The attached External Auditor's Report, Condensed Consolidated Interim Financial Statements and Interim Consolidated Management Report for the six-month period ended on the 30 of June, 2021, have been originally issued in Spanish. The English version is not considered official or regulated financial information. In the event of discrepancy, the Spanish-language version prevails.

.

Limited review report on Aena S.M.E., S.A. and subsidiaries

(Together with the condensed consolidated interim financial statements and the directors' report of Aena S.M.E., S.A. and subsidiaries for the six-month period ended 30 June 2021)

(Translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails.)

KPMG Auditores, S.L.
Paseo de la Castellana, 259C
28046 Madrid

Limited Review Report on the Condensed Consolidated Interim Financial Statements

(Translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails.)

To the Shareholders of Aena S.M.E., S.A. commissioned by the Board of Directors

REPORT ON THE CONDENSED CONSOLIDATED INTERIM FINANCIAL STATEMENTS

Introduction

We have carried out a limited review of the accompanying condensed consolidated interim financial statements (the "interim financial statements") of Aena S.M.E., S.A. (the "Company") and subsidiaries (together the "Group"), which comprise the statement of financial position at 30 June 2021, and the income statement, statement of comprehensive income, statement of changes in equity and statement of cash flows for the six-month period then ended, and explanatory notes (all condensed and consolidated). The Directors of the Company are responsible for the preparation of these interim financial statements in accordance with International Accounting Standard (IAS) 34 Interim Financial Reporting as adopted by the European Union, pursuant to article 12 of Royal Decree 1362/2007 as regards the preparation of condensed interim financial information. Our responsibility is to express a conclusion on these interim financial statements based on our limited review.

Scope of Review

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

(Translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails.)

Conclusion

Based on our limited review, which can under no circumstances be considered an audit, nothing has come to our attention that causes us to believe that the accompanying interim financial statements for the six-month period ended 30 June 2021 have not been prepared, in all material respects, in accordance with International Accounting Standard (IAS) 34 Interim Financial Reporting as adopted by the European Union, pursuant to article 12 of Royal Decree 1362/2007 as regards the preparation of condensed interim financial statements.

Emphasis of Matter

We draw your attention to the accompanying note 2, which states that these interim financial statements do not include all the information that would be required in a complete set of consolidated financial statements prepared in accordance with International Financial Reporting Standards as adopted by the European Union. The accompanying interim financial statements should therefore be read in conjunction with the Group's consolidated annual accounts for the year ended 31 December 2020. This matter does not modify our conclusion.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS

The accompanying consolidated interim directors' report for the six-month period ended 30 June 2021 contains such explanations as the Directors of the Company consider relevant with respect to the significant events that have taken place in this period and their effect on the interim financial statements, as well as the disclosures required by article 15 of Royal Decree 1362/2007. The consolidated interim directors' report is not an integral part of the interim financial statements. We have verified that the accounting information contained therein is consistent with that disclosed in the interim financial statements for the six-month period ended 30 June 2021. Our work is limited to the verification of the consolidated interim directors' report within the scope described in this paragraph and does not include a review of information other than that obtained from the accounting records of Aena S.M.E., S.A. and subsidiaries.

Other Matter

This report has been prepared at the request of the board of directors of Aena, S.M.E., S.A. in relation to the publication of the six-monthly financial report required by article 119 of the Revised Securities Market Law, approved by Royal Legislative Decree 4/2015 of 23 October 2015 and enacted by Royal Decree 1362/2007 of 19 October 2007.

KPMG Auditores, S.L.

(Signed on original in Spanish)

Manuel Martín Barbón
27 July 2021

AENA S.M.E., S.A. AND SUBSIDIARIES

Condensed Consolidated Interim Financial Statements and Interim Consolidated Management Report for the six-month period ended on the 30 of June, 2021.

Index

(Amounts in thousands of Euro unless otherwise stated)

Condensed consolidated interim statement of financial position at the 30 of June of 2021 and the 31 of December of 2020

	Note	30 June 2021	31 December 2020 (*)
ASSETS			
Non-current assets			
Property, plant and equipment	6, 7	12,252,545	12,331,677
Intangible assets	6, 7	641,539	702,306
Investment properties	7	138,516	139,176
Right-of-use assets		32,542	35,029
Investments in associates and joint ventures	8.d	61,815	57,220
Other financial assets	8.a	89,796	90,986
Deferred tax assets		274,072	156,563
Other non-current assets		22,861	24,043
		13,513,686	**13,537,000**
Current assets			
Inventories		6,393	6,516
Trade and other receivables	8.a	1,170,578	894,693
Cash and cash equivalents	8.a	418,563	1,224,878
		1,595,534	**2,126,087**
Total assets		**15,109,220**	**15,663,087**
EQUITY AND LIABILITIES			
Equity			
Share capital		1,500,000	1,500,000
Share premium		1,100,868	1,100,868
Retained earnings		3,463,451	3,811,411
Cumulative conversion differences		(157,079)	(181,671)
Other reserves		(89,641)	(111,595)
Non-controlling interests		(83,334)	(54,030)
		5,734,265	**6,064,983**
Liabilities			
Non-current liabilities			
Financial debt	8.a, 10	6,917,047	7,116,554
Derivative financial instruments	8.a, b	74,039	101,656
Grants		406,298	425,917
Provisions for employee benefit obligations		37,177	35,943
Provision for other liabilities and expenses	11	71,250	69,796
Deferred tax liabilities		65,442	54,975
Other non-current liabilities		14,769	14,927
		7,586,022	**7,819,768**
Current liabilities			
Financial debt	8.a, 10	1,120,919	1,139,248
Derivative financial instruments	8.a, b	29,567	31,645
Trade and other payables		552,893	517,855
Current tax liabilities		1	217
Grants		36,524	34,711
Provision for other liabilities and expenses	11	49,029	54,660
		1,788,933	**1,778,336**
Total liabilities		**9,374,955**	**9,598,104**
Total equity and liabilities		**15,109,220**	**15,663,087**

The Notes to the attached condensed consolidated interim financial statements form an integral part thereof.

(*) The condensed consolidated interim statement of financial position at 31 December 2020 is presented solely for purposes of comparison (see Note 2).

(Amounts in thousands of Euro unless otherwise stated)

Condensed consolidated interim income statement for the six-month periods ended 30 June 2021 and 30 June 2020

	Note	30 June 2021	30 June 2020 (*)
Continuing operations			
Ordinary revenue	4, 5	829,777	1,085,153
Other operating revenue		3,713	6,208
Work carried out by the Company for its assets		3,784	2,383
Subcontracted work and other supplies		(81,405)	(79,532)
Personnel expenses		(230,029)	(237,907)
Losses, impairment and change in trading provisions	8.c	(30,258)	(8,083)
Other operating expenses		(442,538)	(447,611)
Depreciation and amortisation		(396,094)	(403,497)
Capital grants taken to income		17,806	18,527
Surplus provisions		7,801	175
Net gains/(losses) on disposal of fixed assets	6	(5,315)	(1,448)
Impairment of intangible assets, property, plant and equipment and investment property	7	(89,082)	(119,574)
Other net gains/(losses)		(42,453)	(6,911)
Operating profit/(loss)		**(454,293)**	**(192,117)**
Finance income		1,442	1,562
Finance expenses		(50,195)	(59,302)
Other net finance income/(expenses)		4,916	(6,878)
Net finance income/(expense)		**(43,837)**	**(64,618)**
Profit/(loss) and impairment of equity-accounted investees	7, 8.d	9,794	(2,277)
Profit/(loss) before tax		**(488,336)**	**(259,012)**
Corporate Income tax	12	114,141	67,014
Consolidated profit/(loss) for the period		**(374,195)**	**(191,998)**
Profit/(loss) for the period attributable to non-controlling interests		**(27,837)**	**(21,261)**
Profit/(loss for the period attributable to owners of the parent company		**(346,358)**	**(170,737)**
Earnings per share (Euro per share)			
Basic earnings per share for the period		(2.31)	(1.14)
Diluted earnings per share for the period		(2.31)	(1.14)

The Notes to the attached condensed consolidated interim financial statements form an integral part thereof.

(*) The consolidated condensed interim income statement for the six-month period ended 30 June 2020 is presented solely for purposes of comparison (see Note 2).

(Amounts in thousands of Euro unless otherwise stated)

Condensed consolidated interim statement of other comprehensive income for the six-month periods ended 30 June 2021 and 30 June 2020

	Note	30 June 2021	30 June 2020 (*)
Profit for the period		**(374,195)**	**(191,998)**
Other comprehensive income - Items that are not reclassified to the income for the period		**294**	**(6,900)**
- Actuarial gains and losses and other adjustments		387	(8,498)
- Share in other comprehensive income recognised for investments in associates and joint ventures	8.d	4	(16)
- Tax effect		(97)	1,614
Other comprehensive income - Items that may be subsequently reclassified to the income for the period		**44,785**	**(152,632)**
2. Cash flow hedges		**30,296**	**(11,998)**
- Gains/(Losses) on measurement		14,258	(28,592)
- Amounts transferred to the income statement		16,038	16,594
3. Foreign exchange translation differences		**21,705**	**(143,516)**
- Gains/(Losses) on measurement		21,705	(143,516)
6. Tax effect		**(7,216)**	**2,882**
Total comprehensive profit/(loss) for the period		**(329,116)**	**(351,530)**
- Attributable to the parent company		(299,812)	(328,403)
- Attributable to non-controlling interests		(29,304)	(23,127)

The Notes to the attached condensed consolidated interim financial statements form an integral part thereof.

(*) The condensed consolidated interim statement of comprehensive income for the six-month period ended on 30 June 2020 is presented solely for purposes of comparison (see Note 2).

.

(Amounts in thousands of Euro unless otherwise stated)

Condensed consolidated interim statements of changes in equity for the six-month periods ended on 30 June 2021 and 30 June 2020 (*)

	Share capital	Share premium	Cumulative earnings	Cumulative conversion differences	Hedging reserves	Actuarial gains and losses	Share in other comprehensive income of associates	Total	Non-controlling interests	Total equity
Balance at 1 January 2020	**1,500,000**	**1,100,868**	**3,938,336**	**(21,575)**	**(96,431)**	**(15,415)**	**19**	**6,405,802**	**(23,926)**	**6,381,876**
Profit for the period	-	-	(170,737)	-	-	-	-	(170,737)	(21,261)	(191,998)
Share in other comprehensive income of associates	-	-	-	-	-	-	(16)	(16)	-	(16)
Other comprehensive income for the period	-	-	-	(146,204)	(7,936)	(3,510)	-	(157,650)	(1,866)	(159,516)
Total comprehensive income for the period	**-**	**-**	**(170,737)**	**(146,204)**	**(7,936)**	**(3,510)**	**(16)**	**(328,403)**	**(23,127)**	**(351,530)**
Distribution of dividends	-	-	-	-	-	-	-	-	-	-
Other movements	-	-	(128)	-	-	-	-	(128)	-	(128)
Total contributions by and to shareholders recognised directly in equity	**-**	**-**	**(128)**		**-**	**-**	**-**	**(128)**	**-**	**(128)**
Balance at 30 June 2020	**1,500,000**	**1,100,868**	**3,767,471**	**(167,779)**	**(104,367)**	**(18,925)**	**3**	**6,077,271**	**(47,053)**	**6,030,218**
Balance at 1 January 2021	**1,500,000**	**1,100,868**	**3,811,411**	**(181,671)**	**(99,498)**	**(12,077)**	**(20)**	**6,119,013**	**(54,030)**	**6,064,983**
Profit for the period	-	-	(346,358)	-	-	-	-	(346,358)	(27,837)	(374,195)
Share in other comprehensive income of associates	-	-	-	-	-	-	4	4	-	4
Other comprehensive income for the period	-	-	-	24,592	21,802	148	-	46,542	(1,467)	45,075
Total comprehensive income for the period	**-**	**-**	**(346,358)**	**24,592**	**21,802**	**148**	**4**	**(299,812)**	**(29,304)**	**(329,116)**
Distribution of dividends	-	-	-	-	-	-	-	-	-	-
Other movements	-	-	(1,602)	-	-	-	-	(1,602)	-	(1,602)
Total contributions by and to shareholders recognised directly in equity	**-**	**-**	**(1,602)**	**-**	**-**	**-**	**-**	**(1,602)**	**-**	**(1,602)**
Balance at 30 June 2021	**1,500,000**	**1,100,868**	**3,463,451**	**(157,079)**	**(77,696)**	**(11,929)**	**(16)**	**5,817,599**	**(83,334)**	**5,734,265**

The Notes to the attached condensed consolidated interim financial statements form an integral part thereof.

(*) The condensed consolidated statement of changes in equity for the six-month period ended on 30 June 2020 is presented solely for purposes of comparison (see Note 2).

(Amounts in thousands of Euro unless otherwise stated)

Condensed consolidated interim statement of cash flows for the six-month periods ended on 30 June 2021 and 30 June 2020

	Note	30 June 2021	30 June 2020(*)
Profit/(loss) before tax		**(488,336)**	**(259,012)**
Adjustments for:		**545,470**	**577,893**
- Depreciation and amortisation		396,094	403,497
- Losses, impairment and change in trading provisions	8.c	30,258	8,083
- Changes in provisions		11,622	(461)
- Impairment of fixed assets	7	89,082	119,574
- Capital grants taken to income		(17,806)	(18,527)
- (Gains)/losses on disposal of fixed assets	6	5,315	1,448
- Value corrections for impairment of financial instruments		(1,717)	255
- Financial income		(1,442)	(1,562)
- Finance expenses		34,157	42,708
- Exchange differences		(3,199)	6,623
- Finance expense on settlement of financial derivatives		16,038	16,594
- Other revenue and expenses		(3,138)	(2,616)
- Impairment of and share in profit/(loss) of equity-accounted investees	7, 8.d	(9,794)	2,277
Changes in working capital:		**(227,766)**	**40,323**
- Inventories		153	(197)
- Trade and other receivables		(287,688)	123,125
- Other current assets		(2,553)	(48)
- Trade and other payables		76,049	(66,548)
- Other current liabilities		(13,035)	(15,572)
- Other non-current assets and liabilities		(692)	(437)
Other cash generated by operating activities:		**(49,703)**	**(58,134)**
Interest paid		(48,814)	(46,652)
Interest received		39	945
Taxes paid		(586)	(12,166)
Other collections (payments)		(342)	(261)
Net cash flows from operating activities		**(220,335)**	**301,070**

(Amounts in thousands of Euro unless otherwise stated)

Condensed consolidated interim statement of cash flows for the six-month periods ended on 30 June 2021 and 30 June 2020

	Note	30 June 2021	30 June 2020(*)
Cash flow from investing activities:			
Acquisitions of property, plant and equipment		(320,676)	(288,058)
Acquisitions of intangible assets		(23,840)	(11,522)
Acquisitions of investment properties		(1)	(7)
Payments for acquisitions of other financial assets		(8,743)	(14,623)
Proceeds on disposal of/loans to Group companies and associates		5,132	-
Proceeds from disposals of intangible assets		-	381
Proceeds from other financial assets		3,043	59
Dividends received		1,349	417
Net cash flows used in investing activities		**(343,736)**	**(313,353)**
Cash flow from financing activities:			
Issue of debt	10	100,000	2,441,790
Other receipts		14,702	6,473
Repayment of bank borrowings		-	(100,000)
Repayment of Group financing	10	(347,654)	(362,320)
Lease liability payments		(2,774)	(3,970)
Other payments		(7,953)	(16,899)
Net cash from/(used in) financing activities		**(243,679)**	**1,965,074**
Effect of exchange rate fluctuations		**1,435**	**(9,192)**
Net (decrease)/increase in cash and cash equivalents		(806,315)	1,943,599
Cash and cash equivalents at the beginning of the period		**1,224,878**	**240,597**
Cash and cash equivalents at the end of the period		**418,563**	**2,184,196**

The Notes to the attached condensed consolidated interim financial statements form an integral part thereof.

(*) The condensed consolidated interim cash flow statement for the six-month period ended on 30 June 2020 is presented solely for purposes of comparison (see Note 2).

Notes to the condensed consolidated interim financial statements for the six-month period ended on the 30 of June, 2021

1. General information

Aena S.M.E., S.A. ("the Company", or "Aena") is the Parent of a group of companies (the "Group") which at 30 June 2021 consisted of eight subsidiaries and four associates. Aena S.M.E., S.A. was incorporated as an independent legal entity by virtue of article 7 of Spanish Royal Decree Law 13/2010 of December 3 authorising the Council of Ministers to incorporate the company. The authorisation for the effective incorporation took place on 25 February 2011 in the agreement of the Council of Ministers of that date in which the incorporation of the state corporation Aena Aeropuertos, S.A. was authorised pursuant to the provisions of Article 166 of Law 33/2003 of 3 November on the Assets of the Public Administrations (LPAP).

The Group is controlled by the public corporation "ENAIRE".

On the 5 of July, 2014, pursuant to article 18 of Spanish Royal Decree-Law 8/2014, the name of Aena Aeropuertos, S.A. was changed to Aena, S.A. and the public business entity "Aeropuertos Españoles y Navegación Aérea" was renamed ENAIRE ("Parent" or "controlling" company). As a result of the provisions of Law 40/2015, of 1 October, on the Legal System for the Public Sector, at the General Shareholders' Meeting held on 25 April 2017 the Company's corporate name was changed to "Aena S.M.E., S.A."

The Company's corporate object, in accordance with its Articles of Association, is as follows:

- The organisation, management, co-ordination, exploitation, maintenance, administration and operation of general interest, state-owned airports, heliports and associated services.
- The co-ordination, exploitation, maintenance, administration and management of the civil areas of air bases open to civil aviation traffic and joint-use airports.
- The design and development of projects, execution, management and control of investments in infrastructures and facilities referred to in the previous paragraphs and in goods intended for the provision of aerodrome air traffic services attached to said airport infrastructures.
- The evaluation of needs and, if appropriate, the proposal for planning new airport infrastructures and airport and acoustic rights of way associated with airports and services which the Company is responsible for managing.
- The performance of organisational and security services at airport facilities that it manages, without prejudice to the authority assigned to the Ministry of Public Works in this respect.
- Training in areas relating to air traffic, including the training of aeronautical professionals that require licences, certificates, authorisations or qualifications and the promotion, reporting or development of aeronautical or airport activities.

Additionally, the Company may engage in all commercial activities directly or indirectly related to its corporate purpose, including the management of airport facilities outside Spanish territory and any other ancillary and complementary activity that allows a return on investments.

At the 30 of June, 2021, the Company' main activity consists of the business lines that constitute its corporate object. The corporate object may be carried out by the company directly or through the creation of commercial companies and, specifically, the individualised management of airports may be carried out through subsidiary companies or through the concession of services.

As described in detail in Note 3, the Group's activity has continued to be drastically affected by the extraordinary, supervening, external, and unforeseeable circumstances caused by the COVID-19 pandemic and the appearance of new variants around the world and, especially in Europe since the end of 2020, which have implied a very significant reduction in operations and passenger traffic in the aeronautical sector, with a very negative impact for the companies of the Aena Group.

The registered office of Aena S.M.E., S.A. is located in Madrid (Spain), in Calle Peonías, 12, after the change thereof adopted by its Board of Directors on the 30 of October, 2018.

(Amounts in thousands of Euro unless otherwise stated)

2. Basis of presentation

The Group's consolidated financial statements for 2020 were prepared by the Company's directors in accordance with International Financial Reporting Standards as adopted by the European Union, applying the accounting policies described in Note 2 of the notes to the consolidated financial statements, so that they present the true and fair view of the consolidated equity and consolidated financial position of the Group at the 31 of December, 2020, the consolidated results of its operations, the changes in consolidated equity and its consolidated cash flows for the year then ended.

These condensed consolidated interim financial statements for the six months ended 30 June 2021 have been subjected to a limited review by the auditors under ISRE 2410. The figures for 30 June 2020 (which were also subject to the same type of review) and 31 December 2020 (audited) are presented solely for purposes of comparison.

These condensed consolidated interim financial statements are presented in accordance with IAS 34 Interim Financial Reporting and were approved by the Group's directors on 27 July 2021.

In accordance with IAS 34, interim financial reporting is presented solely for the purpose of updating the contents of the last consolidated financial statements prepared by the Group, placing emphasis, through selected explanatory notes, on new activities, events, transactions and circumstances that are significant for understanding the changes in the financial situation and performance of the entity since the end of the last financial year, without duplicating previously published information. Accordingly, it does not include all the information required by the International Financial Reporting Standards adopted by the European Union for a complete set of financial statements.

Therefore, for proper understanding of the information included in these condensed consolidated interim financial statements, they must be read along with the Group's consolidated financial statements for 2020, which were developed on the 23 of February, 2021 and approved by Aena's Ordinary General Meeting of Shareholders held on the 27 of April, 2021.

2.1 Changes in accounting policies

The accounting policies used in the preparation of these condensed consolidated interim financial statements are the same as those applied in the consolidated financial statements for the year ended on the 31 of December, 2020, except as indicated below.

The modifications to the accounting policy applied shall also be reflected in the Group's consolidated financial statements as of the 31 of December, 2021.

The following interpretations and amendments were adopted by the European Union during the first half of 2021:

Area	Subject/Issue	Effective date
Amendments to IFRS 9, IAS 39, IFRS 16, and IFRS 7 Amendment of Interest Rate Benchmarks - Phase II	Amendments to IFRS 9, IAS 39, IFRS 16, and IFRS 7 in view of the Interest Rate Benchmark Reform.	Issued on the 27 of August, 2020, it has been adopted by the EU on the 1 of January, 2021.

None of these standards have had a significant impact on the Group's condensed consolidated financial statements, the most relevant aspects relating to their application being discussed below.

On the 27 of August, 2020, the International Accounting Standards Board published the document "Reform of reference interest rates: Phase 2, amendments to IFRS 9, IAS 39, IFRS 7, IFRS 4, and IFRS 16", in order to respond to the consequences regarding the presentation of financial information resulting from the substitution in practice of the existing reference interest rates for alternative ones.

In section a.ii) of note 3.2 of the report of the Consolidated Annual Accounts for the year ended on the 31 of December, 2020, the Group's exposure and the hedging relationships affected by the modification of the reference interest rates are detailed, as well as howthe Group is managing this transition.

(Amounts in thousands of Euro unless otherwise stated)

The modifications of Phase 2 of the Reform of the reference interest rates have been applied retroactively since the 1 of January, 2021, opting not to restate previous years to reflect the application of these modifications, including the non-presentation of additional details by 2020. Therefore, there is no impact on the opening balances of equity as a result of retrospective application.

As a result of the transition from LIBOR to SONIA, the Luton subgroup has analysed its impact on the company's financing, paying close attention to loans in Pounds and to interest rate derivatives that it currently has in force. The company expects to renew the loan and interest rate derivative contracts in August of 2021 so that, as of said date, they may reflect the new SONIA interest rate.

2.2 Standards, amendments and interpretations that have not been adopted by the EU or have been adopted by the EU but do not apply until subsequent financial years

At the date of preparation of these condensed consolidated interim financial statements, the Group had not previously adopted any other standards, interpretations or amendments that have not yet come into force.

Additionally, as of the date of preparation of these consolidated financial statements, the IASB and the IFRIC had published a series of standards, amendments and interpretations which have not been adopted by the European Union or, while adopted by the European Union, are not applicable until later financial periods, and which are summarised below:

Area	Subject/Issue	Effective date
Amendments to IAS 1 *Submission of the financial statements*	Classifications of liabilities as current or non-current	Issued on 23 January 2020 and subsequently modified on the 15 of July, 2020, this standard has not yet been adopted by the EU.
Amendments to IFRS 3 *Business combinations*	Updating of references of the Modifications to the Conceptual Framework without changes in the accounting recognition criteria.	Issued on the 14 of May, 2020, this Standard has been adopted by the EU on the 28 of June, 2021 and is applicable from the 1 of January, 2022.
Amendments to IAS 16 *Property, plant and equipment*	Accounting for the net proceeds from selling any items produced while bringing an item of property, plant and equipment into use.	Issued on the 14 of May, 2020, this Standard has been adopted by the EU on the 28 of June, 2021 and is applicable from the 1 of January, 2022.
Amendments to IAS 37 *Provisions, Contingent Liabilities, and Contingent Assets*	Costs of fulfilling a contract to be included when assessing whether a contract is onerous.	Issued on the 14 of May, 2020, this Standard has been adopted by the EU on the 28 of June, 2021 and is applicable from the 1 of January, 2022.
Annual improvements *IFRS Standards of the 2018-2020 cycle*	Minor amendments to IFRS 1, IFRS 9, IFRS 41, and illustrative examples of leases.	Issued on the 14 of May, 2020, this Standard has been adopted by the EU on the 28 of June, 2021 and is applicable from the 1 of January, 2022.
Amendments to IAS 1 Submission of financial statements Breakdown of accounting policies	Modification to improve data to be shared and only disclose material accounting policies	Issued on the 12 of February, 2021, this standard has not yet been adopted by the EU.
Amendments to IAS 8 Definition of accounting estimates	Clarifies the distinction between a change in accounting policy and an accounting estimate	Issued on the 12 of February, 2021, this standard has not yet been adopted by the EU.

Area	Subject/Issue	Effective date
Amendments to IFRS 16 Rent concessions related to COVID-19 to the 30 of June, 2021	Extension of the application period of Amendments to IFRS 16 regarding practical solutions to allow lessees to not assess whether specific rental concessions related to COVID-19 are lease modifications, without changes for lessors.	Issued on 31/03/2021, this standard has not yet been adopted by the EU.
Amendments to IAS12 Income Tax: Deferred taxes related to assets and liabilities arising from a single transaction	These amendments clarify how companies should account for deferred taxes on certain transactions.	Issued on 06/05/2021, this standard has not yet been adopted by the EU.

Based on the analyses to date, the Group believes that the application of these standards and amendments will not have a significant impact on the consolidated financial statements in the initial period of application. With regard to the amendments to IFRS 16, since the most significant part of the Group relating to leases relates to its role as lessor, it has not been significantly affected.

2.3 Consolidation and changes in scope

The consolidation principles used in the preparation of the condensed consolidated interim financial statements are consistent with those used in the preparation of the consolidated financial statements for 2020.

There have been no transactions carried out by the Group in the six-month period ended on the 30 of June, 2021 leading to changes in the scope relative to that existing at the 31 of December, 2020.

On the 31 of May, 2021, at the General Shareholders' Meeting of the investee company Aeropuertos Mexicanos del Pacífico, S.A.P.I. de C.V., the reduction of 375 million shares from the variable portion of its share capital was approved, establishing a total of Mex$931,400 thousand. As a result of this operation, the Group recognised a cash inflow of €5,208 thousand, reduced the ownership interest in the associate by €5,018 thousand and recognised the difference in equity as a result of this operation. This transaction did not lead to changes in the shareholding percentage (see Note 8.d).

2.4 Comparative information

During the six-month period ended the 30 of June, 2021 there were no changes in significant accounting criteria relative to those applied in the 2020 financial year.

The figures in the condensed consolidated interim financial statements are expressed in thousands of Euro, unless otherwise indicated.

2.5 Seasonality of Group operations

The activity of the main segments in terms of the Group's ordinary revenue is subject to seasonal effects, as indicated below:

- Aeronautical revenue is affected by passenger traffic, the highest figures for which are achieved between holiday months and public holidays (Christmas, summer, Easter, and public holidays).

- Commercial revenue for services is also affected by the increase in passenger traffic and the increased purchases in the specialty shops located in the terminals that usually take place during the Christmas season.

Moreoever, pursuant to IFRIC 21, the annual accrual of real estate tax (IBI) and other local taxes amounting to €151 million (2020: €152 million), is collected in full on January 1 without payment yet being due. In addition, airport segment expenses are influenced by weather conditions and, in particular, by the winter season, which translates into action plans for the prevention of winter ice and snow contingencies at airports at risk of these adverse weather conditions.

2.6 Alternative Performance Measures (APM)

In addition to the financial information prepared under the International Financial Reporting Standards adopted by the European Union (IFRS - EU), the reported financial information includes certain alternative performance measures (APM) in order to comply with the guidelines on alternative performance measures. published by the European Securities and Markets Authority (ESMA) on the 5 of October, 2015, as well as non-IFRS EU measures.

The performance measures included in this section classified as APM and non-IFRS measures have been calculated using Aena's financial information, but are not defined or detailed in the applicable financial reporting framework.

These APM and non-IFRS measures have been used to plan, control, and assess the evolution of the Group. We believe that these APM and non-IFRS measures are useful to management and investors as they facilitate the comparison of operating performance and financial position between periods. Although these APM and non-EU IFRS measures are considered to allow better assessment of the evolution of the Group's businesses, this information should be considered only as additional information, and in no case replaces the financial information prepared in accordance with IFRS. Moreover, the way in which the Aena Group defines and calculates these APM and the non-IFRS EU measures may differ from the way they are calculated by other companies that use similar measures and, therefore, they may not be comparable.

The APM and non-IFRS measures used in this document can be categorised as follows:

1. Measures of operational performance

EBITDA or EBITDA reported

EBITDA ("Earnings Before Interest, Tax, Depreciation, and Amortisation") is an indicator that measures the operating margin of the company before deducting the financial result, income tax and amortisation. It is calculated as the operating profit plus depreciation. By disregarding financial and tax figures, as well as depreciation accounting expenses that do not entail cash outflow, it is used by Management to evaluate the operating results of the company and its business segments over time, allowing their comparison with other companies in the sector.

Note 4 on financial information by business segments of the financial statements, states that the Chairman and CEO assesses the performance of the operating segments based on EBITDA.

ADJUSTED EBITDA

Adjusted EBITDA is calculated as EBITDA + Impairment of fixed assets + result of disposals of fixed assets.

The reconciliation of both EBITDA and adjusted EBITDA with consolidated results is also included in the Note 4 on financial information by business segment in the report.

EBITDA MARGIN

The EBITDA Margin is calculated as the ratio of EBITDA between total income and is used as a measure of the profitability of the company and its lines of business.

EBIT MARGIN

EBIT Margin is calculated as the ratio of EBIT to total revenue. EBIT (“Earnings Before Interest and Taxes) is an indicator that measures the operating margin of the company before deducting the financial result and income tax and is used as a measure of the company's profitability.

OPEX

It is calculated as the sum of Supplies, Staff Expenses and Other Operating Expenses and is used to manage operating or performance expenses.

2. Financial situation measures

Net Debt

Net Debt is the main APM used by Management to measure the Company's level of indebtedness.

Calculated as the total of the "Financial Debt" (Non-current Financial Debt + Current Financial Debt) that appears in the Consolidated Statement of Financial Position (See Note 10 of these condensed consolidated financial statements) minus the "Cash and cash equivalents" that it is also included in said statement of financial position.

The definition of the terms included in the calculation is as follows:

Financial debt: all financial debt with a financial cost as a result of:

a) loans, credits and commercial discounts;
b) any amount due for bonds, obligations, notes, debts and, in general, instruments of similar nature;
c) any amount due for rental or leasing which, according to the accounting rules applicable, should be treated as financial debt;
d) the financial guarantees taken on by AENA which cover part or all of a debt, excluding those in relation to a debt that has already been calculated for consolidation; and
e) any amount received by virtue of any other kind of agreement that has the commercial effect of financing and which, according to the accounting regulations applicable, should be treated as financial debt.

Cash and cash equivalents

Cash and cash equivalents definitions under pg. 7 of IAS 7 "Statement of cash flows".

Ratio of net financial debt / EBITDA.

It is calculated as the quotient of the Net Financial Debt between the EBITDA for each calculation period. In the event that the calculation period is less than the annual one, the EBITDA of the last 12 months will be taken.

The Group monitors the capital structure on the basis of the debt ratio.

(Amounts in thousands of Euro unless otherwise stated)

The numerical reconciliation between the most directly reconcilable line item, total or subtotal, presented in the financial statements and the APM used is presented below:

Alternative Performance Measures (thousands Euro and %)	30 June 2021	31 December 2020	30 of June, 2020	30 of June, 2019
EBITDA	**(58,199)**	**714,571**	**211,380**	**1,189,314**
Operating profit/(loss)	(454,293)	(92,292)	(192,117)	795,850
Depreciation and amortisation	396,094	806,863	403,497	393,464
ADJUSTED EBITDA	**36,198**	**828,495**	**332,402**	**1,194,013**
EBITDA	(58,199)	714,571	211,380	1,189,314
Impairment and gain or loss on disposals of fixed assets	94,397	113,924	121,022	4,699
NET DEBT	**7,619,403**	**7,030,924**	**6,661,682**	**6,905,846**
Non-current financial liabilities	6,917,047	7,116,554	7,348,432	6,316,647
Current financial debt	1,120,919	1,139,248	1,497,446	765,239
Cash and cash equivalents	(418,563)	(1,224,878)	(2,184,196)	(176,040)
(III)+(IV) EBITDA last 12 months	**444,992**	**714,571**	**1,788,314**	**2,719,435**
(I) EBITDA previous year	714,571	N/A	2,766,248	2,656,586
(II) EBITDA first semester previous year	211,380	N/A	1,189,314	1,126,465
(III) = (I)-(II) EBITDA second semester previous year	503,191	N/A	1,576,934	1,530,121
(IV) EBITDA first half of the year	(58,199)	N/A	211,380	1,189,314
Ratio of net financial debt/EBITDA.	**17.1 x**	**9.8 x**	**3.7 x**	**2.5 x**
Net financial debt	7,619,403	7,030,924	6,661,682	6,905,846
EBITDA last 12 months	444,992	714,571	1,788,314	2,719,435
OPEX	**(753,972)**	N/A	**(765,050)**	**(904,539)**
Subcontracted work and other supplies	(81,405)	N/A	(79,532)	(85,581)
Personnel expenses	(230,029)	N/A	(237,907)	(229,042)
Other operating expenses	(442,538)	N/A	(447,611)	(589,916)

3. Accounting estimates and judgements

The preparation of the condensed consolidated interim financial statements under IFRS requires the making of assumptions and estimates that have an impact on the recognised amount of assets, liabilities, income, expenses and related disclosures. The estimates and assumptions made are based, among other things, on historical experience, the advice of expert consultants, and forecasts and expectations of future events considered reasonable in light of the facts and circumstances considered at the date of the Statement of Financial Position. Actual results may be different from the estimates.

Significant judgements made by Management in the application of accounting policies and the key sources of estimation uncertainty are the same as those described in the last consolidated financial statements.

a) Uncertainty related to the evolution of the pandemic caused by COVID-19.

As mentioned in Note 1, the Group's activity has been drastically affected by the circumstances of the COVID-19 pandemic, which have forced the establishment of mobility restrictions based on the evolution of the pandemic. In this context, the airline sector and the companies of the Aena Group continue to suffer a reduction in operations and passenger traffic since the start of the pandemic. The main international aviation bodies (ICAO, IATA, and ACI) confirm that the collapse in global passenger volume in the sector has never been seen before. In the medium to long-term, these bodies estimate that Europe will not recover the 2019 activity levels until some point in the broad period between 2024-2027.

Among the latest advances to beat this pandemic at the date of preparing these consolidated annual accounts, it is worth noting the following: greater efficacy of the measures taken to control the spread of the virus based on a greater knowledge of the circumstances in which it is transmitted; the improvement in therapeutic treatments to combat this disease; and, in particular, the launch of vaccination campaigns in several countries. This has led to an improvement in the behaviour of demand and in the supply of airlines, which began to be noticeable in May. The reactivation of tourism and the increase in air traffic demand have led to the opening of the terminals closed due to low activity during the pandemic.

Notwithstanding the above, given the uncertainty inherent in the current circumstances, it is not possible to anticipate when recovery will begin.

In the current scenario, the Parent Company directors believe that, although there is strong uncertainty about the consequences of this exceptional process that could more or less significantly impact the Group's financial/equity situation, under no circumstance will the going concern principle be put at risk given its financial solvency and other conditions, as well as the measures that were adopted at the time to mitigate the most significant risks that the Group had to face and which are detailed updated below, with respect to those described in Note 3 of the Consolidated Annual Accounts for the year ended on the 31 of December, 2020, as well as those that could still be adopted in the future if circumstances require it

- **Operational and business risk.**

In order to contain the spread of infections caused by SARSCoV-2, the Government declared a state of alarm in Spain in mid-March of 2020, which entailed home confinement of the entire country and the prohibition of any non-essential movement until the 21 of June, 2020. Subsequently, a new state of alarm was decreed on the 25 of October, 2020 and some restrictions on mobility were extended with selective closures in certain areas depending on the evolution of the pandemic. The last state of alarm was lifted on the 9 of May, 2021.

Traffic levels, mainly passengers, have continued to be reduced during the first half of the year due to restrictions on mobility both in Spain and in the rest of the world caused by COVID-19, although after the end of the state of The alarm and the evolution of the epidemiological situation with the progress of vaccination shows an improvement in the behaviour of demand and the supply that the airlines are putting on the market.

In this context, the Group acted quickly from the beginning of the health crisis to adjust the capacity of its airports to the specific needs of operation and to the mobility measures adopted by the different governments.

Regarding the evolution of traffic in Spanish airports, during the first half of 2021 the number of passengers in the airport network in Spain stood at 27.1 million, which represents a year-on-year decrease of 37.7% compared to to the same period of 2020 and 78.8% compared to the same period of 2019; 519,726 aircraft movements, 6.3% higher compared to the first half of 2020 and 53.8% lower compared to the same period in 2019; and 448,771 tonnes of merchandise, 23.9% more than in the same period of 2020 and 10.2% less than in the first half of 2019.

The number of passengers in the London Luton airport increased to 0.9 million, translated to a year-on-year decrease of 71.9%, and of 90.0% for the same period in 2019. In the first six month of 2021, the airport Group of the North-East of Brazil recorded 4.9 million passengers, 28.3% more than the first semester of 2020 and 29.0% less than that recorded for the same period in 2019.

Regarding commercial activity, all business lines continue to be affected by the reduction in traffic at the Group's airports. As described in Note 3.1.a) to the consolidated financial statements for the year ended 31 December 2020, as a result of the health crisis and the measures adopted by public authorities, Aena began negotiations with its commercial tenants to agree on amendments to the contractual conditions, including the fixed income and the minimum annual guaranteed rents (hereinafter, MAG). After various commercial proposals in accordance with the evolution of the activity and always under the existing legal framework, this negotiation process culminated on 18 January 2021 with a proposal from Aena to the operators of duty-free shops, specialty shops, food and beverage outlets, commercial operations, vending machines, financial services and advertising in relation to MAG.

The incentive proposal made by Aena corresponds to that described in Notes 3.1a) and 36 (Subsequent events) of the consolidated annual accounts for the fiscal year ended on the 31 of December, 2020.

In the agreements, the ability to negotiate a global agreement that includes all the contracts that each company or business group has with AENA is proposed (whether or not they are in force, as long as they have not been liquidated and without partial amending agreements being admissible). Therefore, the accounting for the number of proposals sent corresponds to companies or business groups when this is the case.

The total number of proposals sent amounted to 159, which represents a total volume of business valued in MAG and/or contractual fixed Income terms of €729.8 million (equal to 96% of the total MAG). Of these 159, 106 have been accepted, representing 66.7% of the operators to whom the proposal was sent and 13.02% (€95 million) by volume.

No proposals were sent to operators who were involved in legal proceedings with Aena before 18 January.

As indicated in Note 3.1.a) to the consolidated financial statements, pending conclusion of the agreements with these commercial operators and in application of IFRS 16, the MAG income corresponding to 2020 amounting to €620.3 million was recognised, including the period of the state of alarm for €198.6 million, given that Aena had a contractual right to receive this income. The effect of the changes made to these contracts as a result of the aforementioned negotiations was to be recognised in accordance with IFRS 16 as a change of estimate prospectively from the time of the effective date of amendment of the contract, linearly reducing income for the remaining periods of the contract.

In application of this principle, €255 million has been recognised in the first half of 2021 in respect of the MAG corresponding to that period. Of the €620 million MAG corresponding to 2020, tenants who have not indicated their agreement with Aena's proposal were billed €543 million in February 2021, most of which remained pending collection at 30 June 2021. However, €292 million are covered by guarantees that may be applied (see Note 10c).

Of the MAG for 2020, €77 million has not been invoiced as it corresponds to tenants who have expressed their agreement with Aena's proposal. With regard to the €255 million of the 2021 MAG, only €20 million corresponds to customers who have expressed their agreement with Aena's proposal.

If all the tenants were to agree to the proposal currently under negotiation, the total reduction to be made to lease payments, to be recognised in accordance with IFRS 16 as an incentive and distributed on a straight-line basis over the estimated duration of the lease contracts, would be €440 million for the 2020 MAG (€760 million of initial contractual MAG minus €320 million of the reduced MAG deriving from the proposal) and €150 million for the first half of 2021 (€299 million MAG contract minus €149 million of the reduced MAG deriving from the proposal). The following table summarises the above:

(Amounts in thousands of Euro unless otherwise stated)

2020 MAG and first half of 2021 (H1 2021)

€ millions	2020	H1 2021
Total MAG (A)	760	299
Potential reduction of MAG	(440)	(150)
Total MAG if the proposal is accepted (B)	320	149
Variable Income for the period (C)	140	44
Pending MAG (A-C)	**620**	**255**
MAG Agreement after potential reduction pending collection (B-C)	**180**	**105**
Guarantees (bank, monetary, and legal guarantees)	**292**	
Agreed to proposal	95	34
Not agreed to proposal	665	265
Total MAG (A)	**760**	**299**
Agreed to proposal	19	14
Not agreed to proposal	121	30
Variable Income for the period (C)	**140**	**33**

Includes TLI, Stores, Food and Beverage, Commercial Fac., and Advertising

As of the 30 of June, 2021, there have been events that reveal the existence of a risk that a substantial part of the accounts to be collected by MAG registered in the 2020 financial year and throughout the months of 2021 it may not be collected in the future. Said facts are as follows:

-The aforementioned rejection by the main tenants, who represent the majority of the MAG income linked to AENA's commercial activities, of the Company's proposal dated on the 18 of January, 2021 and the will expressed to refrain from making the payment of the invoices already issued corresponding to the 2020 MAG.

-The filing by some of said tenants of legal requests requesting the implementation of precautionary measures that prevent Aena from subsequent invoicing of MAG, as well as the execution of the guarantees that the Company has to cover defaults (see Note 11).

-The fact that the offer made by Aena to the tenants on the 18 of January, 2021 could end up being applicable if agreements are reached in the future with the tenants who have rejected it to date or, even, in the case of those judicial decisions that are finally partially favorable to Aena's position.

However, these facts indicative of the risk of non-collection of a significant part of the MAG do not fall under the assumptions provided in IFRS 9 to assess the impairment of the financial asset (accounts receivable by MAG). On the other hand, they would be a manifestation of the existence of a disagreement between the landlord (AENA) and the tenants regarding the possible modifications that must be introduced in the lease contracts in force in response to the situation caused by the COVID-19 crisis. In other words, in most cases, the potential difficulty foreseen for the collection of the aforementioned amounts derives from commercial disputes with some tenants and not from a credit deterioration of the debtor.

These disagreements will undoubtedly come to be resolved case by case further on, either because the parties finally reach an agreement on the modification of the contract or because a judicial body decides what said modification should be (in one sense or another) and oblige both parties to adopt it.

In any of the cases, the consequences resulting from this contractual modification must, in accordance with IFRS 16, be recorded prospectively as of the effective date of the contractual modification, reducing, through a linear distribution system, the rental income of the remaining periods of the contract. Additionally, in accordance with

IFRS 9, the impairment of income derived from leases would not be correct solely on the premise that they could potentially be retroactively reduced in the future as a consequence of a future contractual modification. The hypotheses and variables taken into account in the calculation and the impairments recorded under IFRS 9 are explained in Note 8.c).

- **Valuation of assets**

Whenever there is an indicator that these assets could be impaired, the Group verifies if goodwill, intangible assets, property, plant and equipment, real estate investments, and financial investments by the equity method have suffered any loss due to impairment of value, in accordance with the accounting policy described in Note 2.8 of the consolidated annual accounts for the fiscal year ended on the 31 of December, 2020, which describes how management identifies the cash generating units (CGU) and the methodology used to subject the assets assigned to them to impairment tests.

The measures adopted in each country to halt the spread of the coronavirus have led to an extraordinary reduction in activity and revenue in all Aena Group companies, resulting in a sharp decline in operating cash flows. These circumstances are considered as indicators of impairment for the purposes indicated in the foregoing paragraph. Consequently, these impairment tests were carried out at 30 June.

The key assumptions and other parameters used to determine, during the period, the recoverable amount of the cash-generating units and the conclusions reached from the analysis performed are detailed in Note 7 to the condensed consolidated financial statements.

- **Liquidity risk**

As a result of the exceptional situation caused by the pandemic, the Group's cash flows have been drastically reduced in 2020. In order to ensure the availability of liquidity in the face of the severity and uncertainty of the evolution of the pandemic, the Group deployed a plan of reinforcement, signing new financing operations during 2020 and 2021.

- AENA S.M.E., S.A.

On the 1 of December, 2020, the Parent Company obtained temporary compliance waivers, until at least June of 2022, of the financial leverage ratios and finance expense of all existing debt at the 31 of December, 2020. On the other hand, in July of 2021, Aena acquired extensions of all the temporary waivers of compliance of the financial ratios (covenants) until the 31 of December, 2022 of all the Banking Entities (see Note 15 on subsequents events).

The adjustment of capacity, the reduction of cost and, therefore, the decrease in monthly operating cash outflow has been adjusted to the evolution of traffic, in accordance with which Aena is reopening terminals, and operational spaces at airports in which the capacity was adapted to meet the specific needs of the operation.

As usual, the Parent Company plans to finance most of its investments with the resources generated by its operations and, if necessary, will resort to external financing that may come from Public Banking (BEI, ICO mainly) and Commercial Banking or of the Capital Market.

In the short term, the parent Company has cash and credit facilities available that, at the date of preparation of these consolidated interim financial statements, amount to a total amount of €2,186 million, the composition of which is as follows:

- Cash balance of €347 million.
- Financing available (not disposed) of €1,039 million (of this amount, €220 million will be available as a photovoltaic energy project is executed).
- Line of credit for an amount of €800 million maturing in 2025, currently available in its entirety.

On the other hand, the line of short-term ECP (Euro Commercial Paper) notes for an amount of €900 million is currently available for an amount of €845 million.

In order to reinforce the liquidity of the Company, due to the situation caused by COVID-19, Aena has signed during the first half of the year loans with various financial entities for a total amount of €1,015 million, with maturity terms of between 2 and 12 years. Of these loans, to date, an amount of €100 million has been drawn, leaving €915 million available.

During the first half of the year, the maturity of two loans was extended. A loan of €200 million, for an additional year, from 2022 to 2023, and a second loan, of €50 million, has been extended from 2021 to 2022.

Fitch and Moody's rating agencies have confirmed the Company's credit rating as follows:

-Fitch, an "A" long-term score with a negative outlook and the "F1" short-term score, dated the 24 of March.

-In its update of March 25, Moody's maintained the long-term rating at "A3" with a negative perspective.

In this sense, the Treasury of the Aena Group amounts to a total of €418.56 million as of the 30 of June, 2021, which, together with the implementation of specific plans for the efficient management of Opex and Capex, the aforementioned credit facilities and the agreements to reach the balance of the concessions, will allow to face, in the event that they occur, future liquidity tensions.

- <u>Región de Murcia International Airport (AIRM)</u>

The Governing Council of the Region of Murcia, through the Third Additional Provision of Spanish Decree-Law 1/2021 of May 6 on economic and social reactivation after the impact of COVID-19 in the area of housing and infrastructure, has agreed to authorise "the adaptation of the public services management contract of the Región de Murcia International Airport to the new circumstances arising from the pandemic". In this sense, the aforementioned Provision states:

"The contracting body must adopt those contractual measures that are considered necessary to maintain the viability of the concession corresponding to the public services management contract "Management, operation, maintenance and conservation of the Región de Murcia International Airport".

On the 21 of May, 2021, Aena SCAIRM formally requested the CARM to rebalance the concession based on article 282 of the TRLCSP, as described in Note 7.

To date, there is no formal response from CARM to the indicated request for rebalancing.

- <u>Luton</u>

As a consequence of the exceptional situation caused by COVID-19 and its impact on EBITDA, as of June of 2020, the Luton subgroup exceeded the financial ratios it had undertaken to comply with under the financing contracts. However, it obtained temporary exemptions (waivers) from the financial institutions regarding the fulfilment of the ratios as of the 31 of December, 2020. On the 30 of June, 2021, an agreement was reached with the financing entities, extending the waivers of the ratios to the 30 of June, 2021 and the 31 of December, 2021, and agreeing on a modified ratio to the 30 of June, 2022 in which the EBITDA for the last six months divided by 0.44.

Under this agreement, the group of North American financers, whose debt balance amounts to £110 million, will see their annual coupon increase by £125 until the company recovers the ratios provided for in the contracts, they will receive a waiver fee of £10 and the commitment of the shareholders to contribute £20 million of liquidity and another £20 million in the form of a line of credit without drawing. This shareholder financing was already available as of the 31 of December, 2020, as indicated in Note 3.1.a of the consolidated annual accounts for said financial year. The shareholders' commitment to contribute £20 million of liquidity has already been disbursed at the beginning of July.

(Amounts in thousands of Euro unless otherwise stated)

By obtaining these waivers, and the aforementioned strengthening of Luton's liquidity, much of the uncertainty that existed at the end of the 2020 financial year about its ability to continue as a going concern is considered eliminated. In any case, Luton's Management expects that, as a result of the negotiation underway with the financial institutions, the exemption will be extended successively for the immediate next semester.

In the event that this extension of the exemptions were not finally obtained, a breach of contractual obligations would be revealed, which could lead to financial entities having the right to execute the guarantees associated with the financing contracts, among which are They find the pledge on the shares of the airport concessionaire, as well as the fixed assets. In this case, the risk would be limited, in the case of the consolidated Aena Group, to the net assets contributed by the Luton subgroup to Aena's consolidated annual accounts, which is currently negative.

Likewise, it should be noted that the Company requested the activation of the *Special Force Majeure* procedure provided for in the concession agreement, which recognises the right of the concession company to financial rebalancing of the concession.

At the date of preparation of these Condensed Consolidated Interim Financial Statements, an agreement in principle has already been reached that represents a net value equivalent to the application of the conditions included in the Special Force Majeure clause. The process is pending legal drafting and formal final approval processes by both parties.

The execution of the balance basically contemplates discounts to the concession fee for a nominal value of £45 million and an extension of the concession for a period of 16 and a half months.

Additionally, in order to alleviate the effects of the significant reduction in activity, the Luton subgroup defined a contingency plan in order to ensure its liquidity in which, among other measures, it was agreed with the trustees of the defined benefit plan a deferral of the payment of the contributions committed for 2020 and the first semester of 2021, establishing the following payment schedule in order to eliminate the deficit of the Plan:

Maturity	**Amount (thousands GBP)**
15/10/2021	5,200
15/11/2021	5,200
15/12/2021	5,200
31/03/2022	3,810
31/03/2022	4,462
Total	**23,872**

Payments corresponding to the last semester of 2021 for a total amount of £15,600 thousand may be due in advance during any month of 2021 if the number of passengers registered each month at Luton airport exceeds that established in the reference framework of the agreement, making £5 payable for each passenger exceeded. Part may also be required in advance depending on the conditions that finally result from the force majeure procedure explained above. In any of the scenarios that would require advance payment of contributions to the Plan, the subgroup's liquidity availability forecast for the next six months cannot be less than £7,500 thousand once said payment has been made.

The contribution schedule for deficit compensation is reviewed every three years with each formal actuarial valuation. The latest actuarial valuation, as of the 31 of March, 2017, showed a plan deficit of £49,600 thousand. All the contributions established in the payment schedule have been made until the 31 of December, 2019. The next three-year valuation of the defined benefit pension plan will be referred to the 31 of March, 2020 and is being carried out on the date of presentation of these condensed consolidated interim Financial Statements (Note 14).

The dependent subgroup LLAH III has available cash and credit facilities from third parties which, at the date of preparation of these consolidated interim financial statements, amount to a total amount of €30 million.

- ANB

Considering the way the concession agreement treats events of force majeure, the interpretations made by the Brazilian authorities on the COVID-19 pandemic, and the applicable legislation; in December of 2020, the Aena

Brazil management prepared a request for an extraordinary review to restore the economic-financial balance of the concession agreement, which is under review by regulations.

At the date of formulation of these condensed consolidated interim financial statements, ANB is preparing a proposal for the recomposition, which will take into account the result of the conversations held both with ANAC and the Ministry of Infrastructure throughout this period. These have made it possible to discard some of the options provided for in the concession contract, as there is no guarantee that they would be approved within a reasonable period of time by said bodies. Thus, to date, the most probable scenario estimated by the ANB Management for said proposal is a combination of:

- Compensation of the annual variable contribution. Said contribution payable to the Brazilian state is determined as a percentage of the income of the concession, beginning in the 5th full year of the concession (2024) and until its completion.
- Increase in rates above the contractual rate limit, to be applied as of the 2022 fiscal year.

Once the approval process for the 2020 rebalancing has been completed, ANB will begin the process of requesting the unbalance for the 2021 fiscal year, in which it understands that it has the same rights as circumstances similar to those of the 2020 financial year prevail. It is estimated that the closing of the 2020 process and the 2021 request will take place in the last semester of the 2021 financial year.

ANB has available cash and credit facilities that, at the date of preparation of these consolidated interim financial statements, amount to a total amount of €30 million.

Health risk

As a consequence of the measures taken to control, contain and forecast the pandemic, during the first half of 2021, the Group has incurred exceptional expenses, both in airport facilities, as well as in personal and health protection, amounting to €42.58 million (in the year 2020, €53 million) recorded under the heading "Other results" in the income statement. Additionally, investments have been made in fixed assets worth €4.5 million (in the 2020 financial year, €10.25 million).

The Spanish Royal Decree-Law 21/2020 of June 9 states that under the framework of DORA, Aena will have the right to recover the costs incurred as a consequence of collaborating with the health authorities and of the remaining operational safety and hygiene measures that must be adopted as a consequence of the COVID-19 pandemic. No right to collection for these costs has been recorded in the attached Financial Statements.

Legal and regulatory risk

This risk is related to uncertainty on the interpretation of legislation in the context of the current crisis and adherence to new and ongoing legal requirements, which could lead to an increase in litigation arising from conflicts with operators, suppliers and customers.

b) Fair value estimation

The table below includes an analysis of financial instruments measured at fair value, classified by valuation method. A fair value hierarchy is established that classifies the input data from measurement techniques used to measure fair value in three levels, as follows:

- Listed prices (unadjusted) in active markets for identical assets and liabilities (Level 1).
- Data other than listed prices included within Level 1 that are observable for the asset or liability, both directly (i.e. prices) and indirectly (i.e. derived from prices) (Level 2).
- Data for the asset or liability that are not based on observable market data (i.e. unobservable data) (Level 3).

(Amounts in thousands of Euro unless otherwise stated)

The following table sets out the Group's assets and liabilities measured at fair value at the 30 of June, 2021:

	Level 1	Level 2	Level 3	Total balance
Assets				
Derivatives (Note 8)	-	-	-	-
Total assets	**-**	**-**	**-**	**-**
Liabilities				
Derivatives (Note 8)	-	103,606	-	103,606
Total liabilities	**-**	**103,606**	**-**	**103,606**

The following table presents the Group's liabilities measured at fair value at the 31 December 2020:

	Level 1	Level 2	Level 3	Total balance
Assets				
Derivatives (Note 8)	-	-	-	-
Total assets	**-**	**-**	**-**	**-**
Liabilities				
Derivatives (Note 8)	-	133,301	-	133,301
Total liabilities	**-**	**133,301**	**-**	**133,301**

There have been no transfers between Level 1 and Level 2 financial instruments during the period.

a) Financial instruments in Level 1:

The fair value of financial instruments traded in active markets is based on listed market prices at the date of the Statement of Financial Position. A market is considered active when listed prices are easily and regularly available from a stock exchange, a dealer, a broker, an industry group, a pricing service or a regulatory authority and the prices represent actual and regularly occurring arm's length transactions. The listed market price used for the financial assets held by the Group is the current bid price. These instruments are included in Level 1. There are no financial instruments in Level 1 on any of the dates.

b) Financial instruments in Level 2:

The fair value of financial instruments that are not traded in an active market (such as, off-the-books market derivatives) is determined using valuation techniques. Valuation techniques maximise the use of available observable market data and rely as little as possible on entity-specific estimates. If all the significant data required to calculate the fair value of an instrument are observable, the instrument is included in Level 2. The financial instruments included in Level 2 are interest rate derivatives (*swaps*) hedging floating rate loans.

c) Financial instruments in Level 3:

If any of the significant data are not based on observable market data, the instrument is included in Level 3. There are no financial instruments in Level 3 on either of the dates.

Specific valuation techniques for financial instruments include:

- Market listed prices or prices established by financial intermediaries for similar instruments.
- The fair value of interest rate swaps is calculated as the present value of estimated future cash flows based on estimated interest rate curves (see Note 8.b).
- Other techniques, such as discounted cash flow analysis, are used to analyse the fair value of other financial instruments.

4. Financial information by segments

The Group carries on its business activities in the following segments: Airports, Real Estate Services, International and SCAIRM (Concessionaire company for the Región de Murcia International Airport, which is considered a single cash generating unit in itself), in accordance with the criteria described in the most recent annual consolidated financial statements, for 2020.

The Chairman and CEO assess the performance of operating segments based on the EBITDA (defined as the operating earning before the financial result or *Earnings Before Interest, Tax, Depreciation and Amortisation*). During the six-month periods ended on the 30 of June, 2021 and 2020, EBITDA, calculated as explained above, was adjusted for impairment and derecognition of fixed assets.

The financial information by segment at 30 June 2021 is as follows (in thousands of Euro):

	Airports					International					
30 June 2021	**Aeronautical**	**Commercial**	**Real estate services**	**Sub-Total**	**SCAIRM (Región de Murcia International Airport)**	**ANB**	**LUTON**	**Other International**	**Sub-total International**	**Adjustments**	**Total consolidated**
Ordinary revenues-	343,077	391,290	36,881	771,248	1,863	24,619	28,111	4,544	57,274	(608)	829,777
External customers	*343,077*	*391,271*	*36,881*	*771,229*	*1,863*	*24,619*	*28,111*	*3,955*	*56,685*	-	*829,777*
Inter-segments	-	*19*	-	*19*	-	-	-	*589*	*589*	*(608)*	-
Other operating revenue	23,121	4,298	6,172	33,591	40	-	-	105	105	(632)	33,104
Total revenues	**366,198**	**395,588**	**43,053**	**804,839**	**1,903**	**24,619**	**28,111**	**4,649**	**57,379**	**(1,240)**	**862,881**
Subcontracted work and supplies	(81,231)	-	-	(81,231)	(763)	-	-	-	-	589	(81,405)
Personnel expenses	(183,059)	(21,685)	(5,202)	(209,946)	(1,914)	(4,023)	(13,169)	(977)	(18,169)	-	(230,029)
Other operating expenses	(333,552)	(87,749)	(12,788)	(434,089)	(3,672)	(15,606)	(18,327)	(1,753)	(35,686)	651	(472,796)
Depreciation and amortisation	(301,080)	(48,409)	(8,002)	(357,491)	(3)	(4,700)	(33,773)	(127)	(38,600)	-	(396,094)
Impairment of fixed assets	-	-	99	99	(140)	(89,041)	-	-	(89,041)	-	(89,082)
Disposal of fixed assets	(4,679)	(545)	(98)	(5,322)	-	-	7	-	7	-	(5,315)
Other results	(41,398)	(1,058)	97	(42,359)	(94)	-	-	-	-	-	(42,453)
Total expenses	**(944,999)**	**(159,446)**	**(25,894)**	**(1,130,339)**	**(6,586)**	**(113,370)**	**(65,262)**	**(2,857)**	**(181,489)**	**1,240**	**(1,317,174)**
EBITDA	**(277,721)**	**284,551**	**25,161**	**31,991**	**(4,680)**	**(84,051)**	**(3,378)**	**1,919**	**(85,510)**	**-**	**(58,199)**
Impairment and gain or loss on disposals of fixed assets	4,679	545	(1)	5,223	140	89,041	(7)	-	89,034	-	94,397
Adjusted EBITDA	**(273,042)**	**285,096**	**25,160**	**37,214**	**(4,540)**	**4,990**	**(3,385)**	**1,919**	**3,524**	**-**	**36,198**
Operating profit/(loss)	**(578,801)**	**236,142**	**17,159**	**(325,500)**	**(4,683)**	**(88,751)**	**(37,151)**	**1,792**	**(124,110)**	**-**	**(454,293)**
Financial result	**(30,722)**	**(3,659)**	**(699)**	**(35,080)**	**(830)**	**280**	**(12,371)**	**4,164**	**(7,927)**	**-**	**(43,837)**
Profit/(loss) of equity-accounted investees	-	-	-	-	-	-	-	9,794	9,794	-	9,794
Profit/(loss) before tax	**(609,523)**	**232,483**	**16,460**	**(360,580)**	**(5,513)**	**(88,471)**	**(49,522)**	**15,750**	**(122,243)**	**-**	**(488,336)**
Total Assets at 30 June 2021	-	-	-	14,619,821	22,840	317,700	583,529	105,042	1,006,271	(539,712)	15,109,220
Total Liabilities at 30 June 2021	-	-	-	8,605,962	56,894	29,562	753,599	304,003	1,087,164	(375,065)	9,374,955

The financial information by segment at 30 June 2020 is as follows (in thousands of Euro):

	Airports					International					
30 June 2020	**Aeronautical**	**Commercial**	**Real estate services**	**Sub-Total**	**SCAIRM (Región de Murcia International Airport)**	**ANB**	**LUTON**	**Other International**	**Sub-total International**	**Adjustments**	**Total consolidated**
Ordinary revenues-	535,144	452,469	30,204	1,017,817	1,835	8,026	54,363	3,949	66,338	(837)	1,085,153
External customers	*535,143*	*452,454*	*30,204*	*1,017,801*	*1,835*	*8,026*	*54,363*	*3,128*	*65,517*	-	*1,085,153*
Inter-segments	*1*	*15*	-	*16*	-	-	-	*821*	*821*	*(837)*	-
Other operating revenue	21,129	6,276	589	27,994	26	49	-	95	144	(871)	27,293
Total revenues	**556,273**	**458,745**	**30,793**	**1,045,811**	**1,861**	**8,075**	**54,363**	**4,044**	**66,482**	**(1,708)**	**1,112,446**
Subcontracted work and supplies	(79,595)	-	-	(79,595)	(738)	-	-	-	-	801	(79,532)
Personnel expenses	(186,446)	(22,905)	(5,360)	(214,711)	(2,222)	(3,896)	(16,158)	(920)	(20,974)	-	(237,907)
Other operating expenses	(317,743)	(80,713)	(10,982)	(409,438)	(4,088)	(8,893)	(32,212)	(1,965)	(43,070)	902	(455,694)
Depreciation and amortisation	(301,486)	(51,082)	(7,873)	(360,441)	(1,075)	(6,584)	(35,221)	(176)	(41,981)	-	(403,497)
Impairment of fixed assets	-	-	1,065	1,065	(47,744)	(72,895)	-	-	(72,895)	-	(119,574)
Disposal of fixed assets	(1,518)	44	26	(1,448)	-	-	-	-	-	-	(1,448)
Other results	(4,282)	(381)	(2,230)	(6,893)	(20)	-	-	-	-	2	(6,911)
Total expenses	**(891,070)**	**(155,037)**	**(25,354)**	**(1,071,461)**	**(55,887)**	**(92,268)**	**(83,591)**	**(3,061)**	**(178,920)**	**1,705**	**(1,304,563)**
EBITDA	**(33,311)**	**354,790**	**13,312**	**334,791**	**(52,951)**	**(77,609)**	**5,993**	**1,159**	**(70,457)**	**(3)**	**211,380**
Impairment and gain or loss on disposals of fixed assets	1,518	(44)	(1,091)	383	47,744	72,895	-	-	72,895	-	121,022
Adjusted EBITDA	**(31,793)**	**354,746**	**12,221**	**335,174**	**(5,207)**	**(4,714)**	**5,993**	**1,159**	**2,438**	**(3)**	**332,402**
Operating profit/(loss)	**(334,797)**	**303,708**	**5,439**	**(25,650)**	**(54,026)**	**(84,193)**	**(29,228)**	**983**	**(112,438)**	**(3)**	**(192,117)**
Financial result	**(47,140)**	**(13,434)**	**(1,445)**	**(62,019)**	**(795)**	**(1,195)**	**(12,510)**	**(4,291)**	**(17,996)**	**16,192**	**(64,618)**
Profit/(loss) of equity-accounted investees	-	-	-	-	-	-	-	(2,277)	(2,277)	-	(2,277)
Profit/(loss) before tax	**(381,937)**	**290,274**	**3,994**	**(87,669)**	**(54,821)**	**(85,388)**	**(41,738)**	**(5,585)**	**(132,711)**	**16,189**	**(259,012)**
Total Assets at the 30 June 2020	-	-	-	15,649,264	24,630	344,421	622,039	92,248	1,058,708	-540,944	16,191,658
Total Liabilities at 30 June 2020	-	-	-	9,440,682	53,920	11,342	662,658	368,564	1,042,564	-375,726	10,161,440

(Amounts in thousands of Euro unless otherwise stated)

The line "Impairments and disposals of fixed assets" of the financial information by segment as of the 30 of June, 2021 includes the impairment of SCAIRM CGU at €-140 thousand, the "ANB" CGU at €-89,041 thousand, and the net reversal of the "real estate services" CGU at €+99 thousand, summing a total of €-89,082 thousand (see attached Income Statement and Note 7). There is no impairment of equity-accounted shares as of the 30 of June, 2021.

The line "Impairments and disposals of fixed assets" of the financial information by segment as of the 30 of June, 2020 includes the impairment of SCAIRM CGU at €-47,744 thousand, the "ANB" CGU at €-72,895 thousand, and the net reversal of the "real estate services" CGU at €+1,065 thousand, summing a total of €-119,574 thousand (see attached Income Statement and Note 7). The impairment loss on equity-accounted investments for the amount of €-3,454 thousand is included under "Profit and impairment of entities accounted for using the equity method" of the attached Income Statement.

In the operating segment information at 30 June 2021 costs have been adjusted in accordance with the DORA Resolution of 27 January 2017. According to this document and for regulatory purposes, the costs of airport activity must be reduced annually by €38.1 million (including Cost of capital at 6.98%) with the following breakdown: Staff costs €1.7 million; Amortisation €11.2 million; Other Operating Expenses €12.2 million and Cost of Capital €13 million. We have therefore reduced the cost of the aeronautical activity in the six-month period by €12.5 million in operating expenses through the aforementioned reallocation of costs, transferring these costs to the services subject to private prices included in the "Commercial" activity.

In the operating segment information at 30 of June, 2020 costs have been adjusted in accordance with the DORA Resolution of the 27 of January, 2017. According to this document and for regulatory purposes, the costs of airport activity must be reduced annually by €38.4 million (including Cost of capital at 6.98%) with the following breakdown: Staff costs €1.7 million; Amortisation €11.4 million; Other Operating Expenses €12 million and Cost of Capital €13.3 million. Accordingly, during the six-month period the cost of the aeronautical activity has been reduced by 12.5 million in operating expenses for the aforementioned reallocation of costs, which was transferred to the privately-priced services included in the "Commercial" activity.

The reconciliation of EBITDA and adjusted EBITDA with Profit for the six month periods ended on the 30 of June, 2021 and the 30 of June, 2019 is as follows:

	30 June 2021	**30 June 2020**
Total adjusted EBITDA	**36,198**	**332,402**
Impairment and gain or loss on disposals of fixed assets	(94,397)	(121,022)
Total segment EBITDA	**(58,199)**	**211,380**
Depreciation and amortisation	(396,094)	(403,497)
Operating profit/(loss)	**(454,293)**	**(192,117)**
Net finance expense	(43,837)	(64,618)
Share of income and impairment of associates	9,794	(2,277)
Corporate Income tax	114,141	67,014
Profit for the period	**(374,195)**	**(191,998)**
Profit/(loss) for the period attributable to non-controlling interests	(27,837)	(21,261)
Profit/(loss) for the period attributable to shareholders of the parent Company	(346,358)	(170,737)

(Amounts in thousands of Euro unless otherwise stated)

5. Revenue

The Group's operations and sources of revenue are described in its most recent annual consolidated financial statements.

a) Revenue breakdown

The breakdown, by type of service provided, of the ordinary revenues of the Subtotal included in the financial information by segments (excluding International, SCAIRM (Murcia) and adjustments) is as follows:

	30 June 2021	30 June 2020
Airport services	**343,077**	**535,144**
Airport charges	**325,745**	**515,851**
Landing charges	98,198	144,315
Parking charges	33,836	35,985
Passengers	113,422	217,044
Airbridges	21,005	21,453
Security	37,697	68,253
Handling charges	15,621	19,980
Fuel	4,324	6,431
On-board catering	1,642	2,390
Other airport services (1)	**17,332**	**19,293**
Commercial services	**391,290**	**452,469**
Leases	13,440	13,454
Specialty Shops	22,752	44,772
Duty free shops	190,540	166,505
Food & Beverages	69,642	99,495
Car Rental	26,777	33,162
Car parks	20,777	28,858
Advertising	6,288	9,663
VIP services(2)	5,647	14,663
Other commercial revenues (3)	35,427	41,897
Real estate services	**36,881**	**30,204**
Leases	7,192	6,690
Land	12,155	9,454
Warehouses and hangars	4,176	4,448
Cargo logistics centres	9,768	6,597
Real Estate Operations	3,590	3,015
Total Net Turnover	**771,248**	**1,017,817**

1) Includes Counters, 400 Hz Airbridge usage, Fire Service, Left Luggage, and Other Revenue.

2) Includes VIP lounge rental, VIP packages, other lounges, *fast-track* and *fast-lane*.

3) Includes commercial operations (banking services, baggage laminating machines, telecommunications, *vending machines*, etc.), commercial supplies and filming and recordings.

(Amounts in thousands of Euro unless otherwise stated)

The sharp drop in revenue observed was due to the circumstances described in Note 3. At the end of the first half of the year, the network's airports registered a passenger volume of 27.10 million, (first half of 2020: 43.5 million), which represents a year-on-year drop of 37.7% (first half of 2020: -66.0%).

An important part (41.7%) of the income from airport services as of the 30 of June, 2021 is concentrated in three clients, with revenue figures of €69 million, €54 million, and €37 million, respectively (30 of June, 2020: €88 million, €76 million, and €75 million, respectively, 28.95 % of the revenue from airport services).

As indicated in Note 2.21 to the Consolidated Financial Statements for 2020:

- The CNMC is the body responsible for approving the value of the P index in accordance with current regulations. On the 7 of November, 2019, the CNMC approved the Resolution on the P index applicable to the airport rates of Aena S.M.E., S.A. in the 2020 fiscal year, setting it at 0.8 %.
- On the 19 of November, 2020, the CNMC approved the Resolution on the P index applicable to the airport rates of Aena S.M.E., S.A. in 2021 the fiscal year, setting it at 0.72%.
- Taking this into consideration, on the 22 of December, 2020 the Board of Directors approved the charges corresponding to 2021, which will enter into force on the 1 of March, 2021, which were based on the freezing the 2021 adjusted annual maximum revenue per passenger (IMAAJ) relative to the 2020 adjusted annual maximum revenue per passenger (IMAAJ), which was established at €10.27 per passenger.

The Resolution of the CNMC on supervision of the airport rates applicable by Aena in the 2021 financial year, approved on the 18 of February, 2021, ratifies the decision of the Board of Directors and freezes these amounts as of March of 2021, as a result of the exceptional situation produced by the COVID-19 pandemic during 2020 and whose effects continue to affect air traffic in 2021. Thus, a symmetrical application of the rate freeze has been established in all public property benefits, unlike in previous years. The approved rate variation of 0% is distributed linearly among the different airport services (landing, passengers, security, etc.) given the impossibility of covering the costs of public property benefits during the 2021 financial year and sets the maximum annual income adjusted by passenger (IMAAJ) being established at €10.27 per passenger.

In its resolution, the CNMC indicates that to determine the adjusted maximum annual income per passenger (IMAAJ) it has supervised the value that Aena uses for each of the parameters of its calculation formula. In this sense, it has only modified the Price Index (P index) and for which it has finally applied a value of 0.72% compared to the 0.77% proposed by Aena.

The CNMC has evaluated the consultation process for airport rates carried out between Aena and the airlines and has concluded that it has followed the legal procedures for transparency and consultation, as indicated in the regulations. In addition, it has determined the improvement measures that must be adopted in the successive procedures and, in particular, the information that must be exchanged during them.

With regard to the Airport Regulation Document for the financial years 2022-2026 (DORA II), on the 9 of March, 2021, Aena's Board of Directors approved the Company's proposal and its submission to the Directorate General for Civil Aviation (DGAC) pursuant to the provisions of article 24 of the general law regulating airport networks (Spanish Law 18/2014 of October 15).

Said proposal, DORA II, foresees a level of investments of €2,250 million to meet infrastructure capacity and safety needs, as well as quality of service and other maintenance requirements.

To determine the investment and the applicable charges, it is estimated that 1,218 million passengers will be achieved in five-year period.

The traffic scenario applied to get such passenger volume is based on those developed by international entities such as ACI, IATA, or EUROCONTROL, these being as follows:

	2022	2023	2024	2025	2026
No. of passengers (millions)	184.6	229.5	255.0	269.8	279.1

The proposed weighted average cost of capital before tax (WACC) is 7.68%.

For the setting of airport charges, and in accordance with the methodology established in Annex VIII, as well as in the sixth transitional provision of Spanish Law 18/2014, the following evolution of the maximum annual income per passenger (IMAP for its abbreviation in Spanish) is foreseen:

€/PAX	2022	2023	2024	2025	2026
IMAP	9.94	9.99	10.05	10.10	10.43

The IMAP for 2021 is €9.89 per passenger, which has led to an adjusted annual maximum revenue per passenger (IMAAJ) of €10.27 per passenger, as stated in the Resolution of the National Commission for Markets and Competition (CNMC) for the monitoring of airport charges applicable by Aena in the 2021 financial year.

The DORA II proposal has been previously submitted for consultation with the corresponding associations of users and is subject to the review and approval process established in the aforementioned Law, thus, it cannot be considered, in any case, as a final document until its approval, which must take place before the 30 of September, 2021.

On the 16 of June, 2021, he CNMC issued its non-binding report on supervision and control within the scope of its powers, which includes its recommendation to update rates in the 2022-2026 period by -0.44% per year compared to the Aena's proposal (+0.52% in the period 2022-2025 and +3.29% in 2026).

On the other hand, Aena has submitted to the DGAC the request for modification of the current DORA (2017-2021) by virtue of the provisions of article 27 of Spanish Law 18/2014 as a result of the effects and economic impact caused to the Company by COVID-19 in the 2020 and 2021 fiscal years. For the resolution of this request, the aforementioned Law establishes a maximum period of six months.

b) Geographical information

The Group carries out its operations in Spain, except for the International activity, which holds its main investments in the United Kingdom, Brazil, Mexico, and Colombia. In the six months ended 30 June 2021 and 2020, ordinary revenues from external customers were distributed geographically as follows (data in thousands of Euro):

Country	30 June 2021	30 June 2020
Spain	773,821	1,020,139
Brazil	24,619	8,013
United Kingdom	28,111	54,363
Colombia	452	396
Mexico	2,774	2,242
TOTAL	**829,777**	**1,085,153**

6. Property, plant and equipment and intangible assets

a) Property, plant and equipment

Although property, plant and equipment reflects a decrease of €79 million, in the first half of 2021 the investment level of the first half of 2019 has been exceeded, reaching €279,526 thousand, although it does not exceed the amortisations executed. The investment amount belongs fundamentally to the Spanish network, in order to comply with the volume of regulated investments committed in DORA I, to respond to the safety, quality and capacity standards of the infrastructures, and other maintenance requirements. In the case of London-Luton airport, the decline in investment has been enhanced in this six-month period by the investment reduction plans put in place to alleviate the effects of the crisis caused by COVID-19.

The main ongoing actions in the period consist of the adaptation of the facilities of several airports (Palma de Mallorca, La Palma, Santiago-Rosalía de Castro, Valencia, Jerez, Bilbao, Asturias, Reus, Sevilla, Lanzarote-César Manrique and Región of Murcia Internacional) to incorporate more advanced baggage inspection machines in the warehouse to the baggage handling system (standard EDS 3 equipment), with the aim of adapting to the regulatory changes established by the EU on the matter. It is also worth mentioning the work being carried out in the aircraft movement area of the Asturias airport, the works to expand the accesses to the 03R and 03L headwaters of the Gran Canaria airport, and the improvements in the terminal building of the Sevilla airport.

The most important actions put into service have been the remodeling of the south dock of Terminal T1 of the Josep Tarradellas Barcelona-El Prat airport to accommodate large aircrafts that operate large-radius routes, as well as the complete adaptation of the south wing building with the construction of four new boarding bridges. At the Adolfo Suárez Madrid-Barajas airport, the pavement renovation works on taxiways and the actions on strips and margins of the latter have been completed.

Items of property, plant and equipment with an acquisition cost of €102,540 thousand were derecognised during the six-month period ended on the 30 of June, 2021 (six-month period ended on the 30 of June, 2020: €56,684 thousand), producing a loss on derecognition of property, plant and equipment of €5,238 thousand in losses (six-month period ended on the 30 of June, 2020: loss of €1,570 thousand). The most representative derecognitions are derived from the replacement of various facilities and equipment at various airports in the network and from demolitions due to the replacement of airport infrastructures.

Lastly, during the period, property, plant and equipment with an acquisition cost of €6,982 thousand were transferred to investment properties (six-months period ended on the 30 of June, 2020: €4,750 thousand).

b) Intangible assets

The “Intangible asset” has decreased by €60.8 million euros as a result of the valuation correction registered in the subsidiaries ANB (€89 million) and the AIRM Concessionaire Company (€0.1 million) (See Note 7 of the attached memorandum), aspect mainly offset by valuation increases in the London Luton Airport and Aeroportos do Nordeste do Brasil concessions derived from positive translation differences amounting to €36.6 million.

Of these €36.6 million due to positive translation differences, €22.5 million correspond to the favorable evolution of the Brazilian Real currency, while €14.1 million correspond to the revaluation of the Pound Sterling.

The main additions in the first half of 2021 correspond to the acquisition of various airport and management applications, the new design and operation of Aena's public website, and the re-engineering and automation of corporate application processes. It is also worth highlighting the approval of the Master Plans for the Logroño-Arjoncillo, Almería, Burgos, and Huesca-Pirineos airports.

As for Aena Brazil, in the first semester of 2021 the first package of works began in the six airports it manages in Brazil, such as improvements in the terminal toilets, updating of internal and external signage, improvements in lighting, ventilation, and conditioning and painting of façades.

Intangible assets with an acquisition cost of €1,077 thousand were derecognised during the six-month period ended on the 30 of June, 2021 (six-month period ended on the 30 of June, 2020: €494 thousand), not producing losses due to being related to fixed asset supplier payments on amounts capitalized in previous financial years (six-month period ended on the 30 of June, 2020, losses of one thousand Euro).

7. Impairment of intangible assets, property, plant and equipment and investment property

As described in Note 8 of the 2020 consolidated Annual Accounts, the measures to stop the spread of Coronavirus have led to an extraordinary reduction in activity and revenues of all Aena Group companies, which has translated into a sharp reduction in operating cash flows and which can be considered as indicators of impairment in accordance with the provisions of accounting regulations. Consequently, at the end of the 2020 fiscal year, the Group carried out appropriate impairment tests on all its cash generating units with the premises and variables described in said note, obtaining the following results (in thousands of Euro):

CGU	Impairment
Airport network	-
Real estate services	(1,117)
SC AIRM	45,279
ANB	64,647
LLAH III Group	-
Financial investments	-
Total	**108,809**

The reasonableness of the key assumptions made, as well as the sensitivity analyses carried out, the results and the conclusions reached on the impairment tests carried out, have been favourably reviewed by independent professional experts of the firm Ernst & Young.

At the end of the six-month period ending on June 30, 2021, and as described in Note 3, the situation described for the 2020 Annual Accounts continues to be largely in force, so that the Group has carried out the appropriate tests of impairment in all its Cash Generating Units, obtaining the following results (in thousands of Euro):

CGU	Impairment
Airport network	-
Real estate services	(99)
SC AIRM	140
ANB	89,041
LLAH III Group	-
Financial investments	-
Total	**89,082**

The reasonableness of the key assumptions made, as well as the sensitivity analyses carried out, the results and the conclusions reached on the impairment tests carried out, have been favourably reviewed by independent professional experts of the firm Audalia.

a) CGU "Aena Airport Network"

Description of the baseline scenario

The main premises used in the baseline scenario for the impairment test at the end of the six-month period ending on the 30 of June, 2021 have been the following:

- **Traffic**

According to EUROCONTROL's projections for June of 2021 relative to the number of operations, during 2021, 50% of the European traffic of 2019 shall be recovered, as the most likely scenario, accelerating after summer, and with a recovery of the traffic levels of 2019 closer to 2025. For its part, the latest IATA forecasts estimate that passenger traffic will decrease by -57% compared to that in 2019, while the ACI estimate for this same parameter is -64%. Considering that the current changing environment makes it extremely difficult to make estimates, Aena has considered, to perform these impairment tests, the most pessimistic sensitivity based on the recovery of traffic levels from 2019 to 2026, with a traffic level for 2021 of -65 % compared to 2019. The scenario contemplated in the 2020 annual accounts was very similar, based on a recovery of traffic levels in 2019 in 2027, and with a traffic level for 2021 of -65% compared to 2019.

(Amounts in thousands of Euro unless otherwise stated)

- **Financial projections**

The Group carried out the calculations of the recoverable amount as the value in use at the 30 of June, 2021 based on the financial projections approved by Management for the period 2021-2027.

Traditionally, the Group uses a four-year projection period for this CGU. However, considering the existing environment of uncertainty, it has been considered more appropriate to extend the projection period until 2027. Thus, the Group has relied on IATA and ACI forecasts regarding the evolution of air traffic and the historical experience of the entity has been taken into account to estimate the rest of the variables taking into account traffic volume.

The cash flow forecasts from the eighth year have been calculated using a constant expected growth rate of 1.5%.

The key assumptions that affect, in its majority, the cash flows of the Airport Network's Cash Generating Units are:

- - Passenger traffic, in which the scenario mentioned above has been contemplated.
- The variation of airport services rates in the base scenario: in 2021 the rate is considered approved, (0% fluctuation).
- Investment level.
- Efficiencies in operational costs (OPEX). The inflation percentages used are:

OPEX PROJECTION	2022	2023	2024	2025	2026	2027
RPI / Salary review	1,0%	2,0%	2,0%	2,0%	2,0%	2,0%

During the period 2021-2027, operating expenses grew slightly above inflation, due to some variability with traffic increases.

- The revenue from airport services has been calculated based on the variations in traffic and charges, and commercial incentives to support the recovery of traffic have been considered.
- For commercial revenue, conservative scenarios have been considered that reflect the reduction of lease payments derived from ongoing negotiations with lessees (see Note 3).

- **Long-term discount and growth rates**

	30 June 2019	31 December 2020
Perpetual growth rate	1.5%	1.5%
Pre-tax discount rate	9.0%	8.5%
Post-tax discount rate	6.8%	6.34%

The discount rate applied to cash flow forecasts is the Weighted Average Cost of Capital before taxes, estimated according to the CAPM (*Capital Asset Pricing Model*) method, and is determined by the weighted average cost of equity, and cost of debt capital.

Conclusions and sensitivity analysis

As of the 30 of June, 2021, the Group carried out the impairment test on the baseline scenario with the premises and variables described above, identifying no impacts on the consolidated financial statements as of the 30 of June, 2021.

Additionally, the Group performed a sensitivity analysis of the impairment calculation, using reasonable variations of the main financial assumptions considered in the calculation, assuming the following increases or decreases in percentage points (p.p.):

- Discount rate (-1 p.p./+1 p.p.)

(Amounts in thousands of Euro unless otherwise stated)

- Perpetuity growth rates (+1 p.p./-1 p.p.)

As well as the following changes in the key hypotheses:

- Passenger traffic, in which a more optimistic scenario than the base scenario mentioned above has been considered, according to which traffic recovery of 2019 levels would occur around 2027, and traffic in 2021 would be -72 % compared to 2019.
- The variation in airport service charges: In 2021, the charge is considered approved (0% fluctuation). The second DORA foresees a fluctuation of -2% of the charge.

The variations in the value in use with respect to the value in use of the described baseline scenario resulting from the described sensitivity analysis are shown below:

(*Thousand of Euro*)		**WACC D.I.**	
Traffic scenario (PAX)	5.8 %	6.8 %	7.8 %
Worst-case scenario	573,978	(3,476,758)	(6,238,172)
Base scenario	4,815,227	-	(3,286,450)

(*Thousand of Euro*)		**g**	
Traffic scenario (PAX)	0.5 %	1.5 %	2.5 %
Worst-case scenario	(5,633,141)	(3,476,758)	(320,277)
Base scenario	(2,558,930)	-	3,744,052

As a result of said sensitivity analysis made to the closing of the six-month period ended on the 30 of June, 2021, data shows that there are no significant risks associated with reasonably possible changes to the assumptions. That is, management believes that, within the above ranges, no corrections for impairment would be necessary.

b) Real estate services

The Group has requested an independent appraisal company (Gloval Valuation, S.A.U.) to review and appraise the real estate portfolio as of the 30 of June, 2021, as it also did for the 31 of December, 2020 and the 31 of December, 2019, in order to determine the fair value of its real estate investments, with particular attention to the significant changes and market conditions derived from the COVID-19 pandemic.

The valuation has been performed using a capitalisation approach, which provides an indication of value by converting future cash flows into a single present capital value. This approach, which is similar to a Discounted Cash Flow (DCF) model, is generally used to estimate the value of cash-generating operating units, explicitly recognising the time value of cash flows that the asset itself generates.

The fair value of the real estate investments bearing in mind the current values on the dates presented are as follows:

	30 June 2021	**31 December 2020**
Land	344,263	331,874
Buildings	511,344	499,580
Total	**855,607**	**831,454**

As a result of the comparison between the fair value at the 30 of June, 2020 and the carrying amounts of the various Cash Generating Units included in the Real Estate Segment resulted in an impairment provision for two buildings for a total of €7 thousand and a partial reversal of the impairment provision for land occupied by golf courses at the Valencia airport and two buildings for a total of €106 thousand, thus giving a net positive result of €99 thousand. The joint recoverable value of all assets in the real estate services segment as of the 30 of June, 2020, amounted to €855,607 thousand.

In the 2020 fiscal year, the Company commissioned an independent appraisal company (Gloval Valuation, S.A.U.) to review and assess the real estate portfolio as of the 31 of December, 2020, in order to determine the fair value of its real estate investments. As a result of the comparison between the fair value at the 31 of December, 2020 and the book value of the different Cash Generating Units included in the Real Estate Segment, there was an impairment provision of four buildings for a total of €724 thousand, as well as a partial reversal of the deterioration of the land of the golf courses of Barcelona and Valencia airports for a total of €1,841 thousand, for which a positive result of €1,117 thousand was obtained. The joint recoverable value of all assets in the real estate services segment as of the 31 of December, 2020, amounted to €831,454 thousand.

c) CGU constituted by the Concessionaire Company of Región de Murcia International Airport.

On 24 February 2018 a public services management contract in the form of a concession was concluded between the Autonomous Region of Murcia, owner of the AIRM facilities and the Company whose object comprises all actions relating to the management, operation, maintenance and conservation of Murcia Region International Airport. The duration of the concession will be 25 years from signing.

The Company values the intangible asset deriving from the concession agreement at the consideration paid or payable, without taking account of contingent payments associated with the operation, that is, at the present value of the minimum guaranteed fees.

The Group estimates the recoverable amount of said investment as the value in use as of the 30 June, 2021 based on the financial projections prepared by Management for the entire concession period, considered as the “base scenario” for the execution of the impairment test, and that are described later.

Economic rebalancing mechanisms

In the impairment test carried out at the end of 2020, the effects resulting from the economic rebalancing mechanism of article 34.4 of the Spanish Royal Decree Law 8/2020 were considered for an amount of €2.6 million, corresponding to the period between the 14 of March and the 30 of June of 2020. However, no hypothesis of an additional rebalancing was taken into account, based on art. 282 of the TRLCSP (Revised Text of the Public Sector Contracts Law), which was being negotiated at that time with the granting Administration, given that at that date the potential rebalancing had not been substantiated in additional specific actions and there was uncertainty as to the way in which it was going to be executed, not being able to reliably estimate its potential impact on the recoverable amount of fixed assets.

Regarding this rebalancing based on art. 282 of the TRLCSP, the Governing Council of the Region of Murcia, through the Third Additional Provision of Spanish Decree-Law 1/2021 of May 6 on economic and social reactivation after the impact of COVID-19 in the area of housing and infrastructure, has agreed to authorise "the adaptation of the public services management contract of the Región de Murcia International Airport to the new circumstances arising from the pandemic". In this sense, the aforementioned Provision states:

"The contracting body must adopt those contractual measures that are considered necessary to maintain the viability of the concession corresponding to the public services management contract "Management, operation, maintenance and conservation of the Región de Murcia International Airport".

On the 21 of May, 2021, Aena SCAIRM formally requested the Autonomous Community of Murcia (hereinafter, “CARM”), as the contracting body for the Contract for the management, operation, maintenance, and conservation of the airport infrastructures of the Región de Murcia International Airport (hereinafter the "concession contract"), the rebalancing of the concession based on article 282 of the TRLCSP.

As of the date of preparation of these condensed consolidated interim financial statements, there is no formal response from CARM to the aforementioned request for rebalancing, although the grantor has expressed its willingness to reach an agreement to maintain the viability of the concession.

The main characteristics of the compensation proposal requested by Aena SCAIRM would be:

- A compensation model for reduced income and increased expenses, similar to the one used in application of RDL

(Spanish Legislative Royal Decree) 8/2020, which allows the concessionaire to rebalance against future royalties. The proposed compensation measure would cease to be in force once the volume of passenger traffic at the Murcia Airport for 2019 recovers. According to current forecasts, this recovery would occur in 2025. Its calculation would be made by expired financial years, once the annual accounts have been approved. The result, which, as has been anticipated, would be applied against future royalties, would be capitalised at 3%, a percentage that responds to a reasonable estimate based on market value.

- At the same time, it has been considered necessary to apply a correction factor to the total amount of the variable fee to be paid each year, in order for it to adapt to the reality of passenger traffic and current market conditions. The correction factor to be applied is equal to the variation of the real traffic with respect to that of the offer.

- Suspension of the guaranteed minimum fees until the last year of the concession. Notwithstanding the above, with a five-year maximum periodicity, the model would be reviewed for its adjustment to the reality of traffic in order to determine exactly the period of suspension of the minimum guaranteed fee. In this sense, the suspension would be lifted once the parties verify that the economic-financial model of the concession shows a NPV> 0 and an IRR of the Shareholder higher than that of the Offer.

- Adaptation of the investment plan to the new situation, with a reduction in investment that is quantified at 50% for the entire concession period. This measure would be conditioned to the maintenance of the economic conditions that justify the rebalancing, subject to review in the event that the air traffic volume recovers to 2019 levels.

Description of the baseline scenario

The main assumptions used in the calculation of the value in use at the 30 of June, 2021 are the following:

- The proposals and conditions reflected in the rebalancing request submitted by Aena SCAIRM to the CARM on the 21 of May, 2021 (compensation, variable fees, minimum insured fees, investments) are adopted, since it is considered highly probable that they will be obtained.

- **Traffic**

  The recovery of 2019 traffic levels by 2025 was determined the, with aire traffic levels for 2021 of -41% in comparison to 2019, and growth for 2022, 2023, and 2024 of 19%, 21%, and 16%, respectively.

  The proposed traffic scenario has been generated by applying the direct translation of the Supply hypotheses in terms of the cumulative growth rate (average growth rate in annual terms over a period of time (CAGR)) with a shift of eight years:

  - CAGR 2024-2025 The growth of the Bid for 2017 (+9.1%) is applied.
  - CAGR 2025-2033 The same CAGRs of the Bid for 2017-2025 (+5.9%) are applied.
  - CAGR 2033-2038 The same CAGRs of the Bid for 20252030 (+5.7%) are applied.
  - CAGR 2038-2043 The same CAGRs of the Bid for 2030-2035 (+4%) are applied. With these assumptions, about 3 million passengers would be reached in 2042, compared with just over 4 million in the Bid for that same year.
  - Such assumptions imply a decrease of 18.7 million passengers during the concession period compared with those contemplated in the Economic Proposal (42.7 million passengers compared with 61.4 million passengers in the Bid, -31%).

- **Financial projections**

  - The operating revenues contemplated in the described base scenario amount to €503.9 million during the entire period of the concession (2018-2043). The decrease in total revenue, concerning the revenue foreseen in the Proposal, is about €350.4 million.
  - Operating expenses: the variation in expenses regarding the Bid is relatively small (€42 million lower), due to a high component of fixed expenses which are independent of traffic.

(Amounts in thousands of Euro unless otherwise stated)

- Rate level: 2021-2027: 0%; Since 2027: +1%.
- Discount rate:

Pre-tax discount rate	11.6% (2020: 11%)
Post-tax discount rate	8.70% (2020: 8.24%)

The discount rate applied to cash flow projections is the Weighted Average Cost of Capital before taxes estimated according to the CAPM (Capital Asset Pricing Model) methodology, and is determined by the weighted average cost of equity and cost of debt capital.

Conclusions and sensitivity analysis

As a result of the test carried out on the baseline scenario, a recoverable value of €365 thousand has been obtained and, therefore, the need to record a valuation correction for the entire book value as of the 30 of June, 2021 for intangible assets and property, plant and equipment subject to the concession, which amounted to €140 thousand as of the 30 of June, 2021, since an amount of €45,279 thousand has already been impaired in the 2020 annual accounts. Therefore, the impact on the Income Statement for the six-month period ending on the 30 of June, 2021 amounts to €140 thousand. This amount appears in the "Impairment of fixed assets" item in the attached Profit and Loss Account.

The Company performed a sensitivity analysis of the impairment calculation, using reasonable variations in the main financial assumptions considered in the calculation, assuming the following increases or decreases in percentage points (p.p.):

- Discount rate (-1 p.p./+1 p.p.)
- Rate level: the same as those estimated by Aena, the parent company, are considered in line with what has been done in the past, based on the DORA: 2021-2027: 0%; Since 2027: +2 p.p.

As a result of the sensitivity analyses carried out, the impairment would also have amounted to the sums indicated for the base case, except in the extreme case of using the most optimistic values possible (discount rate -1 p.p.; rate level +2 p.p. from 2027), in which there would be a reversal of €379 thousand of the impairment of €45,279 thousand made in 2020.

d) CGU constituted by the state trade company Aeroportos do Nordeste do Brasil S.A. (ANB)

On 15 March 2019, Aena was declared the winner by the Brazilian National Civil Aviation Agency (ANAC) in the auction held in connection with the concession for the operation and maintenance of the Recife, Maceió, Aracaju, Campina Grande, João Pessoa and Juazeiro do Norte airports in Brazil, grouped into the North-east Brazil Airports Group.

In accordance with Law 40/2015 of 1 October on the Legal Regime of the Public Sector, at its meeting on 12 April 2019 the Council of Ministers agreed to authorise Aena Desarrollo Internacional, S.M.E., S.A. to create the state trading company Aeroportos do Nordeste do Brasil S.A. (hereinafter, "ANB" or "Aena Brazil") as the concession holder for airport management of the aforementioned airports. On 30 May 2019, the new Brazilian company was incorporated, wholly owned by Aena Desarrollo Internacional S.M.E. S.A., with a share capital of 10,000 Brazilian reais and the specific and exclusive corporate object of providing public services for the expansion, maintenance and operation of the airport infrastructure of the airport complexes comprising the North-east block of Brazil. At its meeting held on 1 July 2019, the Board of Directors of the Brazilian company approved a share capital increase of 2,388,990,000 Brazilian reais (approximately €537.8 million at the insured exchange rate of 4.4425 EUR/BRL), which was fully subscribed by its sole shareholder.

The concession agreement for Aeroportos do Nordeste do Brasil is within the scope of IFRIC 12 *Service Concession Agreements* and was reflected in the Group's consolidated financial statements for the year ended on the 31 of December, 2019 and 2020 in accordance with the intangible asset model.

Regarding the fixed assets and property, plant and equipment resulting from this agreement, the Group estimates the recoverable amount of said investment as the value in use as of the 30 of June, 2021, based on the financial projections prepared by an independent consultant and approved by its Board of Directors for the entire concession period, until 2049. These future cash flows were estimated in the currency in which they were going to be generated (Brazilian Real). AENA converted the present value by applying the spot exchange rate on the date at which the value in use was calculated (closing exchange rates at 30 June 2021: 5.9050). The most significant hypotheses of said financial projections, considered as the "base scenario" for carrying out the impairment test, are described below.

Economic rebalancing mechanisms

The Concession Contract signed by ANB with the Brazilian National Civil Aviation Agency (Agência Nacional de Aviação Civil - ANAC), establishes in its clause 5.2 that force majeure events or unforeseeable circumstances are risks of the granting power (except those that may be covered by insurance) and may give rise to an Extraordinary Review, provided that they involve a relevant change in the costs or income of the Concessionaire.

Moreover, article 6.23 of the Concession Contract provides that the Extraordinary Review procedures are aimed at restoring the balance of the Contract, in order to compensate the Concessionaire's accredited losses or gains, due to the occurrence of certain events, provided that involve a relevant change in the Concessionaire's costs or income.

In accordance with the provisions of the Concession Contract, also considering the interpretations made by the Brazilian authorities regarding the COVID-19 pandemic, as well as applicable legislation, on the 1 of December, 2020 ANB submitted a request for economic and financial rebalancing before the ANAC, for the amount of the imbalance estimated in the 2020 fiscal year.

On the 15 of April, 2021, ANAC sent a Technical Note submitting the analysis of the Economic Regulation Management on said request, concluding that the narrated event fits into the contractual risk matrix, especially in terms of its effects on the concession in the period between March and December of 2020, and that the amount of the imbalance in the aforementioned period amounted to 69.7 million Brazilian Reais (€11.0 million at the exchange rate of the 31 of December, 2020) before taxes. As a step prior to its approval by the Directorate of ANAC and the competent instances of the Ministry of Infrastructure, Management requested from ANB additional information to analyse the way to rebuild the economic-financial balance.

On the 12 of May, 2021 ANB responded to the Technical Note requesting the reconsideration of one of the parameters altered by ANAC regarding the request made. ANAC responded on the 17 of June, 2021, rejecting ANB's arguments and reaffirming its proposal to rebalance 69.7 million Brazilian Reais.

At the date of formulation of these condensed consolidated interim financial statements, ANB is preparing a proposal for the recomposition, which will take into account the result of the conversations held both with ANAC and the Ministry of Infrastructure throughout this period.

Thus, to date, the most probable scenario estimated by the ANB Management for said proposal is a combination of:

- Compensation of the annual variable contribution. Said contribution payable to the Brazilian state is determined as a percentage of the income of the concession, beginning in the 5th full year of the concession (2024) and until its completion.
- Increase in rates above the contractual rate limit, to be applied as of the 2022 fiscal year.

Once the approval process for the 2020 rebalancing has been completed, ANB will begin the process of requesting the unbalance for the 2021 fiscal year, in which it understands that it has the same rights as circumstances similar to those of the 2020 financial year prevail. It is estimated that the closing of the 2020 process and the 2021 request will take place in the last semester of the 2021 financial year.

Description of the baseline scenario

The main assumptions used in the calculation of the value in use at the 30 of June, 2021 are the following:

- **The most probable scenario** estimated by ANB Management is adopted for the proposals and conditions reflected in the rebalancing request presented by ANB, described above .

- **Traffic**

  Regarding traffic, the base scenario implies a number of passengers during the entire concession period of 833 million passengers, a decrease of 26% over the number of passengers contemplated in the bid(1,123 million passengers), leading, therefore, to a 31% decline in operating income that was initially considered.

- **Discount rate**

  The discount rate applied to the cash flow projections has been 12.9% (2020: 12.3%) and corresponds to the Weighted Average Cost of Capital after taxes estimated in accordance with the CAPM (Capital Asset Pricing Model) method, and is determined by the weighted average of the cost of equity and the cost of external resources. The increase in the discount rate was due to the increase in the cost of debt. The corresponding Weighted Average Cost of Capital before taxes amounts to 19.5% (2020: 18.6%).

(Amounts in thousands of Euro unless otherwise stated)

- **Financial projections**

  In addition to the discount rate, the main assumptions that affect the Company's cash flows are: passenger demand curve, rate fluctuation, sales revenues, level of investment, and operating costs. The forecasts included in the last Business Plan prepared by the Management have been used, which include increases in the level of investments and operating costs with respect to the scenario contemplated for the preparation of the impairment test as of the 31 of December, 2020. The investments that are expected to be executed in the short term are around 25% higher than that considered in the initial offer, mainly due to the increase in the cost of construction materials and inflation.

Conclusions and sensitivity analysis

As a result of the test carried out on the baseline scenario, a recoverable value of €207,303 thousand has been obtained (2020: €274,297 thousand), so the need to record a valuation correction amounting to €89,041 thousand at the 30 of June, 2021 became clear, which has been allocated to the intangible asset derived from the concession agreement. This additional deterioration is a result of the increase in the amount of the investments that will be executed shortly for close to 25% and the increase in the discount rate due to a higher estimated cost of the debt. A substantial part of the increase in investments is due to the increase in the cost of construction materials and inflation. This amount appears in the "Impairment of fixed assets" item in the attached consolidated Income Statement. This valuation correction is complementary to the correction of €64,647 thousand recorded in the 2020 consolidated annual accounts.

The Group conducted a sensitivity analysis of the calculation of the impairment of the CGU constituted by the company ANB through reasonable variations of the main financial hypotheses considered in that calculation (WACC before taxes and passenger traffic recovery curve), with the following results:

	WACC BT		
Traffic recovery (PAX) 2021 - 2025	11.9%	12.9%	13.9%
"V" Recovery Curve (+7.1%)	(32,546)	(69,225)	(120,743)
"U" Recovery Curve - Base	(41,701)	(89,041)	(128,889)
"L" Recovery Curve (-14.2%)	(49,812)	(97,541)	(137,693)

e) LLAH III Group CGU

Regarding the intangible fixed assets and property, plant, and equipment from the acquisition of the Company LLAH III, the Group estimates the recoverable amount of this investment as the value in use as of the 30 of June, 2021, based on the financial projections approved by Management for the entire concession period. These future cash flows were estimated in the currency in which they were going to be generated (Pounds Sterling). AENA converted the present value by applying the spot exchange rate on the date at which the value in use was calculated (closing exchange rates at: 30 June 2021 0.85805; 31 December 2020: 0.89903). The most significant hypotheses of said financial projections, considered as the "base scenario" for carrying out the impairment test, are described below.

Economic rebalancing mechanisms

The concession contract signed with the Municipality of Luton establishes, in its clause 10, a right to rebalance based on the existence of a pandemic as a cause of special force majeure (Special Force Majeure, hereinafter, "SFM"), and the mechanism for estimating compensation for the occurrence of events of this nature. The Luton airport concession company has requested expert legal advice and has a legal opinion that supports its right to economic rebalancing.

As indicated in Note 8 of the Report corresponding to the consolidated Annual Accounts for 2020, at the date of formulation of these accounts, the negotiations to materialise the rebalancing were in progress. At the date of preparation of these Condensed Consolidated Interim Financial Statements, an agreement in principle has already been reached that represents a net value equivalent to the application of the conditions included in the Special Force Majeure clause. The process is pending legal drafting and formal final approval processes by both parties. The execution of the balance basically contemplates discounts to the concession fee for a nominal value of £45 million and an extension of the concession for a period of 16 and a half months.

Description of the baseline scenario

The main assumptions used in the calculation of the value in use at the 30 of June, 2021 are the following:

- The most probable scenario estimated by Luton Management for the proposals and conditions reflected in the submitted rebalancing request, described above, is adopted. Therefore, and given that there is already an agreement in principle, 100% of the SFM amount derived from the application of the conditions included in the Special Force Majeure clause has been taken. In the impairment test at the 31 of December, 2020, given that the negotiations were still in progress, a weighted amount of the probability of occurrence of the contemplated scenarios was adopted in the forecasts, reaching a value of 85% for the amount of the SFM.

- **Traffic**

  The current status of the asset would allow operating with 19 million passengers per year, given that the airport has the physical capacity for this level of traffic and all associated expansion investments have already been made, although regulatory capacity is limited to 18 million passengers.

  In this situation, the request for authorisation of capacity for an additional 1 million passengers has been submitted to the entity, that must approve it (Local Planning Authority) incorporating all the requirements of the latter. Although the approval of the application cannot be guaranteed, the management team of the Luton concession company estimates that it will be able to obtain the requested authorisation as evidenced by the fact that the capacity of 19 million passengers per year is incorporated into the five-year business plan that annually It is presented to the airport grantor, in accordance with the requirements of the concession contract.

  Therefore, the probability of occurrence of the contemplated scenarios has been weighted in the forecasts of the base scenario, reaching a value of 18.5 million passengers. Likewise, the baseline scenario contemplates that the traffic level of 18.5 million passengers will be reached in 2025 and that the traffic of 18 million passengers obtained in 2019 will be reached in 2024. In the impairment test at the 31 of December, 2020, a weighted amount of the probability of occurrence of the contemplated scenarios was also adopted in the forecasts, reaching the value of 18.5 million passengers, and it was assumed that the traffic of 18 million passengers obtained in 2019 would be reached in 2025.

- **Financial projections**

  The estimates included in the Business Plan approved by the Board of Directors of said Company were applied to such effect, which extend until 2032, the year of legal expiration of the concession contract, taking into account the extension of the concession of 16 months and mentioned in the section “Mechanisms of economic rebalancing”.

  Said projections have included the current perspectives of the subgroup's management on the unfavourable impacts resulting from the COVID-19 pandemic, which significantly reduce, with respect to the Business Plans approved in 2019, passenger traffic and cash flows operating during the 2019-2023 period.

  The key hypotheses for the determination of the value in use are the discount rate of:

  - Discount rate of 7.43% (2020: 7.92%) and corresponds to the Weighted Average Cost of Capital after taxes estimated in accordance with the CAPM (Capital Asset Pricing Model) method, and is determined by the weighted average of the cost of equity and the cost of external resources. The corresponding Weighted Average Cost of Capital before taxes amounts to 9.2% (2020: 9.8%).

  - Long-term growth rate of approximately 3.0% (2020: 3.0%), used to extrapolate cash flows beyond the five-year business plan period. The long-term rate of inflation has been used as the long-term growth rate.

  Other key hypotheses affecting the Company's operating flows are traffic, rates, commercial revenues, level of investment, and operating costs.

Conclusions and sensitivity analysis

As a result of the test carried out on the baseline scenario, a recoverable value of €567 million has been obtained (2020: €530 million), which, as it is higher than the book value, does not result in impairment.

As of the 30 of June, 2021, on the base scenario, a sensitivity analysis of the impairment calculation was carried out, through reasonable variations of the main financial hypotheses considered in said calculation, assuming the following increases or decreases, expressed in percentage points (p.p.), holding all other assumptions constant:

(Amounts in thousands of Euro unless otherwise stated)

- If the discount rate is 1 p.p. higher, the value in use would decrease by €31.1 million (2020: €30.2 million).
- If the discount rate is 1 p.p. lower, the value in use would increase by €33.7 million (2020: €32.7 million).
- If the discount rate is 1.8 p.p. higher (9.23%), the value in use would decrease by €54.4 million.
- If the discount rate is 1 p.p. lower, the value in use would decrease by €38.6 million (2020: €24.6 million).
- If the growth rate is 1 p.p. higher, the value in use would increase by €42.1 million (2020: €24.6 million).
- If the number of passengers were limited to 18 million, the value in use would decrease by €12.4 million (2020: €6.9 million).

In all these scenarios, the book value is less than the value in use and no impairment is required.

This sensitivity analysis showed that there are no significant risks associated with reasonably possible changes in the assumptions, considered on an individual basis. That is, management believes that, within the above ranges, no corrections for impairment would be necessary.

On the basis of the foregoing the Group management considers that the recoverable amount calculated at 30 of June, 2021 is greater than the carrying amount of the mentioned fixed assets.

f) CGUs constituted by Investments in associated companies and with joint control.

The impairment calculation is determined by comparing the carrying amount of the investment with its recoverable amount, understood as the greater of value in use and fair value less selling costs. In this regard, the value in use is calculated based on the Group's participation in the present value of the estimated cash flows from ordinary activities and the final disposal or the estimated flows expected to be received from the distribution of dividends and of the final disposal of the investment. In the case of the impairment test carried out by the Group of its participation in AMP, the market capitalization value of its investee GAP has been considered, whose shares were listed on the Mexican Stock Exchange (BMV for its abbreviation in Spanish) as of the 30 of June, 2021 to Mex$213.42 (31 December 2020: 222.14 Mexican pesos (MXN)).

The test results show that the recoverable value of the investment is greater than the book value for all investments in associates and, therefore, no impairment record is applicable, as detailed below:

	Recoverable value by Aena Group	Consolidated book value	Impairment	Consolidated carrying amount after impairment
SACSA (*)	5,073	2,925	0	2,925
AMP	316,880	55,489	0	55,489
AEROCALI (**)	5,626	3,401	0	3,401
Total	**327,579**	**61,815**	**0**	**61,815**

(*) SACSA: a compensation extension for the effects of the pandemic generated by COVID-19 has been signed, with a variable term, with a maximum duration until the 31 of July, 2022.
(**) AEROCALI: a compensation extension for the effects of the pandemic generated by COVID-19 has been signed, with a variable term, with a maximum duration until July of 2022.

(Amounts in thousands of Euro unless otherwise stated)

8. Financial instruments

a) Financial Instruments by category

	30 June 2021			
	Financial assets at amortised cost	Hedging derivatives	Assets at fair value through profit or loss	Total
Assets in the Statement of Financial Position				
Other financial assets	89,629	-	167	**89,796**
Trade and other receivables (excluding prepayments and non-financial assets)	1,146,894	-	-	**1,146,894**
Cash and cash equivalents	418,563	-	-	**418,563**
Total	**1,655,086**	**-**	**167**	**1,655,253**

	30 June 2021			
	Financial liabilities at amortised cost	Hedging derivatives	Other financial liabilities at amortised cost	Total
Liabilities in the Statement of Financial Position				
Financial debt (excluding finance lease liabilities) (Note 10)	-	-	7,997,406	**7,997,406**
Lease liabilities (Note 10)	-	-	40,560	**40,560**
Derivative financial instruments (Note 3)	-	103,606	-	**103,606**
Suppliers and other accounts payable (excluding non-financial liabilities)	-	-	338,445	**338,445**
Total	**-**	**103,606**	**8,376,411**	**8,480,017**

	31 December 2020			
	Financial assets at amortised cost	Hedging derivatives	Assets at fair value through profit or loss	Total
Assets in the Statement of Financial Position				
Other financial assets	90,819	-	167	**90,986**
Trade and other receivables (excluding prepayments and non-financial assets)	836,561	-	-	**836,561**
Cash and cash equivalents	1,224,878	-	-	**1,224,878**
Total	**2,152,258**	**-**	**167**	**2,152,425**

	31 December 2020			
	Financial liabilities at amortised cost	Hedging derivatives	Other financial liabilities at amortised cost	Total
Liabilities in the Statement of Financial Position				
Financial debt (excluding finance lease liabilities) (Note 10)	-	-	8,213,670	**8,213,670**
Finance lease liabilities (Note 10)	-	-	42,132	**42,132**
Derivative financial instruments (Note 3)	-	133,301	-	**133,301**
Suppliers and other accounts payable (excluding non-financial liabilities)	-	-	407,432	**407,432**
Total	**-**	**133,301**	**8,663,234**	**8,796,535**

(Amounts in thousands of Euro unless otherwise stated)

b) Measurement of fair values

The only financial instruments that are measured at fair value in the statement of financial position are the following derivative financial instruments:

	30 June 2021		31 December 2020	
	Assets	Liabilities	Assets	Liabilities
Interest rate swaps – Aena cash flow hedges	-	101,182	-	128,479
LLAH III interest rate swaps - cash flow hedges	-	2,424	-	4,822
Total	**-**	**103,606**	**-**	**133,301**
Current portion	**-**	**29,567**	**-**	**31,645**
Non-current portion	**-**	**74,039**	**-**	**101,656**

The breakdown of derivative financial instruments at the 30 of June, 2021 and the 31 of December, 2020 is shown in the previous table.

During the six-month periods ended on the 30 of June, 2021 and the 30 of June, 2020, hedge derivatives met the requirements necessary for the application of hedge accounting.

Interest rate swap contracts

Interest rate swap contracts are used as cash flow hedges to reduce exposure to changes in the EURIBOR. The fair value of the interest rate swaps has been obtained by discounting the net cash flows expected during the contractual period to their present value, using at each time of valuation the discount factors obtained from the zero coupon curve. In order to estimate the variable cash flows, the forward rates or implicit rates obtained from the zero coupon interest rates existing in the market at the time of the valuation of the interest swap are used. The fair value thus obtained is adjusted for credit risk, understood as both the credit risk of the counterparty and the credit risk itself when necessary. In order to quantify the credit risk of a financial agent, there are three methodologies commonly accepted in the market, which are applied in the following order of priority: 1) In the case of *Credit Default Swap* (CDS) quoted in the market, the credit risk is quantified based on its market price. 2) Whenever there are debt issues accepted for trading in the different financial markets, the quantification of credit risk can be obtained as the differential between the internal rate of return (*yield*) of bonds and the risk-free rate. 3) If it is not possible to obtain the quantification of the risk following the two previous methodologies, the use of comparables is generally accepted, that is, to take as a reference companies or bonds of companies in the same sector as the one we wish to analyse. For further details related to this type of contract, see Note 12 to the Group's consolidated financial statements for the year ended on the 31 of December, 2020.

c) Concentration of credit risk

The analysis of impairment due to credit risk of the balances accrued and pending collection for accounts receivable has been divided into two groups:

1. The first Group is made up of the balances accrued and pending collection in respect of the Guaranteed Minimum Income of the lease contracts, which the Group considers to be balances subject to counterparty credit risk, and which constitute the majority of the existing accounting balance as of the 30 of June, 2021. For approximately 98% of the exposure, it has been analyzed individually, taking into account whether the debts were past due or not. The risk exposure of said balancesis previously determined, measured by the accounting balances (balances pending receipt of a cash flow or other financial asset) reduced, where appropriate, by the advance payments and any guarantee or guarantee granted by the client.

a) For unpaid receivables, consisting of the balances accrued by 2021 MAG and debts by 2020 MAG not yet invoiced (see Note 3), the probability of non-payment is calculated based on market parameters, according to the following method:

- If there is a quoted CDS or Rating for the counterparty. If this is the case, the PD has been obtained based on the CDS or according to the Rating.

(Amounts in thousands of Euro unless otherwise stated)

- If there is no CDS or Rating, the sector and country to which the counterpart belongs has been analyzed and a sector/country PD has been assigned for rating B. In these cases it has been analyzed through other sources of information Reuters, Bloomberg and/or internet) if there are indications that the counterpart is in significant financial trouble. In the case of having identified such signs, the Rating has been adjusted to steps below CCC.

b) For overdue debt constituted by debts for invoices issued by 2020 MAG, the rating has been adjusted downwards based on the temporary maturity buckets. Given that a large part of the MAG invoices for 2020 are overdue in more than 120 days, these debts have been assigned a CCC rating.

- As of 30 June 2021, the result of this process for MAG balances is as follows:

(Amounts in thousand Euro)	**Accounting balances as of the 30 of June, 2021**	**Warranties and guarantees applied**	**Exposure to risk**	**Impairment**
TOTAL	**898,350**	**(292,076)**	**606,274**	**30,666**

Given that at the end of 2020 an amount of €6,874 thousand was already allocated for impairment for this group, the impact on the income statement for the period of this process has been €23,792 thousand.

2. Based on the provisions in paragraph B5.5.35 of IFRS 9. accounting standards allow for the use of practical solutions to measure the expected credit losses of trade receivables, using a provisions matrix based on the experience of actual historical credit losses and adjusting said historical loss information with current observable (forward looking) information.

In this context, the Group has developed a provision matrix based on the historical behaviour of collections and non-payments based on historical billing series and their collection sequence over time. Forward-looking adjustment is generally based on the economic environment in which the Group operates, as well as on its principal business lines. The socioeconomic variables that may be most suitable for this estimation are generally used to obtain said forward-looking adjustment.

Considering the current extraordinary circumstances, due to the COVID-19 pandemic, the main procedures carried out to estimate the expected loss of trade receivables as of the 30 of June, 2021 have been the following:

- Firstly, the historical loss matrix is obtained based on the provisions of paragraph B5.5.35 of IFRS 9. Based on historical behaviour, the historical loss rate is estimated for each temporary bucket of trade receivables in effect on the closing date:

	Current	**<30**	**30-60**	**60-90**	**90-120**	**>120**
Loss rate (%)	0.493%	27.213%	49.107%	68.064%	83.513%	100%

  According to the historical loss analysis, out of the balance of all current receivables, 0.493% is no expected to be collected, from the balance of receivables overdue up to 30 days, 27.213% are not expected to be collected, etc.

- Under normal circumstances, the historical loss is a fairly good representation of the expected loss in future periods but, due to the current COVID-19 circumstances, as of the 30 of June, 2021, the historically observed loss is not sufficiently representative to estimate the expected loss.

  Therefore, the approach for estimating the expected loss of trade receivables as of the 30 of June, 2021 has been reconsidered and adapted and observable market information has been considered to estimate the expected loss.

- A relevant portion of the counterparties of the Group's trade receivables belong directly or indirectly to the aviation sector. For this sector, as of the 30 of June, 2021, based on the CDS the probability of default for BBB ratings is 0.56% and for BB is 2.33%.

- Assuming that the impact of COVID will result in a generalised drop in credit ratings, it is considered more appropriate to take the data observed for the BB rating as a reference, that is, 2.33%.

(Amounts in thousands of Euro unless otherwise stated)

- For the following temporary buckets, a multiplier of 4 is assumed (which corresponds approximately to the multiplier for the probability of default observed when moving from a BBB to BB rating).

- Based on the observable market data as of the 30 of June, 2021 and assuming an impairment in credit quality for non-current temporary buckets, the following expected loss rate matrix is estimated.

	Current	**<30**	**30-60**	**60-90**	**90-120**	**>120**
Loss rate (%)	0.493%	27.213%	49.107%	68.064%	83.513%	100%
Loss rate (%) adjusted *forward looking* (%)	2.33%	27.213%	49.107%	68.064%	100%	100%

In the current balance, the PD of 2.33% corresponds to the value observed as of the 30 of June, 2021 for the aviation sector with BB Rating.

- Subsequently, said initial PD is increased by the 4 multiplier until reaching 100% depending on the maturity of the balances pending collection. The buckets are adjusted only if the historical PD turns out to be lower. The applied 4 multiplier is approximately the multiplier observed for the PD of the aviation sector when moving from a BBB Rating to BB Rating.

On these balances of accounts receivable other than MAG, once reduced by the applicable endorsements and guarantees to reach a risk exposure of €22.3 million, the historical loss matrix indicated above was applied. Taking into account the existence of losses incurred for a series of debts, the impact on the income statement for the period of the process described for this second group of debts amounted to €6,466 thousand.

As a summary, the Group has determined that the application of the impairment requirements of IFRS 9 to existing financial assets has produced an impact on the income statement for the period of €30,258 thousand for customers and other accounts receivable and a reversal of €1,717 thousand in other financial assets, according to the following variation in the provision for impairment during the six-month period ended on the 30 of June, 2021 and the 30 of June, 2020:

	Trade and other receivables	***Other financial assets***	***Total***
Balance of impairment provision at 1 January 2021	**143,238**	**2,341**	**145,579**
Variation in the provision during the first half of 2021:			
Expense/(Income) for impairment of customer and other receivables	30,258	-	**30,258**
Expense/(Income) for impairment of other financial assets	-	(1,717)	**(1,717)**
Other movements	117	-	**117**
Balance of impairment provision at 30 June 2021	**173,613**	**624**	**174,237**

	Trade and other receivables	***Other financial assets***	***Total***
Balance of impairment provision at 1 January 2020	**121,116**	**984**	**122,100**
Variation in the provision during the first half of 2020:			
Expense/(Income) for impairment of customer and other receivables	7,606	-	7,606
Expense/(Income) for impairment of other financial assets	-	255	255
Balance of impairment provision at 30 June 2020	**128,722**	**1,239**	**129,961**

(Amounts in thousands of Euro unless otherwise stated)

d) Investments in associates and joint ventures

The detail of the movement under this heading in the Statement of Financial Position during the first half of 2021 is as follows:

	Initial value of equity holding	*Acquisitions/Disposals (Note 2.3)*	*Impairment of equity-accounted investees*	*Contribution of year's results*	*Dividends approved*	*Foreign exchange translation differences*	*Share in other comprehensive income of associates*	*Others*	*Final value of the equity holding*
SACSA	2,398	-	-	1,515	(701)	(124)	-	(163)	2,925
AMP	54,270	(5,018)	-	5,349	-	2,271	4	(1,387)	55,489
AEROCALI	552	-	-	2,930	-	(81)	-	-	3,401
Total	**57,220**	**(5,018)**	**-**	**9,794**	**(701)**	**2,066**	**4**	**(1,550)**	**61,815**

The detail of the movement under this heading in the Statement of Financial Position during the first half of 2020 is as follows:

	Initial value of equity holding	*Additions/Reductions*	*Impairment of equity-accounted investees*	*Contribution of year's results*	*Dividends approved*	*Foreign exchange translation differences*	*Share in other comprehensive income of associates*	*Others*	*Final value of the equity holding*
SACSA	3,921	-	(1,727)	1	-	(482)	-	(133)	1,580
AMP	56,179	-	-	2,626	-	(8,513)	(16)	(4)	50,272
AEROCALI	3,683	-	(1,727)	(1,450)	-	(417)	-	-	89
Total	**63,783**	**-**	**(3,454)**	**1,177**	**-**	**(9,412)**	**(16)**	**(137)**	**51,941**

On the 1 of September, 2020, the concession of the Alfonso Bonilla Aragón International Airport, Cali, managed by Sociedad Aerocali S.A., ended, but it was extended for an additional six months and, subsequently, an extension of compensation for the effects of the pandemic generated by COVID-19, with a variable term, with a maximum duration until July of 2022.

Moreover, on the 25 of September, 2020, the concession of the Rafael Núñez international airport in the city of Cartagena de Indias, managed by the Sociedad Aeroportuaria de la Costa S.A., ended, but it was extended first for two additional months, then for four additional months duration and subsequently, an extension of compensation for the effects of the pandemic generated by COVID-19 has been signed, with a variable term, with a maximum duration until the 31 of July, 2022.

In the first months of 2021, the National Infrastructure Agency of Colombia (ANI for its abbreviation in Spanish) signed a memorandum of understanding (MoU) with all airport concessionaires to compensate the concessions for the effects of COVID-19. In line with said MoU, during the month of April, both Aerocali and SACSA have agreed and signed with the ANI the compensatory extensions for the pandemic in these concessions. These extensions will compensate in a longer concession period for the decrease in income caused by the pandemic, not surpassing July of 2022 or until the loss of income caused by COVID-19 is recovered, whichever occurs first.

As a consequence of the foregoing and of the circumstances described in Note 3 regarding the effects of the COVID-19 pandemic, the Group carried out an impairment test at the 30 of June, 2021 of investments made up by the equity method, not resulting in impairment of value in said shares (see Note 7).

9. Share capital, legal reserve and capitalisation reserve

According to the information available in the CNMV, on the 30 of June, 2021 the shareholdings exceeding 10% are the following:

(Amounts in thousands of Euro unless otherwise stated)

ENAIRE	51.00%

The Ordinary General Shareholders' Meeting held on the 27 of April, 2021 approved, on the first summoning, in accordance with the proposal of the Board of Directors, the result of Aena S.M.E., S.A. for the year ended on the 31 of December, 2020, which amounts to losses of €5,290 thousand.

The application of the results for the year 2020 proposed by the Board of Directors is as follows:

1. Negative results from previous financial years: (€5.290) million.

At the 30 of June, 2021 there are no capital increases in progress or authorisations to operate in own shares.

10. Financial debt

The components of financial debt at the 30 of June, 2021 and the 31 of December, 2020 are as follows:

	30 June 2021	31 December 2020
Non-current		
Loans from ENAIRE	3,812,517	4,159,882
AENA Loans from credit institutions	2,822,758	2,673,731
LLAH III loans from shareholders	60,801	55,815
Aena Brazil loans from credit institutions	-	3,620
Aena lease liabilities (Note 8.a)	12,735	15,323
LLAH III lease liabilities (Note 8.a)	21,403	20,583
Aena Brazil lease liabilities (Note 8.a)	143	122
Liability to Public Entity in respect of AIRM concession	49,548	48,756
Other financial liabilities	137,142	138,722
	6,917,047	**7,116,554**
Current		
Loans from ENAIRE	557,251	557,689
Accrued interest on Aena loans from cr. insts.	2,142	3,370
Aena loans from credit institutions	-	50,000
Aena ECP programme	55,000	55,000
LLAH III loans from credit institutions	456,420	435,482
LLAH III loans from shareholders	466	428
Aena Brazil loans from credit institutions	11,758	7,241
Aena lease liabilities (Note 8.a)	5,355	5,257
LLAH III lease liabilities (Note 8.a)	734	676
Aena Brazil lease liabilities (Note 8.a)	190	171
Other financial liabilities	31,603	23,934
	1,120,919	**1,139,248**
Total current and non-current	**8,037,966**	**8,255,802**

The main variations in financing flows correspond to the amortisation of the principal of the loan with ENAIRE for the amount of €347,654 thousand and the disposal of an amount of €100 million with financial entities (see Note 3 of this report).

(Amounts in thousands of Euro unless otherwise stated)

The carrying amounts and fair values of non-current borrowings are as follows:

	Carrying amount		**Fair value**	
	30 June 2021	**31 December 2020**	**30 June 2021**	**31 December 2020**
Financial debt with the Group	3,812,517	4,159,882	3,778,390	4,125,923
AENA S.M.E., S.A., loans from credit institutions	2,822,758	2,673,731	2,761,867	2,610,335
LLAH III loans from shareholders	60,801	55,815	60,801	55,815
Aena Brazil loans from credit institutions	-	3,620	-	3,620
Finance lease liabilities	34,281	36,028	34,281	36,028
Liability to Public Entity in respect of AIRM concession	49,548	48,756	49,548	48,756
Other financial liabilities	137,142	138,722	137,143	138,722
Total	**6,917,047**	**7,116,554**	**6,822,030**	**7,019,199**

The fair value of current borrowings is equal to their carrying amount, as the impact of discounting to present value is not significant. Fair values for debt with a term greater than one year are based on cash flows discounted at risk-free rates (OIS curve) plus a spread equal to the modelised AENA CDS (135 bps) (2020: cash flows discounted at risk-free rates (OIS curve) plus a spread equal to the modelised AENA CDS (146 bps).

Financial debt with parent company

	30 June 2021	**31 December 2020**
Non-current		
Loan to AENA S.M.E., S.A. from ENAIRE	3,814,858	4,162,512
Adjustment to balance of ENAIRE loan using amortised cost criterion.	(2,341)	(2,630)
Subtotal AENA, S.M.E., S.A. long-term debt with ENAIRE	**3,812,517**	**4,159,882**
Current		
Loan from ENAIRE	546,349	546,349
Adjustment to balance of ENAIRE loan using amortised cost criterion.	(300)	(316)
Interest accrued on loans from ENAIRE	11,202	11,656
Subtotal AENA, S.M.E., S.A. short-term debt with ENAIRE	**557,251**	**557,689**
Total	**4,369,768**	**4,717,571**

(Amounts in thousands of Euro unless otherwise stated)

The table below includes an analysis of the cash flows corresponding to the expected cash outflows due to the financial liabilities and other receivables associated with the Group and by the financial liabilities related to the loan with ENAIRE. The difference between the book value and the total cash flows responds to the existence of bank commissions recorded according to the amortised cost criterion. The classification of debts with financial institutions has been made and complies with the schedule of maturities and the clauses included in the respective financing agreements with these institutions based on the events that might affect each agreement.

	Value in	Expected outflows						
At the 30 of June, 2021	**Books**	**2021**	**2022**	**2023**	**2024**	**2025**	**Following**	**Total**
Loan from ENAIRE	4,358,566	198,695	535,836	514,364	512,641	649,777	1,949,894	**4,361,207**
Outstanding interest accrued on loans from ENAIRE	11,202	11,202	-	-	-	-	-	**11,202**
Aena Brazil loans from credit institutions	2,822,758	-	380,000	680,000	255,000	555,000	955,630	**2,825,630**
Accrued interest pending payment on loans from AENA credit institutions	2,142	2,142	-	-	-	-	-	**2,142**
Aena ECP programme	55,000	55,000	-	-	-	-	-	**55,000**
LLAH III loans (**)	456,420	3,859	-	-	128,198	20,978	305,344	**458,379**
Aena Brazil loans from credit institutions	11,758	-	11,758	-	-	-	-	**11,758**
Public creditors for AIRM concession	49,548	-	-	-	-	-	49,548	**49,548**
Liabilities under Aena leases	18,090	2,665	5,655	5,726	2,164	1,880	-	**18,090**
LLAH III lease liabilities	22,137	361	760	878	1,010	1,084	18,044	**22,137**
ANB lease liabilities	333	143	190	-	-	-	-	**333**
LLAH III loans from shareholders	60,801	-	-	60,801	-	-	-	**60,801**
LLAH III interest paid from loan with shareholders	466	466	-	-	-	-	-	**466**
Other financial liabilities	168,745	31,603	35,239	16,607	10,361	42,588	32,347	**168,745**
Trade and other payables (excluding customer advances and tax liabilities) (Note 8.a)	338,445	338,445	-	-	-	-	-	**338,445**
Interest on AENA S.M.E., S.A. debt (*)	-	77,473	71,313	60,074	47,929	37,925	114,636	**409,350**
LLAH III interest on bank debt	-	17,726	17,726	17,726	15,861	12,420	25,805	**107,264**
LLAH III interest on shareholder loan	-	4,864	4,864	4,371	-	-	-	**14,099**
TOTAL	**8,376,411**	**744,644**	**1,063,341**	**1,360,547**	**973,164**	**1,321,652**	**3,451,248**	**8,914,596**

(*) Estimated interest calculation on the average annual debt of each period calculated using the average interest rate of the January-December 2021 period.
(**) The contractual maturities of the liabilities for the Luton loans have been detailed, classified in the balance sheet as current liabilities since the conventants established in the financing contracts are currently being negotiated, having obtained a temporary waiver thereof.

(Amounts in thousands of Euro unless otherwise stated)

11. Provisions and contingencies

a) Provisions

The movement in this heading during the six-month period ended on the 30 of June, 2021 was as follows:

	Environmental actions	Responsibilities	Taxes	Expropriations and delay interest	Other operating provisions	Infrastructure-related provisions	Total
Balance at the 1 of January, 2021	**72,280**	**17,830**	**8,153**	**7,658**	**15,481**	**3,054**	**124,456**
Allocations	4,303	3,103	5	-	14,683	803	22,897
Reversals/Excesses	(1,796)	(6,738)	(44)	(240)	(844)	-	(9,662)
Amounts Used	(2,693)	(179)	(2,192)	-	(12,814)	-	(17,878)
Exchange differences	50	-	-	-	416	-	466
At the 30 of June, 2021	**72,144**	**14,016**	**5,922**	**7,418**	**16,922**	**3,857**	**120,279**

Analysis of total provisions:

	30 June 2021	31 December 2020
Non-current	71,250	69,796
Current	49,029	54,660
Total	**120,279**	**124,456**

Provisions for environmental actions

During the six-month period ended on the 30 of June, 2021, €4,303 thousand have been allocated in the provision for environmental actions due to the updating of acoustic prints of some insulation plans. The balancing entry for these provisions is included under "Property, plant and equipment".

At 30 June 2021 there has been no change in the amount of the weighted average price of the insulation per home, coinciding with that indicated in the consolidated annual accounts for the year 2020.

Additionally, there were reversals during the first six months of 2021 for an amount of €1.796 thousand against the value of the fixed assets against which the provision was originally established.

Provisions for liabilities

During the first half of 2021, the provisions made by the Group, for a total amount of €3,103 thousand, mainly corresponded to commercial claims for an amount of €900 thousand and claims related to labour for an amount of €1,993 thousand.

During the January-June 2021 period, the reversals for €6,738 thousand correspond, mainly, to the favourable resolution to the Group of labor disputes for an amount of €673 thousand and to commercial claims worth €5,523 thousand. The remaining reversals were credited to the consolidated interim income statement, mainly under "Excess provisions".

Provisions for actions related to infrastructure

This provision corresponds in full to the concessionaire company for the Región de Murcia International Airport (AIRM) (see Note 2.2 to the consolidated financial statements for 2020). The concession contract formalised includes infrastructure replacement actions during its term that are carried out with respect to periods of use greater than one year and which are required to maintain the infrastructure suitable to provide the services as corresponds.

These actions, insofar as they reveal wear and tear on the part of the infrastructure, bring with them the provision of a systematic supply and until such time as these actions are to be carried out. The allocation of this provision results in an expense being recognised in profit and loss.

Other operating provisions

In the 2020 winter season, between November of 2020 and March of 2021, Aena applied a discount on the landing fee to all operated movements, as long as the airline achieved at least a 20% recovery compared to the same month of the previous winter season.

In the 2021 summer season, between the 1 of April and the 31 of October, Aena offered a new incentive scheme for the recovery of operations when certain thresholds are passed. For the first three months of the season, the recovery threshold is 30% and for the last four months it is 45%. All operations carried out from these percentages will be incentivised in the landing rate in the same percentage of their recovery. The incentive implies that airlines will receive a discount on the average monthly landing fee for all operations that surpass the set levels, regardless of the number of passengers carried.

The effect of traffic incentives amounted to a charge of €13,839 in the first half of 2021 (net of the reversal of €844 thousand of provisions from previous years) compared with €3,961 thousand in the same period of 2020 (net of the reversal of €8,308 thousand of provisions from previous years). There have been applications corresponding to these incentive schemes amounting to €12,802 thousand against this provision during the period (30 of June, 2020: €24,789 thousand).

b) Contingencies

Note 23 to the consolidated financial statements for 2020 details the main legal proceedings that the various companies in the group had pending at that date. There were no significant changes during the first half of 2021 regarding the situation of said legal proceedings, detailed below.

Commercial activities

In regards to the main litigations at the 30 of June, 2021, it is worth noting, firstly, the claim filed by CEMUSA, Corporación Europea de Mobiliario Urbano, S.A. (fully owned by JCDECAUX EUROPE HOLDING) in which the amount of €55 million is claimed based on the clause “rebus sic stantibus”, with this claim not being related to COVID-19. Said clause is invoked to support the claim of annulment of the contract, alleging that, due to the 2008 crisis, there was a fundamental change in the circumstances that motivated the contract and that it, therefore, prevents its compliance. Once the response to the claim has been submitted, the previous hearing is pending. As indicated in Note 23 of the Consolidated Annual Accounts, the risk is deemed to be remote.

Secondly, and as a consequence of the health crisis caused by COVID-19, the legislation has adopted temporary measures of an extraordinary nature to prevent and contain the virus and mitigate health, social and economic impact throughout the Spanish territory. These included temporary restrictions to free movement and containment measures in areas of education, employment, business, leisure and places of worship.

Considering the facts stated and as a consequence of the latter, some lessees have filed claims based on the jurisprudential creation clause “rebus sic stantibus” requesting, among others, that the Courts consider the need to adopt precautionary measures in the sense that Aena refrains from invoicing the rents agreed in the contracts and, at the same time, the right to the execution of the guarantees available in the event of any non-payment. All the foregoing is put forth with the corresponding ordinary claim.

From the start date of the judicial controversy to the date of formulation of these condensed consolidated interim financial statements, 61 lawsuits have been notified and the following orders of precautionary measures have been issued:

48 notified orders, of which 23 are favourable to AENA, 12 entail a partial recognition and 13 are unfavourable to AENA. Pending resolution: 8.

From 30 June to the date of preparation of these condensed consolidated interim financial statements, the following court decisions have been notified:

1.- Order of the 1st of July, 2021 of the Court of First Instance No. 5 of Palma de Mallorca. The Court partially grants the claim and establishes that the contract lease must be paid as follows:

01/01/2020 to 14/03/2020 according to contract.

15/03/2020 until 20/06/2020 no rent is paid.

21/06/2020 to 31/12/2020 according to the formula: MAG/2019 passengers X 2020 flow passengers.

01/01/2021 to 05/05/2021 (contract end date) according to the 2020 MAG formula/2019 passengers X 2021 passenger flow.

2.- Order of the 7th of July, 2021 of the Court of First Instance No. 62 of Madrid. The Court partially grants the claim, declaring that it is appropriate to adapt the contract's MAG to the flow of passengers from 15/03/2020 to 31/10/2020, the contract's end date. For the period between the 1 of January and the 16 of March, 2020, the MAG remains fixed. Moreover, it rejects the fact that minimum guaranteed rent must not be paid when the premises are closed.

Both resolutions put an end to the first instance and resolve for the first time two specific situations that affect the same plaintiff, so that the resolution cannot be generalised to the other legal proceedings. It should be taken into account that in both cases the contracts had already ended, so during the appeal, the possibility of contractual rebalancing can be carried out by rebus sic stantibus to an already terminated contract shall be considered. In most of the procedures raised, the rebus sic stantibus is formulated with respect to existing contracts where rebalancing is requested in two years, 2020, 2021 and subsequent years.

Moreover, the two legal proceedings in which a judgment on the merits has been issued have a reduced amount (€630,000 of MAG) with small materiality in relation to the total amount of MAGs that have been judicially questioned.

These judgments do not fully uphold the claims, as they do not recognise the plaintiff's claims, such as converting the MAG into a purely variable income. Even so, the terms in which the judgments have been issued are not entirely clear and this has resulted in the plaintiff requesting that a clarification order be issued in both proceedings. On the other hand, it should be noted that the rulings are not final as they admit an appeal before the Provincial Court and that Aena will formulate the appropriate appeal in the near future.

3.- Order of the 8th of July, 2021 that resolves the precautionary measures issued by the Court of First Instance No. 42 of Madrid, which considers the request made by the plaintiff, consisting of the suspension of the obligation to pay the MAG in accordance with the contract and suspension of the execution of guarantees (if any of the guarantees has already been executed, have to be returned). On the other hand, it maintains the payment of the rent in the part that corresponds to the agreement corresponding to a MAG per passenger.

The Court believes that there is an appearance of good law in the application as there are indications that an agreement may have been reached and that there is no risk of default in the procedural delay due to the claimant's debt situation. The plaintiff is the third tenant due to its quantitative importance. We must emphasise that, in its request for precautionary measures and the subsequent claim, it does not allege the existence of a rebus sic stantibus, but rather of an alleged transactional agreement reached on the 21st of December, 2020 and that it would cover the income corresponding only to 2020 and 2021.

4.- Order of the 1st of July, 2021 that resolves the Precautionary Measures issued by the Court of First Instance No. 2 of Prat de Llobregat and that completely rejects the request made by the plaintiff. The Court believes that the risk of default in the procedural delay has not been proven, stating that there is no need to adopt precautionary measures such as those requested by not having proven that the payment of the same could affect the intended judicial protection, since, if an affirmative sentence is issued for the plaintiff, there is no justified cause to understand that Aena could not return said amount.

5.- Order of the 14th of July, 2021 issued by the Court of First Instance No. 13 of Palma de Mallorca, which completely rejects the request made by the plaintiff. The Court believes that the risk of default in the procedural delay has not been proven, stating that there is no need to adopt precautionary measures such as those requested by not having proven that the payment of the same could affect the intended judicial protection, since, if an affirmative sentence is issued for the plaintiff, there is no justified cause to understand that Aena could not return said amount.

In the last two cases, the company has seen its request for precautionary measures rejected with a cost order.

6.- Order of the 19th of July 2021 made by the Court of First Instance No. 1 of Ibiza completely rejecting the request made by the plaintiff. The Court considers that the risk of default of procedural delay has not been demonstrated since the future risk of the business does not appear sufficiently specified from the moment at which a level of economic recovery in line with the progressive implementation of advances against the pandemic is expected.

7.- As regards the Provincial Courts, three orders have been issued exclusively in relation to the precautionary measures: the Order of the 8th of July 2021 of the Provincial Court of Bilbao dismissing the appeal filed by Aena against the Order partially granting the precautionary measures sought by the plaintiff freezing the execution of guarantees and suspending the MAG, in which the Provincial Court confirms the content of the order of instance adopting the requested precautionary measure, confirming the existence of a substantial change in circumstances; the Order of the 1st of June 2021 of the Provincial Court of A Coruña allowing the appeal filed by the plaintiff, partially granting the precautionary measures requested in the application (initially dismissed) and ruling that the adoption of a precautionary measure of suspension is appropriate only to the billing of 50% of the 2020 MAG and the execution of 50% of the guarantee; and lastly the Provincial Court of the Balearic Islands, by order dated 22 July 2021 confirmed the Order of the Court of Instance rejecting the precautionary measures requested by the plaintiffs. The Chamber understands that, once the contract has expired, there is no urgency to suspend the payment of the invoice and the interest of the plaintiff is limited to the suspension of the execution of the guarantee, but this has already been executed and received by Aena, so such measures have now become irrelevant and no longer serve as an instrument to ensure the right to effective judicial protection.

Lastly, it should be noted that recently two trials have been held before the Court of First Instance No. 4 of Palma de Mallorca on June 29 and before the Court of First Instance No. 4 Santiago de Compostela on July 6, so that will issue a judgment on the merits within a short deadline.

Activation of the Special Force Majeure procedure in the concession agreement of Luton airport.

Regarding this contingency mentioned in Note 23.b of the 2020 consolidated Annual Accounts, as described in Note 3.a, as of the date of preparation of these financial statements, a principle has been reached in accordance with the Municipality of Luton (LBC) to materialize the rebalancing of the concession as a result of the activation of the Special Force Majeure clause contemplated in the concession contract, the legal drafting of said agreement and the formal processes of final approval by both parties.

12. Corporate Income tax

The corporate tax expense for the first six months of 2021 has been calculated on the basis of the tax rate estimated to be applicable to the consolidated companies' earnings for the year. The implicit tax rate before deductions and activation of deductions was 25% (2020: 25%), except for the earnings of the LLAH III group, which are taxed at 19% (2020: 19%) and ANB, whose tax rate is 34% (2020: 34%).

These rates correspond to the nominal corporate tax rates of the main countries in which the Aena Group carries out its operations.

In the United Kingdom, the approval of the Budget Law of 2021 establishes an increase, with effect from the 1 of April, 2023, of the tax rate from 19% to 25%, which makes it necessary to recalculate the assets and liabilities recorded at the date.

Pursuant to current legislation, taxes cannot be considered definitively settled until the relevant returns have been inspected by the tax authorities or until a four-year prescription period has elapsed from filing. At the 30 of June, 2021, the Group companies generally have the statute-of-limitations period between 2017 and 2020 open for all taxes, with the exception of corporate tax, which is open for 2016 and subsequent years.

The directors of Aena consider that the tax settlements have been properly carried out and, therefore, even if discrepancies were to arise in the interpretation of current legislation as a result of the tax treatment given to the transactions, any resulting liabilities, if any, would not have a material effect on the accompanying condensed consolidated interim financial statements.

Taxes are also open for inspection for the first six months of 2021.

The taxes for the last six years of the United Kingdom companies making up the LLAH III group are open to inspection by their taxation authority.

According to Brazilian legislation, taxes cannot be considered definitively closed until five years have passed, the months of the 2019 fiscal year in which ANB began its activity, being open for inspection.

(Amounts in thousands of Euro unless otherwise stated)

With effect from 1 January 2018, the tax group of which Aena S.M.E., S.A. is the parent company changed its composition to include Aena Sociedad Concesionaria del Aeropuerto Internacional de la Región de Murcia (SCAIRM), the concessionaire company for Murcia Region International Airport.

13. Related-party transactions

The Group is controlled by the public corporation "ENAIRE".

All Related-party transactions are conducted at market values. In addition, transfer prices are appropriately supported, and therefore the directors of the Group do not consider that any significant risks that could give rise to material liabilities in the future exist in this connection.

The transactions carried out with Group companies and associates are shown below:

(a) Sales of goods and services

	30 June 2021	30 June 2020
Rendering of services:		
- Parent entity "ENAIRE"	977	658
- Associates	3,226	2,638
- Related companies:	2,103	2,581
- Other related companies	2,103	2,581
Total	**6,306**	**5,877**

(b) Purchases of goods and services

	30 June 2021	30 June 2020
Services received:		
- Parent entity "ENAIRE"	61,149	59,744
- Associates	-	305
- Related companies:	11,836	14,285
- AEMET	5,813	5,221
- INECO	2,020	2,533
- Other related companies	4,003	6,531
Total	**72,985**	**74,334**
Acquisition of assets (fixed)		
- Group companies	-	17
- Related companies:	3,845	2,834
- INECO	621	870
- Other related companies	3,224	1,964
Total	**3,845**	**2,851**

The amount of the service received from ENAIRE corresponds mainly to services received from aerodrome air traffic control (ATM and CNS services). To this end, the appropriate Service Agreement between the airport operator and the air traffic service provider has been concluded in order to determine the corresponding consideration to be paid for such services. The cost of these services is recognised under "Supplies" in the accompanying consolidated income statement. During the six months ended 30 June 2021, the services provided by the ultimate Parent Company for ATM and CNS services amounted to €61,149 thousand (30 June 2020: €59,684 thousand).

The remaining contracts between Aena S.M.E., S.A. and its related companies for 2021 and 2020 are listed in Note 34.b) to the Consolidated Financial Statements for 2020.

(c) Income from interest in related companies

	30 June 2021	30 June 2020
- Related companies	667	417
Total	**667**	**417**

In the first half of 2021 the Group received a dividend from *European Satellite Services Provider* SAS (ESSP SAS) for an amount of €667 thousand (30 June 2020: €417 thousand).

(Amounts in thousands of Euro unless otherwise stated)

In the first half of 2021, finance income from dividends from associates was €701 thousand (30 June 2020: €0 thousand).

During the first half of 2021, the subsidiary LLAH III has not distributed dividends to its shareholders (first half of 2020: no dividend distribution).

(d) Remuneration of key management personnel

See Note 14. Other information.

(e) Year-end balances arising from sales and purchases of goods and services

	30 June 2021	31 December 2020
Receivables from related parties:		
- Parent entity "ENAIRE"	152	442
- Associates	1,846	1,989
- Related companies	978	717
- AEMET	1	1
- SENASA	310	258
- Other related companies	667	458
Total receivables from related parties	**2,976**	**3,148**
Payables to related parties:		
- Parent entity "ENAIRE"	10,424	19,726
- Associates	1,941	1,941
- Related companies	4,004	6,565
- AEMET	969	1,172
- INECO	625	1,413
- ISDEFE	391	586
- SENASA	115	84
- Other related companies	1,904	3,310
Total payables to related parties	**16,369**	**28,232**

Receivables from related parties arise primarily from service transactions. The receivables are not secured due to their nature and do not accrue interest.

Payables to related companies arise mainly from transactions involving the purchase of fixed assets and the provision of ATM and CNS services mentioned in section b). The foregoing balances are included under “Related-party payables”.

(f) Loans from related parties

See Note 10. Financial debt.

14. Other information

Average workforce

The average number of employees in the first six months of 2021 and 2020, by category and gender, of fully consolidated Group companies, was as follows:

	30 of June, 2021 (*)			30 of June, 2020 (*)		
Job category	**Women**	**Men**	**Total**	**Women**	**Men**	**Total**
Senior Management	5	7	12	5	7	12
Executives and professionals	876	1,108	1,984	863	1,105	1,968
Coordinators	347	904	1,251	356	928	1,284
Technicians	1,413	2,982	4,395	1,518	3,026	4,544
Support staff	497	560	1,057	561	677	1,238
	3,138	**5,561**	**8,699**	**3,303**	**5,743**	**9,046**

(*) The above figures include temporary employees, which in the first half of 2021 amounted to 468 (first half of 2020: 631).

The integration of the LLAH III figures in the condensed consolidated interim financial statements at 30 of June, 2021 contributes 691 employees to the average workforce (30 June 2020: 849 employees) and ANB 280 employees (30 of June, 2020: 270 employees).

At 30 of June, 2021, the Board of Directors of the Parent Company consisted of 10 men and 5 women (first half of 2020: 11 men and 4 women).

At the 30 of June of 2021, the Group had an average workforce of 125 employees with disabilities (first half 2020: 123).

Remuneration of Senior Management and directors

Remuneration received during the first half of 2021 and 2020 by Senior Management and Directors of the Group, classified by type, was as follows (in thousands of euros):

	30 June 2021			30 June 2020		
Item	**Senior Managemen t**	**Board of Directors**	**Total**	**Senior Management**	**Board of Directors**	**Total**
Salaries	674	-	674	644	-	644
Per diems	4	121	125	5	86	91
Pension plans	-	-	-	7	-	7
Insurance premiums	3	-	3	3	-	3
Total	**681**	**121**	**802**	**659**	**86**	**745**

Remuneration for the first half of 2021 corresponds to that received in Aena S.M.E., S.A. by ten Senior Management positions and by the Chairman and Chief Executive Officer, as in the first half of the previous fiscal year. The remuneration difference that can be seen between the Salaries of the periods analyzed is mainly due to the payment, in February of 2021, of the arrears corresponding to 2020, derived from the salary increase foreseen in Spanish Royal Decree-Law 2/2020 of January 21.

There were no advances, balances or loans granted at 30 June 2021 or 30 June 2020. Likewise, there are no pension obligations to former or current directors.

Situations of conflicts of interest of the directors

In order to avoid situations of conflict with the interests of the Company, during the period directors who have held positions on the Board of Directors have complied with the obligations set out in article 228 of the Consolidated Text of Spanish Capital Companies Law. Similarly, they and those related to them, have refrained from engaging in any conflict of interest situations mentioned in Article 229 of that Act.

(Amounts in thousands of Euro unless otherwise stated)

Shareholdings and positions held, and activities carried out, by members of the Board of Directors in other similar companies.

At 30 June 2021 and 31 December 2020, the members of the Board of Directors had not held any ownership interests in the share capital of companies that directly engage in activities that are identical, similar or complementary to the corporate object of the Company. In addition, no activities that are the same, similar or complementary to the Company's corporate object have been carried out or are currently being carried out by members on their own behalf or on behalf of third parties.

None of the persons associated with the members of the Board of Directors hold any shareholding whatsoever in the share capital of Companies, and hold no position and fulfil no duties within any Company with the same, similar or supplementary corporate object as the Company.

Commitments to acquire fixed assets

Investments committed at the 30 of June, 2021 amounted to €1,208 million (31 December 2020): €1,300 million). Below is the detail of the payment exercises for the fixed asset purchase commitments:

Maturity	30 of June, 2021 *(million Euro)*
2021	622
2022	400
2023	106
2024	50
2025	21
Following	9
Total	**1,208**

Minimum future payments to be received for operating leases

The company AENA S.M.E., S.A, rents out several specialty shops and stores under non-cancellable operating lease contracts. These contracts last between five and ten years, and most of them can be renovated upon expiration in market conditions. The total minimum fees for the next five years, for non-cancellable operating leases, are the following:

Maturity	30 of June, 2021 *(million Euro)*
2021	352
2022	756
2023	637
2024	595
2025	565
Following	143
Total	**3,048**

Sureties and guarantees

Bank guarantees presented to various Bodies at the 30 of June, 2021 amounted to €22,222 thousand (31 of December, 2020: €29,846 thousand). The directors consider that no significant liabilities will arise from the provision of these guarantees.

(Amounts in thousands of Euro unless otherwise stated)

Defined benefit pension plan of the Luton subgroup

The contribution schedule for deficit compensation is reviewed every three years with each formal actuarial valuation. The latest actuarial valuation, as of the 31 of March, 2017, showed a plan deficit of £49,600 thousand. Thus, a schedule of periodic contributions was established by the company for the elimination of said deficit by the 31 of March, 2023. All the contributions established in said schedule have been made until the 31 of December, 2019. Due to the crisis caused by the COVID-19 pandemic, an agreement was reached with the Trustee to defer the contribution due in March of 2020 (GBP 11.8 million) and to start a process to agree on a new payment schedule. In accordance with the Agreements already adopted, the new payment schedule until 2023 is indicated in Note 3.

The next three-year valuation of the Pension Plan will be referred to the 31 of March, 2020 and is being carried out on the date of presentation of these condensed consolidated interim Financial Statements.

As of the 30 of June, 2021, liabilities have been estimated by updating the results of the 2017 actuarial valuation, taking into account the requirements of IAS 19.

The main actuarial assumptions used are as follows:

	30 June 2021	31 December 2020
Technical interest rate	1.80%	1.25%
Inflation	2.90%	2.60%
Pension growth rate	2.80%	2.50%
Accrual method	Projected Unit Credit	Projected Unit Credit
Retirement age	65 years	65 years

Under IAS 19 requirements, the 1.80% discount rate used is based on the market interest rate of high quality corporate bonds and maturity years consistent with the expected maturity of the post-employment obligations.

Length of service at 65 years of age for current pensioners (years):

- Men: 21.1 (2020: 21.2)
- Women: 23.6 (2020: 23.5)

Length of service at 65 years of age for future pensioners, currently aged 45 (years):

- Men: 22.2 (2020: 22.1)
- Women: 24.8 (2020: 24.8)

The liabilities of the Plan are calculated as the present value of the benefit payments expected to be made to its members during approximately the next 60 to 70 years. The weighted average length of the obligations is 22 years.

15. Events after the reporting period

From the closing date of the six-month period ended on the 30 of June, 2021 to the date of preparation of these condensed consolidated interim financial statements, no significant events have occurred that might affect these condensed consolidated interim financial statements other than those discussed below.

- After the 30 of June, 2021 and until the date of publication of this report, Aena has proceeded, in compliance with the disbursement schedule, to dispose of a loan amounting to €100 million.

- On the other hand, extensions have been obtained of all the temporary waivers of compliance of the financial ratios (covenants) until the 31 of December, 2022 of all the Banking Entities.
  Additionally, the maturity of a loan of €250 million has been extended for two additional years, passing its maturity from July of 2022 to July of 2024.

- In relation to the temporary waivers obtained by Luton from the lenders, in compliance with the agreement reached on the 30 of June, 2021 with the financing entities, in return for which the lenders have demanded the commitment of the shareholders to provide GBP 20 million of liquidity, it is worth highlighting that said provision has been paid by both shareholders in early July.

- From 30 June to the date of preparation of these condensed consolidated interim financial statements, the following court decisions have been notified:

1.- Order of the 1st of July, 2021 of the Court of First Instance No. 5 of Palma de Mallorca. The Court partially grants the claim and establishes that the contract lease must be paid as follows:

01/01/2020 to 14/03/2020 according to contract.
15/03/2020 until 20/06/2020 no rent is paid.
21/06/2020 to 31/12/2020 according to the formula: MAG/2019 passengers X 2020 flow passengers.
01/01/2021 to 05/05/2021 (contract end date) according to the 2020 MAG formula/2019 passengers X 2021 passenger flow.

2.- Order of the 7th of July, 2021 of the Court of First Instance No. 62 of Madrid. The Court partially grants the claim, declaring that it is appropriate to adapt the contract's MAG to the flow of passengers from 15/03/2020 to 31/10/2020, the contract's end date. For the period between the 1 of January and the 16 of March, 2020, the MAG remains fixed. Moreover, it rejects the fact that minimum guaranteed rent must not be paid when the premises are closed.
Both resolutions put an end to the first instance and resolve for the first time two specific situations that affect the same plaintiff, so that the resolution cannot be generalised to the other legal proceedings. It should be taken into account that in both cases the contracts had already ended, so during the appeal, the possibility of contractual rebalancing can be carried out by rebus sic stantibus to an already terminated contract shall be considered. In most of the procedures raised, the rebus sic stantibus is formulated with respect to existing contracts where rebalancing is requested in two years, 2020, 2021 and subsequent years.

Moreover, the two legal proceedings in which a judgment on the merits has been issued have a reduced amount (€630,000 of MAG) with small materiality in relation to the total amount of MAGs that have been judicially questioned.
These judgments do not fully uphold the claims, as they do not recognise the plaintiff's claims, such as converting the MAG into a purely variable income. Even so, the terms in which the judgments have been issued are not entirely clear and this has resulted in the plaintiff requesting that a clarification order be issued in both proceedings. On the other hand, it should be noted that the rulings are not final as they admit an appeal before the Provincial Court and that Aena will formulate the appropriate appeal in the near future.

3.- Order of the 8th of July, 2021 that resolves the precautionary measures issued by the Court of First Instance No. 42 of Madrid, which considers the request made by the plaintiff, consisting of the suspension of the obligation to pay the MAG in accordance with the contract and suspension of the execution of guarantees (if any of the guarantees has already been executed, have to be returned). On the other hand, it maintains the payment of the rent in the part that corresponds to the agreement corresponding to a MAG per passenger.

The Court believes that there is an appearance of good law in the application as there are indications that an agreement may have been reached and that there is no risk of default in the procedural delay due to the claimant's debt situation. The plaintiff is the third tenant due to its quantitative importance. We must emphasise that, in its request for precautionary measures and the subsequent claim, it does not allege the existence of a rebus sic stantibus, but rather of an alleged transactional agreement reached on the 21st of December, 2020 and that it would cover the income corresponding only to 2020 and 2021.

4.- Order of the 1st of July, 2021 that resolves the Precautionary Measures issued by the Court of First Instance No. 2 of Prat de Llobregat and that completely rejects the request made by the plaintiff. The Court believes that the risk of default in the procedural delay has not been proven, stating that there is no need to adopt precautionary measures such as those requested by not having proven that the payment of the same could affect the intended judicial protection, since, if an affirmative sentence is issued for the plaintiff, there is no justified cause to understand that Aena could not return said amount.

5.- Order of the 14th of July, 2021 issued by the Court of First Instance No. 13 of Palma de Mallorca, which completely rejects the request made by the plaintiff. The Court believes that the risk of default in the procedural delay has not been

proven, stating that there is no need to adopt precautionary measures such as those requested by not having proven that the payment of the same could affect the intended judicial protection, since, if an affirmative sentence is issued for the plaintiff, there is no justified cause to understand that Aena could not return said amount.
In the last two cases, the company has seen its request for precautionary measures rejected with a cost order.

6.- Order of the 19th of July 2021 made by the Court of First Instance No. 1 of Ibiza completely rejecting the request made by the plaintiff. The Court considers that the risk of default of procedural delay has not been demonstrated since the future risk of the business does not appear sufficiently specified from the moment at which a level of economic recovery in line with the progressive implementation of advances against the pandemic is expected.

7.- As regards the Provincial Courts, three orders have been issued exclusively in relation to the precautionary measures: the Order of the 8th of July 2021 of the Provincial Court of Bilbao dismissing the appeal filed by Aena against the Order partially granting the precautionary measures sought by the plaintiff freezing the execution of guarantees and suspending the MAG, in which the Provincial Court confirms the content of the order of instance adopting the requested precautionary measure, confirming the existence of a substantial change in circumstances; the Order of the 1st of June 2021 of the Provincial Court of A Coruña allowing the appeal filed by the plaintiff, partially granting the precautionary measures requested in the application (initially dismissed) and ruling that the adoption of a precautionary measure of suspension is appropriate only to the billing of 50% of the 2020 MAG and the execution of 50% of the guarantee; and lastly the Provincial Court of the Balearic Islands, by order dated 22 July 2021 confirmed the Order of the Court of Instance rejecting the precautionary measures requested by the plaintiffs. The Chamber understands that, once the contract has expired, there is no urgency to suspend the payment of the invoice and the interest of the plaintiff is limited to the suspension of the execution of the guarantee, but this has already been executed and received by Aena, so such measures have now become irrelevant and no longer serve as an instrument to ensure the right to effective judicial protection.

Lastly, it should be noted that recently two trials have been held before the Court of First Instance No. 4 of Palma de Mallorca on June 29 and before the Court of First Instance No. 4 Santiago de Compostela on July 6, so that will issue a judgment on the merits within a short deadline.

Consolidated Interim Management Report

for the six-month period ended on the 30 of June, 2021

Aena S.M.E., S.A. and Subsidiaries

1. Executive Summary

The effects of the situation caused by the spread of the SARS-CoV-2 virus (hereinafter, COVID-19) more than a year ago, continue to be very severe in the air sector. The industry and the Aena Group companies continue to suffer from the reduction in operations and passenger traffic.

Progress in vaccination in Spain as well as in outbound countries, along with the evolution of the epidemiological situation, has led to an improvement in the behaviour of demand and in the capacity deployed by airlines, which began to be noticeable in May. Nonetheless, traffic levels, mainly of passengers, remained low due to the measures implemented in different countries to stop the spread of new variants of COVID-19.

In this context, the activity of the Aena Group companies and the evolution of their businesses continue to be highly conditioned.

At an operational level, **passenger traffic** of the Aena Group has dropped during the period to 32.9 million, a 34.8% reduction compared to the first half of 2020[(1)].

The number of passengers in the Spanish airport network[(2)] stood at 27.1 million, translated to a year-on-year decrease of 37.7%, and of 78.8% compared to the same period in 2019.

London Luton Airport recorded 0.9 million passengers, a year-on-year drop of 71.9% and of 90% for the same period in 2019.

Traffic in the six airports of Aeroportos do Nordeste do Brasil (ANB) recorded 4.9 million passengers, 28.3% more than the first half of 2020 and 29% less than that recorded for the same period in 2019.

Progress in vaccination in Spain as well as in other outbound countries, along with the evolution of the epidemiological situation, has led to an improvement in the behaviour of demand and in the supply of airlines which began in May. However, the appearance of new variants of the virus is conditioning the lifting of the restrictions imposed in these countries and does not allow to advance when and with what intensity the traffic recovery will occur.

Consolidated revenue fell to €829.8 million, recording a year-on-year decrease of 23.5% and €255.4 million.

In the Spanish airport network, revenues from aeronautical activity amounted to €366.6 million (-34.2% year-on-year) and commercial revenues to €396.9 million (-13.6% year-on-year).

In regards to commercial activity, it should be noted that all business lines continue to be affected by the reduction in traffic in the airport network.

As a result of the COVID-19 health crisis and the measures adopted by public authorities to face such situation, in January of 2021 Aena made a proposal to the commercial operators of duty-free, shops, food and beverage, vending machines, financial services and advertising activities in relation to the minimum annual guaranteed rent (hereinafter, MAG).

The latest information available indicates that 94 commercial operators have accepted the proposal made by Aena, which represents 67.1% of the total agreements affected and 13.0% of the contractual MAG affected.

The main tenants who have rejected the agreement have chosen to file injunction applications before the Spanish Courts to prevent Aena from invoicing the minimum rents agreed in the contracts and suspend the right to execute the guarantees available in the event of possible non-payment of the latter.

Although up to now the judicial decisions have prevented the execution of most of the aforementioned guarantees, in this phase of the process and in most cases, the corresponding judicial bodies are not considering the merits, but only the granting or not of precautionary measures.

Pursuant to IFRS 16 on “Leases”, commercial revenue for MAG corresponding to the first semester of 2021 recorded a total of €255.6 million, given that Aena has a contractual right to receive those rents. This amount is added to the €620.3 million registered as of the 31 of December, 2020. Credit risk estimates have been made on this outstanding credit amount (IFRS 9) and, as a result, provisions were made worth €23.8 million, reflected in the Income Statement. The accounting estimates and judgments applied in relation to IFRS 16 and IFRS 9 are detailed in Note 3.a) of the Condensed consolidated interim financial statements as of the 30 of June, 2021.

Operating expenses (supplies, staff costs and other operating expenses) amounted to €754.0 million, recording a year-on-year decrease of 1.4% and €11.1 million.

As a result of the health and operational measures implemented in airports by Aena, the Company incurred in €42.6 million in expenses for the half year, recorded under the heading of “Other results” in the Income statement.

In compliance with the accounting regulations (IAS 36), the Group carried out valuations of its assets at the 30 of June, 2021 to determine whether there is an impairment as a result of the circumstances caused by COVID-19 and its impact on activity. The valuation adjustments that have become evident are recorded under "**Impairment of the value of intangible assets, property, plant and equipment and real estate investments**" of the Income statement for a net amount of €89.1 million, which does not effect cash. The conclusions of this analysis were as follows:

- Airport activity (aeronautical and commercial) in the Spanish airport network has not suffered impairment.
- There has been a positive result of €99 thousand in real estate investments.
- An impairment of the assets of the Región de Murcia International

[(1)] The calculation includes the number of passengers of Brazil airports for the first half of 2020 for comparative purposes. The concessionary company took over operations during the first quarter of 2020.
[(2)] The data referring to the Spanish airport network includes that of the Región de Murcia International Airport.

Airport (AIRM) was recognised in an amount of €140 thousand, maintaining net value at zero.

- There is no impairment for Luton Airport. The concession contract contemplates its rebalancing and an agreement has been reached with the granting authority of the concession that is pending signature and that has been considered in the valuation analysis.

- Regarding the valuation correction of the asset in Brazil (ANB), an impairment of €89.0 million has been recorded, which is added to the €64.6 million recorded in the Consolidated annual accounts for 2020. Such additional impairment is a result of the increase in the amount of the investments to be executed in the short term for close to 25%, and of the increase in the discount rate due to a higher estimated cost of debt. A substantial part of the increase in investments is due to the increase in the cost of construction materials and inflation.

EBITDA for the corresponding period was negative by €58.2 million. Includes €255.6 million corresponding to RMGA income for the first half of 2021, as well as the negative impact of the net impairments recognized as of the 30 of June in application of IAS 36, as indicated above.

Excluding the effect of the net amount of impairment, EBITDA for the period would amount to €30.9 million.

The **profit/loss before tax** shows a loss of €488.3 million (€259.0 million in the first half of 2020). This result is affected by the negative impact of the net impairments recognised as of the 30 of June, in application of IAS 36.

Excluding this impact, loss before tax would be €399.3 million.

The period has closed with a negative **net result** of €346.4 million (€170.7 million in the same period of 2020) affected by the negative impact of the net impairments recognised as of the 30 of June, in application of the IAS 36.

In regards to the **net cash resulting from operational activities** the corresponding period was negative by €220.3 million. In the first half of 2020, operational activities accounted for €301.1 million.

Regarding **financial position**, the accounting net financial debt ratio of Aena S.M.E., S.A. to EBITDA increased to 14.0x (8.1x as of the 31 of December, 2020).

Aena has signed loans with the EIB, ICO, Unicaja and FMS, for a total outstanding to the 30 of June, 2021 amounted to €5,452 million, which includes the obligation to comply with the following financial covenants:

- Net Financial Debt/EBITDA must be less than or equal to 7.0x

- EBITDA/Finance expenses must be greater than or equal to 3.0x.

Said covenants are reviewed every year in June and December, taking into account the data on EBITDA and finance expenses of the last 12 months and the net financial debt at the end of the period. On the 1 of December, 2020, Aena obtained temporary waivers, until at least June of 2022, of the financial leverage ratios and finance expense of all existing debt at the 31 of December, 2020.

In July of 2021, extensions of all the temporary waivers of the covenants until the 31 of December, 2022 from all banking entities have been obtained.

Fitch and Moody's rating agencies have confirmed the Company’s credit rating as follows:

- Fitch, an “A” long-term score with a negative outlook and the “F1” short-term score, dated on the 24 of March.

- In its 25 of March update, Moody's maintained the long-term rating at “A3” with a negative perspective.

As a consequence of the exceptional situation caused by COVID-19 and its impact on EBITDA, as of June of 2020, Luton airport exceeded the covenants it had undertaken to comply with under the financing contracts. However, it obtained temporary waivers from the financial institutions as of the 31 of December, 2020. On the 30 of June, 2021, an agreement was reached with the financing entities, extending the waivers of the covenants to the 30 of June, 2021 and the 31 of December, 2021, and agreeing on a modified ratio as of the 30 of June, 2022 in which the EBITDA is taken of the last six months divided by 0.44. On the other hand, the lenders have demanded a commitment from shareholders to contribute £20 million of liquidity which has been paid in early July.

In relation to the **investment programme**, the amount paid during the period was €344.5 million (€299.6 million in the first half of 2020).

In the Spanish airport network, payments amounted to €337.0 million, €2.1 million in Luton London Airport and €5.4 million in Aeroportos do Nordeste do Brasil.

The estimated amount of investment to execute in the Spanish network in 2021 amounts to €805.9 million, of which €290.9 million have been carried out in the first half.

The effects derived from the spread of COVID-19 have also been reflected in Aena’s **share price**. During the period, the share price has fluctuated between a minimum of €126.90 and a maximum of €150.30, ending the period at €138.30, which represents a fall in share price of 2.7% since the 31 of December, 2020. In the same period, IBEX35 recorded a gain of 9.3%.

In relation to the **Airport Regulation Document for the 2017-2021 period (DORA I)**, on the 1 of March, 2021, the 2021 airport charges came into force. These charges are based on the freezing of the adjusted annual maximum revenue per passenger (IMAAJ) for 2021, with respect to the IMAAJ of 2020, set at €10.27 per passenger, which means a charge variation of 0%.

With regard to the **Airport Regulation Document for the 2022-2026 financial years (DORA II)**, on the 9 of March, 2021, Aena's Board of Directors approved the Company's proposal and its submission to the Directorate General for Civil Aviation (DGAC) pursuant to the provisions of article 24 of the general law regulating airport networks (Spanish Law 18/2014 of October 15).

On June 16, the National Markets and Competition Commission (CNMC) issued its non-binding report on supervision and control within the scope of its powers. This Commission concludes its recommendation to update the charges in the 2022-2026 period by -0.44% per year compared to Aena's proposal (+0.52% in the 2022-2025 period and +3.29% in 2026) .

Lastly, it is worth highlighting that on the 27 of April, Aena's Shareholders' Meeting approved the **Climate Action Plan 2021-2030**. The Plan was submitted for the first time to consultative vote after having been permanently included as an independent item on the agenda of annual meetings. Thus, Aena has become the first Spanish company and one of the first in the world to be accountable to its shareholders each year on its performance related to climate action.

The Plan is made up of three strategic programmes:

- carbon neutrality, which lays the groundwork to achieve 0 net emissions (Net Zero Carbon) by 2040,
- sustainable aviation, which focuses on Aena's role as a tractor for other agents in the aviation sector to accelerate their decarbonisation; and
- the community and the sustainable value chain to improve environment's sustainability by means of the collaboration with suppliers, tenants, transport agents, and the community.

2. Activity Figures

2.1. Spanish Airport Network

Traffic levels for the period continue to be low due to the restrictions that have affected mobility during the semester, both in Spain and the rest of the world.

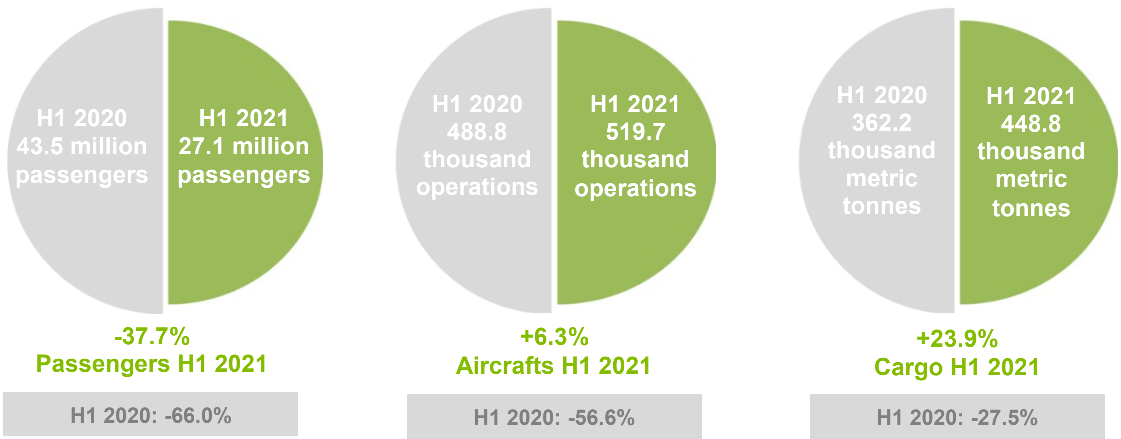
However, the end of the state of alarm in Spain, progress of vaccination in Spain and in outbound countries, as well as the evolution of the epidemiological situation, have led to a better performance of demand and and in the capacity deployed by airlines, which began to show in May.

In June, the percentage of passenger recovery was 34%, the highest in the last 15 months.

In comparison to the first half of 2019, passenger levels represent a recovery percentage of 21.2%, with domestic traffic registering a higher recovery than international traffic (36.6% and 14.0% respectively).

Aircraft movements accumulate a recovery of 46.2% in pre-pandemic operations and in June they have recovered 59.0%.

On the other hand, volume of cargo has grown in the month of June for the first time since February of 2020, year-on-year of 1.4%, making the accumulated recovery stand at 89.8% in comparison to 2019.



2.2. Traffic by Airports and Airlines

The evolution of traffic for the first quarter is detailed below by airports and airport groups:

Airports and Airport Groups	Passengers			Aircraft			Cargo		
	Millions	Year-on-year [1]	Share	Thousands	Year-on-year [1]	Share	Metric tons	Year-on-year [1]	Share
Adolfo Suárez Madrid-Barajas	6.5	-42.5%	24.1%	75.1	-20.0%	14.4%	229,676	18.6%	51.2%
Josep Tarradellas Barcelona-El Prat	3.8	-53.9%	14.1%	43.9	-33.8%	8.4%	61,665	11.1%	13.7%
Palma de Mallorca	3.3	35.7%	12.1%	39.9	56.4%	7.7%	2,975	-13.6%	0.7%
Total Canary Islands Group	5.8	-40.3%	21.3%	92.7	-7.8%	17.8%	13,236	2.6%	2.9%
Total Group I	6.1	-35.7%	22.5%	102.4	1.9%	19.7%	13,941	0.5%	3.1%
Total Group II [2]	1.3	-34.9%	4.7%	58.7	36.5%	11.3%	91,202	69.6%	20.3%
Total Group III	0.3	1.0%	1.2%	107.0	81.2%	20.6%	36,075	24.4%	8.0%
TOTAL	**27.1**	**-37.7%**	**100.0%**	**519.7**	**6.3%**	**100.0%**	**448,771**	**23.9%**	**100.0%**

Traffic data pending final closure, not subject to significant changes.

[1] Percentages of variation calculated in passengers, aircrafts, and kg.
[2] Includes data of the Región de Murcia International Airport (AIRM): 26,452 passengers and 722 aircraft movements.

Regarding geographical distribution, it is worth highlighting the improved performance observed in national traffic (55.1% share) compared to international traffic (44.9% share). The recovery of the domestic market compared to the same period of 2019 has been 36.6% and 14.0% for the international market.

Distribution by areas has been as follows:

Region	Passengers (millions) H1 2021	% Year-on-year
Europe [1]	10.3	-56.0%
Spain	14.9	-4.8%
Latin America	0.9	-51.4%
North America [2]	0.3	-68.9%
Africa	0.4	-45.6%
Middle East	0.2	-63.6%
Asia and Others	0.0	-88.6%
TOTAL	**27.1**	**-37.7%**

[1] Excludes Spain.
[2] Includes U.S.A., Canada and Mexico.

Noteworth that the announcement of the state of alarm in Spain in mid-March of 2020, led to the lockdown of the entire country and the prohibition of any non-essential movement. Subsequently, some restrictions on mobility were extended. The last state of alarm was lifted on the 9 of May, 2021.

International markets continue to be severely affected by the mobility restrictions caused by travel limitations, lockdowns, and quarantines that governments in different countries have adopted.

Traffic data by country is shown below:

Country	Passengers (millions)		Year-on-year		Share	
	H1 2021	H1 2020	%	Passengers	H1 2021	H1 2020
Spain	14.9	15.7	-4.8%	-0.8	55.1%	36.0%
Germany	2.9	4.0	-27.3%	-1.1	10.7%	9.2%
France	1.5	2.2	-31.5%	-0.7	5.5%	5.0%
Italy	0.9	2.2	-57.5%	-1.3	3.5%	5.1%
Netherlands	0.8	1.4	-44.1%	-0.6	2.8%	3.2%
Switzerland	0.7	0.9	-22.7%	-0.2	2.6%	2.1%
Belgium	0.6	1.0	-38.7%	-0.4	2.2%	2.3%
United Kingdom	0.6	5.7	-89.9%	-5.1	2.1%	13.1%
Morocco	0.3	0.5	-31.4%	-0.1	1.2%	1.1%
Portugal	0.3	1.0	-70.8%	-0.7	1.1%	2.3%
Total Top 10	**23.5**	**34.5**	**-31.9%**	**-11.0**	**86.8%**	**79.4%**
Rest of the world	**3.6**	**9.0**	**-60.3%**	**-5.4**	**13.2%**	**20.6%**
Total Passengers	**27.1**	**43.5**	**-37.7%**	**-16.4**	**100.0%**	**100.0%**

Compared to the first half of 2019, the British market has registered a low recovery rate (2.8%) for the period. In June, the recovery percentage was 5%. Other markets also relevant to Aena's airport network, such as Germany, Italy, and France have closed the semester with passenger recovery percentages of 21.2%, 12.6% and 22.7%, respectively.

With regard to the distribution of passenger traffic by airlines, the following shows the general decline in activity in the first half:

Airline	Passengers (millions)		Year-on-year		Share	
	H1 2021	H1 2020	%	Passengers	H1 2021	H1 2020
Vueling	4.7	6.5	-27.6%	-1.8	17.4%	15.0%
Ryanair	3.4	7.2	-53.0%	-3.8	12.5%	16.6%
Iberia	3.0	3.9	-22.7%	-0.9	11.0%	8.9%
Binter Group	2.4	1.8	36.8%	0.6	8.9%	4.1%
Air Europa	2.4	3.6	-35.3%	-1.3	8.7%	8.4%
Air Nostrum	2.0	1.7	12.7%	0.2	7.3%	4.0%
Iberia Express	1.8	2.1	-15.6%	-0.3	6.6%	4.9%
Eurowings	0.7	0.7	4.1%	0.0	2.6%	1.5%
Lufthansa	0.7	0.7	-0.4%	0.0	2.5%	1.6%
Easyjet	0.6	2.4	-76.5%	-1.8	2.1%	5.5%
Total Top 10	**21.6**	**30.6**	**-29.6%**	**-9.1**	**79.6%**	**70.4%**
Other airlines	5.5	9.1	**-39.5%**	-3.6	**20.4%**	**21.0%**
Total Passengers	**27.1**	**43.5**	**-37.7%**	**-16.4**	**100.0%**	**100.0%**
Total Low Cost Passengers	**12.7**	**23.5**	**-46.1%**	**-10.8**	**46.8%**	**54.0%**

The number of passengers of IAG Group (Iberia, Iberia Express, Vueling, British Airways, British Airways City Flyer LTD, Aer Lingus, and Anisec) show a 26.1% recovery in comparison to the same period in 2019. Ryanair and EasyJet have recovered a lower percentage, 14.4% and 6.8% respectively, due to the mobility restrictions adopted by the United Kingdom.

COVID-19 aeronautical commercial incentive

In order to contribute to the reactivation of air traffic in Spain, Aena offers an incentive scheme that encourages airlines to schedule operations, regardless of the number of passengers.

In the 2020 winter season, between November of 2020 and March of 2021, Aena applied a discount on the landing charge to all operated movements, as long as the airline achieved at least a 20% recovery compared to the same month of the previous winter season.

In the 2021 summer season, between the 1 of April and the 31 of October, Aena offers a new incentive scheme for the recovery of operations above certain thresholds. For the first three months of the season, the recovery threshold is 30% and for the last four months it is 45%. All operations above these levels will be incentivised in the landing charge in the same percentage of their recovery. The incentive implies that airlines will receive a discount on the average monthly charge for all operations that surpass the set levels, regardless of the number of passengers carried.

2.3. Passenger Traffic of International Holdings

Aena's shareholdings outside of Spain extends to 21 airports: 12 in Mexico, 2 in Colombia, 1 in the United Kingdom, and 6 in Brazil. Through GAP, at the Montego Bay and Kingston airports in Jamaica.

Traffic performance at these airports has been as follows:

Millions of passengers	H1 2021	H1 2020	Year-on-year[(1)]	Shareholding % Direct	Shareholding % Indirect
London Luton Airport (United Kingdom)	0.9	3.0	-71.9%	51.0%	
Aeroportos do Nordeste do Brasil S.A. [(2)]	4.9	3.8	28.3%	100.0%	
Grupo Aeroportuario del Pacífico (Mexico)	18.4	13.4	37.8%		5.8%
Alfonso Bonilla Aragón International Airport (Cali, Colombia) - AEROCALI	1.9	1.3	52.2%	50.0%	
Rafael Núñez International Airport (Cartagena de Indias, Colombia) - SACSA	1.7	1.3	28.3%	37.9%	
TOTAL	**27.8**	**22.9**	**21.5%**		

(1) Percentages of variation calculated in passengers.
(2) For comparison purposes, the total number of passengers of the airports in Brazil in H1 2020 is included. The concessionary company took over operations during the first quarter of 2020.

London Luton Airport

London Luton Airport recorded 850,969 passengers in the first half of 2021, a year-on-year fall of 71.9% and 10% recovery of traffic for the same period in 2019.

In terms of aircraft movements and cargo volume, 15,992 operations (-47% year-on-year) and 12,140 metric tonnes of cargo volumes (-28.8% year-on-year) were recorded.

Since March 8, the UK Government has been implementing a de-escalation plan in stages. In relation to international mobility, it has established a traffic light system that assigns the different countries green, amber or red categories and, on this basis, determines the quarantine or test conditions that passengers must meet upon their return to the UK. As of the 30 of June, the number of countries with a green category was very small.

The airport has continued working to obtain the expansion of its capacity (currently 18 million passengers) to 19 million passengers, having completed the public consultation phase required by Luton's local planning authority.

Moreover, a public consultation has also been carried out, prior to the submission of a request to modify nearby airspace. This request has been made jointly with with NATS Swanwick (National Air Traffic Controllers) and is aimed at improving safety and reducing aircraft arrival delays. The target is to submit the latter to the Civil Aviation Authority (CAA) during the summer of 2021.

Aeroportos do Nordeste do Brasil (ANB)

ANB's six airports recorded 4.9 million passengers in the first half of 2021, representing a year-on-year increase of 28.3% and 71.0% of traffic in the same period in 2019.

In terms of aircraft movements and cargo volume, 54,451 operations (+34.3% year-on-year) and 31,749 metric tonnes of goods (+79.4% year-on-year) were recorded. Recife International Airport continues in its position as an important logistics centre to combat the pandemic and serves as a gateway and distribution point for medical supplies.

Millions of passengers	H1 2021	H1 2020[(1)]
Recife	3.2	2.4
Maceió	0.8	0.6
João Pessoa	0.4	0.4
Aracaju	0.3	0.3
Juazeiro do Norte	0.2	0.0
Campina Grande	0.0	0.1
TOTAL	**4.9**	**3.8**

[(1)] Data for the full period, not adjusted to the start date of operations at each airport.

In Brazil, the pandemic experienced a resurgence starting in February and the second wave lasted into the second quarter. The data of new cases continued to be high at the beginning of July, although the vaccination campaign has experienced a boost in the second quarter.

The Public Health Emergency of National Importance declared in February 2020 by the Ministry of Health remains in force indefinitely. The states and municipalities in which ANB operates have applied various measures to control the epidemic, including partial or total closures of various economic sectors. However, neither these measures nor the precautions of the population in the face of the pandemic have had such a marked effect on mobility and air traffic as the one suffered in the second quarter of 2020.

Grupo Aeroportuario del Pacífico (GAP)

Grupo Aeroportuario del Pacifico recorded 18.4 million passengers in the first half of 2021, representing a year-on-year increase of 37.8% and a 76.6% recovery of passengers for the same period in 2019. These figures reflect a year-on-year growth of 53.5% and of 18.0% registered by national and international traffic, respectively.

At the Group's airports in Mexico, the volume of passengers for the semester represents a recovery of 79.7% compared to the same period in 2019. In June, recovery reached 97.8% compared to the same month in 2019, and in six of the twelve airports that make up the airport group, it surpassed the traffic of 2019.

As for Alfonso Bonilla Aragón International Airport (in Cali, Colombia) managed by the company Aerocali, it registered a year-on-year increase of 52.2% in passenger traffic. The reduction of domestic traffic was 63.9% and international traffic was at 5.1%.

Compared to the same period in 2019, passenger traffic represents a 72.7% recovery.

Rafael Núñez International Airport (in Cartagena de Indias, Colombia) managed by Sociedad Aeroportuaria de la Costa S.A., closed the first half of 2021 with a year-on-year increase in passenger volume of 28.3%. Domestic traffic increased by 41.2% and international traffic fell by 24.8%.

Compared to the same period in 2019, passenger volume represents a 60.5% recovery.

In both Colombian airports, recovery of international traffic is slow due to movement restrictions imposed in North American and European countries.

The extensions of the concessions for the Cali and Cartagena airports, which expired on the 1 of April and the 25 of March, 2021, respectively, have been extended in order to compensate the concession companies given the effects of the COVID19 pandemic, in accordance with the compensatory framework established by the Colombian authorities. These extensions shall be valid until, approximately, July of 2022, when the agreed value of the compensation is expected to be reached.

Negotiations for the development of the two private-public partnerships (PPPs) are ongoing. The objective is to sign the concession agreements for the two airports after the extensions of the current concessions and the possible compensation for the pandemic have ended.

3. Business Lines

3.1 Airport Segment

3.1.1 Aeronautical

Airport Regulation Document 2017-2021 (DORA I)

Regulated Asset Base

The average regulated asset base at the end of 2020 amounts to €9,951.5 million.

2021 Airport charges

On the 1 of March, 2021, the 2021 airport charges came into force, which are based on the freezing of the adjusted annual maximum revenue per passenger (IMAAJ) for 2021, compared to the 2020 IMAAJ, establishing an adjusted annual maximum revenue per passenger (IMAP) set at €10.27 per passenger, which means a charge variation of 0%.

Airport Regulation Document 2022-2026 (DORA II)

On the 9 of March, 2021, Aena's Board of Directors approved the proposal of a new Airport Regulation Document for 2022-2026 (DORA II) and its submission to the Directorate General for Civil Aviation (DGAC) pursuant to the provisions of Article 24 of the general law regulating the network of airports (Spanish Law 18/2014 of October 15). Said proposal, DORA II, foresees a level of investments of €2,250 million to meet infrastructure capacity and safety needs, as well as quality of service and other maintenance requirements.

To determine the investment and the applicable charges, it is estimated that 1,218 million passengers will be achieved in five-year period.

The traffic scenario applied to get such passenger volume is based on those developed by international entities such as ACI, IATA, or EUROCONTROL, these being as follows:

	2022	2023	2024	2025	2026
No. of passengers (millions)	184.6	229.5	255.0	269.8	279.1

The proposed weighted average cost of capital before tax (WACC) is 7.68%.

For the setting of airport charges, and in accordance with the methodology established in Annex VIII, as well as in the sixth transitional provision of Spanish Law 18/2014, the following evolution of the IMAP is foreseen:

€/PAX	2022	2023	2024	2025	2026
IMAP	9.94	9.99	10.05	10.10	10.43

The IMAP for 2021 is €9.89 per passenger, which has led to an adjusted annual maximum revenue per passenger (IMAAJ) of €10.27 per passenger, as stated in the Resolution of the National Commission for Markets and Competition (CNMC) for the monitoring of airport charges applicable by Aena in the 2021 financial year.

The DORA II proposal has been previously submitted for consultation with the corresponding associations of users and is subject to the review and approval process established in the aforementioned Law, thus, it cannot be considered, in any case, as a final document until its approval, which must take place before the 30 of September, 2021.

On the other hand, Aena has submitted to the DGAC the request for modification of the current DORA (2017-2021) by virtue of the provisions of article 27 of Spanish Law 18/2014 as a result of the effects and economic impact caused to the Company by COVID-19 in the 2020 and 2021 fiscal years. For the resolution of this request, the aforementioned Law establishes a maximum period of six months.

Aena's proposal is subject to the review and approval process established by Spanish Law 18/2014. According to the regulation, the DGAC will send its final proposal for approval before September 30 by the Council of Ministers, following a report from the CNMC and AESA (Spanish abbreviation for the State Agency for Aviation Safety). In this regard, on the 16 of June, the CNMC issued its non-binding supervision and control report, which includes its recommendation to reduce charges in the 2022-2026 period by -0.44% per year, compared to Aena's proposal (+0.52% from 2022-2025 and +3.29% in 2026).

Aeronautical activity

Key Figures

The severe fall in operations and passenger traffic due to the restrictions on mobility imposed in Spain and the rest of the world, as a result of the spread of COVID-19, is reflected in the decrease in ordinary revenue from aeronautical activity.

The commercial incentives has meant a lower revenue of €13.4 million. This amount includes the accrual of discounts to stimulate programming of airline operations and the regularisation of provisions from previous years (€0.5 million). In the same period of 2020, the effect of the incentive cheme resulted in a revenue of €4.5 million (including the regularisation of €1.8 million of provisions from previous years).

Subsidies for connecting passengers amounted to €9.2 million, compared with €15.2 million in the first half of 2020.

As a result of health and operational measures implemented by Aena, the Company incurred in exceptional expenses amounting to €42.6 million.

The following table summarises the most significant figures for aeronautical activity and their year-on-year variations:

Thousands of Euro	H1 2021	H1 2020	Variation	% Variation
Ordinary revenues	343,434	536,147	-192,713	-35.9%
Airport charges	326,089	516,812	-190,723	-36.9%
Passengers	113,474	217,339	-103,865	-47.8%
Landing	98,320	144,675	-46,355	-32.0%
Security	37,736	68,474	-30,738	-44.9%
Airbridges	21,005	21,453	-448	-2.1%
Handling	15,644	20,046	-4,402	-22.0%
Fuel	4,326	6,443	-2,117	-32.9%
Parking	33,942	35,992	-2,050	-5.7%
On-board catering	1,642	2,390	-748	-31.3%
Other airport services(1)	17,345	19,335	-1,990	-10.3%
Other operating revenue	23,149	21,153	1,996	9.4%
Total revenues	366,583	557,300	-190,717	-34.2%
Total expenses (includes amortisation)	-950,597	-940,076	10,521	1.1%
EBITDA	-282,932	-80,343	202,589	252.2%

(1) Includes: Check-in counters, use of 400 Hz airbridges, fire service, luggage lockers, and other revenues.

Aeronautical Services

Regarding the development of aeronautical services in the network airports, it should be noted that, upon the end of the state of alarm in Spain and the progress of the vaccination processes, both in Spain and abroad, it has been noticed an improvement in the demand and the capcity deployed by airlines. Therefore, in order to adapt infrastructure to demand and allow a greater capacity, Aena is expanding operational facilities, aiming to offer passengers a quality service and a safe environment that complies with all health recommendations.

Thus, since the 1 of July, the Adolfo Suárez Madrid-Barajas Airport has all of its terminals operational, after the reopening of T2 and T3. The Málaga-Costa del Sol Airport has recovered its T2 and Palma de Mallorca its modules B, C and D. On June 15, the Josep Tarradellas Barcelona-El Prat Airport reopened terminal T2. With the commissioning of said facilities, Aena has already re-established activity in all its airport terminals.

In relation to Aena's commitment to making its airports safe spaces through its **health measures and procedures,** it should be noted that:

- Sixteen airports in the network have received the Airport Health Accreditation (AHA) in May: the eight Canarian airports, Alicante-Elche Miguel Hernández, Málaga-Costa del Sol, Ibiza, Menorca, Sevilla, Valencia, Bilbao, and Girona-Costa Brava. These airports join the programme to which the Adolfo Suárez Madrid-Barajas, Josep Tarradellas Barcelona-El Prat, and Palma de Mallorca airports were already part of.

  The AHA programme assesses compliance with the measures recommended by international health and aeronautical organisations.

  The same health measures and procedures are being applied to all airports in the network and work is ongoing to receive accreditation for the other 43 airports in the Spanish network.

- Obtaining AHA accreditation is part of the “Aena Safe Airport Standard” project, the main objective of which is to ensure the efficiency and effectiveness of the measures implemented in the Operational Recovery Plan. Thanks to the opinions and comments of our passengers, the assessment of international organisations such as Skytrax and the audits carried out by experts, Aena is creating a safe airport model. To do so, compliance with the different health measures is assessed and improvement plans are proposed so that passengers feel safe at the network's airports.

- Moreover, Aena has worked to obtain the accreditation of the Skytrax “Covid-19 Safety Ratings” programme. Airports Adolfo Suárez Madrid-Barajas, Josep Tarradellas Barcelona-El Prat, and Palma de Mallorca, Málaga-Costa del Sol, Alicante-Elche Miguel Hernández, and Tenerife Norte achieved he maximum rating of five stars granted by the consulting company. Skytrax is the industry's leading accreditation organisation that rates health and safety standards.

- Aena is developing the "National Passenger" project to improve the domestic passenger experience. The project consists of a study of the different types of segments and profiles to improve the knowledge of their preferences and to deploy specific improvement plans.

- The Strategic Cleaning Plan (PEL for its abbreviation in Spanish) also takes into account the health needs required by the current situation.

  In June, the new file on cleaning service and luggage trolley management was put out to tender for the Bilbao, Santander-Seve Ballesteros, Oviedo, and Zaragoza airports. It has a term of two years, plus a possible annual extension and an annual bid amount of €2.7 million, which represents an increase of 55.3% with respect to the contracts awarded in 2018.

The new file, like the one awarded in the first quarter for the airports of Valencia, Ibiza, Menorca, Girona, Costa Brava, and Reus, provides flexibility and variability in the service depending on different traffic scenarios, to adjust the additional cleaning activities needed while the situation generated by COVID-19 persists, as well as to comply with the aim of offering passengers safe airports.

In regards to **services for airlines**, Aena promotes innovation projects that may contribute to improve procedures, in order to face new needs.

The objectives of such **ground handling services** are mainly focused on: i) offering carriers competitive ground handling solutions adapted to their needs and evolution of current circumstances, ii) promoting sustainability and acting as a driver for an environmentally-friendly recovery in the aviation sector, iii) establishing an effective system to control and monitor the service, and iv) guaranteeing the veracity of the data by means of digitalisation.

The start of the process will begin with consultations with the sector in July, in order to define the terms of the tender in the last quarter of 2021.

In **maintenance** activity, and in relation to **digitisation** actions, it is relevant to point out that the new version of the MAXIMO® tool has already begun to be developed, which allows the use of the specific application AMMA. The goal for 2021 is to put both the application and the tool into service at the 24 airports in Groups I, II, and the Canary Islands.

Regarding actions in **airport operations,** it should be noted that within the framework of the "Aena Airport 4.0" strategy, Vigo Airport has carried out a pilot project with drones in its installations, used to verify the new functionalities that such RPAs (Remotely Piloted Aircraft) provide in different airport environments. The objective is to use drones within an airport facility in a controlled airspace, making the flight compatible with the airport's daily activity.

In regards to **physical security**, during the second quarter of 2021 progress was made in the designs of border control areas, coordinating with the Secretary of State for Security and the Spanish Police the future deployment of the new entry and exit system (EU Entry-Exit System) that will become effective in May of 2022.

Regarding **security equipment**, Aena continues to deploy EDS (automatic explosives detection equipment) Standard 3 equipment, to comply with regulatory requirements. During the second quarter of 2021, the implementation at the Palma de Mallorca and Menorca airports was completed.

With regard to the provision of the **aerodrome control service,** the supplier Saerco has started the provision of control services at the airports of Vigo, Cuatro Vientos, A Coruña, and Jerez, in accordance with the new contracts signed.

As part of Aena's commitment to **sustainability**, the following actions are worth highlighting:

- Alicante-Elche Miguel Hernández Airport has launched a **new intelligent energy saving system** in the Automated Baggage Handling System (SATE).

  The installation of new software, with more advanced technology and greater benefits, will allow a saving of close to one million Kwh per year, equivalent to the average energy consumption of 293 homes. The updating of the computer and programming technology used by SATE makes it possible to minimize system start-ups and optimise trajectory times of luggage while inside.

- Aena has put out to tender the supply of electrical energy for all its centres for an amount of €71.9 million and one year period (2022), with the possibility of an annual extension.

  In the new tender, 100% of the electrical energy originating from renewable sources will be maintained, for all high and low voltage supplies, which implies environmentally-friendly consumption equivalent to 238,000 homes and 158,000 tonnes of CO_2 avoided in the atmosphere.

  Thus, Aena implements one of the measures provided in its 2021-2030 Climate Action Plan.

3.1.2 Commercial activity

As a result of the COVID-19 health crisis and the resulting measures adopted by public authorities, in 2020 Aena began negotiations with the tenants of the commercial activity with the aim of adjusting the contracts to balance the situation of the parties, both of which were severely affected by the pandemic.

These negotiations, in which the Company made different commercial proposals based on the evolution of the activity and always under the legal framework in place in each given moment, were affected by the continued deterioration of expectations regarding the recovery of air traffic.

After the Spanish Royal Decree-Law 35/2020 on urgent measures to support tourism, the hotel industry, and commerce sector, and on tax matters came into force on the 24 of December of 2020, the negotiation process culminated in the proposal made by Aena on the 18 of January, 2021 to commercial operators of duty free activities, specialty shops, food and beverage establishments, vending machines, financial services and advertising in relation to the minimum annual guaranteed rent (MAG).

The proposal released includes a 100% reduction in the MAG for the period from the 15 of March to the 20 of June, 2020 and a 50% discount from the 21 of June, 2020 to the 8 of September, 2021. This excludes advertising in which a MAG per passenger shall apply. Additionally, in the case of areas closed due to Aena's operational decision, the proposal includes a discount of up to 100%. As of the 9 of September, 2021 (included) and until the end of the contract, the conditions provided in the original wording thereof shall resume.

The latest information available indicates that 94 commercial operators have accepted the proposal made by Aena, which represents 67.1% of the total agreements affected and 13.0% of the contractual MAG affected.

The main tenants who have rejected the agreement have chosen to file injunction applications before the Spanish Courts to prevent Aena from invoicing the minimum rents agreed in the contracts and suspend the right to execute the guarantees available in the event of possible non-payment of the latter.

Although up to now the judicial decisions have prevented the execution of most of the aforementioned guarantees, in this phase of the process and in most cases, the corresponding judicial bodies are not considering the merits, but only the granting or not of precautionary measures.

The following table summarises the most significant figures for aeronautical activity and their year-on-year variations:

Thousands of Euro	H1 2021	H1 2020	Variation	% Variation
Ordinary revenues	392,578	453,160	-60,582	-13.4%
Other operating revenue	4,309	6,278	-1,969	-31.4%
Total revenues	396,887	459,438	-62,551	-13.6%
Total expenses (includes amortisation)	-160,246	-161,069	-823	-0.5%
EBITDA	285,050	349,560	-64,510	-18.5%

With regards the evolution of commercial revenues, the following key aspects have to be taken into account:

- Aena applies IFRS 16 “Leases” and recognises all the revenue associated with the minimum annual guaranteed rents (MAG), which during the first semester of 2021 amounted to €255.6 million, given that Aena has a contractual right to receive those rents. The accounting estimates and judgments applied in relation to IFRS 16 and IFRS 9 are detailed in Note 3.a) of the condensed consolidated interim financial statements as of the 30 of June, 2021.

- MAG is recorded based on the amounts reflected in the contracts for each year (in 2021, €709.2 million) distributed monthly based on passenger traffic.

- Nevertheless, for contracts in which extension, renewal, amendment, etc. agreements have been signed, and in accordance with IFRS 16, the criterion implemented for the MAG recording and any adjustments thereto, resulting from reduction agreements, shall be linear throughout the life of the contract and, within each year, for equal amounts in each month, from the signing date of these agreements.

- The contracts in which this situation has occurred include the duty free activity contract, due to the signing of an agreement for its extension which entered into force in October of 2020. The impact of applying this linear criterion implies that in the first half of 2021 €75.4 million in MAG are recorded which would not have been following the previous distribution criterion.

- As a result of the health crisis caused by COVID-19 and the measures implemented by public authorities to face such situation, in January of 2021, Aena made a proposal to the commercial operators of duty-free, specialty shops, food and beverage, vending machines, financial services, and advertising in relation to the MAG.

- MAG registered from the 1 of January, 2020 to the 30 of June, 2021 amount to €875 million (€620 million in 2020 and €255 million in the first half of 2021). For illustrative purposes, if Aena's proposal had been accepted by all commercial operators, the amount for the MAG would be €285 million. The difference between both amounts (€590 million) would be adjusted as lower revenue, using the straight-line method, from the date of the agreements and throughout the life of each affected contract.

€ millions	2020	H1 2021	TOTAL
Total MAG (A)	760	299	
Potential reduction of MAG	-440	-150	**-590**
Total MAG if the proposal is accepted (B)	320	149	
Variable rent for the period (C)	140	44	
Pending collection MAG (A-C)	**620**	**255**	**875**
MAG Agreement after potential reduction pending collection (B-C)	**180**	**105**	**285**
Guarantees (bank, monetary, and legal guarantees)	**292**		
Conforming agreements	95	34	
Non-conforming agreements	665	265	
Total MAG (A)	**760**	**299**	
Conforming agreements	19	14	
Non-conforming agreements	121	30	
Variable MAG of the period (C)	**140**	**33**	

Includes duty-free, specialty shops, food and beverages, commercial operations, and a dvertising.

In the future and in application of IFRS 16, there may be adjustments resulting from potential commercial agreements or the application of court decisions, which would entail the MAG (and any adjustments due to reduction) being recorded using the straight-line method throughout the life of the contract.

In the first half of 2021, lower revenues have been allocated due to the linearisation of the impact of the following agreed amendments:

- Due to exemption of fixed rents during the period of the first state of emergency for car rental operators: €3.9 million.
- By novation of contracts with car rental operators with a change in the calculation of the fixed monthly rent to a variable rent structure linked to the number of passengers for the period from the 21 of June, 2020 to the 31 of December, 2021 (both inclusive): €7.8 million.
- For exemptions of monthly fixed rent during the first state of emergency, corresponding to leases within the terminal: €1.6 million.

The breakdown of ordinary revenues from the various commercial business lines is shown below:

	Revenue		Variation		MAG	
Thousands of Euro	**H1 2021**	**H1 2020**	**Thousands of €**	**%**	**H1 2021**	**H1 2020**
Duty free shops	191,167	166,615	24,552	14.7%		
Specialty shops	22,784	44,809	-22,025	-49.2%		
Food & Beverage	69,780	99,553	-29,773	-29.9%		
Car Rental	27,106	33,489	-6,383	-19.1%		
Car Parks	20,789	28,912	-8,123	-28.1%		
VIP services	5,647	14,663	-9,016	-61.5%		
Advertising	6,288	9,667	-3,379	-35.0%		
Leases	13,490	13,506	-16	-0.1%		
Other commercial revenue [(1)]	35,527	41,946	-6,419	-15.3%		
Ordinary commercial revenue	392,578	453,160	-60,582	-13.4%	255,551	246,418

[(1)] Includes different commercial activities such as banking services, baggage wrapping machines, other vending machines, and regulated services (pharmacies, tobacconists, lottery vendors, etc.).

Other information related to the activity of the different lines of commercial activity in the period is as follows:

Duty Free shops

In the second quarter, a progressive recovery of activity has been observed, once the restrictions of each Autonomous Community have been lifted and the state of alarm in Spain ended, which has allowed the opening of stores and the extension of hours in which they were already open.

In June, 47% of the duty-free stores were open, compared to 35% at the end of March of 2021. Two stores are currently operating at the Josep Tarradellas Barcelona-El Prat Airport and six at the Adolfo Suárez Madrid-Barajas Airport.

A improvement in sales is noticed and in the last month at the airports of Palma de Mallorca, Tenerife Norte, and Adolfo Suárez Madrid-Barajas.

Specialty Shops

To maintain the commercial offer some projects have been awarded.

The premises shall be used for different activities in the Fuerteventura and Málaga-Costa del Sol airports (Delicatesen with a tasting bar), at the Adolfo Suárez Madrid-Barajas Airport (souvenirs and gifts), at the Josep Tarradellas Barcelona-El Prat airports and Sevilla (gifts) and at the Jeréz and Girona-Costa Brava airports (multi-stores).

Currently 163 stores are open.

Food & Beverage

Bidding processes for premises and vending machines In order to maintain the offer in the short term have continued:

- A food and beverage shop in the Adolfo Suárez Madrid-Barajas (T4), Ibiza, Badajoz, and Burgos airports.
- 170 vending machines with food and beverages at the Josep Tarradellas Barcelona-El Prat airport and 40 at the Alicante-Elche Miguel Hernández airport.

Currently 165 food and beverage facilities are open.

Car Rental

A driverless vehicle rental license has been awarded for the Josep Tarradellas Barcelona-El Prat and Adolfo Suárez Madrid-Barajas airports (to the company RECORD-GO ALQUILER VACACIONAL, S.A.U.) and at the airports of Alicante, Málaga, Palma de Mallorca, and Valencia (in favor of the company OTHMAN KTIRI RENT A CAR, S.L.).

In June a license was tendered at La Palma airport.

Car Parks

The activity is operating according to the level of passengers and occupancy.

The car parks at 29 of the 32 airports that offer this activity are currently operational.

The management service of this activity is under a temporary suspension agreement, signed by the two car park management companies (EMPAK and SABA) and the service's full re-launching has not been set. This agreement includes the extension of the management service contracts that expired in Mayof 2020.

Likewise, it is worth highlighting that Aena has put out to tender the management of the car parks of 34 airports in the network, which have about 120,000 parking spaces, for an amount of €82 million and a duration of three years with the possibility of two annual extensions.

Aena's objective is to offer its customers a parking service with great quality and safety conditions. Thus, technological innovations have been incorporated to promote improving the customer experience, creating smart contactless and ticketless car parks. Additionally, the management of new services such as electric recharging, cleaning, refuelling, and small repairs of vehicles during their stay has been included.

In this file, the budget has been varied based on the existing demand at all times, so that the needs of places and services to be provided can be adequately dimensioned.

VIP services

The first semester has concluded with eight operating lounges open in the network. The fall in passenger traffic has been accompanied by a year-on-year drop in penetration of more than 30%.

From the 2 of March, the fast track service of the Adolfo Suárez Madrid-Barajas airport can be purchased through Aena's web and App channels.

Advertising

Of the four operators of the activity, JFT COMUNICACIÓN and PROMEDIOS accepted the commercial proposal offered by Anea. The agreements also include an extension of the contracts for two years.

Other commercial revenue

This category includes sundry commercial activities carried out at airports such as banking services, baggage wrapping machines, other vending machines and regulated services (pharmacies, tobacco shops and lotteries, etc.). Additionally, in this period the sale of personal protective equipment in vending machines and convenience stores was incorporated to the airports' offer.

In the first half of the year, Eurodivisas was awarded two VAT refund offices at Adolfo Suárez Madrid-Barajas Airport and one at Josep Tarradellas Barcelona-El Prat Airport. Activity is scheduled to begin in October.

3.2 Real Estate Services Segment

The real estate services activity segment includes the provision of leasing or transfer of use of land (built on or not), office buildings, warehouses, hangars and cargo sheds to airlines, air cargo operators, handling agents and other airport service providers aimed at supporting the activity and developing complementary services, such as the 24 service stations (15 land-side and 9 air-side) at 12 airports and the FBO (fixed base of operations) terminals at five of the major airports in the network.

With regard to the Adolfo Suárez Madrid-Barajas and Josep Tarradellas Barcelona-El Prat Airport Cities, Aena has presented to potential investors the first logistics development area (Area 1) of the **Adolfo Suárez Madrid-Barajas Airport City**, which the Company plans to tender in the fourth quarter of 2021 and award in the first quarter of 2022.

This first phase is framed within the areas dedicated to logistics development and associated airport activities and comprises 28 hectares of land to be developed, with 153,000 m² for building and 4 hectares for green areas. Other aspects of the project are:

- The business model contemplates a joint venture in which Aena's contribution is equivalent to the surface right and the investor provides the capital needed to undertake the development.
- The project's white paper establishes the guidelines to be followed in relation to architecture, urbanisation, and landscape, with a marked commitment to sustainability, innovation and the local region.
- Aena will develop the necessary actions to guarantee the urbanisation and connections of the new logistics center, located in one of the prime areas of Madrid.

The global project for the Adolfo Suárez Madrid-Barajas Airport City includes 323 hectares of surface and 2.1 million m² of building space for logistics and aeronautical activities, offices, hotels, and services.

Regarding the **Airport City Josep Tarradellas Barcelona-El Prat**, there are still previous works in progress that are expected to be completed during the last quarter of the year, after which a presentation event will also be held for potential bidders.

In terms of the work to be carried out **in other airports** where there is available land and assets with a high potential for the development of complementary airport activities, specifically at the Palma de Mallorca, Málaga-Costa del Sol, Valencia, and Sevilla airports, works on Málaga-Costa del Sol are expected to be completed before the end of this year and work on the other three airports throughout 2022.

Key financial data for the real estate services segment is set out below:

Thousands of Euro	H1 2021	H1 2020	Variation	% Variation
Ordinary revenues	36,967	30,232	6,735	22.3%
Real Estate Services[1]	36,967	30,232	6,735	22.3%
Other operating revenue	6,173	589	5,584	948.0%
Total revenues	43,140	30,821	12,319	40.0%
Total expenses (includes amortisation)	-25,950	-26,090	-140	-0.5%
EBITDA	25,193	12,623	12,570	99.6%

[1] Includes warehouses, hangars, real estate holdings, off-terminal supplies and other services.

With respect to real estate revenues, it is worth noting that despite the economic crisis caused by COVID-19, activity and revenue levels remain reasonably high, with occupancy rates slightly lower than those recorded in the pre-pandemic scenario. These levels have been favoured by discounts offered and by the exemptions of fixed monthly rents in the first period of the state of emergency, measures aimed to promote the continuity of leasers and to sign new contracts.

Exemptions reached €4.9 million and, in application of IFRS 16 "Leases" for contractual amendments, revenue in the first quarter has been reduced by €1.9 million.

In relation to the relevant actions of the period, it should be pointed out that two **hangars** were put out to tender (in the Palma de Mallorca and Sabadell airports), and the construction of two new ones was completed (in the Valencia and Sabadell airports). Additionally, in June two lease contracts were signed at the Madrid-Cuatro Vientos Airport (the surface area of these hangars being 1,127 m ^{2} and 1,261 m ^{2} respectively).

In relation to **executive aviation**, after the completion of the expansion works of the terminal at the Palma de Mallorca Airport, an area was tenderer for the incorporation of a multi-brand retail store. And in the executive terminal of Ibiza Airport, a multi-brand retail point has been awarded.

In relation to **air cargo** spaces, contracts awarded for the construction of a new cargo terminal at Zaragoza airport (to be operated by the company Swissport) can be highlighted, and the construction of two new terminals at the Air Cargo Centre of Adolfo Suárez Madrid-Barajas airport, which will increase the airport's cargo handling capacity by 7.5%.

Additionally, in the month of June, the bidding for another two plots was authorised, in the southern expansion of the Air Cargo Center of the Adolfo Suárez Madrid-Barajas Airport, for the construction of two new terminals on the first line of the airport. The maximum constructed area of both warehouses will be 7,980 m². The construction of both terminals will allow increasing the airport's cargo handling capacity by another 7.5%.

3.3 Región de Murcia International Airport (AIRM)

The operational and financial information for the period of the Región de Murcia International Airport is included in this Management Report within the aeronautical, commercial, and real estate services activity of the Spanish airport network.

In the semester, the airport has registered a volume of 26,452 passengers and 722 aircraft movements, figures that represent 5.4% and 19.9% respectively of the level of the same period of 2019.

As explained in Note 7 of the condensed consolidated interim financial statements for the six-month period ended on the 30 of June 2021, the extraordinary reduction in activity, which led to a fall in revenue, was translated into a sharp reduction in operating cash flows and can be considered as an indication of impairment in accordance with the provisions of accounting regulations (IAS 36). Consequently, as of the 30 of June, 2021, the appropriate impairment test has been carried out, which has resulted in the identification of a valuation correction in the amount of €140 thousand that has been recorded under "Impairment of intangible assets, property, plant and equipment and real estate investments" of the income statement for the semester, since in the 2020 consolidated annual accounts showed impairment for an amount of €45.3 million.

As of the date of preparation of the condensed consolidated interim financial statements, there is no formal response from the Autonomous Community of the Region of Murcia (CARM for its abbreviation in Spanish) to the request made on the 21 of May, 2021 for rebalancing, although the grantor has expressed its willingness to reach an agreement to maintain the viability of the concession.

In the valuation carried out, the proposals and conditions shown in the request for rebalancing presented by the Company before CARM on the 21 of May, 2021 are considered, since it is considered highly probable that it will be obtained.

3.4 International Segment

The international segment includes financial information from the consolidation of the subsidiaries (London Luton Airport and Aeroportos do Nordeste do Brasil), and those of advisory services to international airports.

In compliance with accounting standards (IAS 36), at the 30 of June, 2021, Aena carried out valuations of its assets to determine whether there had been any impairment as a result of the circumstances caused by COVID-19 and its impact on activity. As a result of the analysis carried out, the following results have been revealed, as explained in Note 7 of the condensed consolidated interim financial statements as of the 30 of June, 2021:

- Regarding London Luton Airport, there is no impairment taking into account that the concession contract contemplates its rebalancing and an agreement has been reached with the granting authority that is pending signature and that has been considered in the valuation analysis.

  The execution of the balance basically contemplates discounts to the concession fee for a nominal value of £45 million and an extension of the concession for a period of 16 and a half months.

- Regarding the value adjustment of the asset in Brazil (ANB), the need to register an impairment of €89.0 million has been identified, corresponding to the intangible assets of the airport business, which is reflected in the item “Impairment of the value of intangible assets, property, plant and equipment and real estate investments” in the income statement to the 30 of June, 2021. This valuation correction is in addition to the one recorded in the 2020 consolidated annual accounts for an amount of €64.6 million.

  This additional impairment is a result of the expected increase in the amount of the investments to be executed in the short term for close to 25% and the increase in the discount rate due to a higher estimated cost of debt. A substantial part of the increase in investments is due to the increase in the cost of construction materials and inflation.

  On the 1 of December, 2020, ANB filed a request for economic and financial rebalancing with the Agência Nacional de Aviação Civil (ANAC) for the amount of the imbalance estimated in the 2020 fiscal year in relation to the effects that the pandemic caused in said fiscal year. On the 15 of April, 2021, ANAC responded, concluding that the event falls within the contractual risk matrix, especially in terms of its effects on the concession in the period March to December of 2020. On the 17 of June, 2021 ANAC confirmed its proposal, according to which the amount of the imbalance in the aforementioned period amounted to R$69.7 million (€11.0 million at the exchange rate of 31/12/2020) before taxes.

As of the date of formulation of the condensed consolidated interim financial statement as of the 30 of June, 2021, ANB is preparing a proposal for the recomposition of the economic-financial balance as a previous step to its approval by the Management of ANAC and the competent instances of the Ministry of Infrastructure. Thus, to date, the most probable scenario estimated by the ANB Management for said proposal is a combination of: compensation of the annual variable contribution and increase in rates above the contractual rate ceiling, to be applied as of the 2020 fiscal year.

On the other hand, it should be noted that as of the 30 of June, 2021, €22.5 million have been recorded under the heading "Accumulated translation differences" in the income statement, due to positive translation differences associated with the effect of the conversion of the intangible asset derived from the ANB concession agreement, due to the favorable evolution of the Brazilian Real against the Euro, between the 1 of January and the 30 of June, 2021.

The valuation of the London Luton Airport concession has generated positive currency exchange differences of €14.1 million due to the revaluation of the Pound Sterling.

The main economic data for the international segment are as follows:

Thousands of Euro	**H1 2021**	**H1 2020**	**Variation**	**% Variation**
Ordinary revenues	57,274	66,338	-9,064	-13.7%
Other operating revenue	105	144	-39	-27.1%
Total revenues	57,379	66,482	-9,103	-13.7%
Total expenses (includes amortisation)	-181,489	-178,920	2,569	1.4%
EBITDA	-85,510	-70,457	15,053	21.4%

London Luton Airport

The consolidation of London Luton airport in this period has resulted in a contribution of €28.1 million in revenues and a loss of €3.4 million in EBITDA.

Thousands of Euro[(1)]	**H1 2021**	**H1 2020**	**Variation**	**% Variation**
Aeronautical revenue	12,139	24,754	-12,615	-51.0%
Commercial revenue	15,972	29,609	-13,637	-46.1%
Total revenues	28,111	54,363	-26,252	-48.3%
Staff costs	-13,169	-16,158	-2,989	-18.5%
Other operating expenses	-18,327	-32,212	-13,885	-43.1%
Depreciation, amortisation and impairment	-33,766	-35,221	-1,455	-4.1%
Total expenses	-65,262	-83,591	-18,329	-21.9%
EBITDA	-3,378	5,993	-9,371	-156.4%
Operating profit/(loss)	-37,151	-29,228	7,923	27.1%
Financial result	-12,371	-12,510	-139	-1.1%
Profit/(loss) before tax	-49,522	-41,738	7,784	18.6%

(1) Euro/Pound Sterling exchange rate: 0.86801 in H1 2021 and 0.87463 in H1 2020.

In local currency, Luton's revenue fell by 48.7% to £24.4 million (compared with £47.5 million in the first half of 2020).

- Aeronautical revenues in GBP fell by 51.3%, reaching £10.3 million in comparison to £21.3 million in the first half of 2020.
- Commercial revenue has decreased by 46.3%, reaching £13.9 million, compared to £25.9 million during the first half in 2020. Commercial activities recorded decreases in all their lines, where the decline in retail revenues (73.4% and £7.1 million) as well as car parks (59.2% and £4.2 million) being particularly high, associated with the significant decrease in activity at the airport.
  The de-escalation plan implemented by the UK Government, along with the relief of some travel restrictions, has facilitated the reopening of commercial units at the airport (68% in retail and 53% in food and beverage facilities by the end of June).

EBITDA was £-2.9 million.

The measures implemented by London Luton Airport to reduce the effects of COVID-19 have focused on:

- Continuing to make adjustments in operational costs. £14.9 million in expenses have been saved (35.4%) compared to the same period in 2020.
- Maintain the temporary suspension of jobs, taking advantage of the government aid established by the British authorities (Job Retention Scheme). The UK government has extended this programme until the end of September of 2021.
- Apply for the grant offered by the UK government under the Airport and Ground Operators Support Scheme. Luton Airport received £5.1 million under this term on April 1.

As a consequence of the exceptional situation caused by COVID-19 and its impact on EBITDA, as of June 2020, Luton exceeded the covenants it had undertaken to comply with under the financing contracts. However, it obtained temporary waivers from the financial institutions regarding the fulfilment of the ratios as of the 31 of December, 2020.
On the 30 of June, 2021, an agreement was reached with the financing entities, extending the waivers of the covenants to the 30 of June, 2021 and the 31 of December, 2021, and agreeing on a modified ratio to the 30 of June, 2022 in which the EBITDA for the last six months divided by 0.44. On the other hand, the lenders have demanded a commitment from shareholders to contribute £20 million of liquidity which has been paid in early July.

By obtaining these waivers, and the reinforcement of its liquidity, a large part of the uncertainty that existed at the close of fiscal year 2020 regarding its ability to continue as a going concern is considered eliminated. In any case, Luton's Management expects that, as a result of the negotiation underway with the financial institutions, the exemption will be extended successively for the immediate next semester.

In the event that this extension of the exemptions were not finally obtained, a breach of contractual obligations would be revealed, which could lead to financial entities having the right to execute the guarantees associated with the financing contracts, among which are they find the pledge on the shares of the airport concessionaire, as well as the fixed assets. In this case, the risk would be limited, in the case of the consolidated Aena Group, to the net assets contributed by the Luton subgroup to Aena's consolidated annual accounts, which is currently negative.

Aeroportos do Nordeste do Brasil (ANB)

The consolidation of London Luton airport in this period has resulted in a contribution of €24.6 million in revenues and a loss of €84.1 million in EBITDA.

Thousands of Euro[1]	H1 2021	H1 2020[2]	Variation	% Variation
Aeronautical revenue	11,913	4,982	6,931	139.1%
Commercial revenue	7,150	2,225	4,925	221.4%
Other revenue	5,556	868	4,688	539.8%
Total revenues	24,619	8,075	16,544	204.9%
Staff	-4,023	-3,896	127	3.3%
Other operating expenses	-15,606	-8,893	6,713	75.5%
Depreciation, amortisation and impairment	-93,741	-79,479	14,262	17.9%
Total expenses	-113,370	-92,268	21,102	22.9%
EBITDA	-84,051	-77,609	6,442	8.3%
Operating profit/(loss)	-88,751	-84,193	4,558	5.4%
Financial result	280	-1,195	-1,475	-123.4%
Profit/(loss) before tax	-88,471	-85,388	3,083	3.6%

(1) Euro-Brazilian Real exchange rate: 6.4902 in H1 2021 and 5.4104 in H1 2020.
(2) ANB took over operations at the six airports during the first quarter of 2020.

In local currency, ANB's revenue in the period increased to R$159.8 million (compared with R$43.7 million in the first half of 2020).

- Commercial revenue grew to R$77.3 million, (compared with R$27.0 million in the first half of 2020).
- Commercial revenue grew to R$46.4 million, (compared with R$12.0 million in the first half of 2020).
- Revenue from construction services (IFRIC 12) was R$36.1 million, compared to R$4.4 million in the first half of 2020, due to the start of immediate improvement works on the terminals and the development of the expansion projects of Phase I-B of the concession contract.

EBITDA for the period, excluding the amount of impairment, was R$32.4 million.

The actions taken by ANB to reduce the effects of COVID-19 have focused on:

- Review of external service contracts, which are largely outsourced (maintenance, security and surveillance, fire service, cleaning, and handling, among others).
- Granting of discounts on minimum rents to commercial customers between March and May of 2021, based on level of activity, and subject to being up to date with payments.
- Application of credit restriction measures for certain aeronautical customers with late payments.

With regard to ANB's financial position, it should be noted that the capitalisation required by the concession contract, as well as the effects of the aforementioned measures and the 18-month R$70 million loan granted in December of 2020, have enabled ANB to meet its commitments, while maintaining a high level of liquidity of R$178.6 million at 30 June 2021 (R$196.9 million at the 31 of March, 2021).

Regarding the result of equity-accounted shareholdings, it is shown below:

Thousands of Euro	Equity-accounted method H1 2021	H1 2020	Variation	% Variation	Average exchange rate Monetary units per euro	H1 2021	H1 2020	% Variation
AMP (Mexico)	5,348.8	2,626.5	2,722.3	103.6%	MXN	24.33	23.84	2.0%
SACSA (Colombia)	1 ,515.0	-1,726.5	3,241.5	-187.8%	COP	4,373.41	4,071.73	7.4%
AEROCALI (Colombia)	2,930.6	-3,176.9	6,107.6	-192.2%	COP	4,373.41	4,071.73	7.4%
Total share in income of associates	**9,794.4**	**-2,276.9**	**12,071.3**	**-530.2%**				

As explained in Note 7 of the condensed consolidated interim financial statements as of the 30 of June, 2021, in compliance with accounting regulations (IAS 36), the Group has carried out valuations of the cash generating units (CGUs) constituted by investments in associated companies and with joint control, to determine if there is any deterioration as a result of the circumstances generated by COVID-19 and its impact on the activity. As a result of the analysis carried out, no impairment as of the 30 of June, 2021 was identified.

4. Income statement

Thousands of Euro	H1 2021	H1 2020	Variation	% Variation
Ordinary revenues	829,777	1,085,153	-255,376	-23.5%
Other operating income	33,104	27,293	5,811	21.3%
Total revenues	**862,881**	**1,112,446**	**-249,565**	**-22.4%**
Supplies	-81,405	-79,532	1,873	2.4%
Staff costs	-230,029	-237,907	-7,878	-3.3%
Other operating expenses	-442,538	-447,611	-5,073	-1.1%
Losses, impairment and change in trading provisions	-30,258	-8,083	22,175	274.3%
Depreciation and amortisation	-396,094	-403,497	-7,403	-1.8%
Net gains/(losses) on disposal of fixed assets	-5,315	-1,448	3,867	267.1%
Impairment of intangible assets, property, plant and equipment and investment property.	-89,082	-119,574	-30,492	100.0%
Other results	-42,453	-6,911	35,542	514.3%
Total expenses	**-1,317,174**	**-1,304,563**	**12,611**	**1.0%**
EBITDA	**-58,199**	**211,380**	**-269,579**	**-127.5%**
Operating profit/(loss)	**-454,293**	**-192,117**	**-262,176**	**-136.5%**
Finance income	1,442	1,562	-120	-7.7%
Finance expenses	-50,195	-59,302	-9,107	-15.4%
Other net finance income/(expenses)	4,916	-6,878	11,794	171.5%
Financial result	**-43,837**	**-64,618**	**-20,781**	**-32.2%**
Profit/(loss) and impairment of equity-accounted investees	9,794	-2,277	12,071	530.1%
Profit/(loss) before tax	**-488,336**	**-259,012**	**-229,324**	**-88.5%**
Corporate income tax	114,141	67,014	47,127	70.3%
Consolidated profit/(loss) for the period	**-374,195**	**-191,998**	**-182,197**	**-94.9%**
Profit/(loss) for the period attributable to non-controlling interests	-27,837	-21,261	-6,576	-30.9%
Profit for the period attributable to owners of the parent company	**-346,358**	**-170,737**	**-175,621**	**-102.9%**

Total revenues for the period reflect a year-on-year decrease of €255.4 million (-23.5%) as a result of the evolution of the different segments of the Group's business, as detailed in section 3 (Business lines).

Operating expenses (supplies, staff costs and other operating expenses) amounted to €754.0 million, recording a year-on-year decrease of €11.1 million (-1.4%).

This variation reflects the effect of the measures implemented by the Group to mitigate the effects of the pandemic, which are adapting to the levels of activity and the reopening of operating facilities.

- **Staff costs** show an decrease of €7.9 million (-3.3%).

  At Aena, this item decreased by €5.0 million (-2.3%) mainly due to the effect of the reduction in temporary contracts and lower productivity expenses accrued.

  At London Luton Airport staff cost decreased by €3.0 million as a result of the temporary suspension of employment and workforce reduction measures implemented since the end of March of 2020 to reduce the impact of COVID-19.

- **Other operating expenses** decreased by €5.1 million. (-1.1%).

  In the Spanish airport network, there was an increase of €2.6 million (0.6% year-on-year).

  The main variations correspond to the costs of electrical energy (€+9.1 million), maintenance (€+6.0 million), security (€-3.1 million), cleaning (€-2.8 million), PMR service (€-2.7 million) and expenses for the management of VIP lounges (€-2.1 million) as well as car parks (€-1.1 million).

  The services are adapted according to the evolution of the level of traffic and the operation of the terminals and airport spaces.

  At Luton airport, they have been reduced by €13.9 million, reflecting the effect of the fall in traffic on the concession fee of (€-11.9 million) and the adjustment measures adopted since March of 2020 .

  In ANB, they have increased 6.7 million euros, reflecting €5.6 million for construction services (IFRIC 12) compared to €0.8 million in the first half of 2020.

Losses, impairment and changes in provisions for trade operations include €23.8 million for impairment of trade receivables arising from credit risk assessed in application of IFRS 9 “Financial instruments”.

In **Impairment of intangible assets, property, plant and equipment and real estate investments**, the result of the valuations that the Group has carried out of its assets as of the 30 of June, in compliance with IAS 36, have been recorded to determine if there is any impairment as a result of the circumstances created by COVID-19 and its impact on the activity. As a result of this analysis, the impairments reflected in this heading have been recognised for a net amount of €89.1 million.

Other results include €42.6 million in expenses incurred as consequence of the measures adopted to control, contain and anticipate the pandemic.

EBITDA (earnings before interest, taxes, depreciation and amortisation) was €-58.2 million.

This EBITDA includes €255.6 million corresponding to MAG revenues for the first half of 2021, as explained in section 3.1.2 (Commercial activity), as well as the negative impact indicated above, of the impairments recognised as of June 30 in application of IAS 36 for a net amount of €89.1 million, without an impact on cash.

Excluding the effect of the net amount of impairment, EBITDA for the period would amount to €30.9 million.

The **financial results** reflects a decrease in net expenses of €20.8 million, mainly due to:

- Exchange rate differences on the shareholding participating loan with Luton and on the valuation of the AMP fee leading to a year-on-year change of €7.8 million. Likewise, the exchange rate differences in ANB generated a decrease of €1.9 million.

- The variation in expenses derived from the financial effect of accounting for the advance received from World Duty Free Group España, S.A. until the 30 of October, 2020 on the occasion of the contract signed with said company in 2013, which represents a decrease of €7.5 million.

The **result and impairment of entities valued by the equity method** reflects the contributions to the results of the period of non-controlling interests, as detailed in section 3.4 (International segment).

Regarding **Income Tax**, income of €114.1 million has been recognised, mainly as a consequence of the result for the period.

Profit for the period attributable to non-controlling interests corresponds to 49% of London Luton's net profit, and places **the profit for the year attributable to shareholders of the parent company** at a loss of €346.4 million.

5. Investments

The total amount of the investment paid in the period (tangible fixed assets, intangible assets and investment property) amounted to €344.5 million.

In the Spanish network, the total amount amounted to €337.0 million, a year-on-year increase of €46.4 million.

The investments executed in the first half of 2021, amounted to €290.9 million.

The investments in improving infrastructure to adapt it to health prevention measures against COVID-19 reached €4.5 million.

With regard to the **actions completed** during the period, the following can be highlighted:

- Remodeling and expansion of the South Dike building at the Josep Tarradellas Barcelona-El Prat Airport. This action includes the expansion of the building on two floors and the installation of six pre-bridges and 14 bridges.
- Remodeling of runway 06L/24R and the new fast exit lanes in Palma de Mallorca.
- Adaptation of the general drainage of the airport system at Alicante-Elche Airport.
- New fast-exit ways in Ibiza.
- Pavement renovation on several taxiways in A.S. Madrid-Barajas Airport.
- Improvement works on the pavement of the north platform in La Palma.
- Installation of lighting towers on the platform of terminals T4 and T4S in Adolfo Suárez Madrid-Barajas Airport.
- Paving of the south-west triangle of the Ibiza Airport platform .

With regard to the **ongoing investments,** which will last for the next few months, the following can be highlighted:

- Installation of more modern explosives detection systems and adaptation of hold baggage screening systems (as indicated in section 3.1.1 Aeronautical activity).
- Providing more efficient passport control equipment at various airports.
- Replacement are adapting to the levels of activity nt of boarding bridges at Adolfo Suárez Madrid-Barajas and Josep Tarradellas Barcelona-El Prat airports.
- Functional improvements to the terminal buildings at Tenerife South and Sevilla airports.
- Terminal T4S and T123 remote platforms in Adolfo Suárez Madrid-Barajas airport.
- Sound insulation works for homes in neighboring areas and the installation of lighting systems with efficient technologies in several airports.
- Extension of accesses to the runway headlands in Gran Canaria.
- Regeneration of runway 06L/24R and the new fast exit lanes in Palma de Mallorca.
- Construction in Adolfo Suárez Madrid-Barajas Airport of a photovoltaic solar plant for self-consumption, a power plant, and a new bus area in terminal T4.
- Moreover, the installation and commissioning of photovoltaic solar plants for self-consumption in Canary Islands airports can be highlighted.

For Luton Airport, investments continue to be adjusted, depending on the activity profile, to the maintenance and renovation needs of equipment.

The investment executed for the period amounted to €2.1 million.

Work on connecting the terminal building with the Luton Airport Parkway train station continues. Said investments are financed and executed by the Town Hall of Luton and their completion is scheduled for early 2022.

The investment paid by Aeroportos do Nordeste do Brasil S.A. was €5.4 million.

The following actions, among others, were carried out:

- Improvement of toilets, air conditioning, signage, lighting and accessibility of terminal buildings (immediate improvement works of Phase 1-A).
- Engineering activities necessary to execute the works required by the concession contract for capacity expansion and improvement of physical and operational security equipment (Phase 1-B).

Following the suspension of contractual obligations between the 13 of March and the 23 of November, 2020, the deadlines for the completion of the works required in the concession contract were extended by eight months. Thus, the deadline for the completion of Phase 1-B became June of 2023.

At GAP airports in Mexico, the regulatory authority has approved a rebalancing of the Master Development Programme 2020-2024 based on a 27% reduction of the initial investments planned for the period and a temporary adaptation of compliance in 2020 and 2021.

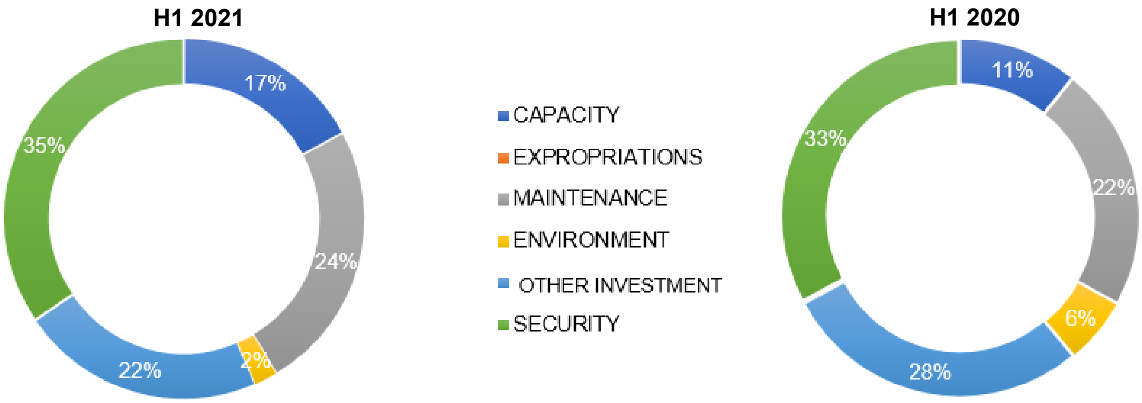
In the first half of 2021, the following developments have continued:

- At the Guadalajara and Puerto Vallarta airports, the architectural and executive projects of the new terminal buildings.
- In Tijuana and La Paz, actions carried out on the airfield, platform, taxiways, and renovation of the runway.
- The works of the new processor building in Tijuana, as well as parking for taxis and for car rentals without a driver.

- The expansion of terminal 2 at the San José del Cabo Airport.
- Likewise, at Guadalajara airport, work has begun for the construction of the new 10L 28R runway and the new taxiway and parallel taxiway system.

Investment by areas of action

The distribution of the investment in the airport network paid in the first half of 2021, as well as its comparison with the same period of the previous year is shown below:



- In regards to **security**, investment amounted to €116.4 million (€95.4 million in the first half of 2020).
- **Capacity** investment amounted to €57.6 million (€31.1 million in the first half of 2020).
- In regards to the **environment,** investment stood at €6.9 million (€17.3 million in the first half of 2020).
- As for **maintenance**, investment in this area amounted to €82.1 million (€64.8 million in the first half of 2020).
- **Other investments**amounted to €73.9 million (€81.7 million in the first half of 2020). This area includes investments made in information technology, as well as actions related to commercial activities (in car parks, business aviation terminals, and VIP lounges).

6. Statement of financial position

6.1 Main changes

Thousands of Euro	H1 2021	2020	Variation	% Variation
ASSETS				
Non-current assets	13,513,686	13,537,000	-23,314	-0.2%
Current assets	1,595,534	2,126,087	-530,553	-25.0%
Total assets	**15,109,220**	**15,663,087**	**-553,867**	**-3.5%**
EQUITY AND LIABILITIES				
Equity	5,734,265	6,064,983	-330,718	-5.5%
Non-current liabilities	7,586,022	7,819,768	-233,746	-3.0%
Current liabilities	1,788,933	1,778,336	10,597	0.6%
Total equity and liabilities	**15,109,220**	**15,663,087**	**-553,867**	**-3.5%**

Non-current assets decreased by €23.3 million, mainly due to the effect of the following fluctuations:

- A fall of €79.1 million in “Property, plant and equipment”, which is explained by the investments in the Spanish airport network and at London Luton Airport, which additions for the period were lower than the executed amortisation.

  Additionally, there has been an increase of €10.3 million in the value of tangible assets of the London Luton subsidiary due to translation differences caused by the favorable evolution of the Pound Sterling against the Euro.

- The “Intangible asset” has decreased by €60.8 million as a consequence of the valuation correction registered in the subsidiaries ANB (€89.1 million) and AIRM (€0.1 million), as explained in sections 3.3 and 3.4, partially offset by valuation increases in the Luton and ANB concessions derived from positive translation differences amounting to €36.6 million.

  Of these €36.6 million due to positive translation differences, €22.5 million correspond to the favorable evolution of the Brazilian Real currency, while €14.1 million correspond to the revaluation of the Pound Sterling.

- On the other hand, the section "Deferred tax assets" has increased by €117.5 million due to the recording of tax credits corresponding to negative tax bases associated with accounting losses and un-applied deductions, as well as temporary non-applied deductions associated with the aforementioned fixed asset impairments.

- Likewise, “Investments in associated companies and with joint control” have increased by €4.6 million, mainly due to the joint effect of registering the participation in results by the equity method for an amount of €9.8 million and the reduction of the stake in associate AMP for the amount of €5.1 million (see Note 2.3 of the condensed consolidated financial statements).

Current assets decreased by €530.6 million as a result of the following effects:

- Increase in the balance of "Trade and other accounts receivable" by €275.9 million, originating mainly from the MAG accrued and not invoiced in the period by €256 million, as stated explained in section 3.1.2 (Commercial activity).

- Decrease in the “Cash and cash equivalents” balance of €806.3 million, as explained in section 7 (Cash flow).

The reduction in **Equity** by €330.7 million is mainly caused by:

- The result of the period attributable to the shareholders of the parent company, which has been negative by €346.4 million.

- Decrease of €24.6 million in translation differences, due to the favorable evolution of the exchange rates of the group's currencies, as explained above under “Intangible assets”.

The €233.7 million decline in **Non-current liabilities** was basically due to the €199.5 million reduction in “Financial Debt”, mainly the €347.6 million corresponding to the amortisation of the principal of Aena’s debt to ENAIRE (as co-borrower with various financial institutions), in accordance with the established payment schedule and €100 million withdrawn from loans with financial entities (see Note 3 of the condensed consolidated financial statements).

Additionally, the heading “Derivative financial instruments” reflects a reduction of €27.6 million due to the fair value of derivatives used by Aena and its UK subsidiary, with a balancing entry (75%) in the cash flow hedging reserve and the remainder (25%) in deferred taxes.

The balance of “Grants” decreased by €19.6 million due to the allocation to revenue for the period.

Current Liabilities have increased by 10.6 million euros, mainly as a consequence of the increase in the balance of "Suppliers and other accounts payable" by €35.0 million and the decrease in the balance of "Financial Debt" by €18.3 millions.

The increase in the balance of "Suppliers and other accounts payable" was due to the following variations:

- Increase in the creditor Public Treasury balance by €100.1 million, due to the accrual of Property Tax (IBI for its abbreviation in Spanish) as of the 1 of January, 2021 for the tax corresponding to the entire 2021 fiscal year (of which €100 million remained unpaid as of the 30 of June, 2021).

- Decrease in the balance of creditors for fixed assets of €52.5 million, as the volume of payments to construction contractors exceeded the volume of additions of fixed assets in the period.

- Decreases in the balances of short-term Provisions (€-6.7 million), staff (€-8.8 million) and suppliers (€-7.7 million).

As for the decrease of €18.3 million in short-term “Financial Debt”, it was mainly due to the long-term transfer of a loan with credit institutions of €50 million, offset mainly by the impact of Euro/Pound exchange rate differences on the financial debt corresponding to the UK subsidiary.

Working capital, calculated as the difference between current assets and current liabilities, which is generally negative in the Company as a result of its operational and financing structure, stood at €-193.4 million at the end of the period (€+347.8 million at the 31 of December, 2020), due to the changes in current assets and liabilities referred to above.

6.2 Changes in net financial debt

The consolidated net financial debt of the Aena Group at the 30 of June, 2021 stood at €7,619.4 million (including €510.0 million from the consolidation of the debt of the Luton airport, €46.2 million from AIRM, and €12.0 million from ANB). Aena Group's leverage ratio is as follows:

Thousands of Euro	H1 2021	2020
Gross financial debt	8,037,965	8,271,141
Cash and cash equivalents	418,565	1,244,058
Net financial debt	7,619,401	7,027,083
Net financial debt/EBITDA	**17.1x**	**9.8x**

The net financial debt of Aena S.M.E., S.A. stood at €7,088.0 million at the 30 of June, 2021, compared to €6,540.4 million at the 31 of December, 2020. The leverage ratio of Aena S.M.E., S.A. is as follows:

Thousands of Euro	H1 2021	2020
Gross financial debt	7,435,282	7,681,676
Cash and cash equivalents	347,260	1,141,265
Net financial debt	7,088,022	6,540,411
Net financial debt/EBITDA	**14.0x**	**8.1x**

As of the 3 of June, 2021, Aena S.M.E., S.A. has signed loans for a total outstanding amount of €5,452 million that include the obligation to comply with the following financial ratios:

- Net Financial Debt/EBITDA must be less than or equal to 7.0x
- EBITDA/Finance expenses must be greater than or equal to 3.0x.

Said covenants are reviewed every year in June and December, taking into account the data on EBITDA and finance expenses of the last 12 months and the net financial debt at the end of the period. Anticipating the breach of the financial ratios at the end of 2020, Aena obtained on the 1 of December, 2020 temporary waivers, until at least June of 2022. In July of 2021, extensions of all the temporary waivers of the covenants until the 31 of December, 2022 from all banking entities have been obtained.

During the first half of 2021, Aena amortised long term debt in the amount of €347.6 million, corresponding to the payment schedule established under the contract.

In the period, the maturity of two loans has been extended. A loan of €200 million, for an additional year, from 2022 to 2023, and a second loan, of €50 million, has been extended from 2021 to 2022.

In order to reinforce the liquidity of the Company, due to the situation caused by COVID-19, Aena has signed during the first half of the year loans with various financial entities for a total amount of €1,015 million, with maturity terms of between 2 and 12 years. Of these loans, to date, an amount of €100 million has been drawn, leaving €915 million available.

Additionally, as of the 30 of June, 2021, the Company has left loans amounting to €124 million available.

Moreover, Aena has €800 million fully available as of June 30 corresponding to a sustainable syndicated credit line (ESG-linked RCF).

As of the 30 of June, 2021, the cash and credit facilities of Aena Group have reached a total amount of €2,288.1 million, of which €220 million are available as the photovoltaic project is executed (€2,169 million as of the 31 of December, 2020).

Additionally, the possibility of issuing €845 million through the Euro Commercial Paper (ECP) programme of €900 million is added. At the 31 of December, 2020 the balance of ECP to be issued was €845 million.

The average interest rate of the Group's debt was 1.22% in the first half of 2021 (1.22% in 2020).

At the 30 of June, 2021, Fitch and Moody's rating agencies have confirmed the Company's credit rating as follows:

- Fitch, an "A" long-term score with a negative outlook and the "F1" short-term score, dated on the 24 of March.
- In its 25 of March update, Moody's maintained the long-term rating at "A3" with a negative perspective.

Lastly, it should be noted that since June of 2020, the long-term financial debt of Luton subsidiary has been transferred to the short-term in accordance with IAS 1 (€455.7 million at the exchange rate of the 30 of June, 2021) as due to the exceptional situation caused by COVID-19, and its impact on EBITDA, since June of 2020 the Company exceeded the covenants it had undertaken to comply with under the financing contracts. However, it obtained temporary waivers from the financial institutions regarding the fulfilment of the covenants until 31 of December, 2020.

6.3 Information on average payment terms

At the 30 of June, payment ratios to suppliers of Aena S.M.E., S.A. and Aena Desarrollo Internacional, S.M.E., S.A. and AIRM are as follows:

Days	H1 2021
Average term of payment to suppliers	38
Ratio of transactions paid	42
Ratio of transactions pending payment	18

Average term of payment to suppliers

These parameters have been calculated in accordance with the provisions of Art. 5 of the Resolution *of the 29 of January, 2016 of the Accounting and Auditing Institute regarding the information to be included in the notes to the financial statements with regard to the average period of payment to trade suppliers*, based on the balance of suppliers that by their nature are suppliers of goods and services, thus including the data related to the “Trade creditors” items on the balance sheet.

Thousands of Euro	H1 2021
Total payments made	376,085
Total payments pending	80,428

Balance concerning suppliers

For the period as a whole the average payment terms were in accordance with those established by Law 15/2010. The cases in which a payment has been made outside of the legally binding period are due mainly to reasons not attributable to the Company: invoices not received on time, expired AEAT certificates, lack of certificates of proof of supplier bank accounts, among others.

7. Cash flow

Thousands of Euro	H1 2021	H1 2020	Variation	% Variation
Net cash flows from operating activities	-220,335	301,070	-521,405	-173.2%
Net cash flows used in investing activities	-343,736	-313,353	-30,383	-9.7%
Net cash from/(used in) financing activities	-243,679	1,965,074	-2,208,753	112.4%
Cash and cash equivalents at the beginning of the period	1,224,878	240,597	984,281	409.1%
Effect of exchange rate variations	1,435	-9,192	10,627	115.6%
Cash and cash equivalents at the end of the period	**418,563**	**2,184,196**	**-1,765,633**	**-80.8%**

In the first half of 2021, the Group's cash flow movements continue to be affected by the effects of the spread of COVID-19, which have led to a sharp decrease in cash flows from operating operations.

To reinforce its liquidity, Aena continues to adopt the measures deemed necessary and in April it signed loans with various financial institutions for a total amount of €700 million, with maturities of between 2 and 5 years and drawdown terms until October of 2021.

Net cash flows from operating activities

Operating cash flow was negative in the first half of 2021 reflecting the impact of the pandemic on the Group's operations.

Before “Changes in working capital” and “Other cash generated by operations” (interest and taxes on profits paid and collected), €57.1 million were generated, compared to €318.9 million in the same period of 2020.

Working capital show a negative variation of €227.8 million: €-287.7 million in "Debtors and other accounts receivable" and €+76.0 million in "Creditors and other accounts payable":

- The negative variation in “Trade and other receivables” in €287.7 million is mainly due to the increase by €256 million MAG for the customers balance as shown in section 6.1 (Statement of financial position).

  When comparing with the first semester of 2020, it must be taken into account that the balance of Customers and other accounts receivable in this case decreased by €123 million due to the fact that the entire MAG of 2019 was collected (€140 million), a circumstance that has not occurred in 2021 regarding the 2020 MAG, which amounted to €620.3 million, and which comes to accumulate to the balance accrued by MAG for 2021, stated above.

- The positive variation of €76.0 million in “Creditors and other accounts payable” is due to the increase in the balance of the creditor account with the Tax Authorities for VAT and IBI (partially offset by the decrease in the balances of short-term provisions, staff and suppliers for services rendered) already explained in the section of section 6 (Statement of financial position).

  When comparing with the first semester of 2020, it must be taken into account that in this case there was a negative variation of €66.5 million, since the balances of the accounts of Creditors for service provision and of the Advances from customers decreased due to the cost cutting measures implemented and the drastic reduction in activity caused by the COVID-19 crisis.

Net cash flows used in investing activities

In investment activities, cash flow has been negative by €343.7 million, mainly reflecting payments for acquisitions and replacements of non-financial fixed assets related to airport infrastructure, which have amounted to €344.5 million, as explained in section 5 (Investments).

Additionally, investing activities include "Payments for acquisitions of other financial assets" worth €8.7 million, which mainly include bank deposit certificates of the Brazilian subsidiary ANB in the amount of €8.6 million.

Likewise, it includes "Collections for divestments/loans to Group companies and associates" for €5.1 million corresponding to the reduction of the stake in the associate AMP (see Note 2.3 of the condensed consolidated financial statements).

Net cash from/(used in) financing activities

The main variation of the cash used in financing activities corresponds to the amortisation of the principal of Aena's debt with ENAIRE (as a co-borrower with various financial entities) according to the established payment schedule, for an amount of €347.7 million, as well as the €100 million withdraw from loans with financial entities (see Note 3 of the condensed consolidated financial statements).

8. Risks

The main risks to which Aena is exposed in its operational and financial activity, described in Note 3 of the consolidated annual accounts for the year ended on the 31 of December, 2020 ("Management of operational and financial risks") remain unchanged at the 30 of June, 2021.

In the operational field, this Note first describes the **risks derived from the COVID-19 pandemic** : operational and business risk, risks of material misstatement related to the recoverable amount of assets, provisions for credit losses or fair values, among others (asset valuation), as well as liquidity risk, since as a consequence of the exceptional situation caused by the pandemic, the Company's cash flows have been drastically reduced. The health risk derived from the COVID-19 pandemic is also described.

The legal and regulatory risk related to the uncertainty about the interpretation of the legislation in the context of the current crisis and the adaptation to the new and continuous legal requirements, is also included.

Likewise, the main operational risks include: the **risks related to BREXIT** after the exit agreement reached between the United Kingdom and the European Union; **regulatory risks** associated with the regulated sector in which Aena operates and future changes or developments in the applicable regulations may have negative impacts on its income, operating results and financial position; and the **operational risks** of the Group's activity, which, being directly related to the levels of passenger traffic and air operations at its airports, may be affected by different factors.

The main **financial risks** are described. Aena Group activities are exposed to several financial risks: market risk (including exchange rate risk, fair value risk due to interest rates and price risk), credit risk and liquidity risk. The Group's global risk management programme focuses on the uncertainty of the financial markets and aims to minimise the potential adverse effects on the Group's financial profitability.

This information is complemented with the description of uncertainties and risks contained in Note 3 of the condensed consolidated interim financial statements as of the 30 of June, 2021.

9. Main legal proceedings

In regards to the main litigations at the 30 of June, 2021, it is worth noting, firstly, the claim filed by CEMUSA, Corporación Europea de Mobiliario Urbano, S.A. (fully owned by JCDECAUX EUROPE HOLDING) in which the amount of €55 million is claimed based on the clause "rebus sic stantibus", with this claim not being related to COVID-19. Said clause is invoked to support the claim of annulment of the contract, alleging that, due to the 2008 crisis, there was a fundamental change in the circumstances that motivated the contract and that it, therefore, prevents its compliance. Once the response to the claim has been submitted, the previous hearing is pending. As indicated in Note 23 of the consolidated annual accounts for the year ended on the 31 of December, 2020, the risk is deemed to be remote.

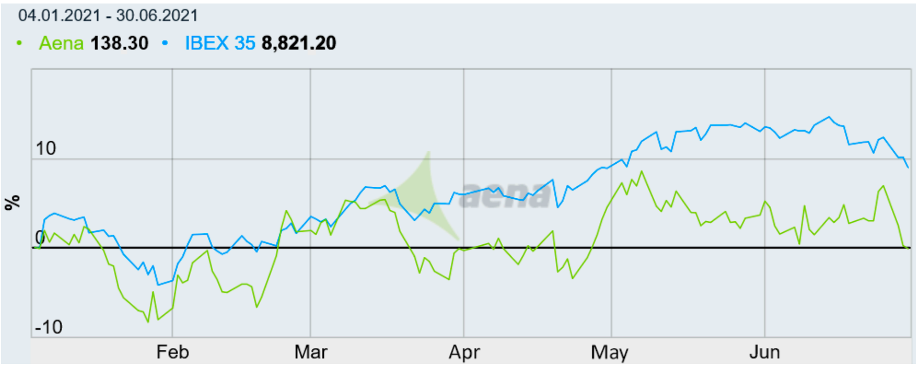
Secondly, and as a consequence of the health crisis caused by COVID-19, the legislation has adopted temporary measures of an extraordinary nature to prevent and contain the virus and mitigate health, social and economic impact throughout the Spanish territory. These included temporary restrictions to free movement and containment measures in areas of education, employment, business, leisure and places of worship.

Considering the facts stated and as a consequence of the latter, some tenants have filed claims based on the jurisprudential creation clause "rebus sic stantibus" requesting, among others, that the Courts consider the need to adopt precautionary measures in the sense that Aena refrains from invoicing the rents agreed in the contracts and, at the same time, the right to the execution of the guarantees available in the event of any non-payment. All the foregoing is put forth with the corresponding ordinary claim.

From the start date of the judicial controversy to the date of preparation of the condensed consolidated interim financial statements, 61 lawsuits have been notified and the following orders of precautionary measures have been issued: 48 notified orders, of which 23 are favourable to AENA, 12 entail a partial recognition and 13 are unfavourable to AENA. Pending resolution: 8.

10. Stock market performance

Aena's share price fluctuated throughout the first half of 2021, ranging from a minimum of €126.90 and a maximum of €150.30. It closed the period at €138.30, which represents a fall in share price of 2.7% from the 31 of December, 2021. In the same period, IBEX35 recorded a gain of 9.3%.



Key data on the performance of Aena's share at Madrid's Stock Exchange are summarised in the following table:

30 June 2021	AENA.MC
Total volume traded (no. shares)	26,864,471
Daily average volume traded in the period (No. of shares)	213,210
Capitalisation (€)	20,745,000,000
Closing price (€)	138.30
Number of shares	150,000,000
Free Float (%)	49%
Free Float (shares)	73,500,000

In regards to the acquisition and disposal of treasury shares, at the 30 of June, 2021, Aena did not hold treasury shares, so there was no impact on the yield obtained by the shareholders or on the value of the shares.

11. Events after the reporting period

After 30 of June, 2021 and up to the date of preparation of the condensed consolidated interim financial statements, no significant events have occurred that might affect said financial statements other than those mentioned below.

- After the 30 of June, 2021 and until the date of publication of this report, Aena S.M.E., S.A. has proceeded, in compliance with the disbursement schedule, to withdraw a loan for an amount of €100 million.

- Aena S.M.E., S.A. has obtained extensions of all the temporary waivers of compliance with the covenants until the 31 of December, 2022 of all banking entities have been obtained.

  Additionally, the maturity of a loan of €250 million has been extended for two additional years, passing its maturity from July of 2022 to July of 2024.

- In relation to the temporary waivers obtained by Luton from the lenders, in compliance with the agreement reached on the 30 of June, 2021 with the financing entities, in return for which the lenders have demanded the commitment of the shareholders to provide GBP 20 million of liquidity, it is worth highlighting that said provision has been paid by both shareholders in early July.

- Since 30 June and up to the date of preparation of the consolidated condensed interim statements, the following court decisions have been notified:

  1.- Order of the 1st of July, 2021 of the Court of First Instance No. 5 of Palma de Mallorca. The Court partially grants the claim and establishes that the contract lease must be paid as follows:

  01/01/2020 to 14/03/2020 according to contract.
  15/03/2020 until 20/06/2020 no rent is paid.
  21/06/2020 to 31/12/2020 according to the formula: MAG/2019 passengers X 2020 flow passengers.
  01/01/2021 to 05/05/2021 (contract end date) according to the 2020 MAG formula/2019 passengers X 2021 passenger flow.

  2.- Order of the 7th of July, 2021 of the Court of First Instance No. 62 of Madrid. The Court partially grants the claim, declaring that it is appropriate to adapt the contract's MAG to the flow of passengers from 15/03/2020 to 31/10/2020, the contract's end date. For the period between the 1 of January and the 16 of March, 2020, the MAG remains fixed. Moreover, it rejects the fact that minimum guaranteed rent must not be paid when the premises are closed.
  Both resolutions put an end to the first instance and resolve for the first time two specific situations that affect the same plaintiff, so that the resolution cannot be generalised to the other legal proceedings. It should be taken into account that in both cases the contracts had already ended, so during the appeal, the possibility of contractual rebalancing can be carried out by rebus sic stantibus to an already terminated contract shall be considered. In most of the procedures raised, the rebus sic stantibus is formulated with respect to existing contracts where rebalancing is requested in two years, 2020, 2021 and subsequent years.

  Moreover, the two legal proceedings in which a judgment on the merits has been issued have a reduced amount (€630,000 of MAG) with small materiality in relation to the total amount of MAGs that have been judicially questioned.
  These judgments do not fully uphold the claims, as they do not recognise the plaintiff's claims, such as converting the MAG into a purely variable income. Even so, the terms in which the judgments have been issued are not entirely clear and this has resulted in the plaintiff requesting that a clarification order be issued in both proceedings. On the other hand, it should be noted that the rulings are not final as they admit an appeal before the Provincial Court and that Aena will formulate the appropriate appeal in the near future.

  3.- Order of the 8th of July, 2021 that resolves the precautionary measures issued by the Court of First Instance No. 42 of Madrid, which considers the request made by the plaintiff, consisting of the suspension of the obligation to pay the MAG in accordance with the contract and suspension of the execution of guarantees (if any of the guarantees has already been executed, have to be returned). On the other hand, it maintains the payment of the rent in the part that corresponds to the agreement corresponding to a MAG per passenger.

  The Court believes that there is an appearance of good law in the application as there are indications that an agreement may have been reached and that there is no risk of default in the procedural delay due to the claimant's debt situation. The plaintiff is the third tenant due to its quantitative importance. We must emphasise that, in its request for precautionary measures and the subsequent claim, it does not allege the existence of a rebus sic stantibus, but rather of an alleged transactional agreement reached on the 21st of December, 2020 and that it would cover the income corresponding only to 2020 and 2021.

4.- Order of the 1st of July, 2021 that resolves the Precautionary Measures issued by the Court of First Instance No. 2 of Prat de Llobregat and that completely rejects the request made by the plaintiff. The Court believes that the risk of default in the procedural delay has not been proven, stating that there is no need to adopt precautionary measures such as those requested by not having proven that the payment of the same could affect the intended judicial protection, since, if an affirmative sentence is issued for the plaintiff, there is no justified cause to understand that Aena could not return said amount.

5.- Order of the 14th of July, 2021 issued by the Court of First Instance No. 13 of Palma de Mallorca, which completely rejects the request made by the plaintiff. The Court believes that the risk of default in the procedural delay has not been proven, stating that there is no need to adopt precautionary measures such as those requested by not having proven that the payment of the same could affect the intended judicial protection, since, if an affirmative sentence is issued for the plaintiff, there is no justified cause to understand that Aena could not return said amount.
In the last two cases, the company has seen its request for precautionary measures rejected with a cost order.

6.- Order of the 14th of July 2021 made by the Court of First Instance No. 1 of Ibiza completely rejecting the request made by the plaintiff. The Court considers that the risk of default of procedural delay has not been demonstrated since the future risk of the business does not appear sufficiently specified from the moment at which a level of economic recovery in line with the progressive implementation of advances against the pandemic is expected.

7.- As regards the Provincial Courts, three orders have been issued exclusively in relation to the precautionary measures: the Order of the 8th of July 2021 of the Provincial Court of Bilbao dismissing the appeal filed by Aena against the Order partially granting the precautionary measures sought by the plaintiff freezing the execution of guarantees and suspending the MAG, in which the Provincial Court confirms the content of the order of instance adopting the requested precautionary measure, confirming the existence of a substantial change in circumstances; the Order of the 1st of June 2021 of the Provincial Court of A Coruña allowing the appeal filed by the plaintiff, partially granting the precautionary measures requested in the application (initially dismissed) and ruling that the adoption of a precautionary measure of suspension is appropriate only to the billing of 50% of the 2020 MAG and the execution of 50% of the guarantee; and lastly the Provincial Court of the Balearic Islands, by order dated 22 July 2021 confirmed the Order of the Court of Instance rejecting the precautionary measures requested by the plaintiffs. The Chamber understands that, once the contract has expired, there is no urgency to suspend the payment of the invoice and the interest of the plaintiff is limited to the suspension of the execution of the guarantee, but this has already been executed and received by Aena, so such measures have now become irrelevant and no longer serve as an instrument to ensure the right to effective judicial protection.

12. Alternative Performance Measures (APM)

In addition to the financial information prepared under the International Financial Reporting Standards adopted by the European Union (IFRS - EU), the reported financial information includes certain alternative performance measures (APM) in order to comply with the guidelines on alternative performance measures. published by the European Securities and Markets Authority (ESMA) on the 5 of October, 2015, as well as non-IFRS EU measures.

The performance measures included in this section classified as APM and non-IFRS measures have been calculated using Aena's financial information, but are not defined or detailed in the applicable financial reporting framework.

These APM and non-IFRS measures have been used to plan, control, and assess the evolution of the Group. We believe that these APM and non-IFRS measures are useful to management and investors as they facilitate the comparison of operating performance and financial position between periods. Although these APM and non-EU IFRS measures are considered to allow better assessment of the evolution of the Group's businesses, this information should be considered only as additional information, and in no case replaces the financial information prepared in accordance with IFRS. Moreover, the way in which the Aena Group defines and calculates these APM and the non-IFRS EU measures may differ from the way they are calculated by other companies that use similar measures and, therefore, they may not be comparable.

The APM and non-IFRS measures used in this document can be categorized as follows:

1. Measures of operational performance

EBITDA or EBITDA reported

EBITDA ("Earnings Before Interest, Tax, Depreciation, and Amortisation") is an indicator that measures the operating margin of the company before deducting the financial result, income tax and amortisation. It is calculated as the operating profit plus depreciation. By disregarding financial and tax figures, as well as depreciation accounting expenses that do not entail cash outflow, it is used by Management to evaluate the operating results of the company and its business segments over time, allowing their comparison with other companies in the sector.

To add to these condensed consolidated interim financial statements, related to the financial information by business segments, it states that the Chairman and CEO assesses the performance of the operating segments based on EBITDA.

ADJUSTED EBITDA

Adjusted EBITDA is calculated as EBITDA + Impairment of fixed assets + result of disposals of fixed assets.
The reconciliation of both EBITDA and adjusted EBITDA with the consolidated results is also included Note 4 (on financial information by business segment) of the condensed consolidated interim financial statements.

EBITDA MARGIN

The EBITDA Margin is calculated as the ratio of EBITDA between total income and is used as a measure of the profitability of the company and its lines of business.

EBIT MARGIN

EBIT Margin is calculated as the ratio of EBIT to total revenue. EBIT (“Earnings Before Interest and Taxes) is an indicator that measures the operating margin of the company before deducting the financial result and income tax and is used as a measure of the company's profitability.

OPEX

It is calculated as the sum of Supplies, Staff costs and Other operating expenses and is used to manage operating or performance expenses.

2. Financial situation measures

Net Debt

Net Debt is the main APM used by Management to measure the Company's level of indebtedness.

Calculated as the total “Financial Debt” (Non-current Financial Debt + Current Financial Debt) according to the consolidated statement of financial position (see Note 10 of the condensed consolidated financial statements) minus “Cash and cash equivalents” that it is also included in said statement of financial position.

The definition of the terms included in the calculation is as follows:

Financial debt: all financial debt with a financial cost as a result of:

a) loans, credits and commercial discounts;
b) any amount due for bonds, obligations, notes, debts and, in general, instruments of similar nature;
c) any amount due for rental or leasing which, according to the accounting rules applicable, should be treated as financial debt;
d) the financial guarantees taken on by Aena covering part or all of a debt, excluding those in relation to a debt that has already been calculated for consolidation; and
e) any amount received by virtue of any other kind of agreement that has the commercial effect of financing and which, according to the accounting regulations applicable, should be treated as financial debt.

Cash and cash equivalents

Cash and cash equivalents definitions under pg. 7 of IAS 7 "Statement of cash flows".

Ratio of Net financial debt / EBITDA.

It is calculated as the quotient of the Net Financial Debt between the EBITDA for each calculation period. In the event that the calculation period is less than the annual one, the EBITDA of the last 12 months will be taken.
The Group monitors the capital structure on the basis of the debt ratio.

The reconciliation between the most directly reconcilable line item, total or subtotal, presented in the financial statements and the APM used is presented below:

Alternative Performance Measures Aena Group (Thousands of euros)	30 June 2021	31 December 2020	30 June 2020	30 June 2019
EBITDA	**-58,199**	**714,571**	**211,380**	**1,189,314**
Operating profit/(loss)	-454,293	-92,292	-192,117	795,850
Depreciation and amortisation	396,094	806,863	403,497	393,464
ADJUSTED EBITDA	**36,198**	**828,495**	**332,402**	**1,194,013**
EBITDA	-58,199	714,571	211,380	1,189,314
Impairment and gain or loss on disposals of fixed assets	94,397	113,924	121,022	4,699
NET DEBT	**7,619,403**	**7,030,924**	**6,661,682**	**6,905,846**
Non-current Financial debt	6,917,047	7,116,554	7,348,432	6,316,647
Current Financial debt	1,120,919	1,139,248	1,497,446	765,239
Cash and cash equivalents	-418,563	-1,224,878	-2,184,196	-176,040
(III)+(IV) EBITDA last 12 months	**444,992**	**714,571**	**1,788,314**	**2,719,435**
(I) EBITDA previous year	714,571	N/A	2,766,248	2,656,586
(II) EBITDA first half previous year	211,380	N/A	1,189,314	1,126,465
(III) = (I)-(II) EBITDA second half previous year	503,191	N/A	1,576,934	1,530,121
(IV) EBITDA first half of the year	-58,199	N/A	211,380	1,189,314
Ratio of Net financial debt/EBITDA.	**17.1 x**	**9.8 x**	**3.7 x**	**2.5 x**
Net financial debt	7,619,403	7,030,924	6,661,682	6,905,845
EBITDA last 12 months	444,992	714,571	1,788,314	2,719,435
OPEX	**-753,972**	N/A	**-765,050**	**-904,539**
Supplies	-81,405	N/A	-79,532	-85,581
Staff costs	-230,029	N/A	-237,907	-229,042
Other operating expenses	-442,538	N/A	-447,611	-589,916

Alternative Performance Measures Aena S.M.E., S.A. (Thousands of euros)	30 June 2021	31 December 2020	30 June 2020	30 June 2019
NET DEBT	**7,088,022**	**6,540,411**	**6,182,569**	**6,481,258**
Non-current Financial debt	6,783,984	6,986,468	6,787,836	5,799,962
Current Financial debt	651,299	695,208	1,488,789	757,249
Cash and cash equivalents	-347,260	-1,141,265	-2,094,056	-75,952
(III)+(IV) EBITDA last 12 months	**506,526**	**809,326**	**1,863,289**	**2,624,903**
(I) EBITDA previous year	809,326	N/A	2,671,927	2,573,048
(II) EBITDA first half previous year	334,791	N/A	1,143,429	1,091,575
(III) = (I)-(II) EBITDA second half previous year	474,535	N/A	1,528,498	1,481,473
(IV) EBITDA first half of the year	31,991	N/A	334,791	1,143,430
Ratio of net financial debt/EBITDA.	**14.0 x**	**8.1x**	**3.3x**	**2.5x**
Net financial debt	7,088,022	6,540,411	6,182,569	6,481,258
EBITDA last 12 months	506,526	809,326	1,863,289	2,624,903

Condensed consolidated interim financial statements

Condensed consolidated interim statement of financial position at 30 June 2021 and 31 December 2020

Thousands of Euro	30 June 2021	31 December 2020
ASSETS		
Non-current assets		
Property, plant and equipment	12,252,545	12,331,677
Intangible assets	641,539	702,306
Investment properties	138,516	139,176
Right-of-use assets	32,542	35,029
Investments in associates and joint ventures	61,815	57,220
Other financial assets	89,796	90,986
Deferred tax assets	274,072	156,563
Other non-current assets	22,861	24,043
	13,513,686	**13,537,000**
Current assets		
Inventories	6,393	6,516
Trade and other receivables	1,170,578	894,693
Cash and cash equivalents	418,563	1,224,878
	1,595,534	**2,126,087**
Total assets	**15,109,220**	**15,663,087**
EQUITY AND LIABILITIES		
Equity		
Share capital	1,500,000	1,500,000
Share premium	1,100,868	1,100,868
Retained earnings/(accumulated losses)	3,463,451	3,811,411
Cumulative conversion differences	-157,079	-181,671
Other reserves	-89,641	-111,595
Non-controlling interests	-83,334	-54,030
	5,734,265	**6,064,983**
Liabilities		
Non-current liabilities		
Financial debt	6,917,047	7,116,554
Derivative financial instruments	74,039	101,656
Grants	406,298	425,917
Provisions for employee benefit obligations	37,177	35,943
Provision for other liabilities and expenses	71,250	69,796
Deferred tax liabilities	65,442	54,975
Other non-current liabilities	14,769	14,927
	7,586,022	**7,819,768**
Current liabilities		
Financial debt	1,120,919	1,139,248
Derivative financial instruments	29,567	31,645
Trade and other payables	552,893	517,855
Current tax liabilities	1	217
Grants	36,524	34,711
Provision for other liabilities and expenses	49,029	54,660
	1,788,933	**1,778,336**
Total liabilities	**9,374,955**	**9,598,104**
Total equity and liabilities	**15,109,220**	**15,663,087**

Condensed consolidated interim financial statements

Condensed consolidated interim income statement for the six-month periods ended 30 June 2021 and 30 June 2020

Thousands of Euro	**30 June 2021**	**30 June 2020**
Continuing operations		
Ordinary revenue	829,777	1,085,153
Other operating revenue	3,713	6,208
Work carried out by the Company for its assets	3,784	2,383
Supplies	-81,405	-79,532
Staff costs	-230,029	-237,907
Losses, impairment and change in trading provisions	-30,258	-8,083
Other operating expenses	-442,538	-447,611
Depreciation and amortisation	-396,094	-403,497
Capital grants taken to income	17,806	18,527
Surplus provisions	7,801	175
Net gains/(losses) on disposal of fixed assets	-5,315	-1,448
Impairment of intangible assets, property, plant and equipment and investment property.	-89,082	-119,574
Other net gains/(losses)	-42,453	-6,911
Operating profit/(loss)	**-454,293**	**-192,117**
Finance income	1,442	1,562
Finance expenses	-50,195	-59,302
Other net finance income/(expenses)	4,916	-6,878
Net finance income/(expense)	**-43,837**	**-64,618**
Profit/(loss) and impairment of equity-accounted investees	9,794	-2,277
Profit/(loss) before tax	**-488,336**	**-259,012**
Corporate Income tax	114,141	67,014
Consolidated profit/(loss) for the period	**-374,195**	**-191,998**
Profit/(loss) for the period attributable to non-controlling interests	**-27,837**	**-21,261**
Profit/(loss for the period attributable to owners of the parent company	**-346,358**	**-170,737**
Earnings per share (Euro per share)		
Basic earnings per share for the period	-2.31	-1.14
Diluted earnings per share for the period	-2.31	-1.14

Condensed consolidated interim financial statements

Condensed consolidated interim statement of cash flows for the six-month periods ended on 30 June 2021 and 30 June 2020

Thousands of Euro	30 June 2021	30 June 2020
Profit/(loss) before tax	**-488,336**	**-259,012**
Adjustments for:	**545,470**	**577,893**
- Depreciation and amortisation	396,094	403,497
- Impairment adjustments	30,258	8,083
- Changes in provisions	11,622	-461
- Impairment of fixed assets	89,082	119,574
- Accrual of grants	-17,806	-18,527
- (Gains)/losses on disposal of fixed assets	5,315	1,448
- Value corrections for impairment of financial instruments	-1,717	255
- Financial income	-1,442	-1,562
- Finance expenses	34,157	42,708
- Exchange differences	-3,199	6,623
- Finance expense on settlement of financial derivatives	16,038	16,594
- Other revenue and expenses	-3,138	-2,616
- Impairment and share in profit/(loss) of equity-accounted investees	-9,794	2,277
Changes in working capital:	**-227,766**	**40,323**
- Inventories	153	-197
- Trade and other receivables	-287,688	123,125
- Other current assets	-2,553	-48
- Trade and other payables	76,049	-66,548
- Other current liabilities	-13,035	-15,572
- Other non-current assets and liabilities	-692	-437
Other cash generated by operating activities	**-49,703**	**-58,134**
Interest paid	-48,814	-46,652
Interest received	39	945
Taxes paid	-586	-12,166
Other collections (payments)	-342	-261
Net cash flows from operating activities	**-220,335**	**301,070**
Cash flow from investing activities		
Acquisitions of property, plant and equipment	-320,676	-288,058
Acquisitions of intangible assets	-23,840	-11,522
Acquisitions of investment properties	-1	-7
Payments for acquisitions of other financial assets	-8,743	-14,623
Proceeds on disposal of/loans to Group companies and associates	5,132	-
Proceeds from disposals of intangible assets	-	381
Proceeds from other financial assets	3,043	59
Dividends received	1,349	417
Net cash flows used in investing activities	**-343,736**	**-313,353**
Cash flow from financing activities		
Issue of debt	100,000	2,441,790
Other receipts	14,702	6,473
Payment of bank borrowings	-	-100,000
Payment of Group financing	-347,654	-362,320
Lease liability payments	-2,774	-3,970
Other payments	-7,953	-16,899
Net cash from/(used in) financing activities	**-243,679**	**1,965,074**
Effect of exchange rate fluctuations	**1,435**	**-9,192**
Net (decrease)/increase in cash and cash equivalents	-806,315	1,943,599
Cash and cash equivalents at the beginning of the period	**1,224,878**	**240,597**
Cash and cash equivalents at the end of the period	**418,563**	**2,184,196**

Towards Sustainable Development

Social
Development

Improving quality of life by promoting cohesion and inclusive development

Economic
Development

Fostering growth and prosperity by driving efficient management

Environmental
Sustainability

Minimising our environmental footprint by using resources responsibly and sensitively

PREPARATION OF THE CONSOLIDATED INTERIM FINANCIAL STATEMENTS AND THE CONSOLIDATED INTERIM MANAGEMENT REPORT AS AT JUNE 30, 2021

The Board of Directors of Aena, S.M.E., S.A, on July 27, 2021, in accordance with the provisions of current applicable regulations, has prepared the consolidated interim financial statements and consolidated interim management report for the six-month period ended June 30, 2021 which comprise the attached documents that precede this statement and, they consist of, the first in 31 pages of common paper, and the second in 19 pages of common paper.

Position	Name	Signature
Chairman:	Mr. Maurici Lucena Betriu	
Director	Mr. Angel Luis Arias Serrano[1]	
Director	Mrs. Pilar Arranz Notario [2]	
Director	Mrs. Marta Bardón Fernández-Pacheco[3]	
Director	Mrs. Irene Cano Piquero	
Director	Mr. Juan Ignacio Díaz Bidart [4]	
Director	Mr. Josep Antoni Duran i Lleida[5]	
Director	Mr. Francisco Ferrer Moreno	
Director	Mrs. Leticia Iglesias Herraiz[6]	
Director	Mr. Amancio López Seijas	
Director	Mr. Francisco Javier Marín San Andrés	
Director	Mrs. Angélica Martínez Ortega	
Director	Mr. Juan Río Cortés	
Director	Mr. Jaime Terceiro Lomba	
Director	TCI Advisory Services, LLP, represented by Christopher Anthony Hohn [7]	
Secretary (non-Director):	Mr. Juan Carlos Alfonso Rubio	

[1] Due that the Director has attended the meeting by videoconference, he delegates the signature to Mrs. Angélica Martínez Ortega
2 Due that the Director has attended the meeting by videoconference, she delegates the signature to Mr. Jaime Terceiro Lomba
[3] Due that the Director has attended the meeting by videoconference, she delegates the signature to Mr. Francisco Ferrer Moreno
[4] Due that the Director has attended the meeting by videoconference, he delegates the signature to Mr. Francisco Ferrer Moreno
[5] Due that the Director has attended the meeting by videoconference, he delegates the signature to Mr. Jaime Terceiro Lomba
[6] Due that the Director has attended the meeting by videoconference, she delegates the signature to Mr. Jaime Terceiro Lomba
[7] Due that the Director can't attend the meeting, he delegates the vote and the signature to Mrs. Jaime Terceiro Lomba

Statement of responsibility regarding the consolidated interim financial statements and the consolidated interim management report for the half-yearly end 2021 of Aena, S.M.E., S.A.

In compliance with provisions of article 11.1 (b) of Royal Decree 1362/2007, October 19, implementing Law 24/1988, July 28, on the Securities Market, the members of the Board of Directors of Aena, S.M.E., S.A. (the "Company") sign this statement of responsibility regarding the consolidated interim financial statements and the consolidated interim management report of the Company as at 30 June 2021, which state that, to the best of their knowledge, the half-yearly accounts prepared in accordance with the applicable accounting principles give a true and fair view of the net worth, financial position and results of the Company and its consolidated group and that the interim management reports include a faithful analysis of the information required.

Position	Name	Signature
Chairman	Mr. Maurici Lucena Betriu	
Director	Mr. Angel Luis Arias Serrano[1]	
Director	Mrs. Pilar Arranz Notario[2]	
Director	Mrs. Marta Bardón Fernández-Pacheco[3]	
Director	Mrs. Irene Cano Piquero	
Director	Mr. Juan Ignacio Díaz Bidart[4]	
Director	Mr. Josep Antoni Duran i Lleida [5]	
Director	Mr. Francisco Ferrer Moreno	
Director	Mrs. Leticia Iglesias Herraiz[6]	
Director	Mr. Amancio López Seijas	
Director	Mr. Francisco Javier Marín San Andrés	

[1] Due that the Director has attended the meeting by videoconference, he delegates the signature to Mr. Angélica Martínez Ortega

2 Due that the Director has attended the meeting by videoconference, she delegates the signature to Mr. Jaime Terceiro Lomba

[3] Due that the Director has attended the meeting by videoconference, she delegates the signature to Mr. Francisco Ferrer Moreno

[4] Due that the Director has attended the meeting by videoconference, he delegates the signature to Mr. Francisco Ferrer Moreno

[5] Due that the Director has attended the meeting by videoconference, he delegates the signature to Mr. Jaime Terceiro Lomba

[6] Due that the Director has attended the meeting by videoconference, she delegates the signature to Mr. Jaime Terceiro Lomba

Director	Mrs. Angélica Martínez Ortega	
Director	Mr. Juan Río Cortés	
Director	Mr. Jaime Terceiro Lomba	
Director	TCI Advisory Services, LLP, represented by Mr. Christopher Anthony Hohn[7]	

[7] Due that the Director can't attended the meeting, he delegates the vote and the signature to Mr. Jaime Terceiro Lomba