 | Group           |                 |
|----------------|-----------------|-----------------|-----------------|-----------------|
|                | 30.06.2022      | 31.12.2021      | 30.06.2022      | 31.12.2021      |
| Labor disputes | 452,92          | 452,92          | 452,92          | 452,92          |
| Other          | 874,15          | 874,15          | 1.287,86        | 1.287,86        |
| <b>Total</b>   | <b>1.327,07</b> | <b>1.327,07</b> | <b>1.740,78</b> | <b>1.740,78</b> |



## Contingent Liabilities

The contingent liabilities of the Company and the Group arising from the issuance of bank letters of guarantee are analyzed as follows:

|                      | Company    |            | Group      |            |
|----------------------|------------|------------|------------|------------|
|                      | 30.06.2022 | 31.12.2021 | 30.06.2022 | 31.12.2021 |
| Letters of guarantee | 28.083,21  | 20.730,02  | 38.170,20  | 39.096,04  |

## ➤ 3.24 Related parties' transactions and balances

The most significant transactions of the Company with related parties according to IAS 24, appear on the following table:

|   | Company    |            |
|---|------------|------------|
|   | 30.06.2022 | 31.12.2021 |
| <b>Balances with other companies owned by the major shareholder</b> |            |            |
| Receivables   | 258,94     | 135,69     |
| Payables  | 94,27      | 211,97     |
| <b>Balances with subsidiaries</b>                                   |            |            |
| Receivables   | 571,37     | 2.575,79   |
| Payables  | 744,67     | 155,84     |
| <b>Balances with other related parties</b>                          |            |            |
| Receivables   | 8,68       | 13,22      |
| Payables  | 390,47     | 95,18      |

|   | Company       |               |
|---|---------------|---------------|
|   | 1st Half 2022 | 1st Half 2021 |
| <b>Transactions with other companies owned by the major shareholder</b> |               |               |
| Income – Services rendered by the Company                               | 576,12        | 239,90        |
| Expenses – Services rendered to the Company                             | 658,47        | 460,45        |
| <b>Transactions with subsidiaries</b>                                   |               |               |
| Income – Services rendered by the Company                               | 10.076,90     | 27.827,51     |
| Expenses – Services rendered to the Company                             | 22.264,60     | 46.684,26     |
| <b>Transactions with other related parties</b>                          |               |               |
| Income – Services rendered by the Company                               | 24,75         | 6,77          |
| Expenses – Services rendered to the Company                             | 936,41        | 342,67        |

The transactions with companies owned by the major shareholder of the Company relate mainly to rental expense and services rendered. The transactions with the subsidiary company mainly relate to aircraft leases and other services rendered. All transactions are on arm's length basis.



|  | Group      |            |
|--|------------|------------|
| Balances with other companies owned by the major shareholder | 30.06.2022 | 31.12.2021 |
| Receivables  | 259,01     | 136,34     |
| Payables   | 97,45      | 233,90     |
| Balances with other related parties                          |            |            |
| Receivables  | 8,68       | 13,22      |
| Payables   | 391,36     | 95,31      |

|  | Group         |               |
|--|---------------|---------------|
| Transactions with other companies owned by the major shareholder | 1st Half 2022 | 1st Half 2021 |
| Income – Services rendered by the Group                          | 578,03        | 242,87        |
| Expenses – Services rendered to the Group                        | 690,16        | 474,10        |
| Transactions with other related parties                          |               |               |
| Income – Services rendered by the Group                          | 24,75         | 6,77          |
| Expenses – Services rendered to the Group                        | 955,52        | 345,65        |

### ➤ 3.25 Transactions with Directors and Board of Directors members

Transactions with Directors and Board of Directors members are analyzed below:

|                                      | Company       |               | Group           |               |
|--------------------------------------|---------------|---------------|-----------------|---------------|
|                                      | 1st Half 2022 | 1st Half 2021 | 1st Half 2022   | 1st Half 2021 |
| BoD members fees                     | 214,83        | 0             | 214,83          | 0             |
| Directors' salaries                  | 604,77        | 517,15        | 784,53          | 555,24        |
| Directors' social insurance expenses | 27,03         | 22,07         | 38,13           | 22,07         |
| Other payments to directors          | 144,46        | 125,53        | 146,34          | 127,33        |
| <b>Total</b>                         | <b>991,09</b> | <b>664,74</b> | <b>1.183,83</b> | <b>704,64</b> |
| Obligations to directors             | 87,43         | 0             | 87,43           | 5,69          |

No other transactions, receivable or liabilities with the directors or the Board of Directors members exist.

### ➤ 3.26 Risk Management

The Group is exposed to multiple risks. The risk management policy of the Group aims to reduce the negative impact in the results, coming from the unpredictability of financial markets and the variations in costs and sales.

The Group uses financial derivative instruments to hedge its exposure to certain types of risk. The risk management policy is executed by the Financial Department of the Group. The procedure is the following:

- Evaluation of risks associated with the activities and operations of the Group
- Design of a methodology and selection of appropriate financial products to reduce risks
- Execution / implementation, in accordance with the procedure approved by the management



### Foreign currency risk

The Group due to the nature of the industry is exposed to variations in foreign currency exchange rate which arise mainly from US Dollar. This kind of risk occurs from transactions in foreign currency. The Group's exposure to foreign exchange risk varies during the year according to the seasonal volume of transactions in foreign currency.

To manage this kind of risk the Group enters into derivative contracts with financial institutions.

### Interest rate risk

The Group's policy is to minimize interest rate risk exposure from long-term financing. The Group follows a hedge accounting policy to cover its exposure to interest rate cash flow risk from future aircraft lease obligations.

### Fuel risk

The Group is exposed to the oil price fluctuations which directly influences the jet fuel price. To manage this risk the Group enters into derivative contracts on oil products in order to hedge part of its projected jet fuel needs.

#### Fair value hierarchy levels

| Company 30.06.2022        | Derivative type | Level 1          | Level 2           | Level 3         |
|---------------------------|-----------------|------------------|-------------------|-----------------|
| <b>Assets</b>             |                 |                  |                   |                 |
| Forwards contracts in USD | (FWD)           | 0                | 37.492,66         | 0               |
| Jet fuel commodity swaps  | (FWD)           | 0                | 55.662,16         | 0               |
| Interest rate swaps       | (IRS)           | 0                | 36.205,50         | 0               |
| Bonds                     |                 | 22.502,66        | 0                 | 0               |
| Shares                    |                 | 15.623,99        | 0                 | 1.261,54        |
| <b>Total Assets</b>       |                 | <b>38.126,66</b> | <b>129.360,32</b> | <b>1.261,54</b> |
| <b>Liabilities</b>        |                 |                  |                   |                 |
| Forwards contracts in USD | (FWD)           | 0                | 0                 | 0               |
| Jet fuel commodity swaps  | (FWD)           | 0                | (321,57)          | 0               |
| Interest rate swaps       | (IRS)           | 0                | 0                 | 0               |
| <b>Total Liabilities</b>  |                 | <b>0</b>         | <b>(321,57)</b>   | <b>0</b>        |



#### Fair value hierarchy levels

| Company 31.12.2021        | Derivative type | Level 1          | Level 2            | Level 3         |
|---------------------------|-----------------|------------------|--------------------|-----------------|
| <b>Assets</b>             |                 |                  |                    |                 |
| Forwards contracts in USD | (FWD)           | 0                | 14.185,81          | 0               |
| Jet fuel commodity swaps  | (FWD)           | 0                | 11.731,73          | 0               |
| Interest rate swaps       | (IRS)           | 0                | 2.296,39           | 0               |
| Bonds                     |                 | 12.294,38        | 0                  | 0               |
| Shares                    |                 | 19.442,40        | 0                  | 1.261,54        |
| <b>Total Assets</b>       |                 | <b>31.736,78</b> | <b>28.213,93</b>   | <b>1.261,54</b> |
| <b>Liabilities</b>        |                 |                  |                    |                 |
| Forwards contracts in USD | (FWD)           | 0                | (194,72)           | 0               |
| Jet fuel commodity swaps  | (FWD)           | 0                | (1.698,67)         | 0               |
| Interest rate swaps       | (IRS)           | 0                | (10.723,45)        | 0               |
| <b>Total Liabilities</b>  |                 | <b>0</b>         | <b>(12.616,84)</b> | <b>0</b>        |

#### Fair value hierarchy levels

| Group 30.06.2022          | Derivative type | Level 1          | Level 2           | Level 3         |
|---------------------------|-----------------|------------------|-------------------|-----------------|
| <b>Assets</b>             |                 |                  |                   |                 |
| Forwards contracts in USD | (FWD)           | 0                | 37.492,66         | 0               |
| Jet fuel commodity swaps  | (FWD)           | 0                | 55.662,16         | 0               |
| Interest rate swaps       | (IRS)           | 0                | 36.205,50         | 0               |
| Bonds                     |                 | 22.502,66        | 0                 | 0               |
| Shares                    |                 | 15.623,99        | 0                 | 1.261,54        |
| <b>Total Assets</b>       |                 | <b>38.126,66</b> | <b>129.360,32</b> | <b>1.261,54</b> |
| <b>Liabilities</b>        |                 |                  |                   |                 |
| Forwards contracts in USD | (FWD)           | 0                | 0                 | 0               |
| Jet fuel commodity swaps  | (FWD)           | 0                | (321,57)          | 0               |
| Interest rate swaps       | (IRS)           | 0                | 0                 | 0               |
| <b>Total Liabilities</b>  |                 | <b>0</b>         | <b>(321,57)</b>   | <b>0</b>        |

#### Fair value hierarchy levels

| Group 31.12.2021          | Derivative type | Level 1          | Level 2            | Level 3         |
|---------------------------|-----------------|------------------|--------------------|-----------------|
| <b>Assets</b>             |                 |                  |                    |                 |
| Forwards contracts in USD | (FWD)           | 0                | 14.185,81          | 0               |
| Jet fuel commodity swaps  | (FWD)           | 0                | 11.731,73          | 0               |
| Interest rate swaps       | (IRS)           | 0                | 2.296,39           | 0               |
| Bonds                     |                 | 12.294,38        | 0                  | 0               |
| Shares                    |                 | 19.442,40        | 0                  | 1.261,54        |
| <b>Total Assets</b>       |                 | <b>31.736,78</b> | <b>28.213,93</b>   | <b>1.261,54</b> |
| <b>Liabilities</b>        |                 |                  |                    |                 |
| Forwards contracts in USD | (FWD)           | 0                | (194,72)           | 0               |
| Jet fuel commodity swaps  | (FWD)           | 0                | (1.698,67)         | 0               |
| Interest rate swaps       | (IRS)           | 0                | (10.723,45)        | 0               |
| <b>Total Liabilities</b>  |                 | <b>0</b>         | <b>(12.616,84)</b> | <b>0</b>        |



Level 1 values refer to published prices and Level 2 values are based on measurement techniques. Bonds and shares are traded in active markets and they are measured at their market price at the balance sheet date. The derivatives are measured using international pricing platforms.

#### **Credit risk**

In order to be protected against the credit risk, the Group monitors on a regular basis its trading receivables and whenever necessary, assesses the insurance of the receivables collection.

Possible credit risk also exists in cash and cash equivalents and in derivative contracts. The risk may arise from the possibility of the counterparty becoming unable to meet its obligations towards the Group. To minimize this risk, the Group examines regularly its degree of exposure to every individual financial institution. As far as it concerns its deposits, the Group is dealing only with reputable financial institutions of high credit ratings.

#### **Liquidity risk**

Liquidity risk is managed effectively by maintaining sufficient cash levels. The Group manages its liquidity by maintaining adequate cash as well as ensuring the provision of credit terms not only from the financial institutions but also from the suppliers, always considering its operating, investing and financing needs.

At 30.06.2022 the Group had a cash position of € 560.079,58m (31.12.2021 442.586,58m) securing its ability to settle the short-term and medium-term liabilities.

#### **Policies and procedures on capital management**

Primary target of the capital management is to ensure preservation of the high-ranking credit rating as well as solid equity ratios, so as to support and expand the operations and maximize shareholders' value.

The Company monitors capital based on shareholders' total equity plus lease liabilities, less cash and cash equivalents as they appear on the statement of financial position.

### **» 3.27 Commitments**

At 22.06.2018 the Company signed Aircraft Purchase Agreement with Airbus S.A.S. which provides for the acquisition of a total of 30 new generation aircraft of the A320neo family, two types of A320neo and A321neo. Aircraft deliveries begun within the second half of 2020 and are expected to be finalized during 2026.

The price of the above purchase agreement is based on the Airbus fuselage and engines public pricelist, with further discounts agreed by the parties. This amount is adjusted through an annual adjustment clause, designed to increase the price of each aircraft, by applying a formula that reflects the changes in the prevailing economic conditions. Prices are depending on the engine selection, the weights selected and any type of aircraft configuration. Scheduled pre-delivery payments at 30.06.2022 amounted to \$229,9m.

In addition, the Company entered into lease agreements for 7 aircraft scheduled to be delivered within 2022-2024, of 12-year lease period. The Company has also executed sale and lease back agreements, relating to the title transfer and the corresponding lease agreement of 8 aircraft scheduled to be delivered within 2022-2024, with a 12-year lease period.

The lease commitments will depend on (1) aircraft delivery time, (2) US interest rates at delivery, (3) estimated lease rental future escalation (4) the Euro/US dollar exchange rate at the delivery date and (5) the aircraft type.



On 24.12.2019, the Company has signed the following agreements with International Aero Engines LLC :

- Engine Purchase and Support Agreement including manufacturer's warranties and guarantees for the engines included in the Purchase Agreement with Airbus dated 22 June 2018 and for six spare engines. The agreed introductory assistance credits with IAE form the final net price of the Airbus aircraft included in the above mentioned agreement.
- Engine Fleet Management Program Agreement regarding 45 to 55 Airbus A320neo and A321neo, powered with PW1100G-JM engines which includes the aircraft ordered to Airbus under the Purchase Agreement dated 22 June 2018, the aircraft to be directly delivered from lessors and 6 spare engines PW1100G-JM. The Engine Fleet Management Program Agreement includes all the key terms of engines maintenance based on their flight activity.

### » **3.28 Subsequent Events**

On Thursday July 7<sup>th</sup>, 2022 the ordinary shareholders meeting was held. At the General Meeting 97 shareholders participated either in person or by proxy, representing 65.321.030 shares and equal votes, out of the 90.167.100 total shares and votes, or 72,44% of the total paid-up share capital and voting rights of the Company. Thus, the quorum required by law and the Company's Articles of Association for discussion and resolution on all the items of the agenda was achieved as have been posted to the Company's website

[\(https://en.about.aegeanair.com/ependytes/anakoinoseis/announcements/\)](https://en.about.aegeanair.com/ependytes/anakoinoseis/announcements/).

Among others the Ordinary General Meeting approved the Reduction of the Company's share capital by the amount of €13.525.065, i.e. from €58.608.615 to €45.083.550, through the reduction of the nominal value of all Company's shares, totaling 90.167.100 shares, from €0,65 to €0,50 per share, to offset an equivalent amount of prior's years losses, which aims to write-off of losses of previous years of an equal amount. The Corporate Actions Committee of Athens Stock Exchange has been informed during its meeting on 27.07.2022 in relation to the reduction of the nominal value of the Company's shares. In view of the above, the Company's shares will be trading in the Athens Exchange with the new nominal value of €0.50 per share, starting on 01.08.2022.

Moreover, the Ordinary General Meeting approved the Set-off of an amount equal to €42.143.642,36 of the Company's "Share premium" account, for the write-off of an equivalent amount of prior's years losses, according to article 35 par. 3 of L. 4548/2018.

The Ordinary General Meeting approved a share buyback program to repurchase its own shares, pursuant to provisions of article 49 of L. 4548/2018, in accordance with the provisions of Regulation (EU) 596/2014 and delegated Regulation (EU) 2016/1052. The maximum number of Company shares to be repurchased will not exceed the 10% of the share capital of the Company, within a period of 24 months from the date of the relevant decision of the General Shareholders Meeting, with the price range set from €2 (minimum price) to €9 (maximum price) per share.

The own shares that the Company holds at any given time are intended for any purpose and use permitted by and in compliance with the law (including, indicatively but without limitation, reduction of share capital and



cancellation, or/and distribution to personnel or/and members of the management of the Company or/and of any affiliated company).

The Ordinary General Meeting approved the change in the Company's registered office, which is proposed for operational purposes, i.e. from the Municipality of Kifissia to the Municipality of Spata, Artemida.

In July 2022, AEGEAN joined forces with HELLENIC PETROLEUM through its subsidiary EKO, for the supply of SAF blend on flights departing from its Athens Airport and Thessaloniki Airport "Makedonia" hubs, thus became the only carrier in Greece, and one of the few in Europe, to operate part of its domestic and international network using a SAF blend. With this agreement, the two organizations pave the way for Greece's timely adaptation of forthcoming European legislation on the mandatory use of 2% SAF in 2025 for all flights from EU airports and lay the foundation to establish the necessary conditions that will add the country in sustainable aviation map.



The Financial Statements are the ones approved by the Board of Directors of “Aegean Airlines S.A.” on September 15<sup>th</sup>, 2022 and are available on the Company’s website ([www.aegeanair.com](http://www.aegeanair.com)) for investors’ review, where they will remain for at least 5 years after their preparation and public announcement date.

Spata, September 15, 2022

| Chairman of the BoD  | Chief Executive Officer | Chief Financial Officer | Chief Accountant |
|----------------------|-------------------------|-------------------------|------------------|
| Eftichios Vassilakis | Dimitrios Gerogiannis   | Michael Kouveliotis     | Maria Zannaki    |
| I.D. AN049866        | I.D. AB642495           | I.D. AO148706           | I.D. AO135556    |





## **5. Report on the use of funds from the Common Bond Loan for the period 12.03.2019 up to 30.06.2022**



## **5. Report on the use of funds from the Common Bond Loan for the period 12.03.2019 up to 30.06.2022**

In accordance with the provisions of paragraph 4.1.2 of the Athens Exchange Stock Market Regulation, the decision no. 25/17.07.2008 of the Board of Directors of Athens Stock Exchange and the decision no. 8/754/14.04.2016 of the Board of Directors of Hellenic Capital Markets Commission, it is hereby announced that from the issuance of the seven year Common Bond Loan of €200m bearer bonds of the Company with a nominal value of €1.000 each, that was implemented according to the decision of the Board of Directors of the Company dated 22.02.2019 and the approval of the content of the Prospectus from the Hellenic Capital Market Commission dated 28.02.2019, a total net amount of €200m was raised. The cost of the issuance amounted at €3.820,25 thousand and it was covered in total from the amount raised.

The Bond Loan issue was fully covered and the payment of the raised funds was certified by the Company's Board of Directors on 12.03.2019. On 13.03.2019 the 200.000 dematerialized, common, bearer bonds admitted for trading in the category of Fixed Income Securities of the Regulated Market of the Athens Exchange (the "Athens Exchange").

According to the terms of the Common Bond Loan, the total capital raised (net of related expenses) shall be used by the Issuer as follows:

A) 75% of the issue, to be used from the first quarter of 2019 until the fourth quarter of 2023 to finance part of the scheduled aircraft pre-delivery payments, pursuant to the Purchase Agreement signed with Airbus

B) 14% of the issue to be used by 31.12.2021 to finance working capital needs, as amended and approved by the Bondholders meeting convened on 30.03.2021, pursuant to the decision of the Board of directors of the company on 10.03.2021

C) 11% of the issue, to be used within 2019 to finance working capital needs of the Company

According to the commitments set out in the relevant Prospectus approved by the Hellenic Capital Market Commission on 28.02.2019, the decision of the Board of Directors dated 22.02.2019 as well as the decision of 30.03.2021 Meeting of Bondholders following the decision of 10.03.2021 of the Company Board of Directors, it is disclosed that the use of the raised funds up to 30.06.2022 is as follows:



| Approved Prospectus schedule   |              |                   |                 |                           |                  |                  |                   |                  |                   |
|--|--------------|-------------------|-----------------|---------------------------|------------------|------------------|-------------------|------------------|-------------------|
| Use of funds   | Raised funds |                   |                 |                           | Funds paid       |                  |                   |                  |                   |
|  | Rate of use  | Total funds       | Issuing costs   | Net Amount for allocation | 2019             | 2020             | 2021              | 1st Half 2022    | Unallocated funds |
| Scheduled aircraft pre-delivery  | 75%          | 150.000,00        | 2.865,19        | 147.134,81                | 5.977,36         | 35.849,28        | 80.757,99         | 24.550,18        | 0,00              |
| New training facilities and offices at Athens International Airport (before the Common Bond Loan amendments) | 14%          | 28.000,00         | 534,84          | 27.465,16                 | 44,58            | 0                | 0                 | 0                | 0,00              |
| Finance working capital (after the Common Bond Loan amendments)  |              |                   |                 |                           | 0                | 0                | 27.421,09         | 0                |                   |
| Finance working capital  | 11%          | 22.000,00         | 420,23          | 21.579,77                 | 21.579,26        | 0                | 0                 | 0                |                   |
| <b>Total</b>   | <b>100%</b>  | <b>200.000,00</b> | <b>3.820,26</b> | <b>196.179,74</b>         | <b>27.601,20</b> | <b>35.849,28</b> | <b>108.179,08</b> | <b>24.550,18</b> | <b>0,00</b>       |

Until their full and complete use, the temporarily unused funds were placed in time deposits and/or interest- bearing bank accounts.



Spata, September 15th 2022

Chairman of the BoD

Chief Executive Officer

Chief Financial Officer

Chief Accountant

Eftichios Vassilakis

Dimitrios Gerogiannis

Michael Kouveliotis

Maria Zannaki

I.D. AN049866

I.D. AB642495

I.D. AO148706

I.D. AO135556



**THIS IS A FREE TRANSLATION FROM THE ORIGINAL VERSION IN GREEK LANGUAGE**

**Report on factual findings in connection with the "Report on Use of Funds Raised" as resulted from the Agreed Upon Procedures processes**

**To the Board of Directors**

**of Aegean Airlines S.A.**

**Building 57 of Athens International Airport.**

**Sparta, P.O. 19019**

In accordance with the engagement letter dated September 8, 2022 we were assigned by the Board of Directors of Aegean Airlines S.A. (hereafter the "Company") to perform the agreed upon procedures enumerated below, within the context of the Hellenic Capital Market regulation and the relevant capital market legislation with respect to the Company's "Use of Funds Raised Report" from the issuance of the Common Bond Loan issued in 2019 (hereafter the "Report"). The Management is responsible for the preparation of the aforementioned Report.

Our engagement was undertaken in accordance with the International Standard on Related Services 4400, applicable to agreed-upon-procedures engagements regarding Financial Information. Our responsibility is solely to perform the procedures described below and for reporting to you on our findings. Our engagement was undertaken in accordance with the International Standard on Related Services 4400, applicable to agreed-upon-procedures engagements regarding Financial Information. Our responsibility is solely to perform the procedures described below and to report our findings.

#### **Procedures performed**

**Our procedures are summarized as follows:**

- 1. We compared the amounts included as "Funds paid" in the Use of Funds report from the issuance of the Common Bond Loan through cash with the corresponding amounts that have been recorded in the Company's accounting records in the relevant time period.**
- 2. We examined the completeness of the report comparing its content with the relevant prospectus issued by the Company to this respect.**
- 3. For cases of use of funds raised from the Common Bond Loan exceeding the amount of €40.000, we traced and agreed the use of funds raised from the Common Bond Loan with the relevant accounting entries supporting documentation.**

#### **Findings:**

- 1. The "Funds paid" as disclosed in the per category of use/investment in the Use of Funds report from the issuance of the Common Bond Loan with cash derive from the accounting records of the Company for the respective time period.**



2. The content of the Report includes the minimum information that are required from the Hellenic Capital Market regulation framework to this end it is consistent with the references to the relevant Prospectus and the relevant decisions and announcements of the Company's relevant boards/committees.
3. For cases of use of funds raised from the Common Bond loan of value exceeding the amount of €40.000, we traced and agreed the use of funds raised from the Common Bond Loan with the relevant accounting entries supporting documentation.

Because the above procedures do not constitute either an audit or a review made in accordance with International Standards on Auditing or International Standards on Review Engagements, we do not express any assurance beyond what we have referred to above. Had we performed additional procedures or had we performed an audit or review in accordance with International Standards on Auditing or International Standards on Review Engagements, other matters might have come to our attention beyond the ones mentioned in the previous paragraph.

This report is addressed exclusively to the Board of Directors, in compliance with its obligations to the current regulatory framework of the Athens Stock Exchange and Hellenic Capital Markets legislation. As such, this report is not to be used for any other purposes, since it is limited to what is referred above and does not extend to the interim financial statements prepared by the Company for the period ended July 30, 2022, for which we have issued a separate Review Report, dated September 15, 2022.

Athens, 15 September 2022

YANNIS PIERROS

S.O.E.L. R.N. 35051

ERNST & YOUNG (HELLAS)

CERTIFIED AUDITORS ACCOUNTANTS S.A.

CHIMARRAS 8B, MAROUSSI

151 25, ATHENS

S.O.E.L. R.N. 107



**6. Report on the use of proceeds from the Share  
Capital increase for the period from 14.06.2021 to  
30.06.2022**



## **6. Report on the use of proceeds from the Share Capital increase for the period from 14.06.2021 to 30.06.2022**

In accordance with the provisions of paragraph 4.1.2 of the Regulation of the Athens Stock Exchange (hereinafter the "ATHEX"), the decision no. 25 / 17.07.2008 of the BoD of ATHEX and the no. decision 8/754 / 14.04.2016 of the BoD. of the Hellenic Capital Market Commission (hereinafter the "EC"), it is announced that, from the increase of the share capital by cash payment and pre-emptive right in favor of the old shareholders decided based on the decision of the Company's Board of Directors dated 14.05.2021, according with the provision of article 24 par. 1 (b) of Law 4548/2018 by virtue of the power provided to the Board of Directors by the Extraordinary General Meeting of the Company's shareholders of 12.03.2021 (hereinafter the "Increase") and was carried out on 27.05.2021 until 09.06.2021, a total capital of € 60 million was raised, through the exercise of pre-emptive rights and the pre-registration right of the eligible shareholders. The issuance costs were not deducted from the raised funds and were covered by the Company's own funds.

The share capital increase was certified by the Company's Board of Directors took place on 14.06.2021.

The Listings and Market Operation of the Athens Stock Exchange during its meeting on 15.06.2021 approved the listing for trading on the Main Market of the Athens Stock Exchange of 18.750.000 new shares, with a nominal value of € 0,65 each. The trading of new shares on the ATHEX started on 16.06.2021.

According to the commitments set out in the relevant Prospectus approved by the Hellenic Capital Market Commission on 19.05.2021 and Company's Board of Directors decision dated 14.05.2021 the use of the raised funds up to 30.06.2022 is as follows:



| Use of funds            | Use of funds according to the approved newsletter |                  | Funds paid during the period |                    | Funds for allocation |
|-------------------------|---|------------------|------------------------------|--------------------|----------------------|
|                         | 2021  | 2022             | 14/6/2021-31/12/2021         | 1/1/2022-30/6/2022 |                      |
| Finance working capital | 30.000,00   | 30.000,00        | 30.000,00                    | 30.000,00          | 0,00                 |
| <b>Total</b>            | <b>30.000,00</b>                                  | <b>30.000,00</b> | <b>30.000,00</b>             | <b>30.000,00</b>   | <b>0,00</b>          |

Until their full and complete use, the temporarily unused funds were placed in time deposits and/or interest-bearing bank accounts.



Spata, September 15, 2022

|                      |                         |                         |                  |
|----------------------|-------------------------|-------------------------|------------------|
| Chairman of the BoD  | Chief Executive Officer | Chief Financial Officer | Chief Accountant |
| Eftichios Vassilakis | Dimitrios Gerogiannis   | Michael Kouveliotis     | Maria Zannaki    |
| I.D. AN049866        | I.D. AB642495           | I.D. AO148706           | I.D. AO135556    |



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**Report on factual findings in connection with the "Report on the use of Funds Raised" as resulted from the Agreed Upon Procedures processes**

**To the Board of Directors**

**of Aegean Airlines S.A.**

**Building 57 of Athens International Airport**

**Spata, P.O. 19019**

In accordance with the engagement letter dated September 8, 2022 we were assigned by the Board of Directors of Aegean Airlines S.A. (hereafter the "Company") to perform the agreed upon procedures enumerated below, within the context of the Hellenic Capital Market regulation and the relevant capital market legislation with respect to the Company's "Use of Funds Raised Report" from the Share Capital Increase of 2021 (hereafter the "Report"). The Management is responsible for the preparation of the aforementioned Report.

Our engagement was undertaken in accordance with the International Standard on Related Services 4400, applicable to agreed-upon-procedures engagements regarding Financial Information. Our responsibility is solely to perform the procedures described below and for reporting to you on our findings. Our engagement was undertaken in accordance with the International Standard on Related Services 4400, applicable to agreed-upon-procedures engagements regarding Financial Information. Our responsibility is solely to perform the procedures described below and to report our findings.

#### **Procedures performed**

**Our procedures are summarized as follows:**

- 1. We compared the amounts included as "Funds paid during the period" in the Use of Funds report from the Share Capital Increase in cash with the corresponding amounts that have been recorded in the Company's accounting records in the relevant time period.**
- 2. We examined the completeness of the report comparing its content with the relevant prospectus issued by the Company to this respect.**
- 3. For cases of use of funds raised from the Share Capital Increase exceeding the amount of €40.000, we traced and agreed the use of funds raised from the Share Capital Increase with the relevant accounting entries supporting documentation.**

#### **Findings:**

- 1. The "Funds paid during the Period" as disclosed in the per category of use/investment in the Use of Funds report from the Share Capital Increase with cash derive from the accounting records of the Company for the respective time period.**



2. The content of the Report includes the minimum information that are required from the Hellenic Capital Market regulation framework to this end it is consistent with the references to the relevant Prospectus and the relevant decisions and announcements of the Company's relevant boards/committees.
3. For cases of use of funds raised from the Share Capital Increase of value exceeding the amount of €40.000, we traced and agreed the use of funds raised from the Share Capital Increase with the relevant accounting entries supporting documentation.

Because the above procedures do not constitute either an audit or a review made in accordance with International Standards on Auditing or International Standards on Review Engagements, we do not express any assurance beyond what we have referred to above. Had we performed additional procedures or had we performed an audit or review in accordance with International Standards on Auditing or International Standards on Review Engagements, other matters might have come to our attention beyond the ones mentioned in the previous paragraph.

This report is addressed exclusively to the Board of Directors, in compliance with its obligations to the current regulatory framework of the Athens Stock Exchange and Hellenic Capital Markets legislation. As such, this report is not to be used for any other purposes, since it is limited to what is referred above and does not extend to the interim financial statements prepared by the Company for the period ended July 30, 2022, for which we have issued a separate Review Report, dated September 15, 2022.

Athens, 15 September 2022

YANNIS PIERROS

S.O.E.L. R.N. 35051

ERNST & YOUNG (HELLAS)

CERTIFIED AUDITORS ACCOUNTANTS S.A.

CHIMARRAS 8B, MAROUSSI

151 25, ATHENS

S.O.E.L. R.N. 107



## **7. Website of the Interim Financial Report**



## **7. Website of the Interim Financial Report**

The interim financial statements of the Company and the Group, the audit report of the Certified Auditor Accountant and the Management Report of the Board of Directors for the period ended June 30, 2022 have been posted to the Company's website [www.aegeanair.com](http://www.aegeanair.com).