MANAGEMENT REPORT & FINANCIAL STATEMENTS 2023

ANA AEROPORTOS DE PORTUGAL

POWERED BY VINCI AIRPORTS

Index

GLOSSARY

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

Abreviatura (abbreviation)	Designação (designation)
IDI	Investigação, Desenvolvimento e Inovação (Research, Development and Inovation)
IFRIC	International Financial Reporting Interpretations Committee
IFRS	International Financial Reporting Standards
Grupo Lisboa	Aeroporto de Lisboa, aeroportos dos Açores (Ponta Delgada, Santa Maria, Horta e Flores), da Madeira (Madeira e Porto Santo) e Terminal Civil de Beja
LIS_iAOP	Lisboa_Plano inicial de Operações Aeroportuárias (Lisboa_initial Airport Operations Plan)
MONA	Assistente de viagem virtual com uso de tecnologia de reconhecimento facial (Virtual travel assistant using facial recognition technology)
MTOW	Maximum take-off weight
NAL	Novo Aeroporto de Lisboa (New Lisbon Airport)
NAV, E.P.E.	Navegação Aérea de Portugal — NAV Portugal, E. P. E.
OPAS	Oficial de Operações Aeroportuárias (Airport Operations Staff member)
PMR / PRM	Passageiros com Mobilidade Reduzida (Passengers with Reduced Mobility)
Portway, S.A.	Portway - Handling de Portugal, S.A. (Handling of Portugal)
PTDF, Lda.	PTDF - Portugal Duty Free, Lda.
RAC	Rent-a-car (Car Rental)
RETGS	Regime Especial de Tributação dos Grupos de Sociedades (Special Tax Scheme for Groups of Companies)
RGPD	Regulamento Geral da Proteção de Dados (General Data Protection Regulation)
RMM	Receita Média Máxima (Maximum Regulated Revenue)
RQSA	Regime de Qualidade de Serviço Aeroportuária (Airport Service Quality)
RRMM	Receita Regulada Média Máxima (Maximum Average Regulated Revenue)

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I — MANAGEMENT REPORT

ANA AEROPORTOS DE PORTUGAL

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1. KEY INDICATORS FOR THE YEAR

Table 1 - ANA Group - Summary of indicators

SUMMARY OF INDICATORS	Real 2023	2022	2021	2019[1]	Δ % 2023/2022	Δ % 2022/2021	Δ % 2023/2019
OPERATIONAL							
Commercial traffic							
Passengers	66,331,663	55,712,630	24,898,965	59,120,491	19.1	123.8	12.2
Aircraft movements	456,702	407,528	239,671	428,684	12.1	70.0	6.5
Cargo (tonnes)	210,478	210,408	180,651	194,681	0.0	16.5	8.1
Activities							
Turnover (thousand euros)[2]	1,095,267	903,163	422,768	898,465	21.3	113.6	21.9
Aviation (share of total %)	73.4	72.4	67.8	73.2	1.4	6.7	0.3
Extra-aeronautical (share of total %)	26.6	27.6	32.2	26.8	(3.7)	(14.2)	(0.7)
Staff							
Staff at 31st December	2,900	2,493	2,510	3,258	16.3	(0.7)	(11.0)
Average staff	2,569	2,493	2,557	3,405	3.0	(2.5)	(24.6)
Staff costs (thousand euros)	146,284	126,606	109,061	138,040	15.5	16.1	6.0
Productivity							
Passengers/staff	25,820	22,348	9,737	17,363	15.5	129.5	48.7
Earnings							
EBITDA[3] (thousand euros)	739,480	609,206	174,452	583,823	21.4	249.2	26.7
EBITDA[4] margin (%)	67.5	67.5	41.3	65.0	0.1	63.5	3.9
EBIT (thousand euros)	636,206	521,463	72,003	486,734	22.0	624.2	30.7
EBIT margin (%)	58.1	57.7	17.0	54.2	0.6	239.0	7.2
FINANCIAL							
Earnings							
Net profit (thousand euros)	416,695	333,913	25,531	303,435	24.8	1,207.9	37.3
Financial structure[5]							
Equity (thousand euros)	1,125,305	1,033,505	698,910	751,664	8.9	47.9	49.7
Debt (thousand euros)	453,066	499,412	1,034,419	1,034,605	(9.3)	(51.7)	(56.2)
Capital employed (thousand euros)	1,570,001	1,532,918	1,733,328	1,786,269	3.0	(11.6)	(11.6)
Cash flow (thousand euros)							
Operational cash flow	541,626	600,519	174,354	458,923	(9.8)	244.4	18.0

[1] *The data from 2019 has been retained as it closely mirrors the macroeconomic conditions of 2023. The indicators for both 2021 and 2020 are from periods that were still affected by the Covid-19 pandemic. The figures for 2020, the year in which the impact from the Covid-19 pandemic was at its greatest, are not relevant for analysing the evolution of ANA S.A.'s activity and has therefore been excluded from the analysis.*

[2] *Does not include amounts from construction contracts or other income (IFRIC 12).*

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

[4] *EBITDA calculated as established in the Concession Agreement / turnover.*

[5] *Indicators detailed in section 6. Economic and Financial Analysis.*

Table 2 - ANA, S.A. - Summary of indicators

SUMMARY OF INDICATORS	2023	Real 2022	2021	2019[6]	Δ % 2023/2022	Δ % 2022/2021	Δ % 2023/2019
OPERATIONAL							
Commercial traffic							
Passengers	66,331,663	55,712,630	24,898,965	59,120,491	19.1	123.8	12.2
Aircraft movements	456,702	407,528	239,671	428,684	12.1	70.0	6.5
Cargo (tonnes)	210,478	210,408	180,651	194,681	0.0	16.5	8.1
Activities							
Turnover (thousand euros)[7]	1,028,966	847,346	389,386	847,077	21.4	117.6	21.47
Aviation (share of total %)	71.3	70.1	64.0	71.0	1.7	9.6	0.4
Extra-aeronautical (share of total %)	28.7	29.9	36.0	29.0	(4.0)	(17.0)	(0.9)
Staff							
Staff at 31 December	1,122	1,136	1,186	1,304	(1.2)	(4.2)	(14.0)
Average staff	1,117	1,150	1,205	1,273	(2.9)	(4.6)	(12.3)
Staff costs (thousand euros)	78,140	73,468	70,093	84,594	6.4	4.8	(7.6)
Productivity							
Passengers/staff	59,384	48,446	20,663	46,442	22.6	134.5	27.9
Earnings							
EBITDA[8] (thousand euros)	729,225	596,702	175,055	576,684	22.2	240.9	26.5
EBITDA[9] margin (%)	70.9	70.4	45.0	68.1	0.6	56.6	4.1
EBIT (thousand euros)	625,951	508,960	74,325	481,145	23.0	584.8	30.1
EBIT margin (%)	60.8	60.1	19.1	56.8	1.3	214.7	7.1
FINANCIAL							
Earnings							
Net profit (thousand euros)	403,788	324,398	27,486	301,864	24.5	1,080.2	33.8
Financial structure[10]							
Equity (thousand euros)	1,105,728	1,026,836	701,756	744,990	7.7	46.3	48.4
Debt (thousand euros)	453,066	516,671	1,037,979	1,050,171	(12.3)	(50.2)	(56.9)
Capital employed (thousand euros)	1,570,288	1,543,507	1,739,735	1,795,161	1.0	(11.3)	(13.2)
Cash flow (thousand euros)							
Operational cash flow	540,073	585,358	178,686	451,957	(7.7)	227.6	19.5

[6] *The data from 2019 has been retained as it closely mirrors the macroeconomic conditions of 2023. The indicators for both 2021 and 2020 are from periods that were still affected by the Covid-19 pandemic. The figures for 2020, the year in which the impact from the Covid-19 pandemic was at its greatest, are not relevant for analysing the evolution of ANA S.A.'s activity and has therefore been excluded from the analysis.*

[7] *Does not include amounts from construction contracts or other income (IFRIC 12).*

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

[9] *EBITDA calculated as established in the Concession Agreement / turnover.*

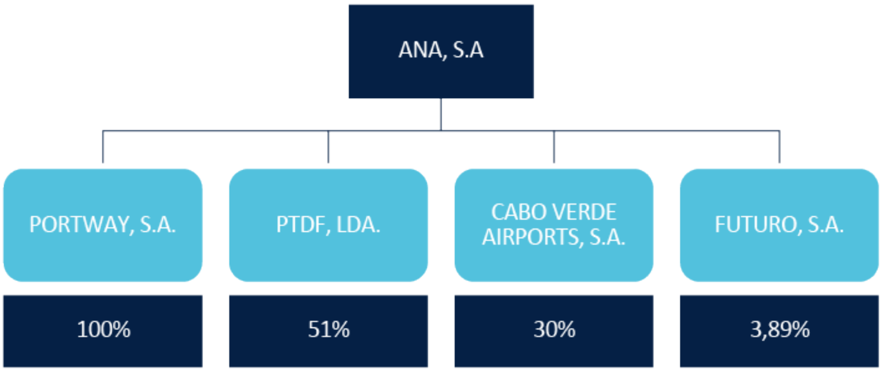
[10] *Indicators detailed in section 6. Economic and Financial Analysis.*

2. THE ANA GROUP AT A GLANCE

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

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

Figure 1 - ANA, S.A.’s shareholdings



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

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

As at 31 December 2023, ANA, S.A.’s fully subscribed and paid-up share capital stood at 200,000,000 euros, represented by 40,000,000 shares, with a nominal value of 5 euros each. As at 31 December 2023, ANA, S.A. is fully owned by VINCI Airports, SAS.

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

Through ANA, S.A., the ANA Group manages the airport infrastructures that service aircraft, passengers, and cargo. It also operates commercial and advertising spaces inside the airport as well as real estate and car parks and it provides support to car rental services (all of which are classified as extra-aeronautical businesses). In 2023, ANA, S.A. accounted for 92.7% of the Group’s turnover.

Through Portway, S.A., the ANA Group also offers ground handling services. This business accounted for 7.3% of the Group’s turnover in 2023.

In May 2022, ANA, S.A. partnered with VINCI Airports, SAS, to set up Cabo Verde Airports, S.A., which began its activity on July 24, 2023. The company’s share capital is CVE 2,500,000, of which 30% is held by ANA, S.A. and 70% by VINCI Airports, SAS. The new company’s main business purpose is to provide public airport operations services that will support civil aviation at the airports in the Cape Verde archipelago over the 40-year period of the concession contract.

In 2022, ANA, S.A. joined with AER Rianta Internacional Cuideachta Phoiblí Theoranta ("ARI") to set up PTDF, Lda., a company to operate duty-free and duty-paid shops in eight Portuguese airports. This venture is under a license agreement covering 34 commercial spaces until 31 May 2029. PTDF, Lda.'s share capital of 6,000,000 euros is 51% owned by ANA, S.A. and 49% by ARI.

Since 1990, ANA, S.A. helds a 3.89% stake in Futuro - Sociedade Gestora de Fundos de Pensões, S.A., a company whose business purpose is to set up, administer, manage and represent pension funds. In 2022, the entity's share capital of €2,566,800 was fully paid up and became majority-owned (76.78%) by Montepio Geral Associação Mutualista.

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

3. ECONOMIC ENVIRONMENT

In 2023, Europe encountered significant economic challenges but showed resilience. The energy crisis caused by geopolitical tensions, especially the conflict between Russia and Ukraine, led to high inflation, which then began to fall off towards the end of the year due to lower energy prices. According to Banco de Portugal[11], inflation in the European Union (EU) peaked at 8.6% in February, before reaching its lowest rate for the year, 1.9%, in December. Despite these challenges, the EU economy managed to avoid a recession with Eurostat[12] reporting GDP growth of 0.5% in both the EU and the euro area. The unemployment rate also fell in November 2023, to 6.4% in the euro area and 5.9% in the EU, as per figures released by the same organisation[13].

Portugal's performance stood out, as it surpassed the growth averages of the EU and the euro area, with GDP growth of 2.3%, according to the National Institute of Statistics[14]. This growth was mainly driven by exports, especially in the tourism sector, which contributed to a record trade surplus in services. The Portuguese economy remained robust, with high employment and activity rates, despite slower economic growth at the start of the year.

For 2024, the ECB[15] forecasts euro area inflation of 2.7% and moderate economic growth of 0.8%. Portugal expects GDP growth of 1.2% and inflation of 2.9%, along with a budget surplus and a robust labour market. These projections reflect the gradual recovery and economic stabilisation that has taken place in Europe.

[11] *Bank of Portugal, BP SAT*
[12] *Eurostat, preliminary flash estimate for the fourth quarter of 2023*
[13] *Eurostat, Data Browser*
[14] *National Institute of Statistics, Quarterly National Accounts - Flash Estimate*
[15] *European Central Bank, Macroeconomic Projections*

It is thus expected that the Portuguese economy will continue to grow, until 2026, at a rate that, on average, is above that of the euro area[16].

3.1 THE AIR TRANSPORT SECTOR

Since October 2023, the conflict in the Middle East has only exacerbated the turmoil created by the conflict between Russia and Ukraine. These conflicts have significantly fanned the rising operational costs of the aviation industry, particularly as a result of the increase in the price of oil. Fluctuations in the price of crude oil have an impact on the stability of the aviation sector, which is facing a sharp increase in the cost of the jet fuel predominantly used by aircraft.

Nevertheless, there was a compelling recovery in world air traffic in 2023, which grew globally by some 28%, when compared to 2022. According to ACI (figure below), by November 2023, passenger traffic at European airports was 6.6 p.p. lower than it had been in 2019, although it was 18.9% up in 2022. The same organisation forecasts that traffic at European airports will end the year 4.5% down on 2019, which is a significant improvement on the previous forecast of -9%.

Figure 2 - Passenger Traffic by Region in 2023 (ACI)

Regions	YTD November 2023	% vs 2022	% vs 2019
	Total Passengers (000's)		
Africa	151,317	21.0	(1.0)
Asia/Pacific	1,718,722	76.6	(16.1)
Europe	1,992,656	18.9	(6.6)
South and Central America	505,083	14.7	4.9
Middle East	293,667	30.7	3.1
North America	1,745,405	12.2	(0.5)
World	6,406,851	28.3	(6.4)

In its report on traffic growth at European airports, the ACI points out that Portuguese airports led the increase in EU+ markets[17], with a growth rate of 12.20%, when compared to the pre-pandemic period (2019). Lisbon, Porto and Madeira airports contributed the most to this achievement.

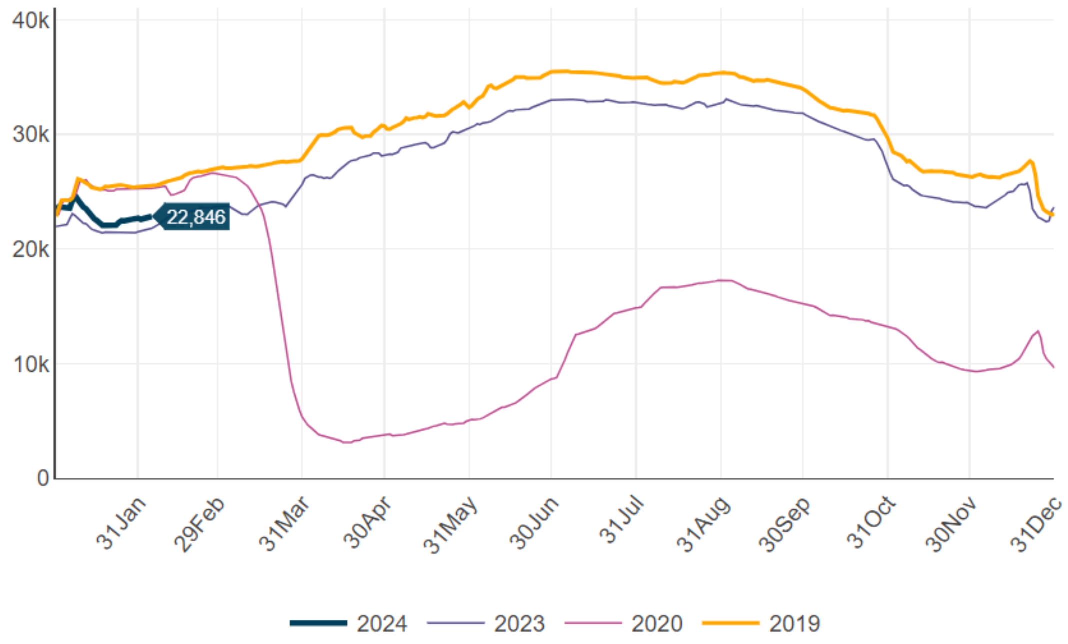
Among the group of airports serving more than 25 million passengers a year, Lisbon Airport returned the second highest growth rate (7.94%), when compared to 2019. In the 10 to 25 million passenger segment, Porto Airport emerged in pole position, boasting an impressive increase of 16.02%. As for airports serving between 1 and 5 million passengers, Madeira Airport took fifth place, with growth of 43.55%, when compared to 2019.

Data sourced from Eurocontrol further underscores this upward trend, revealing a substantial rise in the average daily flight numbers (figure below) and thereby affirming a significant recovery in air traffic over

[16] *The forecasts are from Banco de Portugal's December 2023 Economic Bulletin, supplemented with information from the European Central Bank's report "Eurosystem staff macroeconomic projections for the euro area", also from December 2023.*
[17] *EU, European Economic Area, Switzerland, and the UK.*

the year. By October 2023, daily flight numbers returned to approximately 91% of their 2019 level, a notable increase over the 83% recorded in 2022.

Figure 3 - Growth in the number of flights in 2023 (Eurocontrol - monthly traffic variation - European airports)



4. BUSINESS REVIEW

4.1. AIR TRAFFIC EVOLUTION

Commercial passenger traffic at ANA network airports grew by 19.1% compared to 2022, about 12.2% higher than in 2019, the year before the Covid-19 pandemic.

Collectively, the ten ANA airports handled around 66,3 million passengers, a rise of 7,21 million and 10,6 million over the 2019 and 2022 figures, respectively. Intra-European traffic accounted for the highest absolute growth (+8,9 million). Although less pronounced in absolute terms, extra-European traffic recorded the highest relative growth rate (+25.3%). Intercontinental routes, namely the USA and Canada (+28%), performed particularly strongly. Aircraft movements increased by 12.1% (49 thousand more movements than in 2022) and the average load factor on commercial flights was 84.2%, up by 2.5 p.p. compared to 2022 and 0.5 p.p. higher than in 2019.

Air cargo traffic came in at a similar level to 2022, but volumes were still 8.1% higher than in 2019. The volume carried on cargo-only flights fell by 5.5% compared to 2022, to 59,9 thousand tonnes. This was offset by the volume of cargo carried on passenger flights (155 thousand tonnes, up 2.2%).

The following figure shows the change in commercial movements on the ANA network throughout 2023. Movements rose consistently and in practically every month of the year, when compared to 2019:

Figure 4 - Year-on-year change in the number of commercial movements on the ANA network in 2023

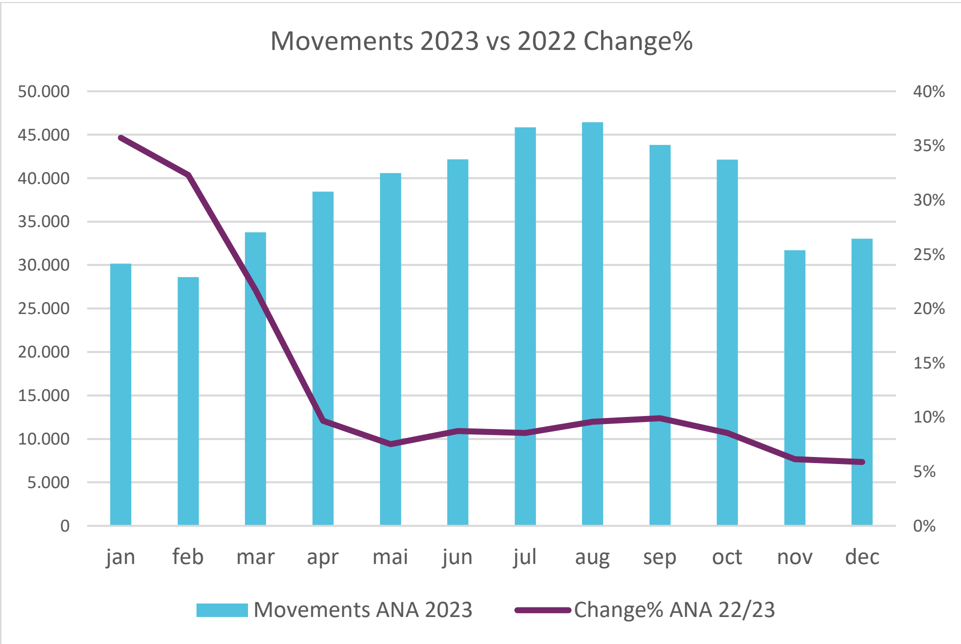
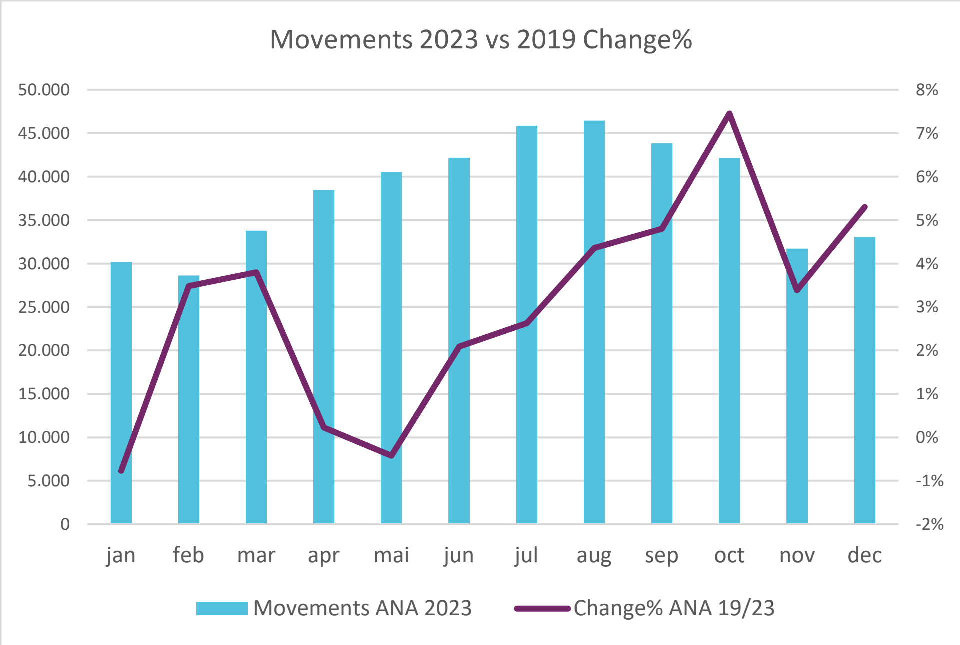


Figure 5 - Change in the number of commercial movements on the ANA network in 2023, when compared to 2019



Of the ten main origin/destination markets, those with the highest year-on-year growth in passenger traffic were: Italy (+31.1%), Spain (+29.8%), USA (+25.5%), Brazil (+21.0%), Switzerland (+19.9%) and France (+17.0%).

Around 50.7% of all ANA network passengers passed through Lisbon Airport, which handled 33.6 million passengers (7.9% more than in 2019). In 2022, the Portuguese capital's airport found recovery more of a challenge, as it was the most affected by the impact of pandemic-related restrictions on intercontinental and transfer traffic. However, in 2023, operations returned to more normal levels and even grew in several intercontinental markets, although this growth was somewhat limited by the airport's capacity constraints.

Of the mainland airports, Porto Airport (which handled 22.9% of total network passengers) turned in the highest growth (+20.3%). The airport continued to benefit from its particular traffic profile, with a greater weight of intra-European and Visit Friends and Relatives traffic, served largely by Low Cost Carriers (LCC). Faro Airport surpassed its 2019 traffic level by 7%, supported by the growth of the LCC operation (+16%) and the increase in demand from the three main inbound markets: the United Kingdom, Germany and Ireland.

Ryanair, which began operating at Madeira Airport from the 2022 IATA summer season onwards, completed a full year of operation in 2023. Madeira Airport and Porto Santo Airport jointly managed passenger volume growth of 18.1% (+743 thousand passengers) in 2023, when compared to 2022. Passenger volumes at the ANA network airports in the Autonomous Region of the Azores increased by 17.6% in 2023 when compared to 2022. This performance was largely driven by the expansion of Azores Airlines operations and the inter-island routes flown by SATA Açores.

4.2 GROUND HANDLING

The table below shows the main commercial traffic indicators at ANA network airports for 2023, compared with 2022 and 2019:

Table 1 - ANA, S.A. commercial traffic by geographic area (2023)

	Lisboa	Porto	Faro	Beja	Azores	Madeira	ANA Network
Passengers (unit)	33,648,691	15,204,955	9,640,232	4,964	2,995,916	4,836,905	66,331,663
Variation 2023-2022	*19.06%*	*20.31%*	*17.98%*	*417.62%*	*17.64%*	*18.14%*	*19.06%*
Variation 2023-2019	*7.94%*	*16.02%*	*7.00%*	*544.68%*	*21.63%*	*43.55%*	*12.20%*
Aircraft movements (unit)	222,753	101,710	62,709	343	35,125	34,062	456,702
Variation 2023-2022	*12.39%*	*12.84%*	*12.79%*	*102.96%*	*7.54%*	*10.72%*	*12.07%*
Variation 2023-2019	*2.32%*	*5.35%*	*6.67%*	*272.83%*	*19.08%*	*30.67%*	*6.53%*
Air cargo (ton.)	160,247	38,695	51	-	7,514	3,970	210,478
Variation 2022-2021	*2.84%*	*(10.44%)*	*584.23%*	-	*1.47%*	*0.02%*	*0.03%*
Variation 2022-2019	*13.08%*	*(6.98%)*	*(55.22%)*	-	*9.25%*	*(9.22%)*	*8.11%*
Seats (unit)	40,539,801	17,693,432	11,122,315	12,716	3,806,616	5,754,007	78,928,887
Variation 2023-2022	*15.97%*	*16.49%*	*14.55%*	*183.33%*	*11.32%*	*12.02%*	*15.36%*
Variation 2023-2019	*6.92%*	*14.32%*	*8.34%*	*455.77%*	*21.12%*	*40.85%*	*11.34%*
Load factor (%)	83.02%	86.05%	87.08%	39.04%	80.01%	84.35%	84.22%
Variation 2023-2022	2,14p.p.	2,42p.p.	2,62p.p.	17,67p.p.	4,09p.p.	4,32p.p.	2,53p.p.
Variation 2023-2019	0,79p.p.	0,70p.p.	(1,31p.p.)	5,38p.p.	(0,08p.p.)	1,50p.p.	0,47p.p.

In 2023, passenger numbers rose by 19.06% in year-on-year terms, while aircraft movements went up by 12.07% over the same period. The difference between these two indicators is explained by the use of larger aircraft and the increase in load factor when compared to the preceding year.

In 2022, Portway, S.A.'s indicators had already returned to their 2019 level, having increased substantially in year-on-year terms. In 2023, this growth trend continued, albeit at a slower pace.

The number of flights handled rose to 62,686 (up 15.8% on the preceding year), as did the number of passengers, which increased by 32.2% to 19.982 million.

Finally, the cargo business was up by 7.1%, with a total of 91,858 tonnes handled.

The following table summarises Portway, S.A.'s main business indicators:

Table 2 - Portway, S.A. business indicators (2023-2022)

Portway	2023	2022	Δ % 2023/2022
No. of flights handled	62,686	54,155	***15.8%***
No. of passengers handled [(1)]	19,981,558	15,110,201	***32.2%***
No. of tonnes handled	91,858	85,753	***7.1%***

[(1)] includes passengers handled by other handlers in the passenger area (1,142,736 and 1,172,576 in 2022 and 2023 respectively)

4.3 CONSOLIDATED ACTIVITY

Given the number of passengers and movements handled in 2023, the ANA Group reported total revenues, excluding construction costs and other income, of 1.095 million euros, of which 1.029 million euros are attributable to ANA, S.A..

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

Table 3 - Breakdown of Turnover (2023-2022, thousands of euros)

ANA, S.A.	2023	2022	Δ % 2023/2022
Aviation Revenue	**733,208**	**593,720**	**23%**
Regulated	721,277	583,515	24%
Nonregulated	39,713	32,271	23%
Incentives	(27,782)	(22,066)	26%
Extra-Aeronautical Revenue	**295,758**	**253,626**	**17%**
Total	**1,028,966**	**847,346**	**21%**

ANA Group	2023	2022	Δ % 2023/2022
Aviation Revenue	**803,909**	**653,634**	**23%**
Regulated	716,213	579,583	24%
Nonregulated ANA, S.A.	35,952	28,861	25%
Nonregulated Portway, S.A.	79,525	67,256	18%
Incentives	(27,782)	(22,066)	26%
Extra-Aeronautical Revenue	**291,358**	**249,529**	**17%**
Total	**1,095,267**	**903,163**	**21%**

As a result of its performance, as has been customary, the airports of ANA, S.A. were awarded by ACI in 2023 and maintained the Clean & Safe seal:

- **ACI “Best European Airport” award:** Madeira Airport won the "Best European Airport" award in 2023, in the category of airports with less than 5 million passengers, due to the creation of new routes and the addition of new airlines. Madeira Airport was also praised for its commitment to sustainability, demonstrated by significant investments to improve accessibility and the passenger experience. The Porto Airport received in 2023, in this set of awards, the 'Highly Commended' distinction in the category of airports with 10-25 million passengers, for the good sustainability practices implemented.

- **ACI ASQ (Airport Service Quality) “Best Airport” award:** Porto Airport was also awarded the ACI ASQ Best Airport 2023 in Europe in the 5-15 million passenger category. This award is based on the passengers' assessment of each airport and reflects airports' commitment to providing the best service to their passengers.

- **Clean & Safe seal** (common to all airports in the ANA network): after being awarded the “Clean & Safe” seal in 2020, ANA, S.A. has been adapting to, and complying with the requirements of “Clean & Safe 2021” and “Clean & Safe 2022”, the latter being valid for 2 years (2022-2024). This work shows how ANA, S.A. is responding positively to another guarantee of its implementation of health and safety measures and, thus, improving the passenger experience at ANA network airports.

These prestigious awards are a reward for how the company, its employees, and partners, have performed in several areas.

4.4. AVIATION REVENUES

4.4.1. REGULATED AVIATION REVENUES

4.4.1.1. REGULATED CHARGES AND REVENUES

4.4.1.1.1 REGULATED REVENUE IN 2023

In 2023, the second regulatory period set out in Annexe 12 of the Concession Contract began.

Therefore, the updating of the Lisbon Group's rates - Lisbon Airport, airports in Azores (Ponta Delgada, Santa Maria, Horta, and Flores), Madeira (Madeira and Porto Santo) and the Beja Civil Terminal, is now indexed to inflation and an R factor calculated based on the ratio between eligible capital investment (CAPEX) and the Lisbon Group's EBITDA, averaged over the preceding 5 years. This update is valid for the next five years.

Using the ratio of eligible capital investment (CAPEX) to the Lisbon Group's EBITDA for 2018-2022, an R factor of IPCH-2 was calculated and approved by ANAC.

This resulted in a 2022 MARR (maximum average regulated revenue) of €12.46 and a 2023 MARR of €13.57, given that, under point 8.6 a) of Annexe 12 of the concession contract, the 2023 MARR may not exceed the value of the 2022 MARR.

For Faro and Porto airports, ANAC has determined that the rates will increase in line with the IPCH. However, ANA, S.A. contested this decision, as it believes that retention of the MARR is provided for in the Concession Contract.

The regulated rates for 2023 were approved by ANAC after being subject to a consultation process with users and came into force on the 1st of April for Porto and Faro airports and on the 16th of June for Lisbon Group airports.

The security fee and the RMC (reduced mobility customer) fee were approved by ANAC in June, but the security fee only came into force in August, when the decree was published in the Official Gazette.

In 2023, ANA, S.A. introduced modelling of the landing fee as a function of aircraft noise levels, to encourage the use of aircraft with better environmental performance, i.e. less noisy aircraft. The proposed modelling follows these guidelines:

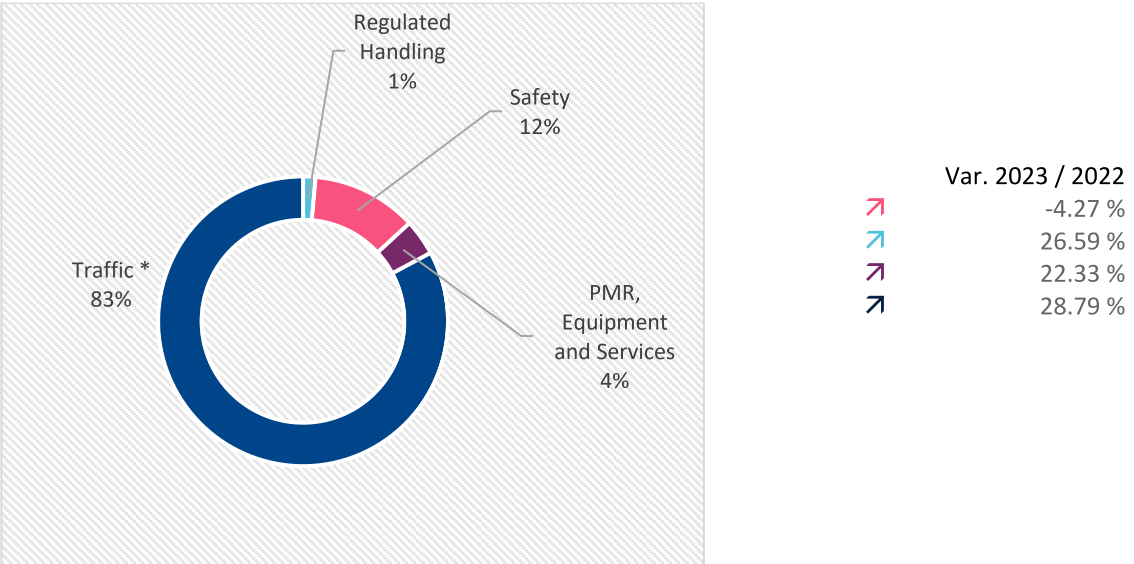
- It will be applied in a non-discriminatory and transversal way to all ANA network airports and to all users.
- It will have zero impact in terms of revenue generated for ANA, and for each of the revenue limit groups defined in the regulatory model, i.e. Lisbon Group, Porto Airport and Faro Airport. The model essentially establishes that the aircraft with the lowest impact will receive a bonus paid for by the penalty charged to the aircraft with the highest impact.
- It will underpin ICAO’s Annexe 16 recommendations and the noise level rating system recommended by the ACI.

Aircraft are classified according to the associated noise factor, with each class having a factor that translates into a bonus or a penalty subtracted from or added to the landing fee previously calculated according to the aircraft's maximum take-off weight (MTOW).

ANA, S.A. has incorporated the tariff deficits of the three Regulatory Groups into the 2024 fees proposal, as provided for in Annexe 12 of the Concession Contract.

The ANA Group's main sources of regulated revenue were traffic, at around 570 million euros (after deducting the 27.7 million euros in incentives for route development paid to airlines) and the security fee, at 81 million euros, which jointly account for 94.6% of total revenues.

Figure 6 - Distribution of the ANA Group's regulated aviation revenue



* Incentives and reimbursement of regulated revenue were deducted from the traffic figure

Group ANA exceeded its 2019 performance across all sources of regulated revenue and turned in an average year-on-year growth of 18%.

Security fee revenue fell by 4.27%, due to Ordinance 268-A/2023, published on 24 August 2023, which established a reduction in the security fee per passenger from €3.54 to €1.80, applicable to all airports.

Revenues from Traffic Fees, Regulated Handling Fees and RMC, Equipment and Services Fees increased by 28.79%, 26.59% and 22.33% respectively.

The fees subject to economic regulation, payable for the use of airport facilities and services, are detailed in the Fees Guide, available on the official ANA, S.A. website (www.ana.pt).

4.4.1.1.2 REGULATED REVENUE AFTER 2024

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

In view of the calculation made, and given that the R Ratio calculated by ANA, S.A. was less than 20%, regulation in force dictates that the Lisbon Group's MARR for 2024-2028 will change in line with an IPCH of -2% per year. It should be noted that this ratio has also been approved by ANAC.

The calculation of the "Lisbon Group EBTIDA" indicators and the respective eligible investments for 2023 and 2022 are detailed in note 5. Segment Information, in Part III - Notes to the Financial Statements.

ANAC's interpretation, with which ANA, S.A. does not agree, is that there will be an annual increase in fees at Porto and Faro airports, with the inflation rate being the maximum ceiling. This increase will also be subject to an annual competitiveness test carried out by the regulator.

4.4.1.1.3. CALCULATION OF THE REGULATED REVENUE FROM 2023 TO BE RECOVERED OR RETURNED

To apply the regulatory model, only ANA, S.A.'s regulated revenues, which totalled 738.8[18] million euros, should be considered. In short, the amount to be refunded to, or additionally collected from, users is obtained by multiplying the actual passenger number by the amount obtained from the subtraction of the Maximum Average Regulated Revenue per passenger, as established in the concession contract, from the actual regulated revenue per passenger. For more information, see Annexe 12 of the Concession Contract.

Given the materiality of the amounts involved, the tables below clarify the procedure followed as a result of ANA, S.A.'s understanding of the calculation of the refund or recovery of regulated revenue. We note that the regulator interpreted these transactions differently for 2019 and 2020. For more information, see contingent assets and contingent liabilities in the Notes to the financial statements.

Table 6 - Calculation of the Regulated Revenue Excess / Deficit concerning 2022 (million euros)[19]

Group	Maximum Average Revenue per Passenger	Retail Component (CRLA) per Passenger	Authorised Regulated Revenue per Passenger	Actual Revenue per Passenger	Regulated Revenue Excess/Shortfall per Passenger	Estimated passengers (millions)	Regulated Revenue Excess/Shortfall (€ million)
Lisboa	13.57	-1.11	12.46	11.99	0.47	34.74	16.33
Porto	8.92	-0.54	8.38	8.05	0.33	12.6	4.16
Faro	9.65	-1.2	8.43	8.16	0.27	8.17	2.21
Total (regulated revenue excess) - amount to be refunded to airlines							-
Total (regulated revenue deficit) - amount to be recovered from airlines							22.69

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

[18] Invoiced value of regulated fees, i.e. excluding provisions or other transaction adjustments.
The amounts shown are drawn from passenger and revenue estimates calculated at the time of closure of the accounts.

Table 7 - Calculation of the Regulated Revenue Excess / Deficit concerning 2023 (million euros)

Group	Authorised Regulated Revenue 2023 per Passenger	Regulated Revenue 2023 per Passenger	Regulated Revenue Excess/Shortfall per Passenger	Estimated passengers (millions)	Regulated Revenue Shortfall (€ million)
Lisboa	13.57	12.85	0.72	41.50	29.88

As far as 2023 is concerned, the main conclusions are set out below:

- In the Lisbon Group, the 2023 MARR would have to be less than or equal to the 2022 MARR, so a fee of 13.57 euros (MARR 2022) was calculated. Considering that the actual MARR collected in 2023 was €12.85, the deficit in regulated revenue collected amounts to 29.88 million euros. This will be recovered in 2025.

Table 4 - Calculation of the Regulated Revenue Deficit concerning 2023 (million euros)

Grupo	Passengers (Real)	Authorised Revenue	Total Regulated Revenue	Regulated Revenue per Passenger	Regulated Revenue Excess/Shortfall
Porto	15.19	8.97	124.03	8.17	12.15
Faro	9.6	9.03	80.18	8.35	6.53
Total (regulated revenue deficit) - amount to be recovered from airlines					18.68

There will be no calculation of the estimation error for Porto and Faro airports, given ANAC's interpretation of the regulatory model. In this regard, and somewhat surprisingly, ANAC has asked ANA, S.A. to identify a methodology that allows for the settlement of revenue deviations, to comply with the provisions of article 71, no. 15 of Decree-Law no. 254/2012, of 28 November.

In any case, and applying the assumptions of previous years, ANA, S.A. would have calculated an amount of 18.68 million euros.

4.4.1.1.4. NEW LISBON AIRPORT

Article 45 of the Concession Contract establishes that a new economic regulation will be negotiated between the Concession Grantor and ANA S.A. when the new Lisbon Airport is implemented. This negotiation is expected to take place between 2024 and 2025.

See section 1.2. Concession contracts for the public airport service - New Lisbon Airport in Part III - Notes to the financial statements, for more detail on this.

4.4.1.2. MONITORING OF SERVICE QUALITY PARAMETERS

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

In 2023, most of ANA's service quality indicators that pertain to the availability of infrastructures and the level of passenger satisfaction were positive. The only exception was the "baggage delivery on arrival" indicator, for which the minimum service levels were not achieved. ANA, S.A. worked tirelessly to make the handling companies aware of the need to comply with service levels, by carrying out systematic follow-ups of individual and overall performance and alerting them to the need to adapt their teams to traffic levels.

The assessed indicators built into the RQSA show that passenger satisfaction service levels were met. Porto, Faro, Madeira, and Ponta Delgada airports regularly scored ratings of 4 and over (on a scale of 1 to 5).

Of the various quality of service initiatives that have taken place more recently, the following are of a transversal nature:

- **Passenger Satisfaction Evaluation Surveys:** implementation of passenger surveys, as part of the ACI's Airport Service Quality (ASQ) programme, on departure and arrival at the 5 main airports. Internationally, over 300 airports participate in this survey each year.
- **Airline Satisfaction Evaluation Surveys**: the process of evaluating airline satisfaction using an online tool. The survey response rate was 24.5% (a figure typically obtained in this type of process). The results indicated that overall airline satisfaction was high at Porto, Faro, Madeira and Ponta Delgada airports and in the financial area, with scores of above 4 points (on a scale of 1 to 5).

In operational terms, the following initiatives are also worth noting:

- at **Lisbon Airport**, numerous improvements were carried out as part of the Quality of Service Improvement Plan. These included remodelling the floor of the Cylindrical Body and the entrance to P1, revamping the public arrivals area and remodelling and resurfacing the Central Piers, which also included the remodelling, expansion and creation of new toilets.
- at **Porto Airport,** various improvements were made to the kerbsides (flooring and lighting) and existing relaxation areas were renovated.
- **Faro Airport** has invested in communication facilities and signage that make the passenger experience and wayfinding more intuitive. These include a live chat channel for personalised service.
- at **Madeira Airport**, improvements were made to boarding gate processing and comfort and the ANA Lounge was inaugurated.
- Finally, the main enhancements at **Ponta Delgada Airport** were on the landside and included the redesigning of car parking spaces and road access. On the airside, a new domestic arrivals channel (Schengen) was set up. There is also a specific route for transferring passengers. A dedicated smoking area has been made available in the international departure lounge, for passengers' convenience.
- in 2020, ANA launched a procurement tender for an automatic queueing time monitoring system for the security control process at the 5 largest network airports. This tender was won by the XOVIS system, which is already up and running in around 78 airports worldwide, including Gatwick, Rome, Munich, Vienna, Copenhagen and Paris (ORY and CDG). The process of implementing the new system, including calibration to local conditions and validation, took place in stages and it is now operating at all airports: since Q2 2022 at Porto and Faro airports; Q1 2023 at Madeira and Ponta Delgada airports; and Q3 2023 at Lisbon Airport. This system replaces the existing method of measuring queueing times, which was based on reading boarding passes at

entry and exit points of the passenger waiting area at these airports. By removing the need for a second reading of the boarding pass, it will improve forecast efficiency, security operation management and passenger experience at these airports.

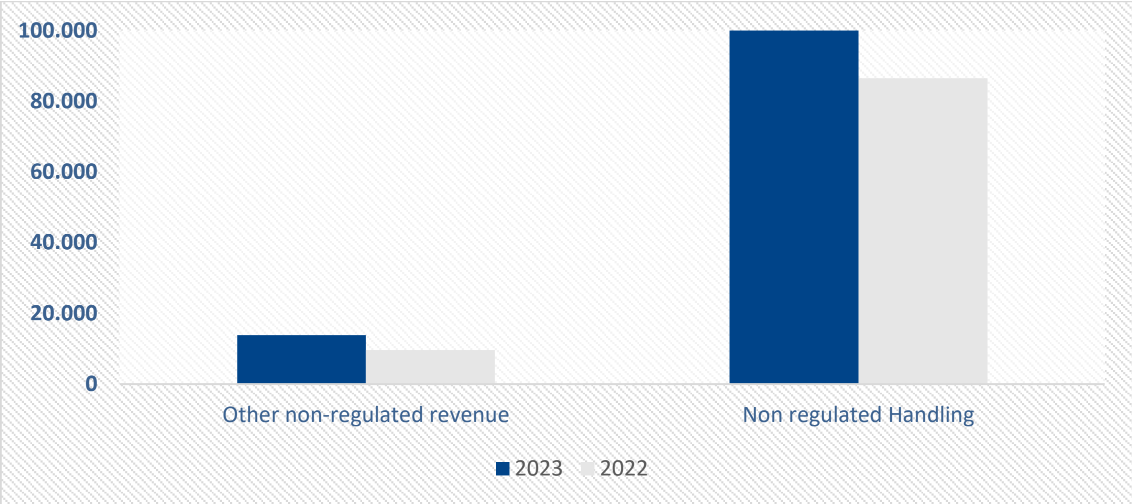
4.4.2. NON-REGULATED AVIATION REVENUE

The ANA Group's non-regulated aviation revenue increased 20% year-on-year, reaching 115.5 million euros in 2023.

Portway, S.A. made a significant contribution to this result, by bringing in 79.5 million euros (79.4 million euros in non-regulated handling services and 96 thousand euros in equipment and services).

The remaining amount of 35.95 million euros, attributable to ANA, S.A., includes non-regulated handling, fuel provision and revenue from other services and equipment.

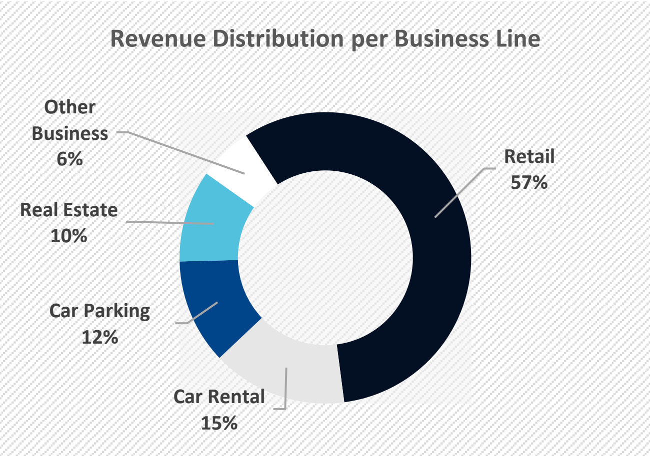
Figure 7 – Performance of the Group's non-regulated aviation revenues (2023-2022)



4.5. EXTRA-AERONAUTICAL REVENUE

ANA, S.A. extra-aeronautical revenues for 2023 were also up substantially. In 2023, the ANA Group's extra-aeronautical revenues totalled 291.4 million euros (a figure that does not include the impact of intra-group operations). At ANA, S.A., revenues of 295.8 million euros are broken down by business as follows:

Figure 8 - Breakdown of Extra-aeronautical revenues by business



Year-on-year growth came in at 16.6% (this meant that, in absolute terms, revenue was 42.1 million euros higher). Revenues were also 20.3% (or 49.9 million euros) higher than they had been in 2019.

As year-on-year passenger growth was 19%, revenue per passenger fell slightly, by 2%. This outcome was largely influenced by such business areas as real estate, where there is no direct relationship with the level of passenger traffic passing through Portuguese airports. Even so, revenues per passenger in 2023 were almost 7% up on the 2019 figure. This serves to underscore the strong recovery that has taken place in the post-COVID-19 period, even though high inflation rates have caused some slight downward pressure on revenues.

The growth achieved is the result of the commercial strategy agreed with ANA's business partners during the COVID-19 period. As this made it possible to maintain the continuity of the commercial offers and services, business areas have found it possible to maximise commercial results by taking full advantage of the demand resulting from the rapid growth in passenger traffic.

Below is a breakdown of 2023 revenue from extra-aeronautical business activities, by airport and by business, compared to the same period in 2022.

Figure 9 - Revenue by airport

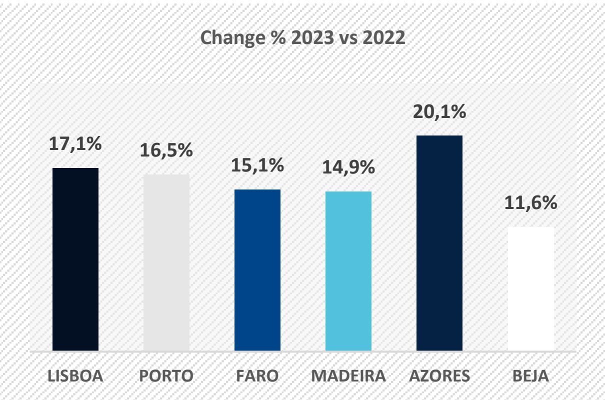
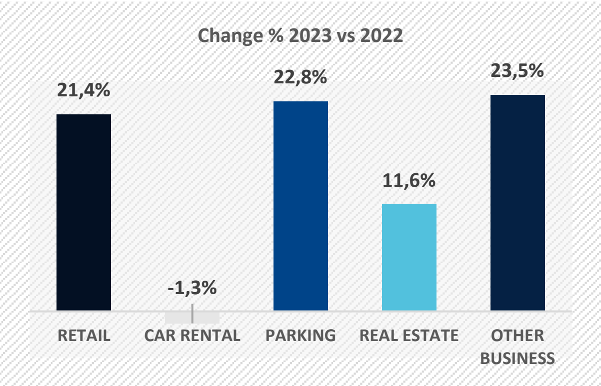


Figure 10 – Revenue by business



After the recovery of the last two years, a slight increase in the growth of demand for air transport is forecast for 2024. As a direct consequence of this, we can expect more restrained growth in the extra-aeronautical business. This outlook is also based on a macroeconomic environment that remains challenging, particularly as regards the consequences of instability in the Middle East and the conflict in Ukraine, as well as slow economic growth and the impact of inflationary pressures.

4.5.1. RETAIL

In 2023, the retail business at the airports managed by ANA, S.A. brought in record revenues. The business grew by 21.4% when compared to the preceding year, to reach a total of 168.9 million euros.

Retail sales volumes have grown expressively at all the network's airports, rising by some 20% over the figures for 2022.

Passenger traffic fully recovered at all airports in 2023 and was even 12.2% up compared to 2019. Consequently, footfall in the commercial outlets was that much higher.

Nevertheless, we would also like to point out that the results of the retail business, both in terms of sales and revenue, grew more than traffic did. This can be accredited to the improvement of the commercial offer in 2023, through the renovation of some commercial spaces, the implementation of new concepts, the adaptation of the offer and the improvement of quality in some segments, particularly in the restaurant segment.

Some of the initiatives that contributed most to business growth in 2023 were:

- the opening of new FNAC shops at Porto and Faro airports.
- the implementation of the new PORTFOLIO shop in the non-Schengen area of Lisbon Airport.
- the opening of the new Stone-by-Stone shop at Porto Airport.
- Vista Alegre's new pop-up at Lisbon Airport.
- the refurbishment of Swarovski's shop concepts at Lisbon and Porto airports.

As regards the management and development of the retail business, ANA, S.A. plans to meet the needs of the current consumer profile by fine-tuning the offer to ensure it shadows current trends and is adapted to the local reality. One example of this was the two consultations, completed in 2023, that led to the leasing of two new catering spaces, to open in 2024, one at Faro Airport and the other at Madeira Airport.

4.5.2. CAR PARKING

The car parking business brought in revenues of 34.5 million euros in 2023, up 22.8% in 2022. Revenue per passenger also increased in year-on-year terms.

Revenues from the short-term car park segment rose by 19.1%.

The 32.3% year-on-year growth in the online reservations segment is also noteworthy, given that the Group has made a strong commitment to this distribution channel.

Lastly, there was also higher demand for flat-rate parking from employees of companies operating at the airports in 2023. This segment saw its car park occupancy rate rise by 17.5%, when compared to 2022, although this is still 10% below the level of revenue earned in 2019.

In 2023, the process of migrating to a new e-commerce platform began. This will allow ANA S.A. to continue to commit to the online car parking sales channel, by improving the shopping experience and allowing ANA S.A. to offer new parking services.

Pilot changes were introduced at Lisbon Airport, to take into account the growing number of ridesharing (TVDE) users travelling to and from ANA network airports. These aim to test the setting up of an exclusive pick-up area for TVDE users, which would improve service levels for these passengers and contribute to better traffic flow in the airport's kerbside areas.

A series of initiatives are planned for 2024, including the following:

- the establishment of pick-up areas for TVDE at Porto and Faro airports.
- increasing the number of charging points for electric vehicles on the perimeter of Lisbon Airport, in the rental vehicle car park.
- installing charging points for electric vehicles at Porto, Faro, and Madeira airports.
- providing a premium car parking area at Faro Airport. Called "FAO Premium Parking - P2", this new service will provide 22 exclusive covered spaces, each with an Electric Vehicle Charging Point (EVCP) for free use, as well as 2 spaces for RMC.

4.5.3. RENT-A-CAR

With the progressive recovery of the semiconductor/chip industry in the automotive sector, there has been an increase in the availability of vehicles, leading to a significant increase in competition. This has had a direct impact on the average prices charged and negatively impacted the revenues of this business area when compared to 2022.

The commercial activity of companies operating at mainland airports in Portugal fell by around 3.5%, while that of companies in the Madeira and Azores archipelagos grew by 12.6% and 15.4%. respectively. This growth was leveraged by the significant increase in inbound tourism at these airports.

In 2023, the *tender process, restricted by prior qualification, for the licences to occupy and operate car rental businesses at Lisbon, Porto and Faro airports* took place. These licences should be awarded in early 2024, with the start of business operations scheduled for the second half of the year.

Other initiatives included the strengthening of operations at airports in the Azores, particularly at Santa Maria Airport. This has made it possible to increase the supply of rental cars on the island.

This business activity is growing solidly at the airports in the Madeira and Azores archipelagos and there have been specific impacts on the activity of the companies that operate there as a result. In response, studies have been launched to look into increasing car parking capacity in Madeira and Ponta Delgada, to better serve car rental customers.

4.5.4. REAL ESTATE

In 2023, revenues from the real estate business exceeded their 2019 levels and came in at over 30 million euros, or 3 million euros more than in 2022. The segments that contributed most to this year-on-year revenue growth were the spaces occupied by handling agents, hotels, and car service stations.

In 2024, several real estate development projects are already underway at some airports. These cover various sectors (such as line maintenance, aviation, and hotels) and will have a highly positive impact on results in the medium and long term, by contributing to the consolidation of ANA, S.A.'s real estate business.

In 2024, construction will also begin on a new hangar at Porto Airport, and tenders will be launched for the licence to build a hotel and operate the service station at Faro Airport.

4.5.5. OTHER BUSINESSES

Revenues from services/lounges, advertising, and telecommunications, totalled around 17.8 million euros, an increase of around 23.5% when compared to 2022.

In 2023, services revenues totalled 12 million euros, a significant hike, of around 35%, in year-on-year terms. Most of this rise can be attributed to strong growth in the use of the lounges.

In 2023, there was a clear upswing in the advertising business. Revenues, at 4.3 million euros, were 11% higher than in the preceding year. It is also important to note the performance of revenues at Lisbon Airport, as these were up 15% when compared to 2022.

In 2023, ANA continued the modernisation of its network of advertising assets. Strategic locations at Lisbon Airport were updated and digital equipment was introduced at Madeira and Ponta Delgada airports. Moreover, advertising in the baggage retrieval hall at Faro Airport was fully digitalised. These improvements reinforce ANA’s commitment to continuous growth and the sustainability of its business performance.

This strategic step will make it possible to offer brands precise and segmented information, facilitating more targeted and efficient communication and boosting the effectiveness of advertising campaigns. The strategy is designed to meet the growing demands of the advertising market, ensuring that we respond effectively to the needs and expectations of brands.

Lastly, revenues from the Telecommunications business in 2023 totalled around 1.4 million euros. This was 10% down in 2022, essentially as a result of the change in the business model for the provision of passenger Wi-Fi service in airport terminals.

5. SUSTAINABILITY

In line with the positioning of VINCI Airports, SAS in the airport management sector, ANA, S.A. takes a corporate approach to Sustainable Development that has been embedded in its mission and business strategy. The approach is multidisciplinary, involves the various departments and stakeholders and is based on an action plan for the various airports.

In the new sustainability cycle that began in 2022, which enshrines the mission of connecting Portugal to the world in a sustainable way, whilst contributing to the economic, social, and cultural development of the regions in which it operates, the vision for 2030 includes both corporate and local dimensions. Vision 2030 thus has four ambitions:

- to ensure excellent environmental performance by reducing direct and indirect greenhouse gas emissions; promoting the circular economy, using water sustainably and implementing sustainable mobility; monitoring and minimising the noise inherent in operations; and preserving biodiversity.
- to be a benchmark employer, by attracting, retaining, and promoting the development and training of employees, generating opportunities for all, encouraging intergenerational attitudes and the sharing of knowledge, and guaranteeing the best possible working conditions, in terms of health, safety and well-being.
- to play a central role in the success of the regions, with the aim of contributing to the prosperity of the country, the regions, and the communities in which we operate, by delivering a robust financial performance and by incentivising resilient value chains.
- to accelerate the transition of the aviation industry by promoting collaborations in the aviation sector and the airport community, with a view to economic recovery and ecological transition.

In this regard, ANA, S.A.'s priorities are to offer customers a high-quality service, to create value for shareholder and stakeholders, and to foster high levels of professional qualification and motivation among its employees.

The new, more resilient, responsible, and sustainable business model has come about through our recognition of four key ambitions - to be a benchmark employer, to achieve environmental excellence, to play a key role in the development of regions and communities and to promote the transition of the aviation sector. Together, these will drive the achievement of the vision.

ANA, S.A. business model reflects its commitment with Vision 2030, in which each of the ambitions aims to respond to the Sustainable Development Goals (SDGs) established by the United Nations General Assembly and, particularly in view of the material issues identified, to the following SDGs:

Figure 11 - Sustainable Development Goals with direct responsibility

To achieve the above objectives, ANA, S.A. has set up a number of working groups with a view to defining and broadening a multi-year action plan.

Figure 12 - Sustainable Development Goals for which influence and cooperation are expected

Given the presentation format of the Annual Report and Accounts, environmental and social criteria are detailed in Chapter 5. Sustainability. The approach to governance criteria is divided between this chapter and Chapter 6. Economic and Financial Analysis. Here, the performance and evolution of the issue in the context of ANA, S.A.'s business activity will be presented in greater detail.

5.1. HUMAN RESOURCES

5.1.1. RECRUITMENT

2023 was a year of transition and strong expansion in the airport sector, which is why 50 employees were hired at ANA, S.A. and 484 employees at Portway, S.A. A total of 36 curricular and professional internships were run which resulted in the hiring of 17 trainees.

A VINCI Internship Programme also started in October (https://vipana.pt/). After receiving more than 1,000 applications, 15 young graduates were selected for the opportunity to work in different business areas and in different roles. The programme includes job rotation, with the trainee working in one department for six months and in another department for the following six months.

Other features of the trainee programme are:

- Mentoring programme: each trainee will have a mentor who will accompany them throughout the 12 months.
- Lab sessions: meetings to discuss the company's challenges and the possibility of working on an assigned project.
- Workshops: on a range of topics from motivation to leadership.

To meet the various challenges of recruitment, ANA, S.A. implemented new recruitment software, which led to the new external recruitment website (carreiras.ana.pt). Here, candidates can follow the stages of their application and receive alerts about vacancies they may be interested in.

In 2023, ANA, S.A. resumed its engagement with the academic world by participating in 8 job fairs and organising an Open Day at Lisbon Airport. This involved around 80 young people in a speed recruitment activity designed to identify new talent for the trainee programme.

5.1.2. HUMAN RESOURCES DEVELOPMENT

Attracting and retaining talent, along with developing human capital, were the key pillars of our people management. Ethics and human rights remain key concerns, and the company is committed to ensuring that all employees internalise and live these principles. Training activities play a key role in achieving this goal. Similarly, new content has been developed to raise employee awareness of the issue of sustainability.

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

At ANA, S.A., particular emphasis was placed on the development of teams under the Together programme, which consists of the following strands:

- To Learn - Developing new upskilling and reskilling programmes.
- To share - Developing a culture of transparency and recognising efforts.
- To Care - Organising activities to promote employee health, including emotional, financial, and physical well-being.
- To Focus - Implementation and development of innovation, reorganisation, simplification, and digitalisation projects.
- To Move - Creating opportunities for internal mobility at both the country and international level.
- To Lead - Implementing leadership transformation projects.

In this regard, the following initiatives are of particular importance:

- Implementation of the Health and Well-being Plan, with the aim of fostering the emotional, family, physical and financial well-being of our employees.
- Implementation of the Integrity, Transparency and Compliance Programme, which aims to strengthen the company's prevention and protection against corruption.

- Training 11 OPAS, who had been performing a range of functions, for the position of Airport Operations Officer. This training is approximately 400 hours long and consists of a theoretical-practical phase and a professional training phase at one of the ANA network airports;
- 9 people took part in the AMPAP (Airport Management Professional Accreditation Programme) training programme.
- Developing a training pathway that allows each leader to develop in line with their needs. Examples of initiatives covered by this pathway are Ellevate and Promova. Both programmes are designed to imbue and develop female leadership.

Our ongoing investment in developing workforce competencies in 2023 translated into a group-wide delivery of 52,041 hours of training, of which 27,451 hours were delivered to ANA employees and 24,590 hours to Portway employees.

5.1.3. HUMAN RESOURCES IN NUMBERS

As at 31 December 2023, the ANA Group had a total workforce of 2,900. Of these employees, 1,122 were employed by ANA, S.A. and 1,778 by Portway, S.A., as detailed in the table below.

Table 9 - Distribution of ANA Group employees by company, gender and age group (2022-2023)

	ANA, S.A.			Portway, S.A.			ANA Group		
	2023	2022	Var. % 2023/22	2023	2022	Var. % 2023/22	2023	2022	Var. % 2023/22
Staff at 31 December	1,122	1,136	**(1.2%)**	1,778	1,357	**31.02%**	2,900	2,493	**16.33%**
Gender									
Male	733	735	**(0.3%)**	1,302	1,035	**25.80%**	2,035	1,770	**14.97%**
Female	389	401	**(3.0%)**	476	322	**47.83%**	865	723	**19.64%**
Age group									
< 30	36	24	**50,0%**	291	100	**191.00%**	327	124	**163.71%**
30-50	611	636	**(3.9%)**	1,223	1,034	**18.28%**	1,834	1,670	**9.82%**
>50	475	476	**(0.2%)**	264	223	**18.39%**	739	699	**5.72%**
Average age	48,6	48,7	**(0.2%)**	40,7	42,6	**(4.46%)**	44,7	45,7	**(2.19%)**

The table shows an increase of 16.33% (-1.2% at ANA, S.A. and +31.02% at Portway, S.A.) in ANA Group employees in 2023, when compared to the preceding year.

In the case of Portway, S.A., the increase is due to the onboarding of employees with fixed-term or indefinite-term contracts. The average age of the Group's employees in 2023 is 44.7, an increase of 2.2%, when compared to 2022.

5.1.4. OCCUPATIONAL HEALTH AND SAFETY

ANA, S.A. considers health and safety at work to be a priority objective that must be considered in all its business processes. To this end, the company has implemented and maintains an occupational health and safety management system, and our ISO 45001:2018 certification was renewed in 2023.

Our commitment to OSH is aligned with the VINCI Airports and VINCI Concessions strategy, which establishes an overriding goal of "Zero Accidents at Work". This commitment has been reinforced through a series of initiatives that aim to prevent work-related injuries and health problems and promote safe and healthy workplaces and working practices.

The following initiatives were part of the focus in 2023:

- further development of the Lock-Out/Tag-Out programme, which is being piloted at Lisbon Airport.
- retaining the framework agreement for work at height and in confined spaces.
- retaining the framework agreement for the acquisition of PPE (Personal Protective Equipment).
- ongoing implementation of the occupational health and safety training programme.
- implementation of occupational health and safety procedures when contracting service providers.
- As part of the Radiological Protection Programme, the company implemented individual monitoring of maintenance staff at all airports.

In 2023, there were 13 accidents at work and, although there was an increase in the frequency rate (LTIR - Lost Time Injury Rate) of accidents at work (3.17 in 2022 to 7.07 in 2023), the severity rate (SR - Severity Rate) remained unchanged compared to 2022 (0.45).

The increase in ANA, S.A.'s LTIR was due to the occurrence of 7 more accidents at work, when compared to 2022 (13 in 2023 vs. 6 in 2022). As regards ANA, S.A.'s overall SR, the number of days taken off as a result of accidents at work in 2023 was slightly lower than in 2022 (820 vs. 843, respectively). The SR value remains unchanged. The number of hours worked decreased slightly in 2023, after it had increased from 2021 to 2022. This change contributed to ANA, S.A.'s overall LTIR and SR scores.

Safety Week 2023, organised in conjunction with VINCI Concessions, involved several awareness-raising initiatives on the theme of “Together We Care”. These initiatives included the following:

- an open room event, in which the topic of Legionella was discussed. The main objective was to raise awareness and share knowledge on this subject and on the means of prevention implemented by ANA, S.A., with a view to protecting the airport community.
- a meeting between the OSH area and the OSH services of the third parties on the subject of “How We Work”. This was designed to encourage everyone to get actively involved and, thus, foster positive, innovative, and jointly executed changes in OSH.
- Safety Stories, comprising an analysis and discussion of real situations in which individual behaviour has contributed to everyone’s safety, through the reporting of dangerous situations.
- a photographic challenge on the theme of “Good Safety and Health Practices at Work”. The objective here was to encourage the reporting of situations related to safety and health at work through photography.

In 2023, there were 49 training sessions, attended by a total of 356 participants and involving 2,525 hours of training.

5.2. ENVIRONMENT

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

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

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

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

It is also worth noting that, in 2023, ANA, S.A. took a key step towards establishing a new cycle of company sustainability, in line with the VINCI group's policy. The ambition-targeted action plans defined as part of the Sustainability strategy were finalised. This included the setting of objectives, targets, measures, and indicators (KPIs). Task Forces were set up, Team Leaders were appointed, and the implementation of action plan measures began.

The first report on ANA's new sustainability cycle for 2022 was also published, in accordance with the Global Reporting Initiative (GRI). The report was externally validated. It may be consulted at:

https://www.ana.pt/pt/institucional/publicacoes-e-relatorios/relatorios-de-desempenho-ambiental.

Furthermore, and in addition to retaining the initiatives of previous years, the company signed the Porto Climate Pact. This initiative, developed by the Municipality of Porto, aims to inspire citizens and organisations to take action and create a large community of learning, sharing and mutual support and turn the city into a national leader for climate action and bringing forward carbon neutrality.

5.2.1. NOISE AND AIR QUALITY

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

The noise monitoring system comprises:

- at Lisbon Airport, 6 fixed monitoring stations, supplemented by 2 stations inside the airport perimeter that are used to check the use of reverse thrust.
- at Porto, Faro, and Madeira airports, 3 stations each. The monitoring is supplemented by 1 portable station at each airport, so that locations not covered by the fixed stations can be analysed or to respond to any complaints that are made.
- at Porto Santo Airport, there is 1 portable continuously operating monitoring station.
- at Ponta Delgada Airport, the noise monitoring reports are produced by an external laboratory, based on measurements taken during the IATA seasons (twice a year).

In 2023, the system was updated to a more recent version, to bring it into line with international best practices.

In line with its legal obligations, ANA prepared strategic noise maps for 2021 for the airports deemed to be Major Air Transport Infrastructures - Lisbon and Porto. In 2023, the APA approval process began. It is still ongoing.

Throughout 2023, ANA also continued to operationalise noise management measures at its airports in 2022. Specific measures are being developed and implemented in close collaboration with APA.

Of particular note in this context is the start-up of the Neighbourhood Programme[20], aimed at entities particularly sensitive to noise in the areas of health and education. Potentially eligible entities were canvassed, and contacts were established for the presentation of the programme. The company is currently receiving declarations of interest from these entities and the documents needed to assess the eligibility are being analysed, in accordance with the Programme's Terms and Conditions.

The intention is to extend the measure to residential buildings, after creating a source of funding for the Aircraft Environmental Mitigation Fund, thus applying the polluter-pays principle. This work will be carried out in conjunction with APA, as well as with the National Civil Engineering Laboratory, LNEC, which has validated the technical side of the programme.

At Porto Airport, a noise barrier was installed on the extension of the Fox Taxiway, in late 2022. Completion of the remaining section is in the final design phase.

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

Air quality at the airports, as expressed by the relevant air quality index classifications, continued to be broadly favourable in 2023, just as it was in 2022.

5.2.2. ENERGY AND CLIMATE CHANGE

In 2023, the VINCI Group and ANA strengthened their commitment to fighting climate change and determined that working towards carbon neutrality - net zero - would be an environmental management priority.

In 2023, ANA focused on implementing the measures in its carbon neutrality strategy, with the aim of reducing of its carbon footprint, on an ongoing basis, through the implementation of energy efficiency measures, the study and adoption of zero-emission technologies and the exploration of ways in which it

[20] *A measure in the Noise Action Plan that is designed to mitigate aircraft noise. It involves ANA, S.A. financing the acoustic insulation of buildings that are particularly sensitive to noise, such as schools and hospitals.*

can collaborate in clean technology innovation projects. Part of this implementation involved establishing a reporting and monitoring model for each airport (known as the carbon budget)

The company also applied for CEF-AFIF - eGOANA funding. This European Commission energy transition initiative aims to decarbonise the aviation sector. The project consists of implementing charging points for Ground Support Equipment (GSE) and supplying air conditioning and electricity to parked aircraft, so airlines can better adapt to APU-off (ban on the use of Auxiliary Power Units).

In line with the fostering of renewable energy use, the possibility of implementing a pilot project in Madeira to produce wind energy to supply electricity from renewable sources at night is currently being studied and evaluated. The renewable energy resources at this airport will be reinforced through the installation of a photovoltaic plant, which is planned for 2024-2025. This type of project is not unique to Madeira. Projects are also underway to install photovoltaic plants in Lisbon, Porto, Porto Santo, Ponta Delgada, Horta and Santa Maria. The projects are at the licensing stage, except for those planned for the Azores and Madeira airports, where licences have already been obtained from the relevant entities.

In 2023, formal approval was also given to the ANA Decarbonisation Plan and the development of the Climate Change Adaptation Plan at Faro Airport, which should be completed in early 2024.

The company is also committed to working on a number of other initiatives on an ongoing basis. these include installing LEDs[21], optimising terminal temperature management and air conditioning, electrifying the fleet, increasing the number of electric vehicle charging points, and bringing the photovoltaic plant at Faro Airport into full production. This latter will supply around 30% of the electricity consumed at the airport.

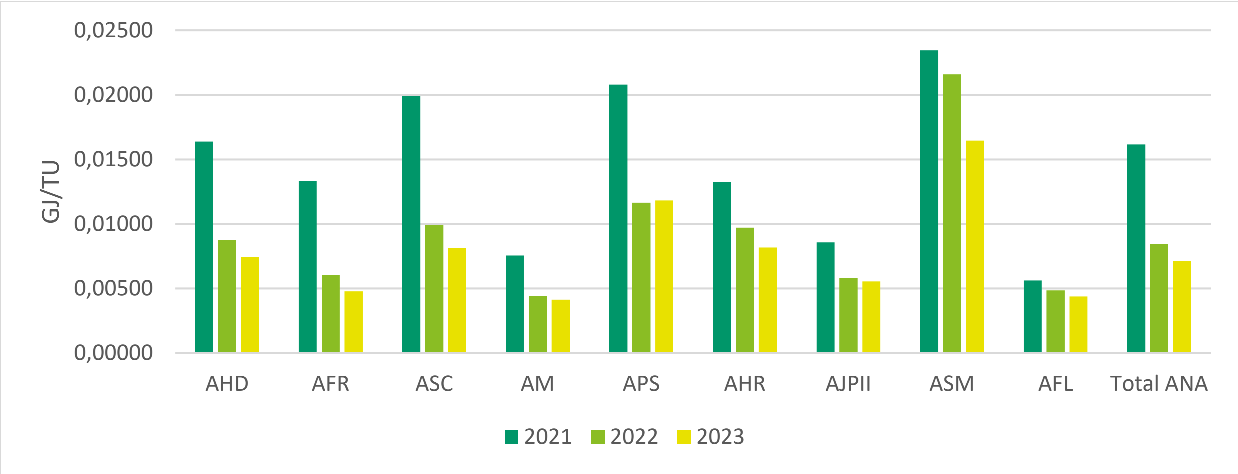
In quantitative terms, there was a very slight reduction in overall energy consumption in 2023 (-0.2%[22], when compared to 2022).

There was a generalised reduction in energy consumption per Traffic Unit. Overall, this indicator fell by -15.8% in year-on-year terms. Consumption fell at all airports, except for Porto Santo Airport (+1.5%), where more power was used for air conditioning.

[21] Light Emitting Diode

[22] *The figure for annual propane gas consumption at Faro Airport is still being validated, so consumption estimates for this particular type of energy have been included.*

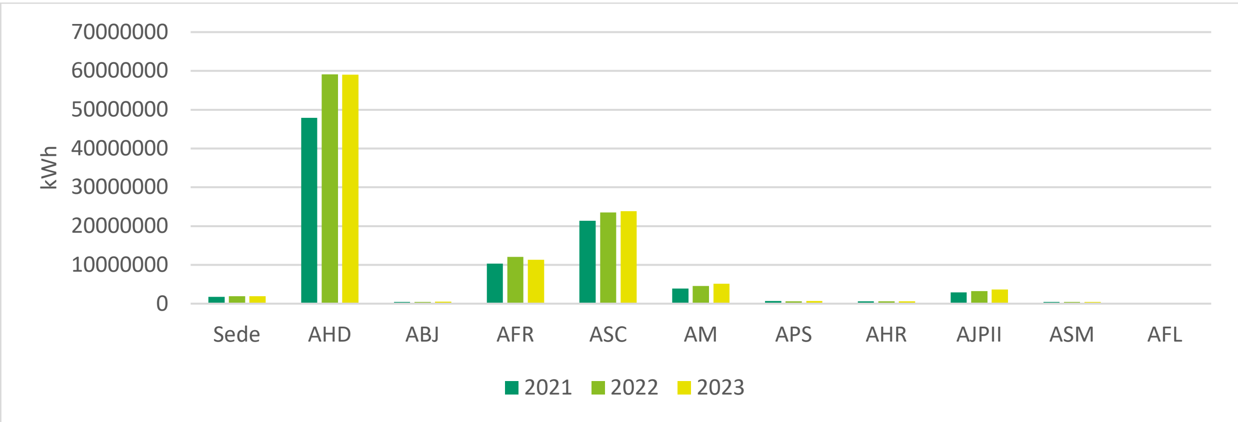
Figure 13 - Energy Consumption GJ[23]/TU[24] at ANA airports, 2021-2023



ANA consumes both direct energy (petrol, diesel, natural gas, butane gas and propane gas) and indirect energy (electricity). In 2023, electricity was once again the most significant source of energy.

Between 2022 and 2023, electricity consumption increased in absolute terms, as a result of the recovery in the airports' business activities to above pre-pandemic levels.

Figure 14 - Electricity consumption at ANA airports, 2021-2023



As regards liquid fuel (diesel and petrol) consumption, the amount of diesel used at ANA network airports fell between 2021 and 2023.

There has been a contrasting increase in petrol consumption. This is largely attributable to the transition of the fleet to hybrid vehicles and/or the increased use of mechanical means of controlling vegetation (following the ending or reduction of the use of phytosanitary products).

[23] *Gigajoule*

[24] *Traffic Unit, calculated in accordance with Decree-Law 254/2012 of 26 November.*

Figure 15 - Diesel consumption (vehicles and generator sets), litres, at ANA airports, 2021-2023

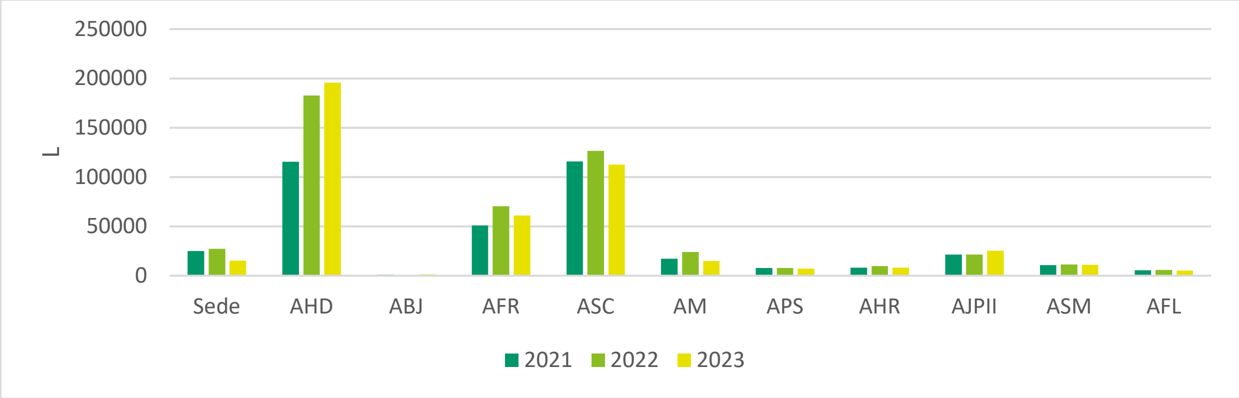
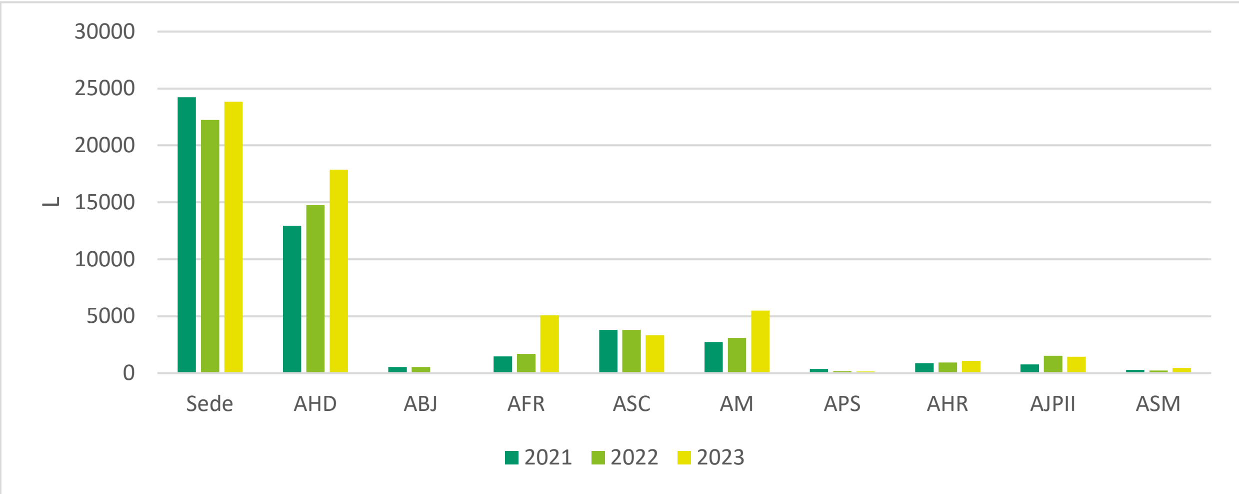


Figure 16 - Petrol consumption, litres, at ANA airports, 2021 - 2023

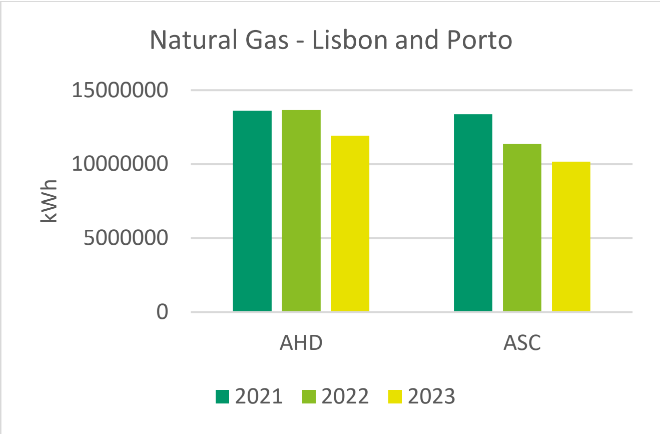


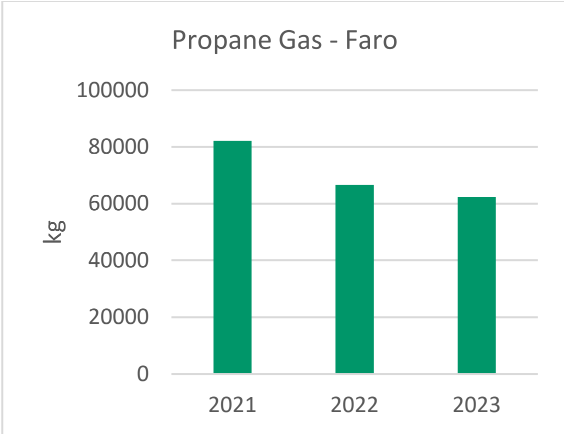
The consumption of natural gas, which is only used at Lisbon and Porto airports, fell between 2021 and 2023.

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

In 2023, both natural gas and propane gas consumption decreased, due to changes in the temperature setpoints for terminals.

Figure 17 - Natural gas consumption in the airports of Lisbon and Porto and Propane gas in the airport of Faro, 2021 - 2023

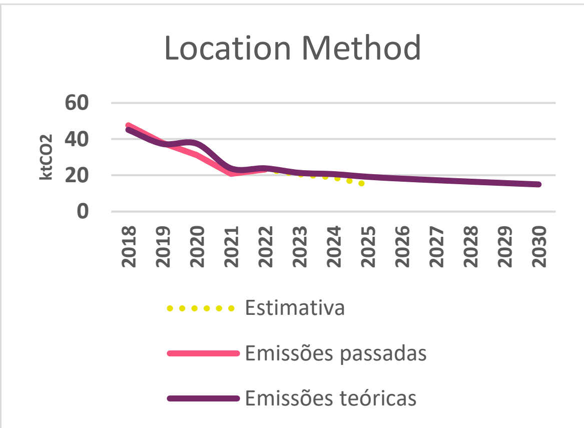


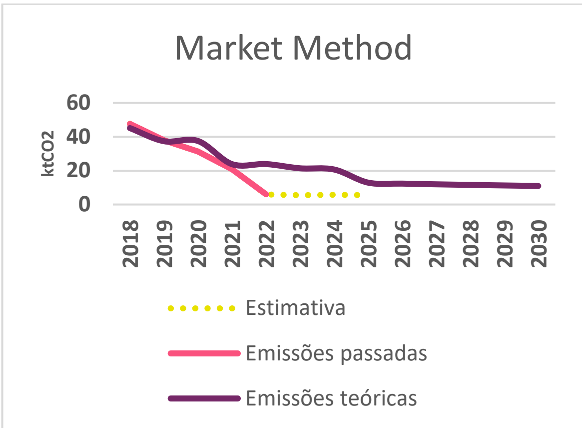


In 2023, the ten ANA network airports obtained ACA 4+ (Transition) certification, the highest level of Airport Carbon Accreditation (ACA[25]) from ACI - Europe. ACA 4+ certification recognises airports that have established carbon emission reduction targets and curves through to 2030 that are compatible with a warming scenario of less than 2°C[26], as stipulated in the Paris Agreement, and that actively involve their main stakeholders in work to reduce carbon emissions.

Furthermore, Ponta Delgada, Madeira and Beja airports successfully took part in the pilot project for the new ACA level 5. This new level of accreditation was launched on the occasion of the 28th United Nations Conference of the Parties on Climate Change (COP28), during the Global Sustainable Aviation Forum, and the list of ten pioneering airports that have achieved the level was announced.

Figure 18 - ANA Carbon Footprint, 2020-2023, scopes 1 and 2, location method and market method (based on methodological criteria established by VINCI)





[25] *ACA (Airport Carbon Accreditation) - ACI's global programme for carbon management at airports, which assesses and recognises efforts to monitor and reduce CO_2 emissions, through 6 levels of certification: Mapping, Reduction, Optimisation, Neutrality, Transformation and Transition.*
[26] *Celsius*

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

Both figures reflect a stabilisation/decrease in emissions in 2023. The activities that most influenced this increase are aircraft emissions and, to a lesser extent, the movement of passengers on the ground.

Alongside the reduction of emissions that are the company’s direct responsibility (scope 1) and the emissions associated with its electricity consumption (scope 2), ANA, S.A. plays a key role in influencing and contributing to the reduction of indirect emissions (scope 3), through collaborative arrangements with its stakeholders. Once the Azores, Madeira and Beja airports were accredited to the new ACA level 5, they had to come to an understanding of the strategies their main stakeholders employ for reducing carbon emissions. They also had to review their Partnership Plans and Commitment Statements in accordance with the requirements of this new level, with the aim of continuing to reduce their scope 3 emissions, in close collaboration with their stakeholders, and always with a view to achieving neutrality (NetZero) by 2050 or a reduction that is in line with the sector, on the basis of the existing and expected technological contexts, as these are currently understood.

In 2023, the Hydrotreated Vegetable Oil (HVO) pilot project was run at Faro Airport, and a partnership was established with Portway for the selection of lower-risk vehicles. The results have been very positive, which is why we are considering expanding the range of vehicles covered by the project to include fire response vehicles and generator sets.

Another ongoing challenge is to invest in sustainable aviation fuels (SAF) and to make this type of fuel available at national airports, in line with Fit for 55.

The table below summarises carbon emissions, by scope, for Portway, S.A.

Table 10 - Portway, S.A. carbon emissions by scope (2021-2023)

	2023	2022	2021
Scope 1	2.177,7 ton	2,156.4 ton	1,266.7 ton
Scope 2	296,2 ton	334.7 ton	360.1 ton
Scope 3	35,9 ton	42.5 ton	N/A

It should be noted that:

- the method for calculating the carbon footprints of ANA, S.A. and Portway, S.A. are different because, while the former follows the methodology defined by Airport Carbon Accreditation, the latter follows the methodology applicable to handling service providers.
- the carbon amounts considered in scope 3 are calculated independently for ANA, S.A. and Portway, S.A. and are not consolidated at the group level.

All ANA network airports achieved carbon neutrality in 2021 and 2022 (scopes 1, 2 and service journeys[27]). This performance was achieved by reducing emissions, both through the implementation of the above initiatives and through the purchase of guarantees of origin[28]. Credits were acquired in the voluntary carbon market for those emissions that could not be reduced[29], as per the quantities in the table below.

Table 11 - ANA S.A.. carbon emissions by scope (2021-2023)

	2023*	2022	2021
Scope 1	5,514 ton	7,338 ton	7,817 ton
Scope 2 (location method – without guarantees of origin)	15,050 ton	17,465 ton	14,825 ton
Scope 2 (market method – with guarantees of origin)	0 ton	0.6 ton	357 ton
Scope 1 + 2 (market method)	5,514 ton	7,339 ton	8,174 ton
Credits acquired in the voluntary carbon market (tCO2e)**	ND***	7,929	8,286
Guarantees of origin (Mwh)****	140,639***	122,575	114,806
Scope 3	ND***	5,417,526 ton	2,999,161 ton

* According to the Carbon Budget
** The carbon credits were purchased to offset emissions from A1, A2 and service displacements
*** In the process of calculating/assessing final figures
**** The GO acquired to compensate stakeholders' consumption

The Guarantees of Origin figure for 2023 may be adjusted once the calculation and verification process has been completed. The company has not acquired any credits from the voluntary carbon market, as this will only happen once verification of the 2023 Carbon Footprint is completed.

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

[28] *Guarantees of Origin are electronic documents that prove to the end consumer that a given quantity of energy was produced from a given source or technology, and, in the case of ANA, S.A., this pertains to electricity produced from renewable energy sources.*

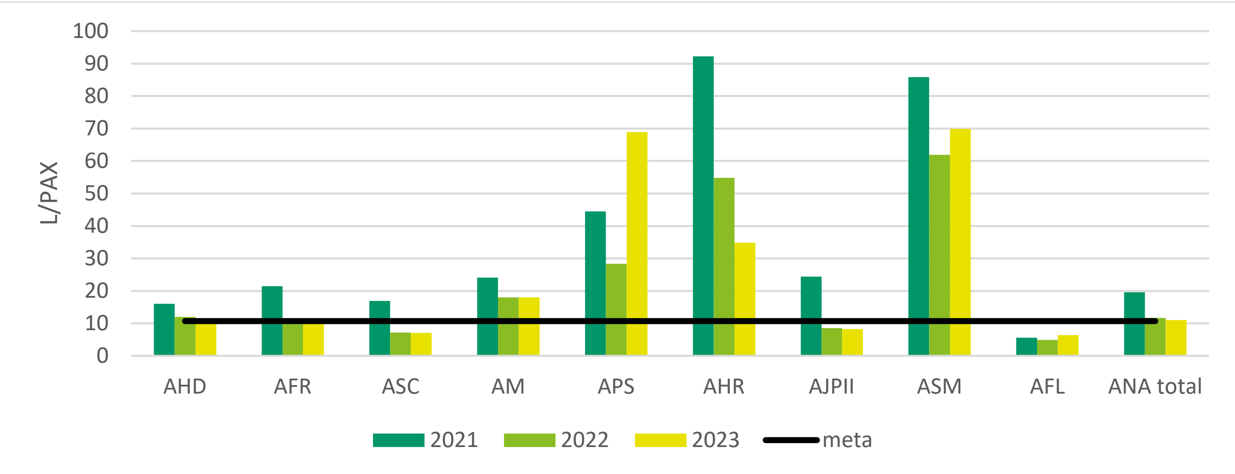
[29] *The voluntary carbon market aims to allow any economic operator to offset their greenhouse gas emissions by purchasing "carbon credits" (the demand side) issued as part of greenhouse gas reduction or carbon sequestration projects (the supply side). This is not about the compulsory carbon market (known as the EU ETS, legislatively regulated by the European Union), but about voluntary carbon markets.*

5.2.3. CONSERVATION OF NATURAL RESOURCES AND WASTE MANAGEMENT

During 2023, there was an increase in water consumption (+11.3%). This was not just due to increased business activity, but also, and above all, to it being a particularly hot year (more watering of green spaces was required). The airports that most increased their consumption were Santa Maria, Flores, and Porto Santo, both because they increased their level of activity and because it was a particularly dry year. These factors were significantly aggravated by leaks in the network that have already been identified and resolved and, in the case of Santa Maria Airport, by the holding of more rescue training sessions. Horta and Beja airports, along with the Head Office, managed to use less water, in absolute terms, than they did in 2022.

Lisbon, Faro, Porto, Ponta Delgada, and Flores airports all reached a level of consumption in 2023 that was lower than the strategic target set for 2030 (10.7 l/pax).

Figure 19 - Water consumption, in L/PAX, at ANA airports, 2021 - 2023



The data for Beja airport is not presented individually because it is not representative. However, they are included in the overall figure.

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

- a predictive irrigation system, which allows savings of up to 30% in water used for irrigation, implemented at Faro, Lisbon, and Madeira airports.
- a structure into which passengers can empty liquids from their bottles at the security check. The water thus collected can be reused and the waste generated is easier to recycle and transport. To complement this initiative, water supply points were also installed after security control at Porto, Lisbon, Madeira, Faro, and Ponta Delgada airports.
- the placement of vats to store condensed water on 6 benches equipped with telescopic bridges at Faro Airport. This water is used for tasks performed by ANA, S.A. and third parties such as cleaning, electric vehicle battery maintenance and filling the tanks of fire-fighting vehicles.
- extension of the project to reuse water from the fire engine tests at Lisbon Airport, similar to what is already happening at Porto Airport. This project has led to more than 47% of the water being reused.

A study into the potential use of effluents was completed in 2023. The results indicate that 30% of Faro Airport's water consumption could come from recycled water from the existing wastewater treatment plant near the airport.

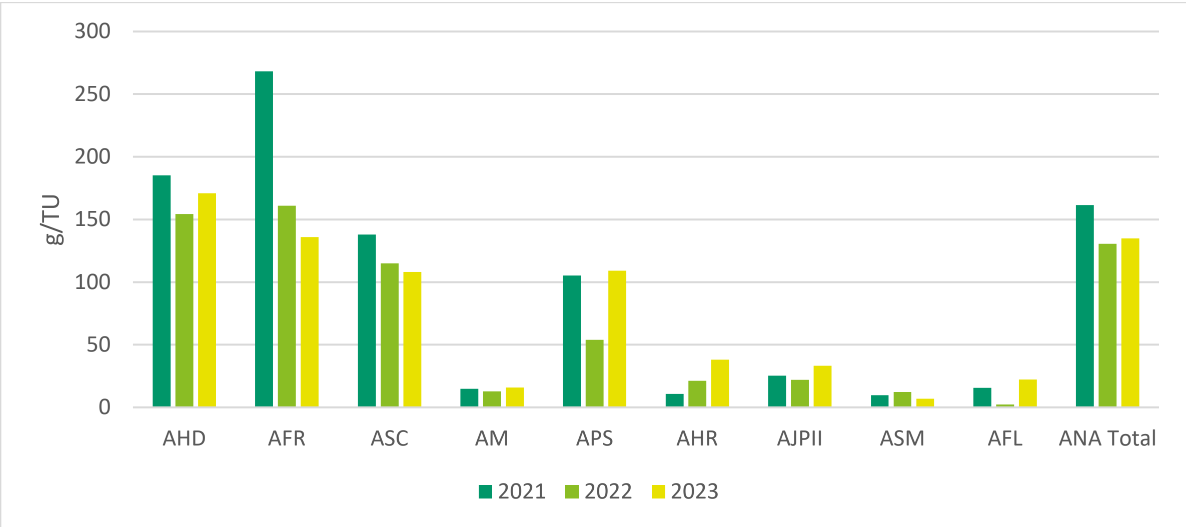
The company, which is committed to the circular economy, backs a progressive increase in initiatives that reduce waste production, increase the material recovery of waste produced and eliminate the sending of waste straight to landfills.

Putting this into practice, the process of reviewing the requirements of Ground Handling and Occupancy Licences began in 2023, with the aim of incorporating the company's environmental principles and strategy.

In 2023, ANA produced a total of about 9,224.24 tonnes of waste. This year-on-year increase of 22.4% is explained by the strong recovery in business. This resulted in a rise in the average production of waste per Traffic Unit (+3.4%), which stood at 134.9 g/TU in 2023[30].

In 2023, Faro Airport no longer managed the waste produced by aircraft. This is now managed directly by the airlines, as is already the case at the rest of the company's airports.

Figure 20 - Specific waste generation, g per TU, 2021-2023

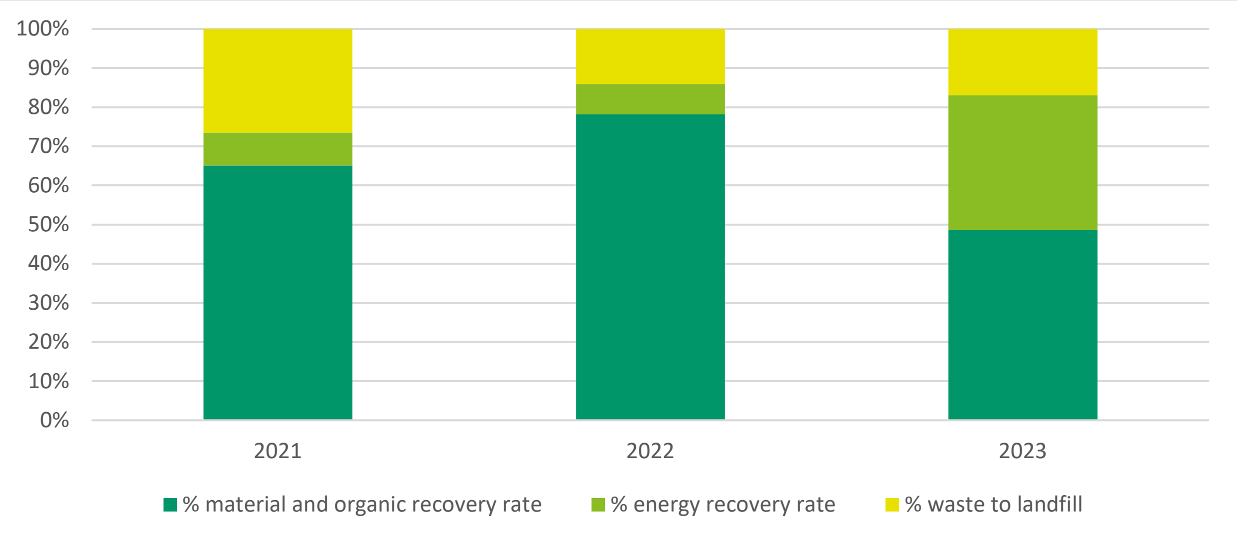


In 2023, there is a lower rate of material and organic valorisation, with an increase in the energy valorisation rate and a slight increase in the disposal of waste for landfill and other elimination treatments, due to the significant increase in this destination at Faro Airport.

Between 2022 and 2023, there was a decrease in the waste recovery rate at Lisbon Airport and Faro Airport. The increase in traffic also throws up added challenges for waste management. This last reason is the main cause of the fall in recovery at Faro Airport, where the regional waste management system still presents opportunities for improvement.

[30] *Grams per traffic unit*

Figure 21 - Material and Organic Recovery Rate, Energy Recovery Rate and Waste to Landfill / Other Treatments Rate, ANA as a whole, 2021 – 2023



5.2.4. BIODIVERSITY

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

In 2023, the areas to be covered by sheeting to prevent vegetation from growing along the peripheral fencing at Lisbon Airport were extended, given the positive results of the pilot project implemented in 2022. This has made it possible to control reeds *(Arundo donax*), which are considered a serious threat to the retention of native biological diversity and airport security.

5.2.5. ENVIRONMENTAL AWARENESS

The company has also made a significant commitment to raising environmental awareness through specific actions aimed at ANA, S.A. employees, airport stakeholders, passengers, and the surrounding communities.

In the course of 2023, ANA, S.A. took part in Smart Open Lisboa, a Lisbon City Council initiative that aims, with the help of international startups, to focus on energy transition.

To commemorate VINCI Environment Day - celebrated on 22 September - various events were organised across the group. These mainly took the form of workshops.

Examples include the waste management awareness-raising activities organised by Ponta Delgada, Santa Maria, and Horta airports, which offered technical visits to waste processing and organic recovery centres, as well as themed sessions presented by members of the respective municipalities.

Also, Porto Airport promoted the Waste Park Open Day, during which participants had the opportunity to visit the facility and learn more about the processing carried out.

At Lisbon Airport, the day began with cycling to work, followed by a show cooking session on food waste control, and ended with a test drive of electric cars.

Lisbon Airport also invited its employees to take part in a campaign to collect solid waste and clean up the sandy beach and areas surrounding Praia da Mata, in Costa da Caparica.

5.2.6. TAXONOMY

The legislation establishing the principles of European Union taxonomy, namely the criteria for an activity to be qualified as environmentally sustainable, is a key instrument in the drive towards carbon neutrality proposed by the European Commission and adopted in 2019 in the form of the European Ecological Pact. From the exploratory application of the planned criteria, and given the 2023 CAPEX, the ANA's eligible and potentially aligned projects are as follows:

Table 12 - Exploratory framework of investments as per the Taxonomy

% Eligible Investments	% Aligned Investments (of the total of eligible projects)	% Aligned Investments (of the total of investments)
54.60%	24.10%	13.20%

The aligned character is for information only.

To this end, the following items were taken into account:

Table 13 - Exploratory framework of investments by type of economic activity

in thousands of euros

Code	Eligible economic activity as per the Taxonomy	Description of activities within the VINCI Group	Taxonomy objectives	Value	Potentially aligned value	% potentially aligned
ANA, S.A.						
2.2	Urban wastewater treatment	Construction, extension, upgrade, operation and renewal of urban wastewater infrastructure including treatment plants, sewer networks, stormwater management structures, connections to the wastewater infrastructure, on-site sanitation facilities, and outflows. Including innovative and advanced treatments, and removal of micropollutants.	Water	2.121	1.074	2.28%
3.4	Maintenance of roads and motorways	Maintenance of traffic lanes, such as roads, highways, bridges, tunnels, airport runways, taxi lanes and parking areas, with a circular economy approach (material reusing and recycling, limitation of raw material use). Exclusion: maintenance of the bridges and tunnels themselves.	Circular economy	1.699	12	0.02%
6.5	Transport by motorbikes, passenger cars and light commercial vehicles	Transformation of the fleet from thermal vehicles to electric / plug-in hybrids	Mitigation	2.510	2.510	5.32%
6.17	Low-carbon airport infrastructure	Provision of fixed electrical ground power and preconditioned air to stationary aircraft	Mitigation	-60	-60	-0.13%
7.1	Construction of new buildings	Construction or long-term rental of green buildings.	Mitigation	404	97	0.21%
7.2	Renovation of existing buildings	Renovation or long-term rental of green buildings.	Mitigation	7.438	998	2.12%
7.3	Installation, maintenance, and repair of energy-efficiency equipment	Improvement of the energy efficiency of buildings (LEDs, smart thermostats, building energy management systems, smart meters, façade equipped with sun or vegetation barriers).	Mitigation	30.497	4.205	8.92%
7.5	Installation, maintenance and repair of instruments and devices for measuring, regulating and controlling energy performance of buildings.	Improvement of the energy efficiency of buildings (smart thermostats, building energy management systems, smart meters).	Mitigation	657	646	1.37%
8.1	Data processing, hosting, and related activities	Storage, manipulation, management, movement, control, display, switching, interchange, transmission, or processing of data through data centres, including edge computing.	Mitigation	1.896	1.896	4.02%
	Total Eligibles			47.162	11.377	24.13%
	Non-eligible			39.229		
Total				**86.392**		
PORTWAY, S.A.						
6.3	Urban and suburban transport, road passenger transport.	N.A.	Mitigation	666	666	100.00%
6.5	Transport by motorbikes, passenger cars and light commercial vehicles.	Transformation of the fleet from thermal vehicles to electric / plug-in hybrids	Mitigation	489	489	100.00%
	Total Eligibles			1.155	1.155	100.00%
	Non-eligible			2.087		
Total				**3.242**		
	Total ANA Group			89.634		

Negative amounts pertain to adjustments.

5.3. SOCIAL RESPONSIBILITY

As Corporate Social Responsibility plays such an important role in connecting the company to the community, ANA has maintained its contribution in this area.

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

In 2023, ANA, S.A. also supported the Casa Colombo-Museum of Porto Santo and the Portuguese Discoveries.

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

ANA has also continued to develop partnerships with EPIS - Empresas para a Inclusão Social (Companies for Social Inclusion) and with GRACE - Grupo de Reflexão e Apoio à Cidadania Empresarial (Group for Reflection and Support to Entrepreneurial Citizenship). ANA has been a member of the latter since 2009 and sat on the board between 2013 and 2017.

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

5.3.1. VINCI PROGRAMME FOR CITIZENSHIP

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

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

The PVPC was run for the fifth time in 2023, through the founding companies in Portugal (ANA, S.A., Sotécnica Sociedade Eletrotécnica, S.A., Axianseu - Digital Solutions, S.A. and Axianseu – Digital Consulting, S.A. of VINCI Energies Portugal, S.A.), in which it supported 17 projects out of the 103 applications received.

Along its five years, the PVPC has received more than 440 applications and supported more than 100 projects. These involved over 70 sponsors, who helped the projects with their support and strengthened the link between the associations and the PVPC.

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

5.4. GOVERNANCE

5.4.1. GOVERNANCE MODEL

ANA's corporate governance structure comprises the General Meeting, the Board of Directors, the Supervisory Board, and the Executive Committee.

ANA, S.A.'s highest governance body is the Board of Directors (12 members). The Board of Directors is responsible for managing and representing the company and has the powers set out in law, in the articles of association and as conferred by the General Meeting.

The Board of Directors has delegated the day-to-day management of the company to an Executive Committee (made up of 5 members, who also sit on the Board of Directors).

The Executive Committee is responsible for the day-to-day management of the Company and the effective implementation of the strategies and policies approved by the Board of Directors.

ANA's mission, vision and values are defined and approved by the Executive Committee and the Board of Directors.

The sustainable development strategy is defined by the Board of Directors, who ensure that it is consistent with the overarching strategy defined for VINCI Airports, SAS. Decisions on the implementation of this strategy, in terms of policies and targets, are delegated to the Executive Committee, which also monitors issues on a day-to-day basis, reporting to the Board of Directors.

The Sustainability and Environment Office was specifically set up to implement environmental policies. It reports directly to a member of the Executive Committee, who in turn reports to the Executive Committee as a whole.

The internal impacts on people are managed by the Occupational Health and Safety area of the Airport Security and Facilitation Department and the Human Resources Department. ANA, S.A. also has a Sustainability Committee, made up of the company's directors and their teams. The committee is responsible for designing the strategy and reflecting on the challenges faced by ANA, S.A.

5.4.2. REMUNERATION POLICY

The Board of Directors of ANA, S.A. is evaluated by VINCI, using rules defined by the group's headquarters and considering the fulfilment of objectives.

The remuneration of the members of the Board of Directors includes fixed and variable remuneration. Termination payments are paid in accordance with the General Labour Law if no rules of ethics or conduct have been broken. Bonus and incentive clawback mechanisms are applicable and retirement benefits, sign-on bonuses or recruitment incentive payments are not applicable.

Remuneration policies for members of the highest governance body and senior executives are linked to their objectives and their performance in managing the organisation's impact on the economy, the environment, and people. There are also long-term performance plans that award benefits as a function of the company's results. These benefits are measured using a weighting of one economic criterion (50%), two financial criteria (25%) and three ESG criteria (25%).

5.5. RESEARCH, DEVELOPMENT AND INNOVATION

New ideas, tests and initiatives and strategic public funding. These were the main factors that contributed to an exciting year for ANA, S.A.'s innovation programme.

Four key areas were identified for 2023:

- **Centre of excellence:** throughout the year possible locations were analysed, based on a number of indicators, with the aim of selecting the best place to house the future Innovation Laboratory. After the site (Terminal 1 of Lisbon Airport) was determined, construction work began in Q4 2023, and should be completed in the first half of 2024. This centre will allow innovation initiatives to be scaled up right across ANA, S.A.
- **PRR:** At the beginning of the second quarter, support from the Public Recovery and Resilience Program was secured under the Mobilizing Agenda 'Accelerating and Transforming Tourism', with an incentive of approximately 8.9 million euros. Thus, the work of the funded projects commenced. Therefore, with the support of several multidisciplinary teams from ANA, S.A., the biometric experience, and the implementation of the Building Management System (BMS) were launched, aiming at implementing various solutions in the 5 main concessioned airports.
- **Results:** the management, control and results measurement capabilities of the projects were expanded, to allow all the evaluations, tests, and initiatives that the innovations produced to be properly structured.
- **Transparency:** the teams continued to encourage Open Innovation, to foster internal and external collaboration of a type that would create an environment favourable to sharing new ideas and solutions. Similarly, the focus on partnerships with other aviation stakeholders has helped accelerate ANA, S.A.'s innovation projects.

Throughout 2023, there were key projects in the operational, development and exploitation phases.

Operationally, the key projects that remained active and in expanding development were the Airport Community App, Chatbot, Portfolio Management, Biometric Testing, and the automated document management system. The PTM (Permanent Track Monitoring) project, funded by Portugal in 2020 and of significant importance to operations, was completed in Q3 2023.

The list of projects includes:

- ***Chatbot*****:** the solution was up throughout 2023 and benefited from continuous improvements and inter-team collaboration. Given that over 5.3 million messages were generated, it is clear that the digital demand for improved flight and airport information creates a more positive experience for passengers.
- **Airport Community App:** this application, which is designed for the airport community and drives new solutions and data-based decision-making capabilities, has continued to expand. It now covers Porto and Faro airports, and Madeira and Ponta Delgada airports are expected to join in Q1 2024.

During the year, several key projects were developed or were under development in the areas of digital data sharing capacity, advanced video analysis using artificial intelligence, dynamic marketing, e-commerce, robotics and energy management. Some of these are well worth highlighting:

- **Biometrics:** the new Biometric Experience programme required input from various company departments, from such different sectors as airport management, operations, security, IT and legal. By the end of the year, the team had a tried and tested solution, with the testing phase having started in January 2024. It is worth noting that this project is co-financed by the European Union under the NextGenerationEU Program.
- **Robotics:** Various tests were carried out to assess the feasibility of using robotics with humanoids in the airport space, with a focus on passenger interaction. The results culminated in a solution that was tested in a real operational context at the end of the third quarter, at the same time as other companies in the industry with the same focus. The robotics roadmap at ANA, S.A. has been updated based on the findings and results of the tests.
- **AI Analysis:** given the rapid developments in artificial intelligence, the team has launched key initiatives aimed at baggage handling, aircraft turnaround optimisation and kerbside monitoring. The technical configurations and opportunities were identified for each initiative and how data-based decision-making can be updated was also studied. A resulting pilot project involved the first tagless flight on the Eindhoven-Faro route being carried out in the fourth quarter, in collaboration with the Portuguese and Dutch authorities.
- **Energy management**: ANA, S.A. continued its participation in the Drive2x research project, focusing specifically on the next test, which is to be launched at Porto Airport in late 2024. The Faro Airport team has also launched the Eco Generator, which will help the team collect data on the benefits of creating and storing green energy. The Innovation team, in partnership with the Sustainability and Environment team, has also identified two new projects that will be launched at the beginning of 2024, to increase the generation of green energy and reduce the energy consumption of airport equipment.

The objectives that the ANA, S.A. teams have set for 2024 focus on turning the results of the innovation projects already underway into operational reality. They want to implement successful projects in more regions and involve a growing number of stakeholders, while also driving new ideas and innovations to continue creating value for ANA, S.A. and its partners.

It looks as if 2024 is going to be a challenging year, driven by digital identity and the Biometric Experience, through to the power of Digital Twins, via video analytics capabilities. Infrastructure and energy management capabilities will be enhanced and the new Innovation Laboratory will open at Lisbon Airport.

5.6. INFORMATION SYSTEMS

In 2023, the team made significant and strategic advances in various areas of information technology, in line with the company's strategy of sustainable growth and continuous innovation. The following projects have had a major impact on the performance of the ANA Group's information systems:

- Digital Transformation and Cloud Computing: adoption and implementation of the first cloud native solution (EventHorizon Platform). A strategic project that optimised current operations and prepared the system for future expansion and innovation.
- Ongoing modernisation of infrastructures, including the overhaul of CUPPS peripherals, workstation upgrades, new backup services and new servers.
- Implementation of a new operations monitoring tool focussing on the application side. This delivers more effective control and monitoring of applications in response to the increase in passengers and the consequent impact on operations. This approach has resulted in significant improvements in the identification and resolution of application incidents, with a focus on critical operational systems.
- Preparation of the application and infrastructure sourcing programme, which reflects the commitment to innovation, with the aim of improving service provision and offering an operational guarantee of continuous service to all passengers.

5.7. CYBERSECURITY AND PRIVACY

In 2023, work continued on ensuring information security and cybersecurity at ANA, S.A. This effort was bolstered through the creation of the new Information Security Office, led by the CISO, and the consequent review of the governance model, designed to foster greater accountability and transparency for Information Security processes.

The following initiatives are also of importance:

- The multi-year project to implement the Information Security Management System at ANA, S.A. has begun. This will provide the company with policies, processes, and procedures appropriate to the risks and applicable legal and regulatory requirements.
- The inclusion of security requirements in procurement processes for goods and services (security by design) has been streamlined.
- The monitoring and auditing of the implementation of security requirements (security by default) was also strengthened for ongoing projects, such as the Biometrics Experience project (a fully biometric customer experience process). This project was analysed in depth and the risks that were consequently identified were mitigated before the project went into production.

No incidents with a significant or substantial impact were recorded during the year.

As an operator of essential services, the mandatory reporting required under Decree-Law 65/2021 of 30 July was assured.

5.8. INFORMATION SECURITY AND PRIVACY

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

In running ANA's whistleblowing channel, under the Programme for Integrity, Transparency and Compliance with the General Framework for the Prevention of Corruption (RGPC), particular attention was paid to the issue of personal data.

In addition, the following initiatives were delivered:

- training on policies relating to video surveillance, personal data breaches, the exercise of rights by data subjects and teleworking.
- an impact assessment of the facial biometrics system at airports.
- an external audit to assess the maturity of the data protection system.
- approval and the start of compliance with the recommendations of the aforementioned audit, with a particular focus on the adoption of a data processing management and registration system.

6. ECONOMIC AND FINANCIAL ANALYSIS

6.1. RESULTS

ANA Group's turnover in 2023, excluding revenue from construction contracts and other income, amounted to 1,095.27 million euros, a rise of 21.3% compared to the preceding year.

ANA, S.A. contributed about 1,028.97 million euros to the Group’s turnover, not excluding intragroup operations for the invoicing of its subsidiary. This is equivalent to a 21.4% increase over 2022.

Figure 22 - Turnover excluding revenue from construction contracts and other ANA Group income (2019-2023)

ANA Group	2023	2022	2019	Δ% 2023/2022	Δ% 2022/2019	Δ% 2023/2019
ANA, S.A.	1,028,966	847,346	847,077	21.4%	0.0%	21.5%
Portway, S.A.	107,269	88,007	83,321	21.9%	5.6%	28.7%
Intra-group operations	(40,968)	(32,189)	(31,933)	27.3%	0.8%	28.3%
ANA Group	**1,095,267**	**903,163**	**898,465**	**21.3%**	**0.5%**	**21.9%**

Despite the current challenging economic context, the Group's EBITDA[31] rose to 739.5 million euros in 2023, a hefty increase over the preceding year. This result represents an EBITDA margin of 67.5%, slightly higher than in the preceding year.

Figure 23 - ANA Group net profit/(loss) (2019-2023)

ANA Group	2023	2022	2019	Δ% 2023/2022	Δ% 2022/2019	Δ% 2023/2019
ANA, S.A.	403,788	324,398	301,864	24.5%	7.5%	33.8%
Portway, S.A.	7,936	9,283	4,343	(14.5%)	113.7%	82.7%
Intra-group operations	4,972	231	(2,772)	2,048.9%	(108.4%)	(279.3%)
ANA Group	**416,695**	**333,913**	**303,435**	**24.8%**	**10.0%**	**37.3%**

The ANA Group's net profit totalled 416.7 million euros, representing a significant improvement over the recovery that had already occurred in 2022.

This growth can be largely attributed to improved revenues, which were up 210.5 million euros in year-on-year terms.

Net external supplies and services to the ANA Group rose to 202.6 million euros (excluding the 26.3 million euros impact of construction contracts), which is 20.4% up on previous year.

ANA Group’s payroll grew by 15.54%, when compared to 2022, reflecting the need to bring in new people and boost the Group’s ability to respond to the higher demand for the services it provides in business activity (particularly as regards the handling business at Portway, where there was an increase of in FTE).

The ANA Group's net negative financial income fell by around 9.19%, when compared to the preceding year. The growth in the income stream generated by the shareholding in the PTDF, Lda and the interest

[31] The concession's EBITDA is calculated according to the provisions of the Concession Agreement (page 10).

earned on cash surpluses contributed to this improvement. This positive factor was partially offset by the increase in interest rates borne by ANA, S.A., which translated into a 39.3% increase in financing costs.

The ANA Group calculated a tax expense of 185 million euros in 2023, or 23.77% higher than in 2022. This reflects the growth in the Group's net profits.

In conclusion, we would point out that ANA, S.A. performed positively in 2023, earning a profit for the reporting period (after tax) of 403.8 million euros. This is up 24.47% on 2022, a year in which the growth rate had already been quite remarkable.

6.2. FINANCIAL SITUATION

At the end of 2023, the capital invested in the ANA Group totalled more than 1.57 billion euros.

The growth in net investments is essentially attributable to the increase in tangible fixed assets and the financial investments made. The change in the financial investments item is due to the direct 30% stake in Cabo Verde Airports, S.A.

The increase in capital employed was due to the rise in equity, through the incorporation of net income, which was partly offset by the change in net debt to other entities.

The balance for net debt to other entities is negative since it is deducted from the Cash and Equivalents balance recognised at the end of 2023 (407 million euros). Furthermore, the repayments made to the EIB for contracted loans (totalling 14.2 million euros) had an impact on this item.

Table 5 - Financial situation of the ANA Group (2023 - 2022; thousands of euros)

ANA, S.A.			ANA Group	
2023	2022		2023	2022
175,303	157,219	Tangible Fixed Assets (net of subsidies)	180,577	161,012
1,644,462	1,664,183	Intangible Assets (net of subsidies)	1,645,892	1,665,613
72,598	65,546	(+) Deferred tax assets	73,041	65,009
475	530	(+) Inventories	1,194	1,170
99,458	79,268	(+) Third party debt	105,715	83,433
(451,024)	(437,588)	(+) Debt to third parties and other liabilities	(462,196)	(453,461)
1,541,271	1,529,157	**(=) Net use of capital**	1,544,223	1,522,776
25 017	14 350	(+) Financial investments	25,778	10,142
1,566,288	1,543,508	**(=) Total use of capital**	1,570,001	1,532,918
1,105,728	1,026,836	Equity	1,125,305	1,033,505
772,200	772,200	(+) Debt to shareholder	772,200	772,200
(311,640)	(255,529)	(+) Net debt to other entities[1]	(327,504)	(272,788)
1,566,288	1,543,507	**(=) Capital employed**	1,570,001	1,532,918

[1] Includes other loans and derivative financial instruments, less cash, and cash equivalents.

6.3. RISK MANAGEMENT

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

The ANA Group groups risk into 5 main categories:

- Strategic – risks that normally depend on external forces and that may affect the Group's strategy, performance, operations, and organisation in the medium to long term.
- Operational – resulting from the Group's engagement in its business activities and its internal processes.
- Financial – associated with the Group's financial performance. The ANA Group's financial risk management policy is detailed in the Notes to the Financial Statements, in points 2.21. Coverage Policy and 3. Financial Risk Management.
- Compliance and reporting - associated with the fulfilment of domestic and international legislation and regulations that govern the Group's activity, as well as the reliability of the financial and non-financial information that is reported.
- Fraud – associated with intentional misconduct, internal or external to the Group (including corruption risks).

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

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

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

7. INVESTMENTS

7.1. INVESTMENTS IN ANA NETWORK

In 2023, ANA Group made investments totalling 89.6 million euros, of which 86.4 million relate to investments made by ANA in the ten airports under its management and about 3.2 million euros relate to investments made by Portway, SA. The total investment figure was about 54.4% higher than it had been in 2022.

The actual amount of investment exceeded the amount initially forecasted for the year: around 7 million euros were invested over and above the estimated budget for 2023 (79.3 million euros), equivalent to some 9.0% of this initial estimate.

The geographical spread of ANA's investment was concentrated on the mainland airports (Lisbon, Porto and Faro), which accounted for 69.3 million euros, or around 80% of the total investment for the year. The island airports, Madeira and the Azores accounted for 15 million euros, or 17.4% of the total investment, as can be seen in the following table:

Table 6 - Distribution of investment by geographical area (million euros)

Geographical Area	%	Valor
Lisbon	54.5%	47,1
Porto	11.6%	10,0
Faro	14.2%	12,2
Madeira	9.8%	8,5
Azores	7.6%	6,6
Montijo	0.1%	0,1
Beja	0.2%	0,1
Headquarters	2.1%	1,9
	Total	**86,4**

Given their materiality, the following projects were of particular relevance in 2023:

- Improving the quality of service at Lisbon Airport. This investment of around 20.2 million euros (18.2 million euros in 2023) demonstrates the company's commitment to improving passenger circulation and the general ambience of Terminal 1 (including comfort, lighting, and air conditioning). The aim is to replace cladding, both in terms of false ceilings and floors, and equipment (including LED lighting), and reinforce the new air intake and extraction system. This investment also involved installing new toilets and improving existing ones, including their signage. These changes had a positive impact, particularly on passengers' perception of the "Availability of toilets", as assessed through the Airport Service Quality Survey (ASQ).
- Implementation of Hold Baggage Screening (HBS) standard III at mainland airports. This investment, totalling around 21.5 million euros, was made to ensure compliance with the European regulation on security (Regulation 2015/1998). Of the total amount, 15.6 million euros were invested in 2023.
- Air terminal - roof sheeting/rainwater guttering/glazing framework on alignment G at Faro Airport. This investment, which totals around 17 million euros (5.3 million euros in 2023), involves work over an area of approximately 17,200 m^2.

- Implementation of fly thru biometrics, across all airports. This investment, which totals around 10.5 million euros (4.9 million euros in 2023), Co-financed by the European Union under the NextGenerationEU Program, comprises a technological platform that will create and manage a passenger's digital identity and underpin connectivity between the airport and its stakeholders.
- Fire-fighting rescue vehicles, an investment of around 6.5 million euros (3.7 million euros in 2023).
- Replacement of light signalling equipment at the runway power centre (CAP) South of Lisbon Airport. This investment, which totals 6.7 million euros (3.0 million euros in 2023), includes the replacement of obsolete equipment, to ensure the requisite operational safety conditions are preserved.
- This investment, of around 12.2 million euros (2.6 million euros in 2023), covers the replacement/maintenance of the security fencing around the perimeters of all airports, to ensure compliance with the requirements issued by the National Civil Aviation Authority (ANAC).
- Ambulifts and transport vehicles adapted for passengers with reduced mobility (RMC), an investment of around 2.2 million euros (1.9 million euros in 2023).
- Installation of 100% LED lighting at all airports. This investment, costing around 14.6 million euros (1.5 million euros in 2023), includes the installation of LED lighting in passenger terminals, traffic movement areas, car parks and other operational infrastructures.
- EASA (European Aviation Safety Agency) certification. This certification, applicable to all ANA network airports, involves a total investment of around 92 million euros. The objective is to certify aerodromes under EASA legislation requirements. In 2023, the investment was 1.5 million euros.

At Portway, S.A., around 3.2 million euros were invested in operational equipment, namely electric buses, an electric pushback for wide-body aircraft, electric tractors, motorised and towable ladders, and an electric ground power unit.

As was the case in 2022, the company’s commitment to decarbonising its activity is worthy of mention. For example, 70% of all ground service equipment (GSE) purchased in 2023 was electric. Moreover, all the operations vehicles that were purchased, but are not in the GSE group, are electric. Electrically powered units accounted for 68.3% of the total investment for these two asset classes.

7.2. LISBON AIRPORT CAPACITY EXPANSION

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

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

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

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

This process includes the carrying out of a Strategic Environmental Assessment in line with the Legal Framework for Environmental Impact Assessment. This will result in a proposal for a decision by the end of 2024.

The Council of Ministers Resolution provided that the ITC would evaluate five options, which were complemented by three other proposals validated by the ITC:

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

In December 2023, CTI published the first version of its technical and environmental report. This was put out for public consultation until 26 January 2024. The contributions from the public consultation will then be analysed and incorporated into the final version of the report, which is expected to be published in Q1 2024.

Under the terms of Clause 45 of the Concession Contract, ANA, S.A. must carry out an Annual Capacity Study of Lisbon's Airport Infrastructures. If the results of this study indicate that at least three Capacity Factors have reached their thresholds[32], ANA, S.A. is obliged to inform the Portuguese State that a trigger factor has occurred for the start of negotiations for the implementation of the New Lisbon Airport (NLA).

After notification, the Portuguese State will decide whether ANA, S.A. should prepare an Initial Report ("High Level Assumption Report") on the development of airport capacity for Lisbon. If asked to prepare the report, ANA, S.A. should submit it within 6 months.

Within 30 days of receiving the Initial Report, the Concession Grantor must confirm that the Concessionaire has prepared the NLA Application.

In 2022, all the expected capacity factors breached their thresholds, and ANA, S.A. notified the Portuguese State of their occurrence (letter no. 752596).

The same situation will likely have occurred in 2023, so the Granting Authority will be notified in the first quarter of 2024.

[32] *Under the terms of the Concession Contract, the following are capacity factors: "(a) total annual passengers of more than twenty-two million (22,000,000); (b) total annual commercial air traffic movements of more than one hundred and eighty-five thousand (185,000); (c) total terminal passengers on the thirtieth (30) working day of the previous twelve (12) months of more than eighty thousand (80,000); (d) total annual commercial air traffic movements on the thirtieth (30) working day of the year of more than five hundred and eighty (580), as identified by the Annual Capacity Study, or commercial air traffic movements on the thirtieth (30th) working day of the year, greater than five hundred and eighty (580), as identified by the Annual Capacity Study, or (c) Portela Airport ranking with the worst performance for "Average Delay per Departure", out of twenty European Union airports, twice consecutively in Eurocontrol's annual report ("Eurocontrol's Central Office of Delay Analysis" (CODA));"*

On this matter, we recommended reading article 45 of the Concession Contract, which addresses the development of airport capacity for Lisbon.

7.3. MITIGATING OPERATIONAL CONSTRAINTS AT LISBON AIRPORT

In 2023, the Concession Grantor asked ANA, S.A. to list those priority investments that would help improve operations at Lisbon Airport.

This process culminated in the publication of Council of Ministers Resolution 201/2023, on 28th December.

This Resolution defines new execution windows for some Specific Development Obligations yet to be fulfilled by ANA, S.A. and a series of other investments, to be implemented by 2028.

Aware of the impact that carrying out these works could have on the airport's aircraft parking capacity; the state has decided to make a part of AT1[33] available for air operations.

[33] *Lisbon Military Aerodrome.*

8. SUBSEQUENT EVENTS

In early 2024, the final version of the Court of Auditors' audit report was made public. The audit aimed to examine, in the light of the applicable legal framework and the public service concession contracts, whether the privatisation safeguarded the public interest by fulfilling its objectives. ANA S.A. gave its opinion under the terms of article 13 of Law 98/07 of 26 August, and the company's response is attached to the audit report.

On March 7, 2024, the Insolvency Administrators of SPdH - Portuguese Handling Services S.A. informed the Lisbon District Court that the suspensive conditions stipulated in the insolvency plan have been fulfilled and the prior acts for the approval of said plan have been verified. The plan's approval by the court is awaited.

On March 11, 2024, the final report of the CTI was published. In this report, the CTI recommends that the expansion of airport capacity in the Lisbon Region be carried out through a single airport, integrating both intercontinental hub functions and point-to-point connections within the same infrastructure. In the first phase, the CTI recommends maintaining a dual solution, initiating the construction of a first runway at the location of the single airport as soon as possible to alleviate congestion at AHD. The construction of a second runway will create conditions for the closure of AHD and the transition to a single airport. The construction of a second lane would create conditions for the closure of AHD and the evolution towards a single airport. After the presentation of the final report from the CTI to the Government (including the opinion of the Monitoring Commission), ANA S.A. will follow the adoption by the competent body of the final decision in the Strategic Environmental Assessment (AAE) procedure.

On March 13, 2024, APA, the Environmental Impact Assessment Authority (AIA), issued a decision not to extend the Environmental Impact Statement for Montijo Airport and its Accessibilities. ANA S.A. filed a complaint against the decision, citing material lapses and inconsistencies within it.

On March 15, 2024, ANA, S.A. decided to initiate arbitration, to be granted the right to restore the financial balance of the Concession, because of the effects of the COVID-19 pandemic.

On March 15, 2024, the Grantor informed ANA S.A. that the revenue sharing amount calculated by ANA S.A. for the fiscal years 2022 and 2023 was incorrect, and ANA S.A. should proceed with the correction of the payments already made. ANA S.A. disagrees with the Grantor's interpretation. The amount to be corrected concerning 2022 and 2023 is €0.8 million and €0.9 million, respectively.

9. 2024 OUTLOOK

ANA, S.A. expects passenger numbers to rise slightly in 2024 and that load factors at the main airports will increase in line with this.

10. PROPOSED ALLOCATION OF NET PROFIT

ANA, S.A. closed out the 2023 financial year with net profits of 403,788,262.28 euros.

Taking into account the net result generated by the company in 2023, the Board of Directors proposes that the amount of 1,822,838.00 euros be shared with its employees, as part of its profit-sharing initiative for the current year. These amounts are already reflected in the company's financial statements in accordance with the appropriate accounting principles.

The board of directors proposes that the net profits for the year be appropriated in the following manner: Retained earnings: 403,788,262.28 euros.

Lisbon, 22 of April 2024

Board of Directors

Chairman:

____

José Luís Fazenda Arnaut Duarte

Member of the Board and Chairman of the Executive Committee:

____

Thierry Franck Dominique Ligonnière

Members of the Board:

Chloé Anne Cecile Tanguy Lapeyre	Francisco José Simões Crespo Vieira Pita
Raphaël Alain Louis Pourny	Miguel Frutuoso Lopo Hipólito Pires Mateus
Nicolas Dominique Notebaert	Remi Guy Ferdinand Maumon-Falcon de Longevialle
Patricia Fernandez Garcia	Pierre Hughes Paul Louis Schmit
Guillaume Bernard Marie Dubois	

MANAGEMENT REPORT & FINANCIAL STATEMENTS 2023

II — FINANCIAL STATEMENTS

STATEMENT OF FINANCIAL POSITION SEPARATE AND CONSOLIDATED

(thousand euros)

ANA, S.A. 2023	ANA, S.A. 2022	Description	Notes	ANA Group 2023	ANA Group 2022
		ASSETS			
		Non-Current			
		Tangible fixed assets			
60,714	60,483	State property acquired	6	60,714	60,483
87,920	80,269	Company assets	6	92,595	83,531
42,273	24,443	Fixed assets in progress	6	42,771	24,853
1,509	1,030	Right-of-use assets	7	1,611	1,154
-	-	*Goodwill*	9	1,430	1,430
1,640,864	1,660,309	Concession right	8	1,640,864	1,660,309
3,598	3,874	Other intangible assets	8	3,598	3,874
18,891	7,641	Investment in subsidiaries, associates and joint ventures	10	19,517	3,298.18
6,125	6,709	Financial investments	12	6,260	6,843
2,597	853	Receivables and others	13	2,598	852
73,942	67,105	Deferred tax assets	14	74,385	67,461
1,938,432	1,912,716			1,946,343	1,914,088
		Current			
475	530	Inventories	15	1,194	1,170
121,144	96,380	Receivables and others	16	129,868	102,409
398,257	354,615	Cash and cash equivalents	20	406,726	354,902
519,876	451,526			537,787	458,481
2,458,308	2,364,242	Total assets		2,484,130	2,372,569
		EQUITY			
200,000	200,000	Share capital	21	200,000	200,000
80,853	81,349	Reserves	22	80,853	81,349
421,087	421,089	Retained earnings	23	427,757	418,243
403,788	324,398	Net profit	24	416,695	333,913
1,105,728	1,026,836		-	1,125,305	1,033,505
1,105,728	1,026,836	Total equity		1,125,305	1,033,505
		LIABILITIES			
		Non-Current			
812,271	826,575	Loans	25	812,271	826,575
965	437	Lease liabilities	26	1,012	496
78	65	Derivatives financial liabilities	27	78	65
50,031	33,361	Provisions	28	50,912	34,175
277	236	Retirement benefits obligations	18	277	236
1,343	1,559	Deferred tax liabilities	14	1,343	2,452
176,574	139,240	Payables and other liabilities	29	177,429	140,183
1,041,539	1,001,474			1,043,322	1,004,182
		Current			
44,938	43,649	Loans	25	37,444	26,533
565	560	Lease liabilities	26	616	645
206,077	156,378	Payables and other liabilities	30	218,369	171,801
59,462	135,346	Current tax	19	59,074	135,903
311,042	335,933			315,503	334,882
1,352,580	1,337,406	Total liabilities		1,358,825	1,339,064
2,458,308	2,364,242	Total of equity and liabilities		2,484,130	2,372,569

The notes are part of the financial position at the end of 31 December 2023.

INCOME STATEMENT SEPARATE AND CONSOLIDATED

(thousand euros)

ANA, S.A. 2023	ANA, S.A. 2022	Description	Notes	ANA Group 2023	ANA Group 2022
1,059,234	859,034	Revenue	31	1,124,141	913,690
1,011	673	Work executed by the entity and capitalised	6	1,011	673
(3,058)	(3,163)	Goods sold and materials consumed	32	(3,779)	(3,741)
(245,172)	(189,349)	External supplies and services	33	(228,920)	(176,368)
(78,140)	(73,468)	Personnel expenses	34	(146,284)	(126,606)
6,012	4,804	Impairment in receivables and other assets	17	6,193	4,994
(16,670)	(9,789)	Provisions	28	(16,828)	(9,544)
489	187	Other income	35	450	133
(25,596)	(4,414)	Other expenses	36	(25,804)	(4,436)
800	1,037	Investment subsidies	30	800	1,037
(72,959)	(76,592)	Amortisation and depreciation	37	(74,774)	(78,369)
625,951	508,960	**Operating results**		636,206	521,463
(50,022)	(35,906)	Finance costs	38	(50,018)	(35,908)
3	45	Share in the results of associates and others	39	4,972	276
9,866	(2,709)	Other financial results	40	10,261	(2,673)
(40,153)	(38,570)	**Financial results**		(34,784)	(38,304)
585,798	470,390	Results before income tax		601,421	483,159
(182,010)	(145,992)	Corporate income tax expenditure	41	(184,726)	(149,245)
403,788	324,398	**Net profit**		416,695	333,915
		Attributable to:			
403,788	324,398	Shareholders		416,695	333,915
403,788	324,398	**Net profit**		416,695	333,915
		Earnings per share (euros)	42		
10.09	8.11	Basic earnings per share		10.42	8.35
10.09	8.11	Diluted earnings per share		10.42	8.35

The notes are part of the income statement at the end of 31 December 2023.

(thousand euros)

COMPREHENSIVE INCOME STATEMENT SEPARATE AND CONSOLIDATED

ANA, S.A. 2023	ANA, S.A. 2022	Description	Notes	ANA Group 2023	ANA Group 2022
403,788	324,398	Net profit		416,695	333,913
		Other income not qualified as results			
(100)	148	Remeasurements	18	(100)	148
34	(34)	Deferred tax	14	34	(34)
		Other income qualified as results			
(13)	894	Fair value variation of swaps coverage	27	(13)	894
(608)	(57)	Fair value variation of assets available-for-sale	12	(608)	(57)
191	(270)	Deferred tax	14	191	(270)
403,292	325,080	**Total comprehensive income**		416,199	334,595
		Net profit			
403,788	324,398	Allocated to shareholders		416,695	333,913
403,788	324,398			416,695	333,913
		Total comprehensive income			
403,292	325,080	Allocated to shareholders		416,199	334,595
403,292	325,080			416,199	334,595

The notes are part of the comprehensive income statement at the end of 31 December 2023.

STATEMENT OF CONSOLIDATED CHANGES IN EQUITY

(thousand euros)

Description	Notes	Allocated to shareholders				Total Group
		Capital	Reserves	Retained earnings	Net profit	
Balance as of 1 January 2022		200,000	83,219	390,160	25,531	698,911
Application of the result of the previous year	23	-	-	25,531	(25,531)	-
Other movements in equity	22|23	-	(2,552)	2,552	-	-
Total income in the period	22	-	682	-	333,913	334,595
Balance as of 31 December 2022	24	200,000	81,349	418,243	333,913	1,033,505
Balance as of 1 January 2023		200,000	81,349	418,243	333,913	1,033,505
Application of the result of the previous year	23	-	-	333,913	(333,913)	-
Dividends	43	-	-	(324,400)	-	(324,400)
Total income in the period	22	-	(496)	-	416,695	416,199
Balance as of 31 December 2023	24	200,000	80,853	427,756	416,696	1,125,305

The notes are part of the statement of consolidated changes in equity at the end of 31 December 2023.

STATEMENT OF SEPARATE CHANGES IN EQUITY

(thousand euros)

Description	Notes	Allocated to shareholders				Total ANA
		Capital	Reserves	Retained earnings	Net profit	
Balance as of 1 January 2022		200,000	83,219	391,051	27,486	701,756
Application of the result of the previous year	23	-	-	27,486	(27,486)	-
Other movements in equity	22|23	-	(2,552)	2,552	-	-
Total income in the period	22	-	682	-	324,398	325,080
Balance as of 31 December 2022	24	200,000	81,349	421,089	324,398	1,026,836
Balance as of 1 January 2023		200,000	81,349	421,089	324,398	1,026,836
Application of the result of the previous year	23	-	-	324,398	(324,398)	-
Dividends	43	-	-	(324,400)	-	(324,400)
Total income in the period	22	-	(496)	-	403,788	403,292
Balance as of 31 December 2023	24	200,000	80,853	421,087	403,788	1,105,728

The notes are part of the statement of separate changes in equity at the end of 31 December 2023

Direct method

CASH FLOW STATEMENT SEPARATE AND CONSOLIDATED

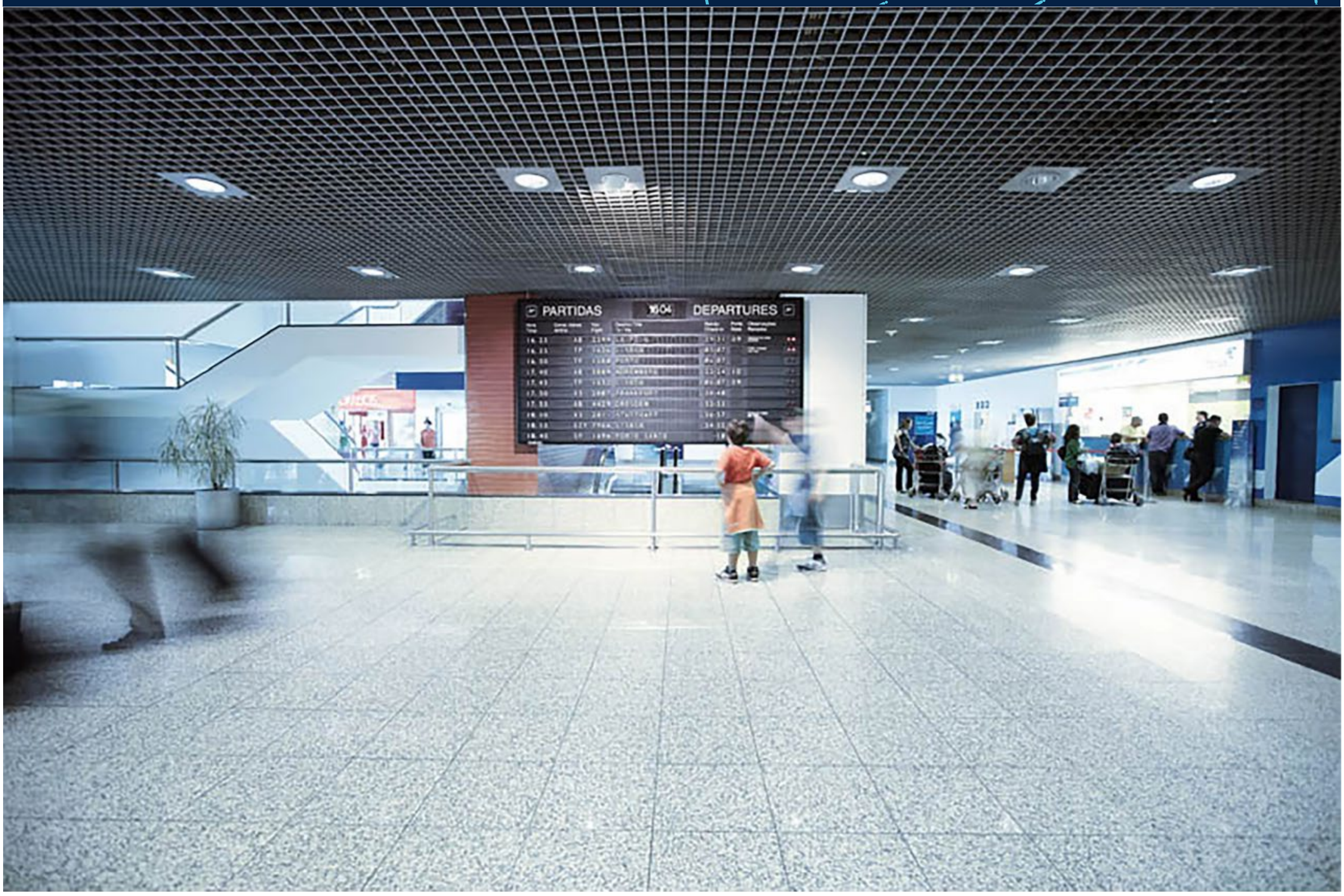
(thousand euros)

ANA, S.A. 2023	ANA, S.A. 2022		Notes	ANA Group 2023	ANA Group 2022
		Operating activities			
1,142,149	915,813	Receipts from customers		1,201,722	968,928
(230,940)	(194,888)	Payments to suppliers		(246,444)	(199,279)
(77,477)	(73,237)	Payments to personnel		(115,602)	(106,075)
(263,389)	(10,696)	Payments and receipts of income tax	19	(267,544)	(13,073)
(30,270)	(51,634)	Other operating payments and receipts		(30,506)	(49,982)
540,073	585,358	**Operating cash flows**		541,626	600,519
		Investment activities			
		Receipts from:			
26	25	Tangible fixed assets		26	25
3,349	185	Interest and similar income		3,349	185
2,337	325	Investment subsidies		2,337	325
3	45	Dividends		3	45
		Payments regarding:			
(11,249)	(3,084)	Financial investments		(11,249)	(3,084)
-	(5,100)	Loans with related parties	12|47	-	(5,100)
(102,374)	(21,169)	Tangible fixed assets and intangible assets		(105,643)	(22,622)
(107,908)	(28,773)	**Investments cash flows**		(111,177)	(30,226)
		Financing activities			
		Receipts from:			
4	-	Interest and similar income		4	-
-	13,973	Other financing operations (Cash Pooling)		-	-
-	-	Other financing operations		1	1
		Payments regarding:			
(14,245)	(514,188)	Loans	25	(14,245)	(514,188)
(697)	(918)	Lease liabilities	25|26	(798)	(973)
(39,562)	(40,406)	Interest and similar costs	25	(39,187)	(40,381)
(324,400)		Dividends	43	(324,400)	-
(9,623)	-	Other financing operations (Cash Pooling)	25	-	-
(388,523)	(541,539)	**Financing cash flows**		(378,625)	(555,541)
43,642	15,046	Variation of cash and equivalents		51,824	14,752
354,615	339,569	Cash and equivalents at the beginning of the period	20	354,902	340,150
398,257	354,615	Cash and equivalents at the end of the period	20	406,726	354,902

The notes are part of the cash flow statement at the end of 31 December 2023.

MANAGEMENT REPORT & FINANCIAL STATEMENTS 2023

III — NOTES TO THE FINANCIAL STATEMENTS



ANA AEROPORTOS DE PORTUGAL

POWERED BY VINCI AIRPORTS

PRELIMINARY NOTE

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

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

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

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

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

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

The financial statements presented relate to the separate financial statements of ANA, S.A. and the consolidated financial statements of the ANA Group.

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

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

The Board of Directors submits the individual and consolidated financial statements and the management report for the financial year 2023 to its shareholder in the firm belief that, to the best of its knowledge, the information contained therein has been prepared in accordance with the applicable accounting standards and that it gives a true and fair view of the assets and liabilities, financial position and results of the issuer and the companies included in the consolidation, and that the management report faithfully sets out the required information.

1. ACTIVITY

1.1. GROUP STRUCTURE AND FRAMEWORK OF ACTIVITY

SHAREHOLDER

On December 31, 2023, ANA, S.A. was 100% owned by VINCI Airports, SAS.

OBJECT

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

SUBSIDIARY COMPANIES

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

JOINT VENTURES

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

This seven-year partnership, until May 2029, is based on the joint-venture operation of the shops, under the terms of the contractual relationship established between ANA, S.A. and ARI.

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

ASSOCIATED COMPANIES

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

Cabo Verde Airports, S.A. was set up as the delivery vehicle for this contract. Its main business purpose is the concessionary operation of public airport services in support of civil aviation in Cape Verde.

The beginning of the operation of the airports by Cabo Verde Airports, S.A. took place on July 24, 2023.

The company's share capital is currently 37,523 thousand euros, of which 30% is held by ANA, S.A. and 70% by VINCI Airports, SAS.

1.2. CONCESSION OF PUBLIC AIRPORT SERVICES CONTRACTS

ANA, S.A. is a concessionaire of the public airport service in support of aviation at eight national airports in mainland Portugal (Lisbon, Porto, Faro and Beja) and in the Autonomous Region of Azores (Ponta

Delgada, Santa Maria, Horta and Flores), under the Concession Contract signed with the Portuguese State on 14 December 2012.

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

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

SERVICES PROVIDED BY THE CONCESSIONAIRE

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

The main activities are:

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

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

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

CONCESSION ASSETS AND ASSOCIATED OBLIGATIONS

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

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

In addition to the initial payment of 1,200 million euros, ANA, S.A. is obligated to share with the grantor, in two equal annual payments (31 March and 30 September) between the 11th and 50th years of the concession, an amount corresponding to a percentage of the gross income from the concession, which varies between 1 and 10% according to the defined time intervals. These variable remunerations will be recognized in the income statement at the moment of their occurrence due to their contingent nature. In 2023, the first payments were made. These totalled 8.437 million euros, since the Gross Revenue for the period between 1 January 2022 and 31 December 2022 was 847.346 million euros and the Concession Contract stipulates that 1% of this gross revenue is to be shared.

For 2023, the percentage to be shared with the granting authority will also be 1%. The total amount to be paid will be 10.290 million euros, which will be paid in two equal annual instalments in 2024.

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

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

a) maintain the runways, aprons, taxiways and cargo and mail infrastructures, as well as all the areas of the airport essential to the secure access to air transports, in conditions that are at least equal to those at the date of the contract.
b) maintain all the passenger terminals at a C service level, according to the IATA manual.
c) keep airports free from any environmental damage resulting from the concession activity.
d) guarantee, on the expiration date of the contract, the delivery of the assets allocated to the concession in operating conditions that meet the minimum reversion conditions.

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

NEW AIRPORT FOR LISBON (NAL)

Under the terms of Clause 45 of the Concession Contract, ANA, S.A. must carry out an Annual Capacity Study of Lisbon's Airport Infrastructures.

If the results of this study indicate that at least three Capacity Factors have reached their thresholds[34], ANA, S.A. is obliged to inform the Portuguese State that a trigger factor has occurred for the start of negotiations for the implementation of the New Lisbon Airport (NLA).

After notification, the Portuguese State will decide whether ANA, S.A. should prepare an Initial Report ("High-Level Assumption Report") on the development of airport capacity for Lisbon. Within the same timeframe, ANA, S.A. may inform the Granting Authority that it is possible to continue to fulfil its maintenance, development and quality of service obligations for an additional period of 5 years.

If asked to prepare the report, ANA, S.A. should submit it within 6 months. In the same period, it may submit a proposal for the Concessionaire's Alternative for the NLA with the respective Initial Report.

Within 30 days of receiving the Initial Report or the Concessionaire's Alternative for the NLA, the Granting Authority must confirm, respectively, that the Concessionaire is to prepare the Application for the NLA or to submit the Modification required to implement the Concessionaire's Alternative for the NLA.

In 2022, all the expected capacity factors breached their thresholds, and ANA, S.A. notified the Portuguese State of their occurrence (letter no. 752596). No response has yet been received.

Through Council of Ministers Resolution No. 89/2022, of 14 October, the Concession Grantor decided to set up a decision-making process for the development of airport capacity in the Lisbon Region. This

[34] Under the terms of the Concession Contract, the following are capacity factors: "(a) total annual passengers of more than twenty-two million (22,000,000); (b) total annual commercial air traffic movements of more than one hundred and eighty-five thousand (185,000); (c) total terminal passengers on the thirtieth (30) working day of the previous twelve (12) months of more than eighty thousand (80,000); (d) total annual commercial air traffic movements on the thirtieth (30) working day of the year of more than five hundred and eighty (580), as identified by the Annual Capacity Study, or commercial air traffic movements on the thirtieth (30th) working day of the year, greater than five hundred and eighty (580), as identified by the Annual Capacity Study, or (c) Portela Airport ranking with the worst performance for "Average Delay per Departure", out of twenty European Union airports, twice consecutively in Eurocontrol's annual report ("Eurocontrol's Central Office of Delay Analysis" (CODA));"

process was placed under the aegis of an Independent Technical Committee (ITC) and an Oversight Committee (OC). Both commissions report to the state.

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

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

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

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

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

1.3. INCOME AND REBALANCING OF THE CONCESSION

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

The amounts charged for the public service are established in Annexe 12 of the Concession Agreement, approving the economic regulatory model applicable to the ANA Network, which sets out the maximum amounts for the regulated per passenger revenue.

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

a) change in the charges subject to economic regulation;

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

c) extension of the concession period; or

d) any other form agreed upon between parties.

1.4. ECONOMIC REGULATION LEGAL FRAMEWORK

1.4.1. DECREE-LAW NO. 254/2012

Decree-Law no. 254/2012 approved the rules applicable to the airport sector. The aforesaid Decree-Law regulates: (i) the licensing regime for the private use of airport assets in the public domain and the performance of activities and services in airports and national public aerodromes, as well as the charges related to these activities; (ii) a set of charges applied to all airports and aerodromes located in Portuguese territory, specifically the security charge due on the number of passengers boarded; (iii) the conditions for applying the juridical regime related to the rights of passengers with disabilities and passengers with reduced mobility; (iv) the rules and common principles applicable to the charges subject to economic regulation and setting the indicators of quality in service, to be followed at airports and aerodromes located in Portuguese territory.

Under article 49 of Decree-Law no. 254/2012, the security charge consists of two distinct components. One part covers the charges levied by ANAC and the security forces. The other part covers the costs incurred by the airport management bodies in providing civil aviation security services and also in installing, operating and maintaining the systems for screening all hold baggage. The part of the charge pertaining to this second component is fixed by a ministerial order issued by the members of the government responsible for finance, internal administration and the economy. Prior to this, the airport management body makes a proposal that has been guided by the opinions of airport users, or their representatives, and is based on the costs of the security services provided, as per no. 2 of article 52 of the same Decree-Law.

In order to cover the costs inherent to providing assistance to people with reduced mobility, a charge was created that came into effect in December 2008, complying with Regulation no. 1107/2006, of 5 July. This charge is paid by the airlines using airports or aerodromes in Portugal. The amount is fixed, per passenger embarked, by decision of the administrative board of ANAC. Prior to this, the airport management body makes a proposal that has been guided by the opinions of airport users, their representatives, or users' associations, as per nos. 1 and 3 of article 61 of Decree-Law no. 254/2012.

1.4.2. ECONOMIC REGULATION ESTABLISHED IN THE CONCESSION CONTRACTS

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

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

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

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

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

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

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

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

ii. Porto and

iii. Faro,

For the Lisbon Group, the MARR Model for each 5-year period from 2023 onwards is based on the following objective factors: (i) the ratio between the sums of eligible capital (capex) and EBITDA for the previous 5 years; and (ii) the IPCH reported in August of year-1, in accordance with the following methodology:

- For 2023, and in the absence of a Supported Proposal, the value of the Maximum Average Regulated Revenue (MARR) may not exceed the value of the 2022 MARR. This figure may, however, be modified following the biannual benchmark test.
- For 2024 and subsequent years:
    - i) Maximum Average Regulated Revenue for the preceding year ($MARR_{i-1}$)
    - ii) The Maximum Average Regulated Revenue for the Previous Year ($MARR_{i-1}$) is indexed to the evolution factor in (iii), (iv) and (v) below = Maximum Average Regulated Revenue (MARR) for 2024 and subsequent years.
    - iii) Eligible Capital Investment excludes: (a) the acquisition of companies; (b) capital investments (capex) made by a sub-concessionaire that have not been capitalised on the Concessionaire's balance sheet; and (c) any capital expenditure not related to the provision of Airport Activities and Services. The Lisbon Group's EBITDA should be calculated by apportioning any operating expenses at the Head Office/Centres, as a proportion of total revenue, between the Lisbon Group and Faro and Porto airports.

iv) The ratio produces one of the five options for the evolution of the Maximum Average Regulated Revenue (MARR) for the next 5 years according to the table below point v).

v) The Maximum Average Regulated Revenue (MARR) will be indexed to this annual evolution in each subsequent year included in the following full 5-year period.

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

In this regard, and as stipulated in the Concession Contract, the Concessionaire has to prepare audited financial statements for the Regulatory Authority that show the reconciliation between Eligible Capital Investment and Total Capital Investment in the audited accounts of the Lisbon Group airports.

The Concessionaire has done precisely this in Note 5 - Segment Information, where it presents the reconciliation between eligible capital and total capital investments, as well as the determination of the Lisbon Group's EBITDA under the terms of the Concession Contract.

Using the ratio of eligible capital investment (CAPEX) and the Lisbon Group's EBITDA for the 2018-2022 period, an R factor of IPCH-2 ANAC was calculated.

In the cases of Faro and Porto airports, from 1 January 2023 onwards, the Maximum Average Regulated Revenue (MARR) at Faro and Porto airports refers to the Maximum Average Regulated Revenue of the Preceding Year ($MARR_{i-1}$) and is subject to the following conditions:

a) In 2022, and at the end of each subsequent period, the Regulatory Authority must carry out analyses to determine the levels of competitiveness of Faro and Porto;

b) The setting of fees for regulated activities and consultations with airlines, which must be in strict compliance with Decree-Law 254/2012.

For Faro and Porto airports, ANAC has determined that the rates will increase in line with the IPCH. However, ANA, S.A. contested this decision, as it believes that retention of the MARR is provided for in the Concession Contract.

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

It is expected that the applicable economic regulation will be altered during the negotiations for the implementation of the New Lisbon Airport.

1.5. GROUND HANDLING SERVICES

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

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

2. ACCOUNTING POLICIES

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

2.1. BASIS FOR THE PRESENTATION

These financial statements sheets were prepared according to the IFRS adopted by the European Union, issued and in force on 31 December 2023.

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

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

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

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

2.2. IFRS DISCLOSURES – NEW RULES

2.2.1. STANDARDS AND INTERPRETATIONS THAT CAME INTO FORCE ON JANUARY 1, 2023, AND THAT THE GROUP APPLIED IN PREPARING ITS FINANCIAL STATEMENTS

As at the date of approval of these financial statements, the following accounting standards, interpretations, amendments and revisions have been endorsed by the European Union. Application of these was mandatory as of the fiscal year beginning 1 January 2023:

IFRS 17 - Insurance Contracts IFRS 17 - Insurance Contracts (including amendments to IFRS 17): this standard establishes the principles underpinning the recognition, measurement, presentation and disclosure of insurance contracts that fall within its scope. This standard replaces IFRS 4 - Insurance contracts.

Amendment to IAS 8 - Accounting policies, changes in accounting estimates and errors - Definition of accounting estimates: this amendment, published by the IASB, defines an accounting estimate as a monetary amount in the financial statements that is subject to measurement uncertainty.

Amendment to IAS 1 - Presentation of financial statements and IFRS Practice Statement 2 - Disclosure of accounting policies: this amendment, published by the IASB in February 2021, clarifies that material accounting policies should be disclosed instead of significant accounting policies, and it has introduced examples for the purposes of identifying material accounting policies.

Amendment to IAS 12 - Income taxes - Deferred taxes related to assets and liabilities arising from a single transaction: this amendment, published by the IASB in May 2021, clarifies that the exemption from initial recognition of deferred taxes does not apply to transactions that produce equal amounts of taxable and deductible temporary differences.

Amendment to IFRS 17 - Insurance contracts - initial application of IFRS 17 and IFRS 9 - comparative information: this amendment, published by the IASB in December 2021, introduces changes regarding the comparative information to be presented when an entity adopts IFRS 17 and IFRS 9 simultaneously.

Amendment to IAS 12 - Income taxes - International Tax Reform (Pillar Two): this amendment, published by the IASB in May 2023, includes a temporary exemption from the requirement to recognise deferred taxes and disclose information on taxes arising from the Pillar Two model of the international tax reform.

The adoption of the amendments referred to above had no significant effects on the Group's financial statements for the year ended December 31, 2023.

2.2.2. STANDARDS, CHANGES AND INTERPRETATIONS ISSUED AND ENDORSED BY THE EUROPEAN UNION, MANDATORY IN FUTURE YEARS

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

- **Amendments to IAS 1 - Presentation of financial statements - Classification of liabilities as current and non-current; Deferral of the date of application; Non-current liabilities with covenants**: these amendments, published by the IASB, clarify the classification of liabilities as current and non-current through analysis of the contractual conditions existing at the reporting date. The amendment on non-current liabilities with covenants clarified that only the conditions that must be met before or on the

reference date of the financial statements are relevant for the purposes of classification as current/non-current. The date of application of the amendments was postponed to 1 January 2024.
- **Amendment to IFRS 16 - Leases - Lease liability in a sale and leaseback transaction**: this amendment, published by the IASB in September 2022, clarifies how a lessee seller accounts for a sale and leaseback transaction that fulfils the criteria of IFRS 15 for a sale.

Although these amendments have been endorsed by the European Union, the Company did not adopt them in 2023, as their application is not yet mandatory. The future adoption of these amendments is not expected to have any significant impact on the financial statements.

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

As at 31 December 2023, the IASB had issued the following standards and interpretations that have not yet been endorsed by the European Union, so the Group has not applied them to this reporting period:
- **Amendments to IAS 7 - Cash Flow Statements - and IFRS 7 - Financial Instruments: Disclosures - Supplier Finance Arrangements:** these amendments, published by the IASB in May 2023, include additional disclosure requirements for qualitative and quantitative information on supplier finance arrangements.
- **Amendment to IAS 21 - The effects of changes in exchange rates - Lack of exchangeability:** this amendment, published by the IASB in August 2023, sets out the approach to be used for assessing whether or not a currency can be exchanged for another currency. If it is concluded that the currency cannot be exchanged for another, it indicates how the exchange rate to be applied is determined and the additional disclosures required.

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

2.3. CONSOLIDATION

The consolidated financial statements presented reflect the assets, liabilities and results of the company and its subsidiary (ANA Group), and the equity and results attributable to the Group through ANA, S.A.'s financial participation in the respective joint venture and associate.

SUBSIDIARIES

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

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

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

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

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

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

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

ASSOCIATES COMPANIES AND JOINT VENTURES

Associates are all entities over which the Group exercises significant influence but does not have control and generally hold between 20% and 50% of the voting rights. Investments in associates are accounted for using the equity method.

The financial statements of the group's associates resident abroad are prepared in their functional currency, defined as the currency of the economy in which they operate. Shareholdings denominated in foreign currency to which the equity method is applied are recognised at the equivalent value in euros at the official exchange rate in force on the balance sheet date.

The classification of financial holdings in joint ventures is determined on the basis of any contractual agreements that address and govern the joint control. Such joint control is understood to exist when decisions about the relevant activities of the venture require unanimous agreement between the parties. Once the existence of joint control has been determined, they are classified as either a joint operation or a joint venture.

A joint operation is an operation in which the parties exercising joint control have rights over the assets and obligations regarding the liabilities related to that agreement, so the underlying assets and liabilities (and the respective costs and income) are recognised and measured in accordance with the applicable IFRS.

A joint venture is an operation in which the parties exercising joint control have rights to net assets, and these financial holdings are included in the consolidated financial statements using the equity method, and are initially recognised at cost.

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

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

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

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

2.4. FOREIGN EXCHANGE CONVERSIONS

A. OPERATING CURRENCY

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

B. TRANSACTIONS AND BALANCES

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

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

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

Currency	2023	2022
USD	1.1050	1.0666
GBP	0.8691	0.8869
CVE	110.265	110.265

2.5. SEGMENT REPORTING

In accordance with IFRS 8, an operating segment is a component of an entity:

a) that carries out business activities, from which it can earn revenues and incur expenses (including revenues and expenses related to transactions with other components of the same entity);

b) whose operating results are regularly reviewed by the entity's main operational decision maker to make decisions about allocating resources to the segment and assessing its performance; and

c) for which separate financial information is available.

The ANA Group has identified the executive committee as the body responsible for making operational decisions, i.e. the body that reviews the internal information prepared to assess the performance of the Group's activities and the allocation of resources.

Given the framework established in the economic regulation, to which ANA S.A. is subject, ANA S.A. has decided, for segment reporting, to make the separation by the Concession Contract, as well as its interests in other companies:

i. Lisbon Group: Lisbon, the Azores (Ponta Delgada, Santa Maria, Horta and Flores), Madeira (Madeira and Porto Santo) and the Beja Civil Terminal;
ii. Porto Airport;
iii. Faro Airport;
iv. Portway, S.A;
v. PTDF, Lda.;
vi. Cabo Verde Airports, S.A.

2.6. CONCESSIONS ASSETS

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

2.6.1. FIXED TANGIBLE ASSETS

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

- State property

  Includes all assets acquired by the Group companies that are implanted on lands in the public domain and attributable to the activities of providing public service;

- Patrimony
  - Property assigned to the concession - includes all the assets used in providing the public service and, thus, assigned to the operation of the concession but which are, in substance, controlled by the concessionaire;
  - Others - remaining assets not used in providing the public service, but which have been acquired by Group companies.

The concession operator is deemed to have substantial control over the concession assets when it can independently, and without prior authorisation from the grantor, make decisions on the timing of the replacement of such assets, the size of the investment to be made and the specifications of the equipment to be procured (see note 2.6.2).

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

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

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

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

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

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

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

The depreciation for the period is calculated using the linear method.

2.6.2. INTANGIBLE ASSETS – CONCESSION RIGHT

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

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

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

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

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

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

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

2.7. OTHER INTANGIBLE ASSETS

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

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

Other intangible assets refer to research expenses and software.

RESEARCH AND DEVELOPMENT EXPENDITURE

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

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

SOFTWARE

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

2.8. GOODWILL

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

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

2.9. IMPAIRMENT OF NON-FINANCIAL ASSETS

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

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

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

- the airport activity managed by ANA, S.A.;
- the handling activity developed by Portway, S.A.
- the duty-free / duty-paid business run by PTDF, Lda.
- the airport business is managed by Cabo Verde Airports, S.A. As it began operations in 2023, the impairment test was not carried out on this segment.

2.10. FINANCIAL ASSETS

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

Financial assets can be classified as:

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

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

2.11. IMPAIRMENT OF FINANCIAL ASSETS

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

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

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

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

2.12. INVENTORIES

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

2.13. CASH AND CASH EQUIVALENTS

Cash and cash equivalents include cash on hand, bank deposits and other short-term investments with an initial maturity of up to three months that can be mobilised immediately without significant risk of fluctuations in value, and bank overdrafts.

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

For the purposes of the cash flow statement, this item also includes bank overdrafts, which are shown in the financial position, under current liabilities, in the loans item.

2.14. DIVIDENDS

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

2.15. FINANCIAL LIABILITIES

The IFRS 9 classifies financial liabilities into two categories:

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

Financial liabilities at amortized cost include Loans obtained (note 2.16) and Payables and other liabilities (note 2.17).

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

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

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

2.16. LOANS OBTAINED

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

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

2.17. PAYABLES AND OTHER LIABILITIES

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

2.18. RETIREMENT BENEFITS

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

- Defined contribution plan – covers all employees, contributions for this plan are shown as a cost, in the financial year in which they occur;
- Defined benefits plan – covers only the employees who had already retired before 1 January 2004 (the date the defined benefits fund was changed to the defined contributions fund). ANA, S.A.'s liabilities are calculated annually, on the closing date, by independent experts, in accordance with the immediate life annuity method.

The actuarial gains and losses ("remeasurements") presented in the comprehensive income statement include: (i) actuarial gains and losses resulting from increases and decreases in the present value of the defined benefit obligation as a result of changes in actuarial assumptions and experience adjustments; (ii) the return on plan assets, excluding amounts included in net interest on the net defined benefit liability (asset); and (iii) changes in the effect of restricting a net defined benefit asset to the asset ceiling, excluding amounts included in net interest on the net defined benefit liability (asset).

The financial cost of funded plans is calculated on the basis of the net non-funded liability.

The plan's assets follow the recognition conditions set out in IAS 19 and the minimum funding requirements established by law or contract.

2.19. PROVISIONS, CONTINGENT ASSETS AND CONTINGENT LIABILITIES

Provisions are shown when:

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

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

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

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

Those situations in which there is a present obligation resulting from a past event but for which there is unlikely to be an outflow of resources or any situations that cannot be reliably estimated are classified as contingent liabilities. Such liabilities are disclosed in the financial statements, unless the possibility of any outflow is remote (note 46.2).

Contingent assets are not recognized in the financial statements but are only disclosed whenever it is likely that there will be a future economic inflow of resources (note 46.1).

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

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

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

2.20. SUBSIDIES

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

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

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

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

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

2.21. LEASING

The Group classifies leases in accordance with IFRS 16.

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

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

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

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

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

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

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

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

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

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

2.22. HEDGING POLICY

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

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

COVERAGE ACCOUNTING

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

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

INTEREST RATE RISK (COVERAGE OF FAIR VALUE)

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

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

INTEREST RATE RISK (CASH FLOW COVERAGE)

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

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

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

2.23. FAIR VALUE OF FINANCIAL ASSETS AND LIABILITIES

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

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

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

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

2.24. INCOME TAX

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

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

In 2023, the RETGS covered 15 companies, including ANA, S.A. (see note 19).

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

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

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

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

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

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

2.25. REVENUE

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

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

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

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

SALES

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

SERVICES

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

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

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

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

CONSTRUCTION CONTRACTS

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

OTHER EARNINGS

The other earnings item mainly comprises services debited to Portway, S.A.. These services are: technical and management services, staff secondments, maintenance of information systems and others.

3. MANAGEMENT OF FINANCIAL RISK

3.1. FACTORS FOR FINANCIAL RISK

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

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

A. CREDIT RISK

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

The table below summarizes the credit quality of the deposits and applications at financial institutions, in terms of counterpart risk. It should be noted that the Group places its excess liquidity with institutions that have an A2 level of risk.

Rating	Balances 2023	Balances 2022
Cash equivalents		
Aa3	239	332,488
A1	33	-
A2	8,651	-
A3	43	546
Baa1	762	-
Baa2	55	44
Ba2	-	1,186
Others	5	-
	9,788	334,263

Rating assigned by Moody's at 31.12.2023.

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

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

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

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

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

B. LIQUIDITY RISK

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

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

As at 31 December 2023, the five-year plus bank loans item includes loans from the VINCI Group that mature in July 2029, in the amount of 772,200 thousand euros.

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

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

2023	0 - 6 Months	6 - 12 Months	1 - 5 Years	> 5 Years
Accounts payable - current	24.542	-	-	-
Accounts payable - investments	33.286	-	-	-
Lease liabilities [1]	359	303	1.068	-
Other creditors	8.103	-	-	-
Guarantees by third parties	766	214	10.069	-
Bank loans [1]	29.898	40.705	206.240	859.922
Derivatives	(3)	18	63	-
Contractual liabilities [2]	2.648	13.089	125.648	460.427
Accrual of costs, except banking interest and contractual liabilities	111.971	-	-	-
	211.571	54.330	343.088	1.320.350

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

[2] Contractual liabilities with substitution/replacement

2022	0 - 6 Months	6 - 12 Months	1 - 5 Years	> 5 Years
Accounts payable - current	20.740	-	-	-
Accounts payable - investments	17.674	-	-	-
Lease liabilities [1]	369	291	507	-
Other creditors	8.031	-	-	-
Guarantees by third parties	641	247	9.802	48
Bank loans [1]	16.772	37.032	145.677	865.963
Derivatives	23	(9)	50	-
Contractual liabilities [2]	1.615	3.864	104.942	474.729
Accrual of costs, except banking interest and contractual liabilities	93.696	-	-	-
	159.560	41.425	260.977	1.340.740

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

[2] Contractual liabilities with substitution/replacement

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

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

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

The prevailing interest rates at 31 December 2023, plus a stress factor of +1.00% to -1.00%, were used in analysing sensitivity to changes in interest rates, as a way of estimating the impact on results for the 12-month period ending on 31 December 2024.

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

2023	Scenario at present rate *	Scenario +1.00%	Scenario -1.00%
Loans at variable rate	(55,750)	(4,020)	4,020
Loans at fixed	(446)	-	-
Financial leasing interest	(49)	-	-
Approximate impact on results/ present rate scenario		(4,020)	4,020

* Estimated cost of interest in 2024

3.2. CAPITAL RISK MANAGEMENT

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

- to safeguard the Group's capacity to continue its activities and carry out the necessary investments to pursue the object of the concession;
- maintain the debt ratio within the limits established in the Concession Contract (see note 25);
- to create value in the long term for the shareholder.

The gearing ratios as at 31 December 2023 and 2022 were as follows:

	ANA Group	
	2023	2022
Total loans (note 25)	849,716	853,108
Lease liabilities (note 26)	1,628	1,142
Cash pooling [(1)] (note 20)	(396,895)	(20,599)
Cash and cash equivalents (note 20)	(9,831)	(334,303)
Net debt	444,618	499,348
Equity	1,125,305	1,033,505
Total capital	**1,569,923**	**1,532,853**
Gearing (%)	*28.3*	*32.6*

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

The change in the ratio is mainly the result of an overall reduction in borrowing, following the capital repayments made in 2023, the increase in the cash pooling balance, and the increase in equity resulting from the accounting of the net profit carried for 2023.

See comment explaining the change in cash and cash equivalents and the change in cash pooling in note 20. Cash and Cash equivalents.

The change in the ratio results from the combined effect of the reduction in Net Debt and the increase in Total Capital.

The decrease in net debt is the result of the amortisation of the loans taken out with the EIB and the increase in cash and cash equivalents, while Equity increased due to the incorporation of Net Profits.

3.3. DERIVATIVE FINANCIAL INSTRUMENTS ACCOUNTING

As at 31 December 2023, the Group has one active derivative financial instrument, held for the purposes of hedging interest rate risk.

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

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

4. IMPORTANT ACCOUNTING ESTIMATES AND JUDGEMENTS

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

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

4.1. IMPAIRMENT OF ASSETS

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

4.2. ESTIMATE OF THE FAIR VALUE OF FINANCIAL ASSETS

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

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

4.3. ESTIMATE OF THE FAIR VALUE OF DERIVATIVE FINANCIAL INSTRUMENTS

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

4.4. RENOVATION/REPLACEMENT RESPONSIBILITIES

The accrual for the renewal and replacement liabilities associated with the Concession is constituted as described in note 2.19.

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

4.5. IMPAIRMENT OF ACCOUNTS RECEIVABLE

IFRS 9 establishes a new impairment model based on expected losses, as described in note 2.11.

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

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

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

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

4.6. RETIREMENT BENEFITS

ANA, S.A. has a Complementary Pension Fund that comprises two plans, a Defined Contribution Plan and a Defined Benefit Plan. The liabilities under the Defined Benefit Plan are calculated using the immediate life annuity method, which involves actuarial calculations that make assumptions about such factors as the pension growth rate and the mortality rate. These assumptions are updated annually (see note 18).

5. INFORMATION BY SEGMENT

ANA S.A. has produced several periodic reports that analyse the operational and economic information generated by the airports and to comply with point 8.6 of Annexe 12 of the Concession Contract.

In this sense, and to meet the requirements of the economic regulation to which it is subject, the company prepares its information by segments, which are defined in accordance with the Airport Groups established in the Concession Contract. It also presents its subsidiaries, Portway, PTDF and Cape Verde as separate segments of the ANA Group, in compliance with the consolidation policy followed and stated in policy 2.3 Consolidation.

As explained in point 4.4.1.1.1. Regulated revenue in 2023, from 2024 onwards, the Lisbon Group's MARR will evolve as a function of the ratio of the sum of eligible capital investment to the Lisbon Group's EBITDA over the previous 5 years. The EBITDA used to calculate this ratio should be as shown below.

As stated in chapter I. General provisions of the Concession Agreement, the Concession EBITDA corresponds to the Concessionaire's consolidated operating profit and is a practical application of the concept of adjusted EBITDA, in the context of the Concession Agreement. The formula for calculating the Concession EBITDA can be found in chapter 1. Key Indicators for the Year, from the Management Report.

As per point 8.6 of Annexe 12 to the Concession Contract, the Lisbon Group's EBITDA "*shall be calculated by apportioning any operating expenses at the Head Office, as a proportion of the total revenue, between the Lisbon Group and Faro and Porto airports*", which is why the Lisbon Group's Concession EBITDA (calculated on the basis of invoicing) is deducted from the Head Office's operating expenses.

Finally, to calculate the EBITDA of the ANA Group Concession, the Adjusted EBITDA of Portway, a subsidiary of ANA, S.A., was added to the Total ANA EBITDA, as were the proportion in the net result of the holdings in PTDF and Cabo Verde. Transactions between related parties were eliminated, because of the consolidation procedures indicated in policy 2.3.

Concession EBITDA by segment as at 31st December 2023:

	Lisbon Group	Porto	Faro	Unallocated*	Total ANA	Portway	PTDF	Cabo Verde	Consolidation Adjustments	ANA Group
Turnover (without Construction Contracts)	746,673	166,579	115,715	(1)	1,028,966	107,368	-	-	(42,462)	1,093,873
Other Earnings	20,119	329	6,436	3,384	30,268	-	-	-	-	30,268
Own work capitalised	-	-	-	1,011	1,011	-	-	-	-	1,011
Total Other Expenses	(201,794)	(52,205)	(50,939)	(57,686)	(362,624)	(95,319)	-	-	42,521	(415,421)
Other Income	79	46	2	362	489	20	-	-	(60)	450
Investment subsidies	560	100	140	-	800	1	-	-	-	800
Amortisations/ Depreciations	(43,880)	(17,171)	(10,066)	(1,841)	(72,959)	(1,816)	-	-	-	(74,774)
Operating Result	**521,758**	**97,678**	**61,286**	**(54,771)**	**625,951**	**10,254**	**-**	**-**	**-**	**636,206**
Financial Expenses	(11)	(1)	(0)	(50,010)	(50,023)	5	-	-	-	(50,018)
Proportion in the net result for the year	-	-	-	3	3	-	4,336	633	-	4,972
Other Financial Expenses	(2,004)	(750)	(701)	13,322	9,866	395	-	-	-	10,261
Tax Expenses	-	-	-	(182,010)	(182,010)	(2,716)	-	-	-	(184,726)
Net profit	**519,742**	**96,926**	**60,585**	**(273,466)**	**403,788**	**7,939**	**4,336**	**633**	**-**	**416,695**
Proportion of operating income of HQ shared	(39,740)	(8,870)	(6,161)	54,771	-	-	-	-	-	-
Net profit by segment	**480,002**	**88,056**	**54,425**	**(218,695)**	**403,788**	**7,939**	**4,336**	**633**	**-**	**416,695**
Operating Result	**521,758**	**97,678**	**61,286**	**(54,771)**	**625,951**	**10,254**	**-**	**-**	**-**	**636,206**
Amortisations/ Depreciations	(43,880)	(17,171)	(10,066)	(1,841)	(72,959)	-	-	-	-	(72,959)
Other Adjustments	6,990	(77)	(140)	1,238	8,012	-	-	-	-	8,012
Repex	9,752	7,156	5,396	-	22,303	-	-	-	-	-
EBITDA Concession Contract	**582,380**	**121,928**	**76,609**	**(51,692)**	**729,225**	**10,254**	**-**	**-**	**-**	**739,480**
HQ Operating Income	-	-	-	(2,480)	(2,480)					
Proportion of EBITDA of HQ shared**	(40,641)	(9,071)	(6,300)	56,013	-					
EBITDA Ratio R	**541,738**	**112,857**	**70,309**	**1,841**	**726,745**					

* HQ EBITDA originates from the financing results and the tax expense managed in a centralised manner.

** HQ Operational Expenses are charged to each group in proportion to the income from the different airports (Annex 12 of the Concession Agreement).

Concession EBITDA by segment as at 31st December 2022:

	Grupo Lisboa	Porto	Faro	Unallocated*	Total ANA	Portway	PTDF	Cabo Verde	Consolidation Adjustments	ANA Group
Turnover (without Construction Contracts)	598,543	145,029	103,775	(1)	847,346	88,121	-	-	(33,466)	902,001
Other Earnings	4,216	688	3,829	2,956	11,689	-	-	-	-	11,689
Own work capitalised	-	-	-	673	673	-	-	-	-	673
Total Other Expenses	(132,607)	(39,501)	(34,669)	(68,602)	(275,379)	(73,875)	-	-	33,554	(315,700)
Other Income	132	12	21	22	187	34	-	-	(88)	133
Investment subsidies	592	182	263	-	1,037	0	-	-	-	1,037
Amortisations/ Depreciations	(45,331)	(17,954)	(11,268)	(2,038)	(76,592)	(1,778)	-	-	-	(78,369)
Operating Result	**425,545**	**88,454**	**61,951**	**(66,989)**	**508,960**	**12,503**	**-**	**-**	**-**	**521,463**
Financial Expenses	(1)	(2)	(1)	(35,903)	(35,906)	(2)	-	-	-	(35,908)
Proportion in the net result for the year	-	-	-	45	45	-	231	-	-	276
Other Financial Expenses	(2,172)	(576)	(481)	520	(2,709)	36	-	-	-	(2,673)
Tax Expenses	-	-	-	(145,992)	(145,992)	(3,254)	-	-	-	(149,246)
Net profit	**423,372**	**87,877**	**61,468**	**(248,319)**	**324,398**	**9,283**	**231**	**-**	**-**	**333,913**
Proportion of operating income of HQ shared	(47,316)	(11,465)	(8,208)	66,989	-	-	-	-	-	-
Net profit by segment	**376,056**	**76,411**	**53,261**	**(181,330)**	**324,398**	**9,283**	**231**	**-**	**-**	**333,913**
Operating Result	**425,545**	**88,454**	**61,951**	**(66,989)**	**508,960**	**12,503**	**-**	**-**	**-**	**521,463**
Amortisations/ Depreciations	(45,331)	(17,954)	(11,268)	(2,038)	(76,592)	-	-	-	-	(76,592)
Other Adjustments	(592)	(182)	(263)	27	(1,009)	-	-	-	-	(1,009)
Repex	5,644	5,400	1,116	-	12,160	-	-	-	-	-
EBITDA Concession Contract	**475,928**	**111,627**	**74,072**	**(64,923)**	**596,703**	**12,503**	**-**	**-**	**-**	**609,206**
HQ Operating Income	-	-	-	(1,904)	(1,904)					
Proportion of EBITDA of HQ shared**	(48,642)	(11,786)	(8,437)	68,865	-					
EBITDA Ratio R	**427,286**	**99,841**	**65,635**	**2,038**	**594,800**					

* HQ EBITDA originates from the financing results and the tax expense managed in a centralised manner.

** HQ Operational Expenses are charged to each group in proportion to the income from the different airports (Annex 12 of the Concession Agreement).

The Fixed Tangible and Intangible Assets item in the unallocated segment include the amount of 17,268 million euros pertaining to ANA's investment in the development works around the new Lisbon airport. This amount is not allocated to the Lisbon Group, in accordance with Annexe 12 of the Concession Contract.

The Eligible Capital Investment is defined, by way of exclusion, in point 8.6(b)(iii) of Annexe 12 to the concession contract:

- Eligible Capital Investment excludes: (a) the acquisition of companies; (b) capital investments (Capex) made by a sub-concessionaire that have not been capitalised in the Concessionaire's balance sheet; and (c) any capital expenditure not related to the provision of Airport Activities and Services.

Thus, eligible, and ineligible investments were allocated for the Lisbon Group, according to the criteria indicated above, and using a method developed by ANA, S.A. that has been submitted to ANAC.

Eligible Investment as at 31st December 2023:

	Grupo Lisboa	Porto	Faro	Unallocated*	Total ANA	Portway	PTDF	Cabo Verde	Consolidation Adjustments	ANA Group
Fixed Tangible Assets and Intangibles	1,022,309	546,227	236,875	31,466	1,836,877	5,275	-	-	-	1,842,152
Investment in subsidiaries, associates and joint ventures	-	-	-	14,317	14,317	-	4,567	633	(4,574)	19,517
Other Assets	84,791	22,925	9,751	489,648	607,115	36,468	-	-	(16,547)	622,461
Total Assets	**1,107,100**	**569,152**	**246,627**	**535,431**	**2,458,309**	**41,742**	**4,567**	**633**	**(21,121)**	**2,484,130**
Total Liabilities	**(228,879)**	**(78,243)**	**(55,994)**	**(989,465)**	**(1,352,581)**	**(24,222)**	**-**	**-**	**17,978**	**(1,358,826)**
								-		
Total Investment in the Period	**62,266**	**9,979**	**12,235**	**1,912**	**86,392**	**3,242**	**-**	**-**	**-**	**89,634**
Fixed Tangible Assets (Note 6)	39,362	9,105	5,146	1,204	54,816	3,242	-	-	-	58,058
Eligible	39,333	-	-	-	39,333	-	-	-	-	39,333
Not Eligible	28	-	-	-	28	-	-	-	-	28
Concession Right, Rght-of-use assets and other Intangible Assets (Note 7 e 8)	20,978	230	6,497	708	28,414	-	-	-	-	28,414
Eligible	20,301	-	-	-	20,301	-	-	-	-	20,301
Not Eligible	677	-	-	-	677	-	-	-	-	677
Replacement Assets under IFRIC 12 (Note 29)	1,926	644	592	-	3,162	-	-	-	-	3,163
Eligible	1,926	-	-	-	1,926	-	-	-	-	1,927
Total Eligible Investment	**61,560**	**-**	**-**	**-**	**61,560**	**-**	**-**	**-**	**-**	**61,561**

*Unallocated Assets and Liabilities derive essentially from activities such as cash management, investment management, financing and tax management, runned from a centralized perspective.

Eligible Investment as at 31st December 2022:

	Grupo Lisboa	Porto	Faro	Unallocated*	Total ANA	Portway	PTDF	Cabo Verde	Consolidation Adjustments	ANA Group
Fixed Tangible Assets and Intangibles	1,009,388	554,063	235,276	31,680	1,830,408	3,795	-	-	-	1,834,203
Investment in subsidiaries, associates and joint ventures	-	-	-	7,641	7,641	-	231	-	(4,574)	3,298
Other Assets	61,084	21,945	8,509	434,654	526,193	31,511	-	-	(22,637)	535,067
Total Assets	**1,070,472**	**576,009**	**243,786**	**473,975**	**2,364,242**	**35,306**	**231**	**-**	**(27,211)**	**2,372,569**
Total Liabilities	**(135,291)**	**(48,871)**	**(33,627)**	**(1,119,616)**	**(1,337,406)**	**(25,725)**	**-**	**-**	**24,067**	**(1,339,064)**
										-
Total Investment in the Period	**20,700**	**6,297**	**5,856**	**1,107**	**33,960**	**1,265**	**-**	**-**	**-**	**35,225**
Fixed Tangible Assets (Note 6)	12,620	5,384	1,477	821	20,303	1,265	-	-	-	21,568
Eligible	9,401	-	-	-	9,401	-	-	-	-	9,401
Not Eligible	3,220	-	-	-	3,220	-	-	-	-	3,220
Concession Right, Rght-of-use assets and other Intangible Assets (Note 7 e 8)	4,398	623	4,267	285	9,573	-	-	-	-	9,573
Eligible	4,377	-	-	-	4,377	-	-	-	-	4,377
Not Eligible	21	-	-	-	21	-	-	-	-	21
Replacement Assets under IFRIC 12 (Note 29)	3,682	290	111	-	4,083	-	-	-	-	4,083
Eligible	3,682	-	-	-	3,682	-	-	-	-	3,682
Total Eligible Investment	**17,460**	**-**	**-**	**-**	**17,460**	**-**	**-**	**-**	**-**	**17,460**

*Unallocated Assets and Liabilities derive essentially from activities such as cash management, investment management, financing and tax management, runned from a centralized perspective.

Calculation of the R Ratio

The R Ratio corresponds to the amount calculated using the ratio of the eligible capital investment to the EBITDA of the Concession for the previous 5 years, i.e. from 2018 to 2022, in accordance with Annexe 12 of the concession contract.

Ratio R	RRMM 2024-2028
R≥0.8	IPCH +1% per year
0.6≤ R <0.8	IPCH +0.5% per year
0.4≤ R <0.6	IPCH +0% per year
0.2≤ R <0.4	IPCH -1% per year
R<0.2	IPCH -2% per year

This method gives a R ratio of 0.1 and thus, given the regulation in force, the change in MARR will be set at IPCH-2% per year for the period 2024 to 2028.

Indicators	2018-2022	2023
Sum of Eligible Investment (a)	122,641	61,560
Sum of EBITDA (b)	1,397,128	541,738
Ratio R = (a)/(b)	0.1	0.1

The values calculated in 2023 will then be incorporated into the R Ratio for the next regulation period (2029-2033).

6. FIXED TANGIBLE ASSETS

ANA, S.A.					ANA Group			
State	Patrimony	In progress	Total		State	Patrimony	In progress	Total
				Gross value				
360,326	853,468	24,444	1,238,238	Balance 01-January-2023	360,327	884,430	24,853	1,269,610
-	1,940	51,865	53,805	Increases	-	4,570	52,477	57,047
-	-	1,011	1,011	Capitalised work	-	-	1,011	1,011
6,466	32,293	(35,047)	3,712	Transfers	6,465	32,816	(35,570)	3,711
(13)	(1,410)	-	(1,423)	Write-offs	(13)	(1,425)	-	(1,438)
-	(762)	-	(762)	Sales	-	(924)	-	(924)
366,779	885,529	42,273	1,294,581	Balance 31-December-2023	366,779	919,467	42,771	1,329,017
				Accumulated depreciations				
299,844	773,198	-	1,073,042	Balance 01-January-2023	299,844	800,899	-	1,100,743
6,234	24,242	-	30,476	Reinforcements	6,234	25,983	-	32,217
-	2,337	-	2,337	Transfers	-	2,337	-	2,337
(13)	(1,408)	-	(1,421)	Write-offs	(13)	(1,423)	-	(1,436)
-	(762)	-	(762)	Sales	-	(923)	-	(923)
306,065	797,609	-	1,103,674	Balance 31-December-2023	306,065	826,873	-	1,132,938
				Net value				
60,482	80,270	24,444	165,195	Balance 01-January-2023	60,483	83,531	24,853	168,867
60,714	87,920	42,273	190,907	Balance 31-December-2023	60,714	92,594	42,771	196,079

Of all the total investments made in 2023, most of which are in progress, the following are of particular note: (i) the replacement of light signalling equipment at the southern runway power centre (CAP) at Lisbon Airport and (ii) the installation of Hold Baggage Screening (HBS) standard III - equipment - at the mainland airports.

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

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

In accordance with the policy outlined in point 2.6, the direct costs pertaining to technical areas involved in constructing Group assets have been capitalized under tangible assets in the 2023 period.

The capitalized amounts are as follows:

	2023	2022
Goods sold and consumable materials	2	1
Supplies and external services	100	45
Personnel costs	909	627
	1,011	673

7. RIGHT OF USE ASSETS

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

ANA, S.A.					ANA Group			
Vehicles	Administrative equipment	Other equipments	Total		Vehicles	Administrative equipment	Other equipments	Total
				Gross value				
1,551	2,850	8	4,409	Balance 01-January-2023	1,898	2,850	8	4,756
425	808	-	1,233	Increases	489	808	-	1,297
-	(2,369)	-	(2,369)	Transfers	-	(2,369)	-	(2,369)
(261)	-	-	(261)	Write-offs	(385)	-	-	(385)
1,715	1,289	8	3,012	Balance 31-December-2023	2,003	1,289	8	3,300
				Accumulated depreciations				
975	2,396	8	3,378	Balance 01-January-2023	1,199	2,396	8	3,602
400	352	-	752	Reinforcements	475	352	-	827
-	(2,369)	-	(2,369)	Transfers	-	(2,369)	-	(2,369)
(258)	-	-	(258)	Write-offs	(372)	-	-	(372)
1,116	380	8	1,503	Balance 31-December-2023	1,302	380	8	1,689
				Net value				
577	454	-	1,030	Balance 01-January-2023	700	454	-	1,154
599	909	-	1,509	Balance 31-December-2023	701	909	-	1,611

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

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

8. CONCESSION RIGHT AND OTHER INTANGIBLE ASSETS

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

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

ANA, S.A.			ANA Group					
			Concession right					Other
Concession right	Other intangible assets		Assets	Subsidies	Advances	In progress	Total	intangible assets
		Gross value						
2,452,624	37,770	Balance 01-January-2023	2,688,618	(273,011)	5,018	31,999	2,452,624	37,770
27,170	10	Increases	-	-	-	27,170	27,170	10
(5,832)	691	Transfers	8,431	-	(3,820)	(10,443)	(5,832)	691
2,473,962	38,471	Balance 31-December-2023	2,697,049	(273,011)	1,198	48,726	2,473,962	38,471
		Accumulated depreciations						
792,315	33,896	Balance 01-January-2023	924,339	(132,024)	-	-	792,315	33,896
40,782	946	Reinforcements	44,314	(3,532)	-	-	40,782	946
-	31	Transfers	-	-	-	-	-	31
833,097	34,873	Balance 31-December-2023	968,653	(135,556)	-	-	833,097	34,873
		Net value						
1,660,309	3,874	Balance 01-January-2023	1,764,279	(140,987)	5,018	31,999	1,660,309	3,874
1,640,865	3,598	Balance 31-December-2023	1,728,396	(137,455)	1,198	48,726	1,640,865	3,598

The following key investments were made in 2023: (i) terminal building - roof sheeting/rainwater guttering/glazing framework on alignment G at Faro airport; (ii) improvement in service quality at Lisbon airport, which includes work in all the airport's toilet facilities, as well as improvements to the flooring, ceiling and lighting in various areas of the terminal and (iii) "Hold Baggage Screening III - Civil Construction" at Lisbon and Faro airports.

ANA, S.A.			ANA Group					
			Concession right					Other
Concession right	Other intangible assets		Assets	Subsidies	Advances	In progress	Total	intangible assets
		Gross value						
2,442,391	37,241	Balance 01-January-2022	2,689,445	(273,011)	18	25,939	2,442,391	37,241
14,467	97	Increases	-	-	5,328	9,139	14,467	97
(3,906)	660	Transfers	(827)	-	-	(3,079)	(3,906)	660
(328)	(228)	Write-offs	-	-	(328)	-	(328)	(228)
2,452,624	37,770	Balance 31-December-2022	2,688,618	(273,011)	5,018	31,999	2,452,624	37,770
		Accumulated depreciations						
751,676	33,026	Balance 01-January-2022	880,168	(128,492)	-	-	751,676	33,026
40,653	1,079	Reinforcements	44,185	(3,532)	-	-	40,653	1,079
(14)	19	Transfers	(14)	-	-	-	(14)	19
-	(228)	Write-offs	-	-	-	-	-	(228)
792,315	33,896	Balance 31-December-2022	924,339	(132,024)	-	-	792,315	33,896
		Net value						
1,690,715	4,215	Balance 01-January-2022	1,809,277	(144,519)	18	25,939	1,690,716	4,215
1,660,309	3,874	Balance 31-December-2022	1,764,279	(140,987)	5,018	31,999	1,660,309	3,874

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

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

9. GOODWILL

The goodwill may be summarised in the following manner:

ANA Group	2023	2022
Acquisition of 40% of Portway, S.A. in 2006	1,430	1,430
Total	**1,430**	**1,430**

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

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

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

CALCULATION OF THE RECOVERABLE VALUE

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

The assumptions applied were underpinned by the Portway, S.A. budget for 2024. Cash flows have been projected through to the end of the concession, by using the discounted cash flows method.

The discount rate used was 12.15%.

No impairment loss was identified.

SENSITIVITY ANALYSIS OF THESE ASSUMPTIONS

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

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

10. INVESTMENTS IN SUBSIDIARIES, ASSOCIATES AND JOINT VENTURES

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

	Head office	% Held	Share capital
Portway - Handling de Portugal, S.A.	Lisbon	100	4,500
PTDF- Portugal Duty Free, Lda.	Lisbon	51	6,000
Cabo Verde Airports, S.A.	Cabo Verde	30	37,523

ANA, S.A.			ANA Group	
2023	2022		2022	2021
		Subsidiary		
4,574	4,574	Portway- Handling de Portugal, S.A.	-	-
		Associates and Joint Ventures		
3,060	3,060	PTDF- Portugal Duty Free, Lda.	7,627	3,291
11,257	7	Cabo Verde Airports, S.A.	11,890	7
18,891	7,641	Total	19,517	3,298

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

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

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

As operations were due to start up at Cabo Verde Airports, its shareholder made a capital increase, for which ANA, S.A. contributed with 30%, in line with its share of capital.

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

	Portway	PTDF	Cabo Verde Airports
Balance as of 1 January 2022	4,574	-	-
Financial participation	-	3,060	7
Balance as of 31 December 2022	4,574	3,060	7
Balance as of 1 January 2023	4,574	3,060	7
Capital Increase	-	-	11,250
Balance as of 31 December 2023	4,574	3,060	11,257

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

	PTDF	Cabo Verde Airports
Balance as of 1 January 2022	-	-
Financial participation	3,060	7
Proportion in the net result for the year [(1)]	231	-
Balance as of 31 December 2022	3,291	7
Balance as of 1 January 2023	3,291	7
Proportion in the net result for the year [(1)]	4,336	633
Capital Increase	-	11,250
Balance as of 31 December 2023	7,627	11,890

[(1)] See note 39

11. FINANCIAL ASSETS AND LIABILITIES BY CATEGORY

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

2023	Financial assets at amortized cost	Assets at fair value via other comprehensive income	Assets at fair value via results	Cover liabilities at fair value	Financial liabilities at amortized cost	Non financial assets/ liabilities	Total
Assets							
Financial investments	5,100	721	440	-	-	-	6,261
Customers and other receivables [1] [2]	109,068	-	-	-	-	-	109,068
Other assets [2]	-	-	-	-	-	23,398	23,398
Cash and cash equivalents	406,726	-	-	-	-	-	406,726
	520,894	721	440	-	-	23,398	545,453
Liabilities							
Loans obtained	-	-	-	-	849,716	-	849,716
Lease liabilities	-	-	-	-	1,628	-	1,628
Derivative instruments	-	-	-	78	-	-	78
Suppliers and other payables [3]	-	-	-	-	85,315	-	85,315
Other liabilities [3]	-	-	-	-	-	310,483	310,483
	-	-	-	78	936,660	310,483	1,247,221

[1] The amount of customers and other receivables is deducted from impairment losses.

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

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

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

[1] The amount of customers and other receivables is deducted from impairment losses.

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

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

The fair value hierarchy used in measuring assets and liabilities of the Group (note 2.23) is as follows:

2023	Level 1	Level 2	Level 3	Total
Financial assets				
Financial assets at fair value via results	440	-	-	440
Assets at fair value via other comprehensive income [1]	-	-	721	721
	440	-	721	1,161
Financial liabilities				
Covering financial liabilities	-	(78)	-	(78)
	-	(78)	-	(78)

[1] The disclosures demanded on measurable assets at level 3 fair value are included in note 12 - Financial Investments

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

[1] The disclosures demanded on measurable assets at level 3 fair value are included in note 12 - Financial Investments

12. FINANCIAL INVESTMENTS

Financial investments in the ANA Group as of December 31, 2023 are presented as follows:

	2023	2022
Financial assets carried at amortised cost		
Shareholder loans - PTDF	5,100	5,100
Assets at fair value via other comprehensive income		
Capital shares - Futuro	721	1,329
Financial assets at fair value via results		
Reserve fund	155	145
Labour compensation fund	285	270
	6,260	6,843

In 2022, a loan agreement was concluded with PTDF Duty Free, Lda. This was financed in proportion to the percentage held. ANA, S.A. was, thus, responsible for 5,100 thousand euros (see note 47). There was no change in the amount in 2023.

FUTURO

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

The fair value of the stake in Futuro is estimated considering perpetuity for the evolution of the cash flow released, adjusted to the opportunity cost of capital (9.73%).

	Futuro
Balance as of 1 January 2022	1,386
Variation in fair value	(57)
Balance as of 31 December 2022	1,329
Variation in fair value	(608)
Balance as of 31 December 2023	721

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

	Futuro	Growth rate		
		0.40%	0.50%	0.60%
Cost of capital	8.73%	82	78	74
	9.73%	114	111	108
	10.73%	140	138	135

RESERVE FUND AND WORK COMPENSATION FUND

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

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

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

	Reserve fund
Balance as of 1 January 2022	129
Variation in fair value	16
Balance as of 31 December 2022	145
Variation in fair value	10
Balance as of 31 December 2023	155

As at 31 December 2023 and 2022, the value of the Work Compensation Fund was as follows:

Work Compensantion Fund	2023	2022
ANA, S.A.	150	136
Portway, S.A.	135	134
Balance as of 31 December	285	270

13. RECEIVABLES AND OTHERS – NON-CURRENT

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

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
38	33	Guarantees to third parties	38	33
1,766	-	Subsidies receivable	1,766	-
794	820	Accrual and deferred	794	820
2,598	852		2,598	852

14. ASSETS AND LIABILITIES FOR DEFERRED TAXES

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

	2023	2022
ANA, S.A.	31.24%	31.15%
Portway, S.A.	25.88%	24.23%

In 2023, the rates used to calculate deferred taxes consider the estimated rate for 2024.

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

	ANA Group						
	2022		Movements 2023			2023	
	Base	Deferred tax	Rate	Impact on results	Impact on equity	Base	Deferred tax
Assets due to deferred taxes							
Provisions not accepted for tax purposes	35,312	11,000	31.24%	(1,894)	-	29,148	9,106
Contributions not accepted for tax purposes	5,209	1,623	31.24%	5	-	5,209	1,628
Retirement benefits	3,305	1,029	31.24%	(14)	35	3,363	1,051
Derivative instruments	65	20	31.24%	2	1	78	24
Amortisation not accepted for tax purposes	5,657	1,762	31.24%	(665)	-	3,513	1,097
Contractual liabilities - Concession	165,879	51,671	31.24%	9,365	-	195,377	61,036
Total ANA	215,427	67,105		6,799	36	236,688	73,942
Provisions not accepted for tax purposes	1,468	356	25.88%	87	-	1,712	443
Total subsidiaries	1,468	356		87	-	1,712	443
ANA- Assets due to deferred taxes	215,427	67,105		6,799	36	236,688	73,942
Group ANA- Assets due to deferred taxes	216,895	67,461		6,886	36	238,400	74,385
Liabilities due to deferred taxes							
Re-evaluations of fixed assets	3,619	1,128	31.24%	(31)	-	3,510	1,097
Financial assets	1,386	431	31.24%	3	(189)	789	246
Total ANA	5,005	1,559		(28)	(189)	4,299	1,343
Others	4,250	893	21.00%	(893)	-	-	-
Total subsidiaries	4,250	893		(893)	-	-	-
ANA- Liabilities due to deferred taxes	5,005	1,559		(28)	(189)	4,299	1,343
Group ANA- Liabilities due to deferred taxes	9,255	2,452		(921)	(189)	4,299	1,343

	ANA Group						
	2021		Movements 2022			2022	
	Base	Deferred tax	Rate	Impact on results	Impact on equity	Base	Deferred tax
Assets due to deferred taxes							
Provisions not accepted for tax purposes	29,592	9,117	31.15%	1,883	-	35,312	11,000
Contributions not accepted for tax purposes	5,209	1,605	31.15%	18	-	5,209	1,623
Retirement benefits	2,521	777	31.15%	286	(34)	3,305	1,029
Derivative instruments	953	294	31.15%	9	(283)	65	20
Amortisation not accepted for tax purposes	8,404	2,589	31.15%	(827)	-	5,657	1,762
Contractual liabilities - Concession	159,371	49,102	31.15%	2,569	-	165,879	51,671
Tax losses	27,063	5,683	21.00%	(5,683)	-	-	-
Total ANA	233,113	69,167		(1,745)	(317)	215,427	67,105
Provisions not accepted for tax purposes	1,835	413	24.23%	(57)	-	1,468	356
Tax losses	7,347	1,543	21.00%	(1,543)	-	-	-
Total subsidiaries	9,182	1,956		(1,600)	-	1,468	356
ANA- Assets due to deferred taxes	233,113	69,167		(1,745)	(317)	215,427	67,105
Group ANA- Assets due to deferred taxes	242,295	71,123		(3,345)	(317)	216,895	67,461
Liabilities due to deferred taxes							
Re-evaluations of fixed assets	3,727	1,149	31.15%	(21)	-	3,619	1,128
Financial assets	1,428	440	31.15%	5	(14)	1,386	431
Total ANA	5,155	1,589		(16)	(14)	5,005	1,559
Others	-	-	21.00%	893	-	4,250	893
Total subsidiaries	-	-		893	-	4,250	893
ANA- Liabilities due to deferred taxes	5,155	1,589		(16)	(14)	5,005	1,559
Group ANA- Liabilities due to deferred taxes	5,155	1,589		877	(14)	9,255	2,452

15. INVENTORIES

Inventories have the following breakdown:

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
111	99	Goods	830	738
364	431	Raw, subsidiary and consumable materials	364	431
475	530		1,194	1,170

16. RECEIVABLES AND OTHERS – CURRENT

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

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
111,778	102,425	Customers	121,760	110,006
15,283	13,531	Debtors and other receivables	14,413	13,297
11,472	10,827	Accrued income	12,695	11,723
5,251	450	Subsidies receivable	5,251	450
8,664	6,463	Advanced payments	9,909	7,286
152,448	133,696		164,028	142,762
(27,951)	(33,696)	Losses due to impairment of customers debts[1]	(30,745)	(36,672)
(3,353)	(3,619)	Losses due to impairment of third party debts[1]	(3,415)	(3,681)
(31,304)	(37,316)		(34,160)	(40,353)
121,144	96,380		129,868	102,409

[1] See note 17

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

The customers item comprises amounts invoiced to customers but not paid in 2023. The increase in this item is directly related to the increase in operational activity in 2023, when compared to 2022.

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

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

The age of receivables in the Group is as follows:

2023	Debt not due	Arrears			Total
		0 - 6 months	6 - 12 months	> 12 months	
Customers	60,971	29,055	1,325	30,409	121,760
Debtors and other receivables	1,766	8,503	134	4,010	14,413

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

Credit risk is managed as described in note 3.1.

17. LOSSES DUE TO IMPAIRMENT OF ASSETS

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

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

	2023			
	Opening Balance	Impact on results		Closing Balance
		Increase	Reversal	
Losses due to impairment of customers' debts				
ANA, S.A.	33,696	444	(6,189)	27,951
Portway, S.A.	2,976	38	(220)	2,794
	36,672	482	(6,409)	30,745
Losses due to impairment of other third party debts				
ANA, S.A.	3,619	-	(266)	3,353
Portway, S.A.	62	-	-	62
	3,681	-	(266)	3,415
	40,353	482	(6,675)	34,160

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

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

18. OBLIGATIONS ON ACCOUNT OF RETIREMENT BENEFITS

These obligations only concern ANA, S.A. as mentioned in note 2.18. The Complementary Pension Fund has two associated plans, one of which is a defined benefits plan.

DEFINED BENEFITS PLAN

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

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

	2023	2022
Mortality table	TV 88/90	TV 88/90
Technical rate	4.15%	3.75%
Pension growth rate (CGA)	1.50%	1.50%
Pension growth rate (SS)	1.50%	1.50%

Based on actuarial studies, the following values were ascertained:

	2023	2022	2021	2020	2019
Fund patrimony before additional contribution	2,860	2,479	3,015	3,335	3,442
Coverage of the financing gap	97	798	229	10	176
Fund patrimony (a)	2,957	3,277	3,244	3,345	3,618
Responsibilities undertaken (b)	3,234	3,513	4,411	4,968	5,497
(Insufficiency)/Surplus (a)-(b)	(277)	(236)	(1,167)	(1,623)	(1,879)

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

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

After carrying out a sensitivity analysis for the amounts as at 31 December 2023, varying the technical rate by plus 50 bp and minus 50 bp, the actuarial results are as follows:

Technical rate	3.65%	4.65%
Fund patrimony	2,957	2,957
Responsibilities undertaken	3,381	3,274
(Insufficiency)/Surplus	(424)	(317)

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

	2023	2022
Shares	26.00%	23.00%
Bonds	49.00%	56.00%
Real estate	0.00%	0.10%
Other funds	24.00%	19.00%
Liquidity	1.00%	2.00%
	100%	100%

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

	2023	2022
Initial balance	3,277	3,244
Pensions paid	(378)	(286)
Contributions	97	798
Fund revenue	(39)	(479)
Final balance	2,957	3,277

The changes in the plan's liabilities may be summarised as follows:

	2023	2022
Opening balance	3,513	4,411
(Gain) / Loss of Benefits	(38)	-
Net interest [1]	125	45
Remeasurements - financial assumptions	(83)	(580)
Remeasurements - adjusting experience	95	(77)
Paid benefits	(378)	(286)
Final balance	3,234	3,513

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

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

	Income Statement	Comprehensive Income Statement	Statement of Financial Position
Balance as of 1 January 2022			(1,167)
Cost of the year 2022			
Net interest	(15)		
	(15)		
Contributions			798
Return on assets		(509)	
Gains/ (losses) financial assumption variation		580	
Gains/ (losses) experience adjustments		77	
		148	
Balance as of 31 December 2022			(236)
Cost of the year 2023			
Net interest	(39)		
	(39)		
Contributions			97
Return on assets		(125)	
Gains/ (losses) financial assumption variation		83	
Gains/ (losses) experience adjustments		(95)	
Gains/ (losses) of benefits		38	
		(99)	
Balance as of 31 December 2023			(277)

DEFINED CONTRIBUTION PLAN

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

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

19. CURRENT TAX

The current tax item breaks down as follows:

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
		Liabilities		
188,526	147,150	Tax provision	188,138	147,707
(8,137)	(9,612)	Withholding taxes by third parties	(8,137)	(9,612)
(120,927)	(2,192)	Payments on account	(120,927)	(2,192)
59,462	135,346	Payable income tax	59,074	135,903

ANA Group, and the other Portuguese companies that fall within the VINCI Group perimeter in Portugal, are subject to Corporate Income Tax (CIT) under the Special Taxation Schedule for Groups of Companies (RETGS) (see note 2.24).

ANA, S.A. carries the calculated taxable income for each of these companies on its books (see note 47). As at 31 December 2023, the figure of 188,138 thousand euros for current tax included 1,399 thousand euros for liabilities generated within the tax perimeter (of which 1,217 thousand euros from Portway). As at 31 December 2022, the figure of 147,150 thousand euros for current tax included 3,565 thousand euros that are to be paid to cover liabilities generated within the tax perimeter.

The change in the corporate income tax payable is essentially due to the increase in the amount of the current tax estimate, as well as the increase in the amount of payments on account. In fact, and as stipulated in the IRC Code, payments on account are calculated based on the tax assessed for the tax period immediately preceding the one in which these payments must be made. As the tax assessed by ANA, S.A. in 2021 was significantly lower than the tax assessed in 2022, the amount of payments on account was significantly lower in 2022 than in 2023, thus explaining the change shown above.

The impact of this change on the cash flow statement should also be considered, specifically as regards cash flows from operating activities, which can be found in Part II - Financial Statements.

The following companies fall within this RETGS perimeter:

Company	Year of integration in the RETGS
ANA, S.A.	2017
Portway, S.A.	2017
VINCI Energies Portugal, S.A.	2017
Sotécnica, S.A.	2017
Sotécnica Açores, Lda.	2017
Cegelec, Lda.	2017
Rodio Portugal, S.A.	2017
Sixense Portugal, Lda.	2017
Freyssinet, Lda.	2018
Axianseu, S.A.	2019
Axianseu II - Digital Consulting, S.A.	2022
Cegelec Oil & Gás Portugal, S.A.	2022
Sunmind Faro, Unipessoal Lda.	2022
Trafiurbe - Sinalização Construção e Engenharia, S.A.	2023
Etratraf, S.A.	2023

In 2024, ANA, S.A. intends to apply for tax incentives under SIFIDE, the tax incentives system for R&D in business, that pertain to research, and development carried out in 2023. The tax credit in question is estimated to be 811 thousand euros, based on eligible R&D expenditure in the amount of 4,795 thousand euros.

The tax credit for 2022 was 73 thousand euros, underpinned by R&D investment of 225 thousand euros. The application for this period is still being evaluated by ANI - Agência Nacional de Inovação, S.A.

20. CASH AND CASH EQUIVALENTS

Cash and cash equivalents were as follows, at 31 December 2023 and 2022:

ANA, S.A.			ANA Group	
2023	2022		2023	2022
		Cash		
22	19	Cash	42	39
		Cash equivalents		
1,341	333,998	Bank deposits - account	9,788	334,263
396,895	20,599	Cash pooling	396,895	20,599
398,257	354,615		406,726	354,902

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

This cash pooling is qualified as Cash and Cash Equivalents as there are no restrictions on its use and the balance is immediately available in case of cash needs. During 2023, the balance of notional cash pooling was transferred to physical cash pooling, which is why this balance is shown in the open balances with VINCI Airports, SAS.

Changes in cash and cash equivalents break down as follows:

- operating cash flows totalled 540,073 million euros.
- investment cash flows totalling (107,908) million euros, of which 102,374 million euros are accounted for by payments pertaining to tangible fixed assets and intangible assets.
- financing cash flows totalling (388,523) million euros, of which the most notable are dividends distributed to the shareholder in the amount of 324,400 million euros and interest and similar costs in the amount of 39,562 million euros.

21. SHARE CAPITAL

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

On December 31, 2023, ANA, S.A. was 100% owned by the VINCI Airports, SAS (see note 1.1).

22. RESERVES

Reserves showed the following movements:

ANA, S.A.	Not distributable			Distributable			Total
	Legal	Others	Total	Free	Others	Total	
Balance as of 1 January 2022	40,000	1,636	41,636	40,703	880	41,583	83,219
Others movements	-	-	-	-	725	725	725
Retirement Benefits	-	-		-	(2,552)	(2,552)	(2,552)
Change in fair value of financial assets and liabilities	-	(43)	(43)	-	-	-	(43)
Balance as of 31 December 2022	40,000	1,593	41,593	40,703	(947)	39,756	81,349
Balance as of 1 January 2023	40,000	1,593	41,593	40,703	(947)	39,756	81,349
Others movements	-	-	-	-	(11)	(11)	(11)
Retirement Benefits	-	-	-	-	(65)	(65)	(65)
Change in fair value of financial assets and liabilities	-	(420)	(420)	-	-	-	(420)
Balance as of 31 December 2023	40,000	1,173	41,173	40,703	(1,023)	39,680	80,853

The other movements item includes the changes for the year in retirement benefit (note 18) and derivative financial instruments (note 27).

The group's reserves are presented as a function of ANA, S.A.'s individual position. The reserves related to its subsidiary are included under retained earnings.

23. RETAINED EARNINGS

Retained earnings breakdown as follows:

ANA, S.A.				ANA Group		
Not distributable	Distributable	Total		Not distributable	Distributable	Total
20,003	371,048	391,051	Balance as of 1 January 2022	20,947	369,212	390,159
-	27,486	27,486	Application of results	-	25,531	25,531
-	2,552	2,552	Retirement benefits	-	2,552	2,552
20,003	401,086	421,089	Balance as of 31 December 2022	20,947	397,296	418,243
20,003	401,086	421,089	Balance as of 1 January 2023	20,947	397,296	418,243
-	324,398	324,398	Application of results	-	333,913	333,913
-	(324,400)	(324,400)	Distribution of dividends	-	(324,400)	(324,400)
20,003	401,084	421,087	Balance as of 31 December 2023	20,947	406,810	427,757

The Retained earnings item includes an amount of 20,003 thousand euros pertaining to legal revaluations (20,947 thousand euros in the ANA Group). As established in the relevant legislation, this reserve can only be used to cover losses or increase share capital.

24. CONCILIATION BETWEEN INDIVIDUAL EQUITY AND CONSOLIDATED EQUITY

The changes to individual and consolidated equity were as follows:

Equity	2023	2022
ANA, S.A.	1,105,728	1,026,836
Impact of Subsidiaries		
Equity	17,520	9,581
Elimination of financial investment (note 10)	(4,574)	(4,574)
Goodwill (note 9)	1,430	1,430
Impact of Associates and Joint Ventures		
Proportion in the net result for the year (note 10)	4,969	231
Application of the previous year's result (note 10)	231	-
ANA Group	1,125,305	1,033,505

25. LOANS

Loans have the following breakdown:

ANA, S.A. 2023	ANA, S.A. 2022	Non-current loans	ANA Group 2023	ANA Group 2022
812,271	826,575	Loans	812,271	826,575
812,271	826,575		812,271	826,575

ANA, S.A. 2023	ANA, S.A. 2022	Current loans	ANA Group 2023	ANA Group 2022
14,304	14,245	Loans	14,304	14,245
7,494	17,117	Portway, S.A. loans	-	-
23,141	12,288	Interest payable	23,141	12,288
44,938	43,649		37,445	26,533

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

	ANA, S.A.				
	Loans	Loan interest	Subtotal	Lease liabilities (note 26)	Total
Balance 01-January-2023	857,937	12,288	870,224	997	871,222
Changes due to cash flows					
Financial activities	(23,868)	(39,490)	(63,358)	(730)	(64,087)
Other movements through balance sheet	-	-	-	1,233	1,233
Other movements through results	-	50,343	50,343	30	50,374
Balance 31-December-2023	834,069	23,141	857,210	1,530	858,741

	ANA Group				
	Loans	Loan interest	Subtotal	Lease liabilities (note 26)	Total
Balance 01-January-2023	840,820	12,287	853,107	1,142	854,249
Changes due to cash flows					
Financial activities	(14,245)	(39,113)	(53,358)	(831)	(54,189)
Other movements through balance sheet	-	-	-	1,287	1,287
Other movements through results	-	49,966	49,966	31	49,997
Balance 31-December-2023	826,575	23,141	849,716	1,629	851,344

The loans have the following composition:

Contract	Interest Rate	Amount owed						
		Non-current		Current		Total accounting value	Fair value	
		2023	2022	2023	2022		2023	2022
EIB 02	Fixed	-	7,125	7,125	7,066	7,125	6,951	13,647
EIB 02	Floating + fixed spread	3,750	5,625	1,875	1,875	5,625	5,625	7,500
	Fixed	3,750	5,625	1,875	1,875	5,625	5,259	6,882
EIB 09	Revisable fixed	18,095	20,000	1,905	1,905	20,000	17,967	19,006
	Floating + fixed revisable spread	14,476	16,000	1,524	1,524	16,000	16,000	17,523
Bonds 2022/2029	Floating [a)]	772,200	772,200		-	772,200	772,200	772,200
		812,271	826,575	14,304	14,245	826,575	824,003	836,759

[a)] Financing with VINCI Airports, SAS (see note 47)

No new loans were taken out with the EIB in 2023. The capital repayments of loans taken out with the EIB totalled 14,188 thousand euros, which is in line with the debt service plan.

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

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

It should also be noted that, as in 2022, there was a generalised rise in interest rates in 2023, albeit at a slower rate than the preceding year.

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

2023	First repayment	Last repayment	Interest rate	Interest payment period	Average interest rate (%)
ANA, S.A. Loans					
EIB 02					
A+B	15/09/2009	15/09/2024	Fixed	Tranche A1 - Annual	0.17%
			Fixed	Tranches A2, A3, A4 and B1 - Annual	0.89%
			Fixed	Tranche B2 - Annual	4.25%
C	15/09/2011	15/09/2026	Floating + fixed spread	Tranche C1 - Quarterly [a)]	4.02%
			Fixed	Tranche C2 - Annual	1.10%
EIB 09	15/12/2013	15/06/2034	Revisable fixed	Tranche D1 -Semiannual	1.42%
			Floating + fixed revisable spread	Tranche D2 -Semiannual	3.96%
Bonds 2022/2029	Bullet	31/07/2029	Floating	Semiannual	5.66%

[a)] The company has a hedging instrument associated with this loan (see note 27)

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

[a)] The company has a hedging instrument associated with this loan (see note 27)

[b)] Interest payment will occur in January 2023

GENERAL COVENANTS OF ANA GROUP LOANS

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

- Financing contracts

Company	Financing Contracts	Contractual debt	Current debt 31/12/2023	Covenant	Limit	Covenant 31/12/2023
ANA, S.A.	EIB Financing Contracts	329,784	54,375	**Borrower shareholder control (VINCI, S.A.)** [(1)]	> 50%	100%
				External indebtedness limit of Subsidiaries	< 20% Senior consolidated gross debt [(2)]	0%
				Financial Ratios [(3)]**:**		
				Senior Net Debt / EBITDA	< 5x	-0.46
				EBITDA / Consolidated Net Financial Costs [(4)]	> 4.75 x	-63.20
				Access to Liquidity [(5)]	minimum of double of the monthly average of the consolidated revenue	100% (cash pooling)

1. The EIB may require the early repayment of loans where: (i) there is an acquisition of more than 50% of the VINCI, S.A. share capital and/or of more than 50% of the voting rights in VINCI, S.A.; or (ii) VINCI, S.A. ceases to have a direct or indirect holding of over 50% in the share capital of ANA, S.A. and/or 50% of the voting rights in ANA, S.A.
2. This percentage excludes financing or loans granted by the EIB to any Group companies and non-recourse financial debt.
3. The financial ratios have a dual function of covenant and of a basis for the application of an additional margin, to be applied during the term of each of the loan contracts.
   If, at any time, the net senior debt/EBITDA ratio and/or the EBITDA/net consolidated financial costs ratio exceed the stipulated limits, the bank may require that additional guarantees be provided, or it may demand the early repayment of all EIB loans.
4. Regarding the calculation of the EBITDA/consolidated financial costs ratio, we would point out that the result obtained does not reflect a non-compliance with the ratio under the terms of

Article 18(2)(b), given that the result obtained would be 468.9, if interest received on the application of cash surpluses were excluded. The contractual definition of the ratio and its limit did not foresee a situation in which the interest received would be higher than the financial costs net of interest on shareholder loans.

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

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

As at 31 December 2023, the Group was in compliance with the financial ratios contracted with the EIB.

- Concession contract

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

As at 31 December 2023, the Group was in compliance with the established covenant.

26. LEASE LIABILITIES

ANA, S.A.			ANA Group	
2023	2022		2023	2022
965	437	Lease liabilities non current	1,012	496
565	560	Lease liabilities current	616	645
1,530	997		1,628	1,142

The current lease liabilities item includes amounts of 2 thousand euros and 3 thousand euros that relate to accrued lease interest costs for 2023 and 2022, respectively.

FINANCIAL LEASING CONTRACTS

The situations of the various ANA Group leasing contracts, as at 31 December 2023 are as follows:

	First Instalment	Last Instalment	Interest rate	Periodicity	Capital in debt at 31/12/2023
Leasing - ANA, S.A.					
	2017	2024	Fixed	Monthly	-
	2018	2024	Fixed	Monthly	1
	2019	2024	Fixed	Monthly	5
	2020	2024	Fixed	Monthly	114
	2020	2025	Fixed	Quarterly	136
	2021	2024	Fixed	Monthly	5
	2021	2025	Fixed	Monthly	12
	2021	2026	Fixed	Quarterly	26
	2022	2025	Fixed	Monthly	94
	2022	2027	Fixed	Quarterly	27
	2023	2026	Fixed	Monthly	243
	2023	2027	Fixed	Monthly	84
	2023	2027	Fixed	Quarterly	127
	2023	2028	Fixed	Monthly	654
					1,528
Leasing - Remaining values of the Group					
	2021	2025	Fixed	Monthly	24
	2022	2026	Fixed	Monthly	31
	2023	2027	Fixed	Monthly	43
					98

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

ANA, S.A. 2023	ANA, S.A. 2022		Grupo ANA 2023	Grupo ANA 2022
		Property acquired through leasing		
605	555	Transport equipment	704	700
923	439	Administrative equipment	923	439
		Future minimum payments		
606	574	Up 1 year	662	659
1,016	448	From 1 year to 5 years	1,066	507
		Interest		
44	17	Up 1 year	49	17
51	11	From 1 year to 5 years	54	11
		Present value of minimum payments		
562	557	Up 1 year	614	642
965	437	From 1 year to 5 years	1,012	496

27. DERIVATIVE FINANCIAL LIABILITIES

	2023		2022	
	Notional	Fair Value	*Notional*	Fair Value
Designated as cash flow coverage				
Interest rate swap	5,625	(78)	7,500	(65)
Total derivatives	5,625	(78)	7,500	(65)

At 31 December 2023 the ANA Group had contracted a derivative financial instrument with a current notional of 5,625 thousand euros (initially 30 million euros) on the interest rate (interest rate swap).

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

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

HEDGED INSTRUMENT

Cash flows of the finance contracted with the EIB:

Notional	30 million euros (see note 25)
Date of issue	15 June 2005
Maturity date	15 September 2026

Interest rate	Eur 3M + spread of 0.415%
Liquidation date	Quarterly

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

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

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

The movements in the year were as follows:

	Fair Value 2022	Impact in net results		Impact in equity	Fair Value 2023
		Interest Paid	Interest costs		
Coverage	(65)	40	(40)	(13)	(78)

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

28. PROVISIONS

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

As at 31 December 2023, these provisions mainly pertain to lawsuits in the areas of operations or employment. The provisions item changed in the following way:

	2023					
			Impact on results			
	Opening Balance	Used	Increase	Reversal	Yearly Change	Closing Balance
ANA, S.A.	33,360	-	27,836	(11,166)	16,670	50,030
ANA Group	34,176	(92)	28,301	(11,473)	16,828	50,912

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

The increase in 2023 is essentially explained by:

- the net increase of 10,809 thousand euros to cover the risk associated with legal suits challenging airport car park charges.
- the net increase in the labour provision, amounting to 2,744 thousand euros.
- Studies for the installation of a photovoltaic plant at Lisbon airport, unearthed two buried waste deposits. These could constitute an environmental risk, the extent of which is uncertain at this time. As a result, a provision for environmental risks was set up in 2023, to cover the estimated risk, in the amount of 6,393 thousand euros. This amount is designed to cover the removal of the waste and its disposal at appropriate landfills.

In 2023, existing provisions for a set of lawsuits of an operational nature were reversed. These had a minimal impact in terms of Group disbursement of resources.

29. PAYABLES AND OTHER LIABILITIES – NON-CURRENT

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

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
1,164	1,307	Deferred income	1,164	1,307
16,416	8,206	Investment subsidies [1]	16,416	8,206
147,944	119,933	Contractual liabilities [1]	147,944	119,933
11,049	9,794	Guarantees provided by third parties	11,905	10,737
176,574	139,240		177,429	140,183

[1] See note 30

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

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

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

Guarantees extended by third parties include:

1. guarantees extended by clients as surety (around 8,821 thousand euros), required depending on the assessed level of risk; and
2. guarantees provided by investment suppliers (around 2,228 thousand euros), realised by means of withholdings on the payments made, required where no guarantee is offered. These withholdings vary between 5% and 10%, depending on the type of contract/service involved.

30. PAYABLES AND OTHER LIABILITIES – CURRENT

Current debts payable and other liabilities have the following breakdown:

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
25,929	21,230	Suppliers	24,542	20,740
32,749	17,532	Investment suppliers	33,286	17,674
		State and other public entities		
962	955	Tax withheld from third parties	1,257	1,254
1,361	1,257	Social expenses	2,216	1,948
5,863	6,143	Other taxes	4,007	5,366
5,183	5,538	Other creditors	8,103	8,031
		Accrued costs		
14,766	14,607	Personnel costs	23,176	24,544
37,255	34,665	External supplies and services	38,766	34,406
1,266	6,069	Contractual liabilities	1,266	6,069
48,072	30,527	Other accrued costs	49,753	34,520
31,975	17,055	Deferred earnings (advanced receipts)	31,301	16,448
696	801	Investment subsidies	697	802
206,077	156,378		218,369	171,801

The other taxes item includes VAT for the months of November and December, to be paid in 2024.

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

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

The other accrued costs item includes air traffic incentives amounting to 29,116 thousand euros. These will be allocated to the airlines next year.

Lastly, the staff costs item is essentially made up of accruals for holidays and holiday bonuses (7,492 thousand euros), but also accruals related to share-based payments, in the amount of 5,194 thousand euros. This latter figure may be divided between employee share plans (3,078 thousand euros) and directors' and company officers' share plans (2,116 thousand euros).

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

	2023	2022
Opening balance		
Non-current [(1)]	8,206	9,035
Current	801	947
	9,007	9,982
Subsidies granted in the period	8,907	42
Transfers to earnings in the year	(800)	(1,037)
Other transfers	(1)	20
Final balance		
Non-current [(1)]	16,416	8,206
Current	696	801
	17,113	9,007

[(1)] See note 29

The quantification of the contractual responsibilities with renovation/replacement and its use within the application of IFRIC 12, are detailed in the following table:

	2023	2022
Opening balance		
Non-current [(1)]	119,933	105,794
Current	6,069	8,363
	126,002	114,157
Year movement [(2)]	22,303	12,160
Discounting effect [(3)]	4,045	3,593
Use in the period	(3,163)	(4,083)
Reclassification	22	174
Final balance		
Non-current [(1)]	147,944	119,933
Current	1,266	6,069
	149,210	126,002

[(1)] See note 29

[(2)] See note 33

[(3)] See note 40

31. REVENUE

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
576,228	448,720	Traffic	576,228	448,720
198,262	167,868	Operation	198,262	167,868
102,699	102,136	Security charges and PRM	102,699	102,136
38,208	35,848	Occupancy	34,668	32,687
38,134	32,121	Handling	111,330	94,114
35,612	29,569	Parking facilities	35,279	29,205
25,368	18,092	Other commercial activities	24,933	17,718
9,589	8,449	Equipment	8,139	7,226
4,259	3,852	Advertising	4,259	3,852
3,091	3,107	Sales of goods	1,951	1,945
(2,483)	(2,416)	Regulated revenue adjustment	(2,480)	(2,308)
1,028,966	847,346		1,095,267	903,163
27,171	9,120	Construction contracts (concession)	27,171	9,120
3,097	2,569	Other earnings	1,702	1,407
1,059,234	859,034		1,124,141	913,690

In 2023, there was a sharp increase in year-on-year revenue. This was accounted for by the growth in traffic as well as several other factors that included higher demand and developments in the commercial offer, which led to a clear recovery in the Extra-aeronautical business.

The amount carried in the traffic item is net of the traffic development incentives given to airlines to open up new routes and/or increase frequencies and, so, optimise the capacity offered by the Group's airports. In 2023, the Group spent a total of 27,782 thousand euros on incentives of this type.

In 2023, the amount carried for the adjustment of regulated revenue item, essentially pertains to penalties resulting from the application of the RQSA.

Construction services revenue for the year ending 31 December 2023 was 27,171 thousand euros.

Construction contract revenue includes the costs of acquiring / constructing expansion assets or of upgrading concession infrastructures. It also includes the direct costs generated by the technical areas involved in the construction of the expansion assets.

32. GOODS SOLD AND MATERIALS CONSUMED

The cost of goods sold and materials consumed was as follows:

ANA, S.A.		ANA Group		
Total	Movements	Goods	Consumable materials	Total
	2023			
530	Inventories - opening balance	738	431	1,170
3,008	Purchases	3,616	180	3,796
(6)	Inventory adjustments	15	(9)	7
475	Inventories – closing balance	830	364	1,194
3,058	Costs in the financial year	3,541	238	3,779
	2022			
492	Inventories - opening balance	767	393	1,159
3,214	Purchases	3,518	292	3,810
(12)	Inventory adjustments	(52)	(6)	(59)
530	Inventories – closing balance	738	431	1,170
3,163	Costs in the financial year	3,494	247	3,741

33. EXTERNAL SUPPLIES AND SERVICES

The costs with external supplies and services were as follows:

ANA, S.A.			ANA Group	
2023	2022		2023	2022
54,354	41,465	Subcontracts	29,151	22,647
37,330	35,547	Surveillance and security	37,798	35,967
33,720	27,759	Repairs and maintenance	35,937	28,868
21,120	17,259	Specialised work	22,170	18,172
11,793	10,785	Cleaning	12,361	11,247
11,436	14,187	Water, electricity and fuel	11,561	14,337
3,073	2,701	Insurance	3,538	3,154
955	571	Rental costs	1,829	1,142
918	961	Communications	945	1,014
666	837	Advertising	694	854
601	500	Travel	683	556
20,583	16,549	Other external supplies and services	23,633	18,186
196,552	169,122		180,300	156,141
22,303	12,160	Contractual liabilities (1)	22,303	12,160
26,317	8,067	Construction contracts costs	26,317	8,067
48,620	20,227		48,620	20,227
245,172	189,349		228,920	176,368

(1) See note 30

Supplies and external services increased in year-on-year terms, due to the upturn in business activity.

The water, electricity and fuel item includes 370 thousand euros for a Power Purchase Agreement (PPA), signed between ANA, S.A. and Sunmind Faro, Unipessoal Lda. This agreement qualifies as a lease contract under IFRS 16. However, this PPA is exempt from the application of the standard, as the payments are variable and, so, it is not possible to determine reliably the amount of the lease liability and, consequently, the amount of the right-of-use asset.

The rental and leasing item includes a lease contract for office equipment (printers), in an amount of around 66 thousand euros. The exemption provided for in IFRS 16 was applied to this contract, given the low individual worth of the goods involved.

In 2023, the amounts carried in the costs with construction contracts item mainly relate to: (i) roof sheets/rainwater drainage gutters/glazing at Faro Airport (ii) improving the quality of service at Lisbon Airport and (iii) "*Hold Baggage Screening* III - Civil Construction" at Lisbon and Faro Airports.

The other external supplies and services item includes the technical and management services that the shareholder provides to the ANA Group (see note 47).

34. PERSONNEL EXPENSES

Staff-related costs breakdown as follows:

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
57,471	54,547	Salaries	87,818	81,586
12,709	12,435	Charges on remunerations	19,358	18,238
2,103	1,410	Incentives/ indemnities	2,198	1,647
55	21	Pensions	55	21
5,802	5,056	Other costs	36,856	25,113
78,140	73,468		146,284	126,606

In 2023, there was an increase in the ANA Group's payroll costs, because of the recovery in business activity and the subsequent hiring of 534 new employees (484 of which at Portway, S.A.). As at 31 December 2023, ANA Group had 407 more employees than in 2022.

The change in the incentives/compensations item is accounted for by the staff optimisation plan, which resulted in several retirements and voluntary redundancies.

The average number of ANA employees in the years ending 31 December 2023 and 31 December 2022 was 1,117 and 1,150, respectively.

On average, the Group had 2,569 and 2,493 employees in the years ending 31 December 2023 and 31 December 2022, respectively.

35. OTHER INCOME

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
25	22	Gains on tangible assets	30	46
464	165	Other unspecified income	420	87
489	187		450	133

36. OTHER EXPENSES

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
18,395	368	Revenue sharing	18,395	368
736	535	Bank service costs	816	618
651	649	Taxes	655	653
521	485	Donations	526	485
395	60	Bad Debts	395	60
280	319	Incentives	280	319
255	222	Contributions to business/ Professional associations	271	247
69	-	Fines and penalties	70	-
4,293	1,775	Other costs	4,395	1,685
25,596	4,414		25,804	4,436

ANA, S.A., VINCI Energies Portugal and the Fondation VINCI pour la Cité have formed a non-profit association that will deliver a VINCI Group programme of support for social projects. Through its participation in the VINCI Programme for Citizenship, ANA, S.A. made donations in the amount of 289 thousand euros in 2023. These pertained to the 5th edition of this programme.

Under clause 27 of the Concession Contract for Lisbon Airport, airports in the Autonomous Region of the Azores (Ponta Delgada, Santa Maria, Horta, and Flores), Beja Civil Terminal, Porto Airport and Faro Airport, concluded between ANA, S.A. and the Portuguese State on 14 December 2012, ANA, S.A. will have to share a percentage of the Gross Concession Revenue from the 11th year of the concession onwards. Furthermore, under clause 26 of the Concession Contract for the airports in the Autonomous Region of Madeira (Funchal and Porto Santo) concluded between ANAM, S.A. and the Portuguese State, on 14 December 2012, ANAM, S.A. will have to share a percentage of the Gross Revenue of the Concession from the 11th year of the concession onwards.

Following the merger by incorporation of ANAM, S.A. in 2014, ANA, SA succeeded ANAM, SA as Concessionaire for the provision of public airport services in support of aviation at the two regional airports in the Autonomous Region of Madeira (Madeira and Porto Santo), as provided for under the contract concluded by ANAM, SA and the Portuguese state on 10 September 2013 (clause 43.4).

The table below summarises the 2023 and 2022 revenues associated with the two Concession Contracts and the proportion to be shared with the Granting Authority in each year.

Revenue Sharing Calculation	2023		2022	
	ANA S.A	ANAM S.A	ANA S.A	ANAM S.A
Gross Revenue	954,559	74,407	786,130	61,215
1% of Gross Revenue	9,546	744	7,861	612

In 2023, the revenue to be shared is 1%, which has been calculated at 10,290 thousand euros. The balance of 18,395 thousand euros includes the amount calculated for 2023 plus the remaining sum for 2022, in the amount of 8,473 thousand euros. This latter figure was not estimated in the preceding year because confirmation that ANA S.A. would have to share 1% of the gross revenue for 2022 with the granting authority was only obtained in 2023.

As a result, the revenue to be shared for the period from 14 December to 31 December, in the amount of 368 thousand euros, was recognised in 2022. After confirmation of the period to consider, the revenue to be shared for the period from 1 January 2022 to 13 December 2022 was recognised in 2023, along with the revenue to be shared for 2023.

Revenue Sharing Calculation	2023		2022	
	ANA S.A	ANAM S.A	ANA S.A	ANAM S.A
Revenue Sharing 2023	9,546	744	-	-
Revenue Sharing 2022	7,579	526	282	86

The incentives item only includes commercial incentives. Traffic development incentives are deducted from revenue in the traffic item, as explained in Note 31.

37. AMORTISATIONS AND DEPRECIATIONS

ANA, S.A.			ANA Group	
2023	2022		2023	2022
72,957	76,591	Amortisations/ Depreciations in the financial year	74,772	78,368
2	1	Write-offs of fixed assets	2	1
72,959	76,592		74,774	78,369

38. COST OF GROSS FINANCIAL DEBT

Borrowing costs were as follows:

ANA, S.A.			ANA Group	
2023	2022		2023	2022
49,966	35,450	Interests on bank loans	49,966	35,450
32	22	Financial effect of leasing	27	24
24	331	Results from swaps	24	331
-	103	Stamp duty on bank loans	-	103
50,023	35,906		50,018	35,908

Interest on borrowing increased by 14,516 thousand euros in year-on-year terms. This is largely explained by the increase in interest rates.

39. SHARE IN THE RESULTS OF ASSOCIATES AND OTHERS

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
3	45	Dividends received (Futuro)	3	45
-	-	Proportion in the net result for the year (PTDF and CVA)	4,969	231
3	45		4,972	276

The increase of 4,738 thousand euros in gains on shareholdings in associates and other entities is explained by the 4,336 thousand euros share in the profits made by PTDF, in which ANA has a 51% stake, and from ANA's 30% stake in Cabo Verde Airports, which brought in 633 thousand euros (see note 2.3).

40. OTHER FINANCIAL RESULTS

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
		Expenses		
(4,045)	(3,593)	Financial effect of contractual liabilities	(4,045)	(3,593)
(410)	(230)	Interests paid	(34)	(202)
(3)	(12)	Foreign exchange losses	(6)	(21)
-	(5)	Other	-	(5)
		Income		
14,305	1,110	Interest received	14,325	1,126
9	5	Foreign exchange gains	10	6
10	16	Other financial gains	10	16
9,866	(2,709)		10,261	(2,673)

The amount recorded under interest paid mainly relates to interest on the refund of regulated revenue. Interest income rose by 13,195 million euros, as a result of the increase in interest rates seen throughout the year.

41. CORPORATE INCOME TAX EXPENDITURE

The conciliation between current taxation and effective taxation is as follows:

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
187,127	143,585	Current tax	189,715	144,731
1,710	678	Income tax regularization	2,818	293
(6,827)	1,729	Deferred tax[1]	(7,807)	4,221
182,010	145,992		184,726	149,245

[1] See note 14

2023	ANA	Portway	Non-taxable income	ANA Group
Results before income tax	585,798	10,653	4,970	601,421
Permanent differences	383	862	-	1,245
Temporary diferences	15,029	243	-	15,272
Taxable profit	601,210	11,758	4,970	617,938
Tax losses	-	(842)	-	(842)
Taxable income	601,210	10,916	4,970	617,096
Income tax	126,254	2,060	-	128,314
State surtax on taxable profit	52,514	337	-	52,851
Municipal surtax	8,738	160	-	8,898
Autonomous rate	432	31	-	463
Tax benefits	(811)	-	-	(811)
Current tax	187,127	2,588	-	189,715
Deferred tax	(6,827)	(980)	-	(7,807)
Income tax regularization	1,710	1,108	-	2,818
Corporate income tax expenditure	182,010	2,716	-	184,726
Effective tax rate	31.07%	25.50%	-	30.71%

In 2023, ANA, S.A. used the temporary exemption from the requirement to recognise deferred taxes and disclose information on taxes arising from the Pillar Two model of the international taxation reform, provided for in the amendment to IAS 12 - Income Taxes.

Non-taxable income relates to gains obtained by applying the equity method to the valuation of financial holdings in joint ventures and associates.

2022	ANA	Portway	Non-taxable income	Grupo ANA
Results before income tax	470,390	12,537	232	483,159
Permanent differences	220	-703.52%	-	213
Temporary diferences	13,262	(318)	-	12,945
Taxable profit	483,873	12,212	232	496,317
Tax losses	(35,015)	(9,770)	-	(44,785)
Taxable income	448,857	2,442	232	451,532
Income tax	94,260	513	-	94,773
State surtax on taxable profit	41,954	416	-	42,370
Municipal surtax	7,028	183	-	7,211
Autonomous rate	416	34	-	450
Tax benefits	(73)	-	-	(73)
Current tax	143,585	1,146	-	144,731
Deferred tax	1,729	2,492	-	4,221
Income tax regularization	678	(385)	-	293
Corporate income tax expenditure	145,992	3,253	-	149,245
Effective tax rate	31.04%	25.95%	-	30.89%

42. RESULT PER SHARE

The basic result per share is equal to the diluted result per share and is obtained by the quotient between the net profit of the financial year and the number of shares of ANA, S.A. (40 million shares).

ANA, S.A.			ANA Group	
2023	2022		2023	2022
403,788	324,398	Net profit of the period	416,695	333,913
40,000	40,000	Number of shares	40,000	40,000
		Net profit per share (in euros)		
10.09	8.11	Basic earnings	10.42	8.35
10.09	8.11	Diluted earnings	10.42	8.35

43. DIVIDENDS

On 28 August 2023, the general meeting approved the distribution to the sole shareholder of dividends from the net profit for 2022, in the amount of 324,400 thousand euros. Earnings per share stood at 8.11 euros.

This dividend distribution took place on 28 September 2023.

44. OFF-BALANCE SHEET COMMITMENTS

Commitments made that are not shown in the Consolidated Statement of Financial Position are as follows:

ANA, S.A.			ANA Group	
2023	2022		2023	2022
340,003	227,966	Contracts signed and in progress	293,117	210,869

The commitments undertaken item includes amounts for investments and for costs.

An amount of 48,573 thousand euros in 2023 and 18,092 thousand euros in 2022 is included in the above figures for ANA, S.A. These amounts relate to service provision contracts signed with Portway, S.A.

The year-on-year increase in commitments is essentially due to the renewal of contracts, particularly for the baggage handling system.

45. GUARANTEES PROVIDED

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
63,376	63,065	Bank guarantees	64,899	64,589
550	550	Surety insurance	550	550
63,926	63,616		65,449	65,139

The purpose of the guarantees provided is to cover the following situations:

ANA, S.A. 2023	ANA, S.A. 2022		ANA Group 2023	ANA Group 2022
55,275	54,951	Compliance guarantee - Concession contract	55,275	54,951
492	492	Expropriation lawsuits	492	492
-	-	Customs licensed warehouses management	1,523	1,523
8,159	8,173	Others	8,159	8,173
63,926	63,616		65,449	65,139

As regards the compliance guarantee of the Concession Contract and as set out in point 28.1 thereof, ANA, S.A. lodged an unconditional, irrevocable first-demand bank guarantee with the grantor to guarantee compliance with the commitments given in the Contract in question. This guarantee may be used in the same terms, and for the same purposes, in relation to the Concession Contract signed with the former ANAM, S.A. (clause 27).

Updating this guarantee resulted in an increase, in 2023, of 324 thousand euros.

46. CONTINGENCIES

46.1. CONTINGENT ASSETS

ECONOMIC AND FINANCIAL REBALANCING OF THE CONCESSION

Following the pandemic-related restrictions imposed by the Portuguese State and the direct effect these had on ANA, S.A.'s business activity, the company submitted a letter to the concession Grantor in March 2022, in which it invoked its right to an economic and financial rebalancing of the concession and the consequent compensation, to be attributed in the terms of clause 25.2. of the Concession Agreement.

In that letter, ANA, S.A. calculated a preliminary figure of more than 200 million euros, for the damage incurred in 2020 and 2021.

On 4 March 2024, ANA, S.A. decided to initiate arbitration, in order to be granted the right to restore the financial balance of the Concession.

ECONOMIC REGULATION

As stated in note 1.3 - Legal framework for regulation, the application of the economic regulation scheme to the ANA, S.A.'s airport network may result in differences between the total Maximum Average Regulated Revenue per actual passenger and the amounts approved for the year.

From the calculation carried out on the income from regulated activities obtained in the 2023 financial year, the eleventh year of economic regulation, negative differences are estimated to be recovered in 2025, in the global amount of 29.9 million euros, corresponding to the Lisbon Group. This value results from estimated passengers in 2023.

Regarding the airports of Porto and Faro, the determination of the estimation error is no longer foreseen due to the ANAC's interpretation of the regulatory model. In this sense, and surprisingly, ANAC requested ANA, S.A. to identify a methodology that would allow for the regularization of revenue deviations, for the purpose of complying with the provisions of paragraph 15 of article 71 of Decree-Law no. 254/2012, of November 28th.

In any case, and maintaining the assumptions made in previous years, ANA, S.A. would calculate a recovery of 18.7 million euros (12.2 million euros for Porto Airport and 6.5 million euros for Faro Airport).

COMPENSATION RELATING TO SLOT COORDINATION

Following the transfer of the slots coordination work for airports designated coordinated airports, article 5(4) of Decree-Law no. 96/2018, of 23 November, provides for the payment of compensation to ANA, S.A., to cover the coordination-related running and investment costs incurred by the company from the privatisation date until the date on which NAV, E.P.E. took over the role.

ANA, S.A. has calculated a total amount of 4.4 million euros for slot-related costs and investments, of which 50% (or 2.2 million euros) will be compensated.

46.2. CONTINGENT LIABILITIES

Outstanding litigation under way as at 31 December 2023 with regard to ongoing judicial claims, which is not expected to result in responsibilities for the Group, can be summed up as follows:

ANA, S.A.			ANA Group	
2023	2022		2023	2022
5,334	-	Labor law processes	5,334	-
6,358	6,358	Public law proceedings	6,358	6,358
690	701	Civil proceedings	3,646	701
12,382	**7,058**		**15,338**	**7,058**

ANA, S.A.'s contingent liabilities increased to 12,382 thousand euros. This increase is essentially linked to a labour-related lawsuit, regarding the pension fund, which was filed in 2023.

Portway, S.A.'s liabilities amounted to 2,956 thousand euros as at 31 December 2023. These liabilities pertain to civil lawsuits.

In 2023, there were no previously identified decreases in liabilities.

ONGOING LEGAL PROCEEDINGS INVOLVING THE NEW LISBON AIRPORT

Following the presentation of APA's DIA on the construction plans for the Montijo Complementary Airport, two lawsuits were brought against APA. One was brought by the Portuguese Society for the Study of Birds (SPEA) and the other by NEGOCIATA - Ninguém Espere Grandes Oportunidades Com Investimentos Anti-ambiente (NEGOCIATA – No One Expects Great Opportunities With Anti-Environmental Investments – Association). Both seek to challenge the DIA.

It is thought that these suits will not result in liabilities for ANA, S.A., as it is not a direct party in the case. Even so, ANA, S.A. is monitoring the proceedings, as an interested third party.

47. BALANCES AND TRANSACTIONS WITH RELATED PARTIES

The balances and transactions with the subsidiary Portway may be summarised as follows:

	2023	2022
Assets balances		
Customers	2,610	2,416
Current Tax (RETGS)	1,217	732
	3,827	3,148
Liabilities balances		
Cash pooling	7,494	17,117
Accrued costs	506	49
Deferred earnings	771	638
Suppliers	5,573	3,177
	14,344	20,981
Transactions		
External supplies and services	(27,744)	(20,751)
Other expenses	-	(1)
Income	14,718	12,715
Other income	60	88
Other financial income	(377)	(27)
	(13,343)	(7,975)

The balances and transactions between Group companies that fall within the consolidation perimeter relate to the following services: handling, other commercial charges (occupation of spaces, use of equipment, consumption of water and power), use of fuel, use of staff, subcontracts and other service provision.

These balance and transactions are eliminated in the consolidation process.

Are considered related parties:

Shareholder:

- VINCI Airports, SAS.

The following VINCI holdings are also considered to be related parties:

- VINCI, S.A.;
- VINCI Concessions, SAS;
- VINCI Assurances, SAS;
- VINCI Mobility, S.A.;
- VINCI Energies Portugal, S.A.;
- Aeroports de Lyon, S.A.;
- Aeroports de Lyon Management & Services, SAS;
- Axianseu, S.A.;
- Axianseu II Digital Consulting, S.A;
- Cabo Verde Airports, S.A.;
- Cegelec, Lda.;
- Cegelec Oil & Gas Portugal, S.A.;
- CME, S.A.;
- Freyssinet, Lda.;
- Gatwick Airport Limited
- Longo Plano, S.A.;
- PTDF-Portugal Duty Free, Lda.;
- Rodio Portugal, S.A.;
- Sixense Portugal, Lda.;
- Sotécnica, S.A.;
- Sotécnica Açores, Unipessoal, Lda.;
- Sunmind Faro Unipessoal, Lda.;
- TG Concept, SASU
- Trafiurbe, S.A.

Board of Directors:

The Board of Directors was treated as a related party of the Group, having received the following remunerations:

ANA, S.A.			ANA Group	
2023	2022		2023	2022
1,240	988	Remunerations	1,499	1,401

In 2023, one member of the Board of Directors of Portway, S.A. left the company.

NATURE OF THE RELATIONSHIP BETWEEN THE RELATED PARTIES

The ANA Group provides the following services: operations, car parking, space rental, technical consultancy for international projects and others. It acquires the following services: management support, studies and projects, maintenance and repair of spaces and equipment, subcontracts, IT advisory services and others.

Thus, for the ANA Group:

i) Assets balances with related parties are as follows:

2023	Total	Current				
		Financial investments	Customers	Accrued income	Current tax	*Cash pooling*
		(Note 12)	(Note 16)	(Note 16)	(Note 19)	(Note 20)
VINCI Airports, SAS	396,915	-	20	-	-	396,895
PTDF-Portugal Duty Free, Lda.	18,333	5,100	7,795	5,438	-	-
Axianseu, S.A.	598	-	-	-	598	-
Sotécnica, S.A.	738	-	20	-	718	-
Sunmind Faro Unipessoal, Lda	33	-	2	-	31	-
VINCI Concessions, SAS	4	-	4	-	-	-
CME, S.A.	3	-	3	-	-	-
Cegelec, Lda.	38	-	-	-	38	-
Sixense Portugal, Lda.	2	-	-	-	2	-
Freyssinet, Lda.	3	-	-	-	3	-
Trafiurbe, S.A.	17	-	-	-	17	-
Cabo Verde Airports, S.A.	116	-	116	-	-	-
	416,800	5,100	7,960	5,438	1,408	396,895

2022	Total	Current				
		Financial investments	Customers	Accrued income	Current tax	*Cash pooling*
		(Note 12)	(Note 16)	(Note 16)	(Note 19)	(Note 20)
VINCI Airports, SAS	20,784	-	185	-	-	20,599
PTDF-Portugal Duty Free, Lda.	15,629	5,100	7,077	3,452	-	-
Axianseu, S.A.	1,620	-	-	-	1,620	-
Sotécnica, S.A.	957	-	5	-	952	-
Sunmind Faro Unipessoal, Lda.	4	-	4	-	-	-
VINCI Concessions, SAS	3	-	3	-	-	-
VINCI, S.A.	2	-	2	-	-	-
CME, S.A.	1	-	1	-	-	-
Cegelec, Lda.	52	-	-	-	52	-
Cegelec Oil & Gas Portugal, S.A.	7	-	-	-	7	
Sotécnica Açores, Lda.	4	-	-	-	4	-
	39,064	5,100	7,277	3,452	2,635	20,599

ii) Liabilities balances with related parties are as follows:

2023	Total	Non Current Loans (Note 25)	Non Current Guaranties provide (Note 29)	Current Suppliers (Note 30)	Current Accrued costs (Note 30)	Current Deferred earning (Note 30)	Current tax (Note 19)
VINCI Airports, SAS	811,157	772,200	-	15,916	23,041	-	-
Axianseu, S.A.	90	-	-	90	-	-	-
Sotécnica, S.A.	1,233	-	-	1,225	8	-	-
Rodio Portugal, S.A.	35	-	-	-	-	-	35
VINCI Mobility, S.A.	4	-	-	-	4	-	-
VINCI Concessions, SAS	98	-	-	-	98	-	-
CME, S.A.	265	-	-	159	106	-	-
Cegelec, Lda.	4	-	-	4	-	-	-
Cegelec Oil & Gas Portugal, S.A.	43	-	-	-	-	-	43
VINCI Energies Portugal, S.A.	386	-	-	-	-	-	386
Trafiurbe, S.A.	116	-	-	116	-	-	-
Axianseu II Digital Consulting, S.A.	754	-	-	-	-	-	754
Etratraf, S.A.	8	-	-	-	-	-	8
	814,185	772,200	-	17,511	23,257	-	1,226

2022	Total	Non Current Loans (Note 25)	Non Current Guaranties provide (Note 29)	Current Suppliers (Note 30)	Current Accrued costs (Note 30)	Current Deferred earning (Note 30)	Current tax (Note 19)
VINCI Airports, SAS	797,103	772,200	-	12,426	12,477	-	-
PTDF-Portugal Duty Free, Lda.	656	-	-	-	-	656	-
Sotécnica, S.A.	1,156	-	-	256	900	-	-
VINCI Concessions, SAS	1,617	-	-	1,617	-	-	-
Freyssinet	3	-	-	-	-	-	3
VINCI Energies Portugal, S.A.	109	-	-	-	-	-	109
Sunmind Faro Unipessoal, Lda.	37	-	-	7	21	-	9
VINCI, S.A.	29	-	-	29	-	-	-
Rodio Portugal, S.A.	8	-	-	-	-	-	8
Sixense Portugal, Lda.	161	-	-	-	-	-	161
Axianseu II Digital Consulting, S.A.	346	-	-	-	-	-	346
Cegelec, Lda.	2	-	-	-	2	-	-
VINCI Mobility, S.A.	4	-	-	-	4	-	-
CME, S.A.	11	-	11	-	-	-	-
Longo Plano, S.A.	3	-	3	-	-	-	-
	801,246	772,200	14	14,335	13,404	656	636

iii) Transactions with related parties in the years ending 31 December 2023 and 2022 and carried on the separate income statement have the following breakdown:

2023	Total	Income	External supplies and services	Personnel expenses	Other earnings	Other expenses	Costs of financing	Other financial results
		(Note 31)	(Note 32)	(Note 33)	(Note 35)	(Note 36)	(Note 38)	(Note 40)
PTDF-Portugal Duty Free, Lda.	89.440	89.116	-	-	-	-	-	324
VINCI Airports, SAS	67.585	121	15.563	432	-	-	48.437	3.033
Sotécnica, S.A.	6.513	85	6.428	-	-	-	-	-
VINCI Assurance, SAS	2.039	-	2.039	-	-	-	-	-
Longo Plano, S.A.	14	-	14	-	-	-	-	-
VINCI Concessions, SAS	758	-	390	367	-	-	-	-
Axianseu, S.A.	747	2	745	-	-	-	-	-
Cegelec, Lda.	542	2	540	-	-	-	-	-
Cegelec Oil & Gas Portugal, S.A.	2	2	-	-	-	-	-	-
VINCI Mobility, S.A.	59	-	59	-	-	-	-	-
Sotécnica Açores, Lda.	2	2	-	-	-	-	-	-
VINCI, S.A.	26	-	26	-	-	-	-	-
Rodio Portugal, S.A.	2	2	-	-	-	-	-	-
VINCI Energies Portugal, S.A.	2	2	-	-	-	-	-	-
Sixense Portugal, Lda.	2	2	-	-	-	-	-	-
Sunmind Faro Unipessoal, Lda.	376	6	370	-	-	-	-	-
Trafiurbe, S.A.	213	1	212	-	-	-	-	-
CME, S.A.	13	13	-	-	-	-	-	-
Freyssinet, Lda.	2	2	-	-	-	-	-	-
Cabo Verde Airports, S.A.	116	116	-	-	-	-	-	-
Axianseu II Digital Consulting, S.A	2	2	-	-	-	-	-	-
	168.454	89.475	26.387	799	-	-	48.437	3.357

2022	Total	Income	External supplies and services	Personnel expenses	Other earnings	Other expenses	Costs of financing	Other financial results
		(Note 30)	(Note 32)	(Note 33)	(Note 34)	(Note 35)	(Note 37)	(Note 39)
PTDF-Portugal Duty Free, Lda.	49,562	49,480	-	-	-	-	-	82
LFP - Lojas Francas de Portugal, S.A.	25,746	25,604	117	-	-	-	-	25
VINCI Airports, SAS	48,216	170	12,839	519	22	-	34,538	128
Sotécnica, S.A.	6,083	58	6,025	-	-	-	-	-
VINCI Assurance, SAS	1,813	-	1,813	-	-	-	-	-
Longo Plano, SA	1	-	1	-	-	-	-	-
VINCI Concessions, SAS	751	-	-	366	-	385	-	-
Axianseu, S.A.	1,275	3	1,272	-	-	-	-	-
Cegelec, Lda.	105	1	104	-	-	-	-	-
VINCI Mobility, S.A.	48	-	48	-	-	-	-	-
Sotécnica Açores, Lda.	11	11	-	-	-	-	-	-
VINCI, S.A.	29	-	-	29	-	-	-	-
Rodio Portugal, S.A.	1	1	-	-	-	-	-	-
VINCI Energies Portugal, S.A.	2	2	-	-	-	-	-	-
Sixense Portugal, Lda.	1	1	-	-	-	-	-	-
Sunmind Faro Unipessoal, Lda.	97	3	94	-	-	-	-	-
Aeroports de Lyon, SA	11	-	11	-	-	-	-	-
Aeroports de Lyon Managment & Services	6	-	6	-	-	-	-	-
Trafiurbe, S.A.	107	1	106	-	-	-	-	-
CME, S.A.	1	1	-	-	-	-	-	-
Freyssinet, Lda.	1	1	-	-	-	-	-	-
	133,865	75,336	22,436	914	22	385	34,538	235

iv) Transactions related to investments are as follows:

	2023	2022
Sotécnica, S.A.	4,489	2,073
Cegelec, Lda.	100	71
Axianseu, S.A.	33	6
TG Concept	64	-
CME, S.A.	740	-
Trafiurbe, S.A.	2	-
	5,428	2,150

48. OTHER DISCLOSURES

For it to be able to invest in Cabo Verde Airports, S.A., ANA, S.A. sought authorisation from the Portuguese Government to participate in the Cape Verde Airports Concession. The investment was approved by the Government. ANA, S.A. is obliged to ensure that the concessions are fully independent, by separating activities and responsibilities, namely concerning revenue sharing or the possible funding of business activities outside the concession of Portuguese airports.

To demonstrate this independence, the impacts of the investment in the associate on both ANA S.A. and ANA Group are shown below.

ANA, S.A.			ANA Group	
2023	2022		2023	2022
		Assets		
		Non-Current		
11,257	7	Investment in associates	11,890	7
11,257	7		11,890	7
		Current		
116	-	Receivables and others	116	-
116	-		116	-
11,373	7		12,006	7
		Owner's Equity		
116	-	Net Income	749	-
116	-		749	-
		Profits & Loss		
116	-	Revenue	116	-
116	-		749	-
		Cash Flow		
		Payments regarding:		
(11,250)	(7)	Financial Investment	(11,250)	(7)
(11,250)	(7)	Investments Cash Flows	(11,250)	(7)

49. SUBSEQUENT EVENTS

In early 2024, the final version of the Court of Auditors' audit report was made public. The audit aimed to examine, in the light of the applicable legal framework and the public service concession contracts, whether the privatisation safeguarded the public interest by fulfilling its objectives. ANA S.A. gave its opinion under the terms of article 13 of Law 98/07 of 26 August, and the company's response is attached to the audit report.

On March 7, 2024, the Insolvency Administrators of SPdH - Portuguese Handling Services S.A. informed the Lisbon District Court that the suspensive conditions stipulated in the insolvency plan have been fulfilled and the prior acts for the approval of said plan have been verified. The plan's approval by the court is awaited.

On March 11, 2024, the final report of the CTI was published. In this report, the CTI recommends that the expansion of airport capacity in the Lisbon Region be carried out through a single airport, integrating both intercontinental hub functions and point-to-point connections within the same infrastructure. In the first phase, the CTI recommends maintaining a dual solution, initiating the construction of a first runway at the location of the single airport as soon as possible to alleviate congestion at AHD. The construction of a second runway will create conditions for the closure of AHD and the transition to a single airport. The construction of a second lane would create conditions for the closure of AHD and the evolution towards a single airport. After the presentation of the final report from the CTI to the Government (including the opinion of the Monitoring Commission), ANA S.A. will follow the adoption by the competent body of the final decision in the Strategic Environmental Assessment (AAE) procedure.

On March 13, 2024, APA, the Environmental Impact Assessment Authority (AIA), issued a decision not to extend the Environmental Impact Statement for Montijo Airport and its Accessibilities. ANA S.A. filed a complaint against the decision, citing material lapses and inconsistencies within it.

On March 15, 2024, ANA, S.A. decided to initiate arbitration, to be granted the right to restore the financial balance of the Concession, because of the effects of the COVID-19 pandemic.

On March 15, 2024, the Grantor informed ANA S.A. that the revenue sharing amount calculated by ANA S.A. for the fiscal years 2022 and 2023 was incorrect, and ANA S.A. should proceed with the correction of the payments already made. ANA S.A. disagrees with the Grantor's interpretation. The amount to be corrected concerning 2022 and 2023 is €0.8 million and €0.9 million, respectively.

50. FINANCIAL STATEMENTS APPROVAL

ANA, S.A. closed out the 2023 financial year with net profits of 403,788,262.28 euros.

Taking into account the net result generated by the company in 2023, the Board of Directors proposes that the amount of 1,822,838.00 euros be shared with its employees, as part of its profit-sharing initiative for the current year. These amounts are already reflected in the company's financial statements in accordance with the appropriate accounting principles.

The board of directors proposes that the net profits for the year be appropriated in the following manner: Retained earnings: 403,788,262.28 euros.

Lisbon, 22 April 2024

Certified Accountant no. 7785

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Janete Hing Lee

Board of Directors

Chairman:

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José Luís Fazenda Arnaut Duarte

Member and Chairman of the Executive Committee*:*

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Thierry Franck Dominique Ligonnière

Members of the Board:

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Chloé Anne Cecile Tanguy Lapeyre

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Francisco José Simões Crespo Vieira Pita

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Raphaël Alain Louis Pourny

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Miguel Frutuoso Lopo Hipólito Pires Mateus

____

Nicolas Dominique Notebaert

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Remi Guy Ferdinand Maumon-Falcon de Longevialle

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Patricia Fernandez Garcia

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Pierre Hughes Paul Louis Schmit

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Guillaume Bernard Marie Dubois

MANAGEMENT REPORT & FINANCIAL STATEMENTS 2023

IV — REPORTS AND OPINIONS

ANA AEROPORTOS DE PORTUGAL

POWERED BY VINCI AIRPORTS

STATUTORY AUDITOR’S CERTIFICATION

(Free translation of a report originally issued in Portuguese language. In case of doubt the Portuguese version will always prevail)

REPORT ON THE AUDIT OF THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS

Opinion

We have audited the accompanying consolidated and separate financial statements of ANA - Aeroportos de Portugal, S.A. (“Entity”) and its subsidiary (“Group”), which comprise the consolidated and separate statement of financial position as at December 31, 2023 (showing a total of 2,485,735 thousand Euros and 2,458,310 thousand Euros, respectively, and consolidated equity of 1,125,305 thousand Euros and separate equity of 1,105,728 thousand Euros, including a consolidated net profit attributable to Group of 416,695 thousand Euros and separate net profit of 403,788 thousand Euros), the consolidated and separate statement of profit and loss by nature, the consolidated and separate statement of changes in equity and the consolidated and separate statement of cash flows for the year then ended, and the accompanying notes to the consolidated and separate financial statements, including a summary of the significant accounting policies.

In our opinion, the accompanying consolidated and separate financial statements give a true and fair view, in all material respects, of the consolidated and separate financial position of ANA - Aeroportos de Portugal, S.A. as at December 31, 2023 and of its consolidated and separate financial performance and its consolidated an separate cash flows for the year then ended in accordance with International Financial Reporting Standards (IFRS) as adopted by the European Union.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs) and further technical and ethical standards and guidelines as issued by Ordem dos Revisores Oficiais de Contas (the Portuguese Institute of Statutory Auditors). Our responsibilities under those standards are further described in the “Auditor’s responsibilities for the audit of the consolidated and separate financial statements” section below. We are independent from the entities that are part of the Group in accordance with the law and we have fulfilled other ethical requirements in accordance with the Ordem dos Revisores Oficiais de Contas code of ethics.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and supervisory body for the consolidated and separate financial statements

Management is responsible for:

- the preparation of consolidated and separate financial statements that give a true and fair view of the Entity and Group’s financial position, consolidated and separate financial performance and consolidated and separate cash flows in accordance with International Financial Reporting Standards (IFRS) as adopted by the European Union;
- the preparation of the management report in accordance with applicable laws and regulations;
- designing and maintaining an appropriate internal control system to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error;
- the adoption of accounting policies and principles appropriate in the circumstances; and

- assessing the Entity and Group’s ability to continue as a going concern, and disclosing, as applicable, the matters that may cast significant doubt about the Entity and Group’s ability to continue as a going concern.

The supervisory body is responsible for overseeing of the Entity and Group’s financial reporting process.

Auditor’s responsibilities for the audit of the consolidated and separate financial statements

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

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

- identify and assess the risks of material misstatement of the consolidated and separate financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control;
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity and Group’s internal control;
- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management;
- conclude on the appropriateness of management’s use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity and Group’s ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor’s report to the related disclosures in the consolidated and separate financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our report. However, future events or conditions may cause the Entity or the Group to cease to continue as a going concern;
- evaluate the overall presentation, structure and content of the consolidated and separate financial statements, including the disclosures, and whether the consolidated and separate financial statements represent the underlying transactions and events in a manner that achieves fair presentation;
- obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the consolidated and separate financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion;
- communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Our responsibility also includes the verification that the information contained in the management report is consistent with the consolidated and separate financial statements.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS

About the Management report

Pursuant to article 451.º, n.º 3 al. e) of the Portuguese Commercial Code ("Código das Sociedades Comerciais"), it is our opinion that the management report was prepared in accordance with the applicable legal and regulatory requirements and the information contained therein is consistent with the audited consolidated and separate financial statements and, having regard to our knowledge and assessment over the Group, we have not identified any material misstatements.

Lisbon, April 29, 2024

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Deloitte & Associados, SROC S.A.
Represented by Carlos Alberto Ferreira da Cruz, ROC
Registration in OROC n.º 1146
Registration in CMVM n.º 20160758

REPORT AND OPINION OF THE SUPERVISORY BOARD ON THE MANAGEMENT REPORT AND THE 2023 ACCOUNTS

(Translated from the original in Portuguese)

Shareholders,

Under the terms of the mandate given to us and to comply with point g of paragraph 1 of article 420 of the Portuguese Companies Code we are responsible for preparing the Annual Report and for issuing our opinion on the management's report, the statements of the financial position, both on the separate and consolidated statements, the income statements and the comprehensive income statements, both separate and consolidated, the consolidated statement of changes in equity, the separate statement of changes in equity, the cash flow statement, separate and consolidated, and the respective annex with the notes to the financial statements, as well as the proposal for the application of the results presented by the Board of Directors of ANA – AEROPORTOS DE PORTUGAL, S.A. for the year ended 31 December 2023.

To carry out its mandate the Supervisory Board met with the Board of Directors of ANA and Senior Management, whenever it was felt necessary, to analyze management's performance and to discuss relevant matters resulting from the work performed.

In respect of its analysis and checks performed, the Supervisory Board requested and obtained documentation and clarifications to the various questions.

During the year the Supervisory Board met regularly with Deloitte & Associados, SROC, S.A., both in their capacity as external auditors and also statutory auditors, accompanying their work and verifying their independence. We became aware of their Statutory Audit Report (Certificação Legal das Contas), with which we agree.

We also met the internal audit services with the main goal of taking knowledge of the main areas of audit, the compliance with the audit plans, the outcome of the audit tests performed and recommendations for the improvement of the systems and controls, improving of audit methodologies and adaptation of systems and controls in order to obtain a better operational efficiency of the internal control systems and better risk management.

The Supervisory Board analyzed the report prepared by management as part of the closing of the year-end accounts as well as the various related documents presented by the Board of Directors, performed the related checks and obtained clarifications as it deemed necessary.

The management report emphasized the most relevant aspects of the activity of the ANA group in 2023, which showed a turnover of approximately € 1,095,267 thousand (being ANA € 1,028,966 thousand), excluding construction works (IFRIC 12) and incentive discounts in respect of air traffic, representing an increase of 21.3 % compared to the previous year, corresponding to a total volume of 66 million passengers which compares to 56 million in 2022.

The group's EBITDA totaled € 739,480 thousand (being ANA € 729,225 thousand), which represents an increase of 21.4 % when compared to the previous year (being ANA 22.2%) and a net profit of € 416,695 thousand (being ANA € 403,788 thousand) compared to a net profit of € 333,913 thousand (being ANA € 324,398 thousand) in the previous year.

Based on its analysis the Supervisory Board believes that the management report presented by the Board of Directors satisfies the requirements of the applicable laws and shows in a correct manner the development of both ANA and ANA group activities.

The related documents prepared as part of the year-end accounts were audited by the Statutory Auditor, who issued its statutory audit opinion, with no qualifications, which the Supervisory Board agrees with, as required by no. 2 of Article 452 of the Portuguese Companies Code.

Based on the above we believe that the Shareholders may:

(a) Approve the management report, as well as the various documents making up both the individual and consolidated accounts of 2023 presented by the Board of Directors;

(b) Decide on the Board of Directors proposal for the distribution of the results as set out in the management report;

(c) To appraise, in general terms, the Management and Supervision of the company as foreseen in article 455 of the Portuguese Companies Code.

The Supervisory Board wishes to thank the Board of Directors and the Financial Department of ANA, the Internal Auditors and remaining departments and respective staff, and also the External and Statutory Auditors, Deloitte& Associados, SROC, S.A., for their collaboration and support while carrying out our work.

Lisbon, 29 April, 2024

THE SUPERVISORY BOARD

Dr. Jacques dos Santos - President

Dr. José Vitorino – Member

Dr. Rui Lavandeira - Member

Management Report & Financial Statements 2023

ANA AEROPORTOS DE PORTUGAL

POWERED BY VINCI AIRPORTS