AEGEAN AIRLINES S.A.

General Commercial Registry 1797901000

Annual Financial Report

FOR THE FISCAL YEAR 2020

In accordance with art. 4 of Law 3556/2007 and the Board of Directors' Resolutions of the Hellenic Capital Market Commission

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1.
Statements of the Board of Directors' Members

1. Statements of the Board of Directors' Members

(in accordance to art. 4 paragraph 2 of Law 3556/2007)

It is hereby stated that, to the best of our knowledge, the Annual Financial statements of Aegean Airlines S.A. for the period 1 January 2020 to 31 December 2020, which were prepared in accordance to the International Financial Reporting Standards as adopted by EU, truly reflect all Assets, Liabilities and Shareholders' Equity along with the Income Statement of the Company, as well as of the companies included in the consolidation.

It is also declared that, to the best of our knowledge, the Board of Directors' Annual Report truly reflects the business developments, the performance and the position of the Company, as well as of the companies included in the consolidation, including the key risks and uncertainties they are facing.

Kifissia, 9 April 2021

The undersigned

Eftichios Vassilakis	Dimitrios Gerogiannis	Nikolaos – Georgios Nanopoulos
Chairman of the BoD	Chief Executive Officer	Member of the BoD

2.
Annual Report
of the Board of Directors

2. Annual Report of the Board of Directors

The Board of Directors' report of the company "AEGEAN AIRLINES S.A." (hereinafter called the "Company") covers the twelve-month period ending 31.12.2020. The report has been prepared in accordance with the relevant provisions of the L4548/2018, Law 3556/2007 (FEK 91A/30.4.2007) and decision 7/448/11.10.2007 of the Hellenic Capital Markets Commission.

This report contains financial and non-financial information of Aegean Airlines and its subsidiaries Olympic Air S.A. and Aegean Cyprus Limited (hereinafter jointly with the Company, called the "Group"). It aims to provide an overview to the shareholders and investors of the Company's general course, financial position and results for the period (01/01/2020 – 31/12/2020) as well as highlight major events that occurred during the period and their impact on the annual financial statements. There is also a description of the main risks and uncertainties which the Group is currently facing or may face in the foreseeable future and finally a disclosure of material transactions between the Group and its related parties.

2.1 Description of Business Model

The Group operates in the sector of aviation transportation, providing services of air transportation for passengers and cargo with domestic and international, scheduled and non-scheduled flights, in short and medium haul range.

Aegean Airlines and its wholly owned subsidiaries (100%), Olympic Air and Aegean Cyprus LTD consist the Group.

Indicatively, the Company's objectives include also the following activities/operations:

- services related to the transportation of passengers and cargo, with domestic and international, scheduled and non-scheduled flights;
- airline services of all kinds;
- aircraft technical support and on ground handling aircraft services;
- participation in any type of domestic or foreign business with similar nature of operations (mainly in the tourism sector);
- establishment of subsidiaries or agencies;
- import, trade, leasing of aircraft and spare parts.

The Company has branches or offices in all airports in Greece and abroad where it operates.

The majority of the administrative staff, the operation centre, the flight and technical staff as well as the other administrative services are located in the Athens International Airport "Eleftherios Venizelos" Building 57, while the customer service department and the ticket booking call center are located in the Headquarters in Athens – Kifissia Municipality.

Mission

The Group's mission is to provide high quality services across all travel stages, via an extensive network of domestic and international destinations. Key pillars in Groups' missions consist the investment in the education, continuous employee development and the customer- centric approach.

Vision

Group's development and responsible operation, contributing to sector and economy growth, creating value to all stakeholders.

Corporate Values

Group's operation is governed by ethical and professional standards and the values that stem from the business mission and vision. They constitute the foundations of Group's growth and are focused to "continuous development – quality service – reliability" approach.

- *Continuous Development*
  - Investing in innovation, targeting constant enhancement of services and travel experience offered;
  - Employee training and development to boost performance;
  - Sustainable growth with multiple benefits to the tourism sector, the economy and all stakeholders.

- *Quality Service*
  - Customer centric approach and authentic high - quality passenger service culture;
  - Support and development of Greek tourist product;
  - Partnership with key sector stakeholders to achieve goals and promote Greek tourism.

- *Reliability*
  - Conduct business in a responsible and respectful manner towards environment, employees, passengers, our suppliers and local communitiess;
  - Worthy representation of Greece abroad;
  - Support local communities.

Priorities

In the context of COVID-19 pandemic outbreak and the serious challenges and consequences the pandemic brought, it was deemed necessary for the Group to adjust its priorities and to take decisive actions in the whole range of its business activities. Of utmost importance strategic actions for the Group to deal with this unprecedent health crisis but also to ensure a recovery path when and if market conditions permit, are:

- To protect the health of its passengers and its employees;
- To strengthen the capital base of the Company; and
- To protect company's liquidity and to ensure effective cost management.

Moreover, strategic priorities for the Group which operates in a highly seasonal, cyclical and competitive sector, consist:

- Effective commercial policy with regards to network planning and fare management, adapting in changing circumstances;
- Maintaining competitive unit costs, focusing especially on fixed and variable fleet costs, following the recent investment in neo fleet, as well as distribution costs;
- The investment in the development and exploitation of the loyalty program as well as the development of innovative services;
- Exploiting the opportunities offered from the new fleet, with regards to the improvement of the services offered, the reduction of carbon dioxide emissions (CO_2) and enhancement of Group's competitiveness overall.
- Investing in the education through major initiatives such as the establishment of a training center and the scholarship program;
- Strategic partnerships with key sector stakeholders, promoting the Greek tourism product and its' quality characteristics.

2.2 2020 Financial Review and Business Development

Aviation sector

In 2020 the pandemic has undoubtedly caused a strong external shock, resulting to severe social and economic challenges. The aviation sector has been one of the most severely affected sectors given the restrictions in business and leisure travel the effect of which was even more severe on the airlines financial performance given the high operating leverage and long-term investment programs in the sector. According to IATA studies, COVID-19 pandemic was the most severe exogenous factor the airline industry has ever faced in its entire history, endangering the viability of airlines and leading to $118 bil. losses in 2020 from $26 bil. gains in 2019.

The pandemic outbreak which has started in the second quarter of the year and the restrictive measures imposed, has forced airlines to ground the vast majority of their fleet and led to almost a halt of airline activity worldwide. More specifically in Europe which has been mostly affected by the pandemic, the reduction in passenger traffic reached 99%, 98% and 93% respectively in April, May and June 2020 respectively compared to 2019 respective months, with the only activity involving repatriation flights and cargo flights for the transport of medical and pharmaceutical supplies.

Restrictions imposed worldwide took various forms like national lockdowns, external border controls, passenger and flight restrictions depending on origin or destination, nationality or the purpose of the trip, quarantine measures and advices or strict recommendations against non-essential travel.

Both the restrictive measures and their implementation time differed from country to country, depending on the epidemiological data, which made the conditions and planning ability for airlines more difficult. The first coordinated effort to restart airline activity following the lifting of the cross-border travelling restrictions, was evidenced in May 2020 with the initiative of the European Commission. Despite the efforts however, the airline sector was also affected by the lack of coordination and the necessary common protocols for traveling.

A lot of restrictive measure remain in force until today. It should be noted that as far as Greece is concerned and during the second wave of the pandemic which started at the end of October, the restrictive measures did not result to a complete suspension of flight activities as it was the case during the first pandemic wave in the second quarter of the year.

According to the data of the Hellenic Civil Aviation Authority, Athens International Airport, Eurocontrol and ACI, the monthly evolution percentage change on sector flown and passenger traffic in Greece and in Europe was as follows:

Aegean Airlines S.A. 2- Annual Report of the Board of Directors, amount in thousand €

Monthly % change on Sector Flown and Passenger Traffic								
	European Airports (ACI)		Greek Market (YPA)		Athens International Airport		AEGEAN	
2020	Flights % chg	Passengers % chg	Flights % chg	Passengers % chg	Flights % chg	Passengers % chg	Flights % chg	Passengers % chg
January	0%	2%	3%	6%	1%	6%	9%	11%
February	1%	1%	5%	4%	3%	3%	8%	7%
March	-41%	-54%	-28%	-59%	-34%	-61%	-32%	-56%
April	-89%	-99%	-84%	-99%	-85%	-99%	-88%	-99%
May	-86%	-98%	-86%	-97%	-84%	-96%	-87%	-95%
June	-80%	-93%	-81%	-93%	-71%	-88%	-72%	-84%
July	-61%	-76%	-56%	-73%	-51%	-70%	-53%	-66%
August	-52%	-66%	-41%	-56%	-40%	-60%	-45%	-58%
September	-55%	-70%	-47%	-63%	-44%	-68%	-48%	-64%
October	-57%	-73%	-45%	-60%	-47%	-69%	-51%	-65%
November	-63%	-80%	-57%	-83%	-58%	-84%	-66%	-84%
December	-60%	-82%	-59%	-85%	-61%	-86%	-69%	-86%
YoY % chg	**-54%**	**-66%**	**-54%**	**-69%**	**-50%**	**-68%**	**-53%**	**-65%**

Source: Data processed by the Company.
Note: Monthly percentage change in sector flown and passenger traffic compared to 2019.

According to IATA, 2020 was recorded as the worst year ever in the aviation history with passenger traffic recording a 70% reduction in Europe compared with 2019. Passenger traffic during the period April- December 2020 recorded an 84% reduction in Europe.

Passenger traffic at Greek Airports, according to data from the Hellenic Civil Aviation Authority, fell significantly by 69% in 2020. For the period April-December 2020 the reduction in passenger traffic was 75% compared with the respective period in 2019, with domestic traffic recording a 68% decrease and international traffic a 77% decrease.

The severe crisis in the aviation sector necessitated the support of the States with both horizontal as well as airline specific measures. State aid to airlines in EU member states, approved by European Commission exceeded EUR 35 bil. in various forms like loans, recapitalization or grants while in the US airlines state aid totaled USD 70 bil. in the form of a loans, compensations or grants.

Business environment and Macroeconomic conditions overview

COVID-19 outbreak in December 2019, the rapid and wide scale spread in Europe and the rest of the world and its declaration as a pandemic in March 2020 by the World Health Organization affected and continues to affect the business environment and economic activity, beyond the significant social consequences. In Greece the virus was first detected at the end of February 2020. Most of the countries worldwide including Greece, imposed restrictive measures on people’s movement and other public activities to protect public health. In Greece the first restrictive measures were adopted in March. The epidemiological data permitted the partial lifting of restrictions from mid-June till September. From October onwards, the significant increase in COVID-19 cases led to new restrictive measures, which were intensified at the end of the year and remain in force until today.

The unprecedented economic effects of the outbreak of the pandemic are reflected in the Gross Domestic Product (GDP), which is estimated to decrease in the advanced economies by 5,4% from 1,6% increase in 2019. In the eurozone the declrease in GDP is expected at 6.8% compared to increase of 1.3% in 2019. Sectors of economic activity like tourism and transportation are experiencing a deep recession with challenging recovery prospects until there is full effective containment of the pandemic.

In Greece the temporary suspension of the activity for many companies and the slump in tourism sector led to a significant drop in GDP. According to the first GDP estimates by the Hellenic Statistical Authority show a drop of 8,2% for the full year.

With regards to the trade balance, there was a sharp decline in exports due to the reduction in services exports which fell by 21,7% compared to last year's levels, due to the decline in tourist arrivals in the summer season given the travel restrictions imposed for the protection of the public health.

The outlook for both European and Greek economies shows signs of improvement following the launch of the vaccination program which, in combination with the increased vaccine production and efficient distribution to the community is expected to boost consumer confidence. However, uncertainty in the foreseeable future prevails as a result of coronavirus mutations. According to EC estimates, the estimated recovery rates are depicted in the following table mainly due to the expected improvement from the second half of 2021 onwards.

GDP	% change		
	2019	2020	2021
Greece	1,9	-8,2	3,5
Eurozone	1,3	-6,8	3,8
European Countries	1,6	-6,3	3,7

The Group in 2020

Operating performance

The Group has started 2020 operations, planning for another year of growth and execution of its investment program. The first two months of the year recorded positive rates of growth in passenger traffic and higher load factors. However, since the last week of February 2020 and onwards, the unprecedented health crisis and travel restrictions imposed, had a significant negative impact on business activity, the financial results of the Group and in the aviation sector overall.

Restrictive measures and the closure of the borders led to the grounding for almost the entire fleet during the second quarter. The partial lifting of the restrictions during the third quarter of the year helped the Company to restore a part of its network wherever possible. Specifically, in the third quarter the Company operated 45% of its flight activity compared to 2019, 40% to its international network and 60% to its domestic network. From October 2020 until the end of the year, the second wave of the pandemic and the re-imposition of restrictive measures led again to the grounding of the majority of the Group's fleet.

	1st quarter 2020	% chg	2nd quarter 2020	% chg	3rd quarter 2020	% chg	4th quarter 2020	% chg
Revenues in (€ millions)	147,0	-14,5%	40,4	-88,4%	155,1	-69,7%	72,6	-73,8%
Passenger ('000)	2.135	-15,5%	328	-91,6%	1.948	-62,4%	767	-77,2%
International Passengers ('000)	1.153	-18,0%	85	-96,3%	881	-71,0%	388	-80,2%
Domestic Passengers ('000)	982	-12,3%	243	-85,3%	1.067	-50,1%	378	-72,8%
Available Seats ('000)	2.855	-8,1%	700	-85,5%	2.870	-51,8%	1.359	-65,8%
Flights	18.752	-6,0%	5.681	-81,7%	20.095	-49,0%	9.876	-61,0%
Load Factor	76,0%	-6,3pp	50,8%	-31,3pp	65,7%	-21,9pp	57,9%	-27,9pp

Note: % change compared to the relevant quarter in 2019.

As of 31.12.2020, the fleet comprised of 67 aircraft (55 jet and 12 turboprop aircraft). In 2020 the Group delivered 7 new aircraft of the A320 neo family, i.e. 4 A320 neo and 3 A321 neo. At the same time the Group redelivered 2 A320 ceo aircraft in March and April 2020 to lessors.

The pandemic has significantly affected both Group's operating activity levels and financial results. The Group offered capacity was by 61,3% less ASK's compared to 2019. Total sectors flown in the domestic and international network reached 54,404 flights, a decrease of 53,0%, compared to last year. For the period April-December the Group recorded a reduction of 71,5% in ASK's.

The Group carried 5,2 mil. passengers, recording a 65,5% decrease. In the domestic network the Group carried 2,7 mil. passengers, a 57,6% decrease, while on the international network the Group carried 2,5 mil. passengers, a decrease of 71,2%, compared to 2019. Load factor decreased by 17,5 p.p. and reached 67,4% in 2020.

Consolidated revenues recorded a reduction of 68,3% in full year 2020 and 76,4% from April till December 2020 compared with the relevant periods in 2019 respectively. Revenues recorded a decrease of 88,4%, 69,7% and 73,8% in the second, third and fourth quarter of the year respectively compared to 2019.

- Measures adopted to address the pandemic crisis

The main measures adopted and implemented to deal with this crisis were the following:

- Cooperation with Greek and Foreign Authorities for the formation of the necessary procedures to protect the health of its passengers and employees;
- Consolidation of the operations facilities from two geographic locations to one operating center in order to handle more efficiently the crisis and achieve further costs savings;
- Establish a system for the and dynamic network management in order to adapt efficiently to the volatile market conditions ;
- Renegotiations with main suppliers and counterparties targeting cost reduction, flexibility and adaptability in the volatile market environment.
- Maintain the order for the 46 A320 neo family aircraft, while at the same time extending the deliveries by two years until 2026;
- Utilization of the horizontal measures offered by the Greek state to support the employees and the companies;
- Secure additional liquidity from the Greek Banking system.

The Group's key priority was to protect the health and safety of its passengers and employees. In close cooperation with the authorities, the Group made all the necessary adjustments at operational level to fully comply with all new health protocols, while implemented new enhanced hygiene and safety measures and adjusted cleaning and disinfecting aircraft procedures. It is a fact that this effort brought a prestigious distinction for AEGEAN's hygiene and protection measures, by the international aviation organization Skytrax, which ranked AEGEAN among the top 4 airlines in the world.

Of utmost importance for the Group since the inception of the pandemic has been the effective cost management at all categories and especially fixed costs. The Group initiated negotiations with all its suppliers to adapt costs in the new market conditions that emerged after the pandemic.

Prior to COVID-19, AEGEAN was basing its operating activities in two buildings, one for HQ / Administration in Kifissia and one for Flight & Technical Operations in Athens International Airport. On the onset of the crisis, the management has decided the relocation of the Administration activities in the Athens International Airport facilities , in order to achieve further cost savings (rents / utilities / security etc.), but more importantly to improve the flexibility and coordination in the key decision-making procedures of the Company.

With regards to the Group's investment program, the management has negotiated with Airbus and has agreed the extension of the delivery period of its investment program till 2026 while maintaining the number of new deliveries at 46 A320 neo family aircraft (30 aircraft from Airbus and 16 from lessors), so as to protect the liquidity and also be able to adjust capacity under the changing and challenging conditions caused by the pandemic. The extension of the delivery period facilitates a reduction in pre-delivery payments to Airbus over the next two years.

In total, until 31.12.2020 from the order of 46 aircraft, 8 aircraft A320 neo family were delivered out of which 2 deliveries are related to the Airbus order and 6 from the orders agreed directly with the lessors.

The Group has utilized the horizontal support schemes (like part-time employment schemes and contract suspension schemes) adopted by the Greek Government. Additional horizontal measures utilized by the Group included insurance contribution, VAT and Eurocontrol fees deferrals and rentals reductions.

In the beginning of this crisis, as in all previous years, the Group had a strong liquidity position. More specifically, total cash and cash equivalent on 31.12.2019 stood at €505 mil., 40% in terms of Group's consolidated revenues, one of the highest ratios in European aviation sector. The Group, in order to further protect its liquidity in this uncertain and unfavorable environment for the industry, managed to secure a working capital credit line facility of €120 mil. from the four Greek systemic banks. The up to now amount drawn is €92 mil., while it has been already agreed with the banks to extend the facility maturity until September 2022.

The Company moreover in October 2020 has utilized the "COVID-19 Enterprise Guarantee Fund" drawing a 5-year loan of €150 mil. with 80% state guarantee, from the four Greek systemic banks. The commission paid by the Company regarding the 80% state guarantee was €4,8m

Despite the aforementioned efforts to deal with the crisis, the Group has reported a heavily loss- making year as a result of the pandemic and its unprecedented serious consequences. Given the duration and the intensity of the crisis and the significant state aid support to airlines in other countries, the formation of special framework for specific state support to the Company was deemed necessary. In this context and following negotiations with the authorities an agreement was reached to provide a grant of €120 mil. as a compensation for damages suffered due to the pandemic and the travel restrictions. The measure was assessed by the Commission under Article 107(2) (b) of the Treaty on the Functioning of the European Union (TFEU). The proposal for the compensation of €120 mil. was submitted in November2020 to the European Commission and was approved on 23 December 2020 in accordance with the European Union rules on state aid. The measure is part of an overall agreement with the Hellenic Republic. Specifically, the grant approved by the Commission is conditioned upon the airline successfully effecting a private investor share capital increase of €60m. Additionally, the Hellenic Republic shall receive free warrants (without consideration), with a strike price equal to the price that investors shall be offered new shares upon the capital increase. Warrants will be exercisable any time during the period between 2 to 5 years after the disbursement of the support by the Greek state so as for the Greek State to benefit from any future upside in the share value of the Company. Warrants received by the Hellenic Republic would give the right for the acquisition of shares representing 11.5% of the Company's outstanding share capital post capital increase.

- Selected Consolidated Financial Data

In this section, Group presents its Key Financial results, Alternative Performance Measures and Key Performance Indicators that have been calculated on the basis of the consolidated financial statements for fiscal years 2020 and 2019.

The Group analyses its key financial data based on Alternative Performance Measures according to ESMA Guidelines that are widely used in financial analysis. Moreover, the Group tracks its performance efficiency by calculating key performance indicators which are used internationally in the field of air transport.

The Alternative Performance Measures must not substitute other key measures that have been calculated in accordance with IFRS or any other historical financial ratios.

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

It is noted that due to the unprecedented reduction in flight operations, the load factor and the significant reduction in the average sector length (the reduction in the international network was higher than that in the domestic network), alongside with the extraordinary derivatives losses as described below have significantly affected performance indicators of unit costs and unit revenue (CASK, RASK).

- Selected Financial ratios and operational performance indicators for fiscal years 2020 and 2019, from the Consolidated Statement of Comprehensive Income.

(amounts in € thousands)	**31.12.2020**	**31.12.2019**
Profit/(Losses) before taxes (**a**)	(296.813,57)	106.747,79
Depreciation (**b**)	146.149,92	145.963,19
Financial income (**c**)	58.857,28	28.678,86
Financial expenses (**d**)	144.792,30	45.333,10
Profit/(Losses) before taxes, interest and depreciation (EBITDA) (**e**) = (a) + (b) - (c) + (d)	(64.728,64)	269.365,21
Aircraft & spare engines leasing (**f**)	2.222,74	2.533,35
Profit/(Losses) before taxes, interest amortization and Aircraft & spare engines leasing (EBITDAR) (**g**) = (f) + (e)	(62.505,90)	271.898,56
Revenue from contracts with customers (**A**)	415.103,90	1.308.782,96
EBITDA margin = (e)/(A)	-15,6%	20,6%
EBITDAR margin = (g)/(A)	-15,1%	20,8%

(amounts in € thousands, unless noted otherwise)	**31.12.2020**	**31.12.2019**
Revenue from contracts with customers (a)	415.103,90	1.308.782,96
Other operating income (b)	19.507,85	19.285,15
Total income (a+b)	434.611,75	1.328.068,11
ASK (Total Available Seat Kilometers in millions) (c)	7.193,57	18.596,21
RPK (Total Revenue Passenger Kilometers in millions) (d)	4.821,58	15.768,46
RASK (in € cents) ((a)+(b))/(c)	6,04	7,14
Passenger Yield (in € cents) ((a)+(b))/(d)	9,01	8,42
Personnel expenses (e)	79.900,20	138.712,60
Depreciation (f)	146.149,92	145.963,19
Consumption of goods and services (g)	419.440,19	919.990,30
Financial income (h)	58.857,28	28.678,86
Financial expenses (i)	144.792,30	45.333,10
Total expenses (e)+(f)+(g)-(h)+(i)	731.425,33	1.221.320,32
CASK (in € cents) ((e)+(f)+(g)-(h)+(i))/c	10,17	6,57
Aircraft fuel (j)	108.077,59	280.507,55
CASK excluding the fuel cost (in € cents) ((e)+(f)+(g)-(h)+(i)-(j))/c	8,67	5,06
Load Factor	67,4%	84,80%

The spread of the pandemic, the restrictions on travelling and the significant reduction in the demand for travelling, have severely impacted Group's operation, passenger traffic and load factor. More specifically in 2020 the Group offered 7,8 mil. available seats (-56,4% compared with 2019) and operated 54.404 (-53,0% compared with 2019) flights. ASK's decreased by 61,3%. Load factor decreased by 17,5 p.p. to 67,4% while passenger traffic (RPK's) decreased by 69,4%. Total revenues stood at €415.103,90 thous. in 2020 a reduction of 68,3% compared with revenues of € 1.308.782,96 thous. recorded in 2019.

The significant reduction in flight operations led to a reduction in all variable costs by 54,4% (a range of 55% till 62% depending on the nature of the cost), such as ground handling expenses, fuel cost, distribution cost, aircraft maintenance and airport charges. Significant reduction was also recorded in fixed costs such as personnel cost by 39% mainly due to the use of the horizontal employment support schemes.

EBITDA stood at €64.728,64 losses in 2020 compared to gains of €269.365,21 in 2019.

Depreciations stood at the same levels as last year (€146.149,92 thous. from €145.963,19 thous. in 2019) while interest charges from leases (IFRS 16) increased by 4,6% due to A320neo family deliveries. Interest charges from bank debt (excluding leases) increased to €11.635,65 thous. from € 6.537,32 thous., due to the raising of additional borrowing totaling €242 mil. in 2020.

Net losses before taxes stood at €296.813,57 thous. from gains of €106.747,79 thous. Losses after taxes stood at €227.907,09 thous. from gains of €78.537,54 thous.

Net debt (including leases IFRS 16) stood at €383.923,71 thous. from €25.112,45 thous. in 2019., due to new financing drawdowns mainly to address the increased liquidity need that the pandemic created and also due to the increase in leasing obligation as a result of the deliveries of the A320 neo aircraft. Excluding leases (IFRS 16) the Group recorded net cash of €41.210,74 thous. on 31.12.2020 from net cash of €318.120,99 thous. on 31.12.2019.

Net Cash outflows from Operating activities stood at €83.955,79 thous. from inflows of €274.491,13 thous. in 2019 due to the significant reduction in Group's operation. The most significant capital investments in 2020 concerned the acquisition of two aircraft at the beginning of the year totaling €29.557,05 thous. as well as the pre delivery payments totaling €22.323,00 thous.

Total Cash and Cash equivalent stood at €478.439,19 thous. on 31 December 2020 from €516.868,91 thous. on 31 December 2019.

◦ Perspectives, Key Risks and Uncertainties

- Perspectives and Group's Business strategy for 2021

2020 as already reflected from the financial and operating results was the most difficult year ever encountered for both the Company and the aviation sector in general. However, the fact that the Company managed to deal swith the challenges for more than a year since the inception of the pandemic without receiving any company specific state support, is due to prudent cash management, low leverage, solid organizational structure and consistent and solid profitability in all previous years. The largest airlines in Europe and elsewhere, were forced to ask for company specific state support very soon after the COVID- 19 outbreak, citing the urgent need for a support as a condition to ensure their viability of the business. It is therefore obvious that he Company's resilience proves not only the solid foundation it had created in all the previous years of operations but also the considerable potential and prospects for recovery in the future.

2021 started with the same extremely difficult and uncertain conditions, due to the virus outbreaks as well as the mutations of the virus that continue to pressure the national health systems in all countries. These unfavorable conditions prevent the lifting of restrictions which continue to remain in force until today, severely impacting travelling. In this environment, the coming months are expected to be extremely challenging for the aviation sector.

IATA expects total losses for the sector to reach $38 billion in 2021 from $118 billion in 2020, subject to the gradual restoration of connectivity following the opening of the borders and the lifting of the restrictive measures by mid-2021 onwards. Due to the devastating effects of the pandemic, a return to 2019 operating and economic levels for the sector is expected after 4-5 years.

AEGEAN's mitigating actions against the unfavorable conditions were immediate while the effort continues with the same intensive pace to ensure a recovery path when conditions allow it. All actions to ensure adequate liquidity and efficient cost management aim to deal with this unprecedent crisis and to strengthen the Company's competitiveness in the long term and consequently to restore to pre-pandemic operating and financial conditions.

The Group in the first quarter of 2021, operated almost one-third of 2019 activity while passenger traffic accounted for almost 20% of 2019 respective period. During the year, the Group expects the delivery of one A321 neo aircraft. At the same time, 18 A320ceo family aircraft under leases expire until the end of 2022, which provide flexibility to the Group with regards to defining the size of its fleet and negotiating with lessors to achieve improved terms and operating flexibilities.

The summer schedule is focusing to strengthen the activity at the regional bases as well as at charter flights.

The vaccination progress in Europe and Greece give a prospect of recovery in the aviation sector and in the Company during the year. At the same time however, there is high uncertainty for the acceleration of the vaccination programs, the demand and the speed of recovery and for the establishment of common protocols.

The Company for the first time has requested a special state support, as already happened in many other European countries. The Management estimates that within May 2021, the Company will be able to complete the share capital increase of €60,0 mil. and within June 2021 it will receive the grant of the €120,0 mil.

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

- COVID-19 outbreak, mutations and inability to cope with the crisis or continued imposition of restrictive measures on travel may continue to adversely affect tourism sector, aviation sector and the Group;
- The airline sector is highly seasonal and cyclical. Possible economic downturn in European economy may adversely affect the tourism sector and lead to reduced tourism traffic;
- Geopolitical developments in neighboring countries may affect tourism in Greece;
- Increased competitors' capacity could lead to lower yields and load factors, affecting negatively Group's profitability;
- Increases in fuel cost or significant appreciation of the dollar against the euro may affect Group's financial position and operating results;
- Any environmental taxes or other changes and subsequent inability to pass the cost on to the final consumer.

- Subsequent Events

On 5 February 2021 with the law 4772/2021 article 30 (Government Gazette vol. A' 17/05.02.2021) the Greek Parliament has approved a state aid plan in the form of a direct grant in favor of Aegean of €120m to compensate the airline for damages suffered due to travel restrictions implemented in the EU to contain the spread of the coronavirus. The disbursement of the State Aid is subject to the Company completing a share capital increase through which it will raise funds of a minimum amount of €60,000,000, while, in parallel, the Greek state shall receive without consideration warrants of the Company. Warrants received by the HR would give the right for the acquisition of shares representing 11.5% of the Company's common shares post share capital increase. The strike price will be equal to the price that investors shall be offered new shares upon the capital increase.

On 12 March 2021, pursuant to the Board of Directors decision a Shareholders Extraordinary General Meeting was convened. The Shareholders General Meeting has resolved on all items of the agenda as follows:

1) Granting of power to the Board of Directors of the Company to increase the share capital of the Company and restrict or abolish the pre-emption right of the Company's shareholders, by virtue of articles 24 par. 1(b) and 27 par. 4 of Law 4548/2018, that shall also be used for the purposes of article 30 of Law

4772/2021 to raise the funds provided therein of a minimum amount of €60,000,000
2) Granting of power to the Board of Directors of the Company, in accordance with articles 56 par. 2, 24 par. 1(b) and 27 par. 4 of Law 4548/2018, for the issue of share warrants, in accordance with article 56 of Law 4548/2018, and disposal of them to the Hellenic Republic with abolition of the pre-emption right of the Company's shareholders, in accordance with the provisions of article 30 of Law 4772/2021.
3) Amendment of articles 3, 8, 15 and 19 of the Articles of Association of the Company.

On 30 March 2021 a Bondholders' meeting of the common bond loan amounting to €200,000,000, issued in March 2019 was convened, pursuant to the Board of Directors invitation. The Bondholder's approved all the proposed amendments to the Common Bond Loan Programme and authorized the Bondholder's Agent to sign an agreement amending the Common Bond Loan.

In particular, the amendments to the Common Bond Loan Programme aim to:

1) Adjust the period over which financial covenants are calculated, with a reporting date from 30.06.2022 and until Common Bond Loan maturity, provided that by 30.04.2021 the Company will deposit €10.8 million in the DSRA Pledged Account and proceed to a share capital increase by raising funds of at least €60 million and receives State Aid amounting to €120 million by 30.09.2021.
2) Change the use of 14% of the net proceeds raised by the Common Bond Loan, to be used by 31.12.2021 as working capital,
3) Amend and replace the term Existing Loan Obligation with the term Permitted Loan Obligation with regards to refinancing and/or the final repayment or prepayment of any Permitted Loan Obligation with excess proceeds, and also the extend the possibility for the Company and the Group Companies to receive new loans to cover their working capital needs, not only in the form of credit agreements or in combination with an open overdraft account, but also through other types of agreements
4) Certain amendments to the terms of the CBL Programme relating to the process of the Bondholders' Meeting, for the purpose of adapting to the new circumstances created due to the COVID-19 coronavirus pandemic
5) Replace the denominator of the financial covenant "Earnings before Taxes, Interest and Depreciation / Net Financial Results" with the term "Net Interest Expenses".

2.3 Key Risks and Risk Management

Foreign Exchange Risk

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

At 31 December 2020 the Group entered into agreements to hedge the 32%, 27% and 27% of its estimated annual US dollar needs for 2021, 2022 and 2023 respectively. At 31 December 2019 the Group had entered into agreements to hedge the 59%, 17%, 8% and 11% of its estimated annual US dollar needs for 2020, 2021, 2022 and 2023 respectively. Note 3.23

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Interest Rate Risk

The Group is exposed to interest rate fluctuations risk through its bank deposits as well as through the aircraft leases agreed on a floating interest rate. The Group policy is to continuously monitor its exposure to cash flow risk from interest rate fluctuations relating to its aircraft leases. At 31 December 2020 the Group maintained its hedging accounting for covering its interest rate risk from five (5) aircraft leases, expected to be delivered within the period 2022-2023. Note 3.23

Jet Fuel Risk

The Group is exposed to the fluctuations of oil price which has a direct impact on the jet fuel price. To manage this risk, the Group enters into derivative agreements on oil products to hedge part of its projected jet fuel needs. At 31 December 2020 the Group maintained derivative contracts for the purchase of aircraft fuel covering 15% of the projected fuel needs for 2021. At 31 December 2019 the Group had derivative contracts for the purchase of aircraft fuel covering 53% of the projected fuel needs for 2020 and 5% of estimated needs for 2021. Note 3.23

Credit Risk

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

Liquidity/Cash flow risk

The prudent management of liquidity risk supposes sufficient cash balances. The Group manages the risk by maintaining adequate cash and cash equivalents, securities of immediate liquidation and sufficient credit lines from the suppliers, always align to its operational, investment and financial needs.

Related Parties' Transactions

The Company's transactions with related parties during 2020 (Note 3.31) were under usual commercial terms and they remained at the same levels with the previous period.

2020	Revenue	Expenses	Receivables	Payables
Olympic Air A.E.	88.480,75	115.490,20	6.348,22	0,00
Aegean Cyprus	2.076,31	2.987,75	8,29	0,00
Autohellas Hertz Group	707,30	1.435,88	79,13	58,99
Other related parties	61,71	347,36	0,00	133,72

2019	Revenue	Expenses	Receivables	Payables
Olympic Air A.E.	106.731,86	278.052,16	14.784,12	0,00
Autohellas Hertz Group	1.295,68	1.887,39	135,05	212,81
Other related parties	500,66	767,46	436,40	128,11

The Group Directors and Board of Directors' members remuneration for the period 1/1-31/12/2020 was € 2.288,00 thousand, while the amount for the Group was €5.444,62. As of 31/12/2020 the outstanding obligation towards the Directors were € 57,17 thousand, while there were no outstanding receivable balances from the Directors or the Board of Directors members neither for the Company nor for the Group.

The Group directors and Board of Directors' members remuneration for the period 1/1-31/12/2019 was € 5.208,75 thousand, while the amount for the Group was €5.459,27. As of 31/12/2019 the outstanding obligation towards the Directors were € 1.938,90 thousand while there were no outstanding receivable balances from the Directors or the Board of Directors members neither for the Company nor for the Group.

It is noted that, in the context of the unprecedented crisis caused by the COVID 19 pandemic, the Chairman of the Board and the CEO have decided and announced on 31.3.2020 that they will not receive any remuneration (both fixed and variable) for their services to the Company for 2020.

2.4 Non-Financial Information

This non-financial information Report (statement) consists of information related to the performance of "Aegean Airlines S.A." and its subsidiaries, Olympic Air S.A. and Aegean Cyprus Limited (hereinafter with the Company jointly referred to as "the Group"), in accordance with article 151 of Law 4548/2018 and section 7 "non-financial information Report (statement)" of circular 62784/2017, pursuant to the provisions of Law 4403/2016 for the following thematic aspects:

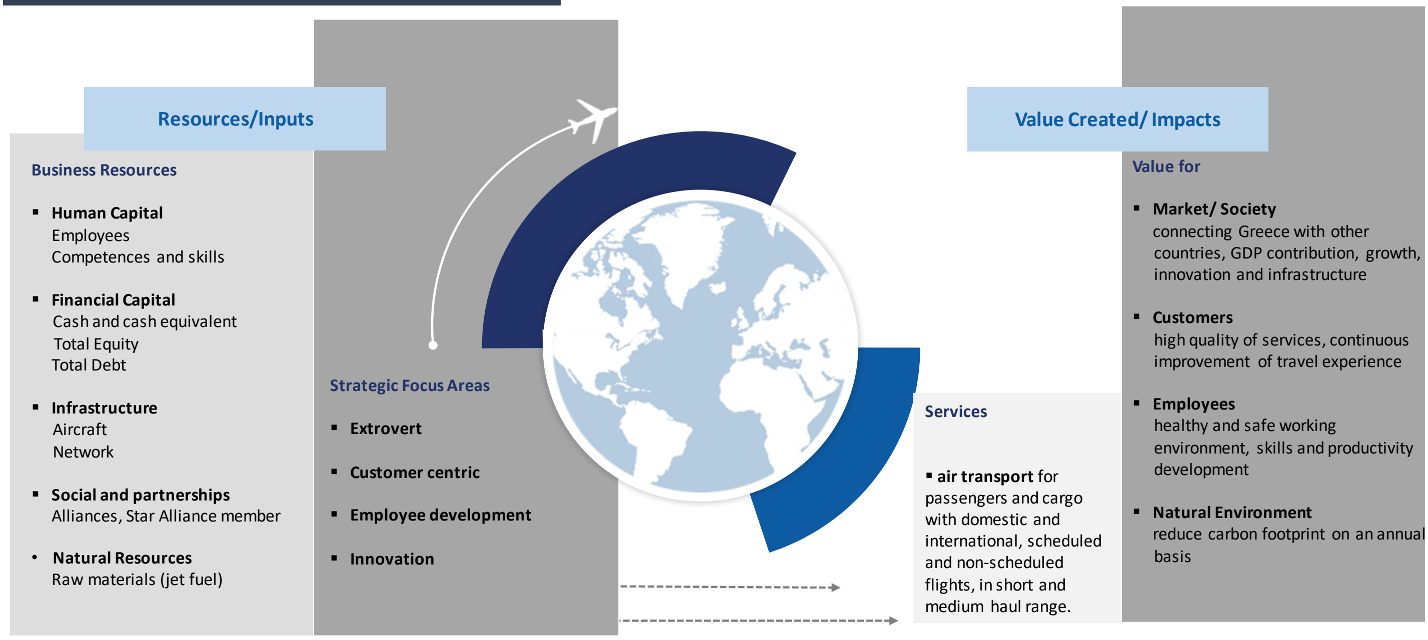
- Environmental issues
- Social and labor issues
- Respect for human rights
- Combating corruption and bribery-related issues
- Supply chain issues

Business Model

The Group operates in the sector of aviation transportation, providing services of air transportation for passengers and cargo with domestic and international, scheduled and non-scheduled flights, in short and medium haul range.

The following diagram provides a description of how the Group transformed its business resources (inflows) into results (outflows), via the implementation of its business operations.

Business Model and Value creation process



Sustainable development, social contribution and engagement in collective goals that promote social prosperity and protect the environment are sustainable practises of utmost importance for the Group in its day to day business, since inception. The recognition and connection of the Group's economic, social and environmental impacts with the broader sustainable development issues are also of great importance. In the context of recognizing, understanding and assessing the sustainable development issues, which are core for its operation, the Group addresses the UN's Sustainable Development Goals as a reference and strategic tool. The procedure is carried out on an annual basis, with stakeholder engagement and inclusiveness. In the context of its operation, the Group collaborates with various stakeholders with diverse needs and priorities, within and outside the aviation community. The Group creates the necessary conditions for the exchange of opinions, so that it is able to perceive their needs and expectations by receiving regular feedback on its operation process and the impacts that it has on interested parties.

Through this procedure and in conjunction with the interested parties' expectations, the Group improves the Sustainable Development strategy, its relevant initiatives and respective goals, aimed at operating responsibly throughout its operations at local, national and international level.

AEGEANs actions to respond to the pandemic

The Group, from the first moment of the unprecedented health crisis, set a number of immediate actions and adjustments at the core of its business operation for the timely response to the pandemic, by safeguarding foremost the safety of its human resources and its passengers and supporting the state's efforts to manage the crisis.

The Group during the COVID-19 pandemic	15 free of charge international cargo flights to Greece and Cyprus and 25 for the transport of 70 tons of medical supplies
	12 free of charge and 100 special return flights, for the repatriation of 15,000 citizens to Greece and Cyprus
	48,000 approximately complimentary trips to 28,000 reference hospital employees

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	700 approximately vacation packages for Civil Protection personnel
	enhanced cleaning, disinfections, new procedures and protection measures on board
	more than 20,000 precautionary COVID-19 tests for the personnel during 2020
	new travel experience, specifically adjusted for the period of the pandemic, in order to safeguard passenger safety ("Together with care")
	"Hygiene Attendants": activating the cabin crew members to support and assist our passengers for the implementation of the safety measures on board

* Flights were performed in cooperation with the Hellenic Petroleum Group. AEGEAN has supported the project by offering its aircraft, crew members and all other variable costs, whilst the Hellenic Petroleum Group through EKO have contributed the fuel.

In order to intercept the spread of the virus, the Group has implemented swiftly and accurately an elaborate action plan, by setting foremost:

- **The Protection of health of its employees and passengers.**

At AEGEAN, care and prevention for the wellbeing of employees and passengers, consist fundamental pillars of its operation. At the very beginning of the pandemic and even before the specific health protocols were in force, we enhanced the regular cleaning and disinfection procedures within aircraft in between flights. Moreover, the air in Airbus cabin is completely renewed and passes through extremely efficient filters, called HEPA (High Efficiency Particulate Arrestors). The HEPA filters capture more than 99% of even microscopic bacteria and viruses. All Airbus aircraft in our fleet are equipped with HEPA filters.

In addition, the use of face mask is mandatory for all our personnel at airports, our cabin crew members, as well as for our passengers on board. Only one handbag or one personal item is allowed per passenger in the cabin.

All of the Group's airport and in-flight services are revised so as to comply with the new conditions revealed by the pandemic. For extra protection, plexiglass separators are installed at all airport ticket offices across Greece. As an extra measure of protection and in order to reduce physical contact, we have introduced new procedures (e.g. passenger boarding is conducted in smaller teams), but also reinforced contactless POS devices for verification of travel documents, while ticket or other travel documents are sent digitally to passengers' emails.
AEGEAN has created a dedicated section - "Together with care" - within the corporate web site (www.aegeanair.com), where passengers can receive useful information in order to travel with greater confidence and assurance. The "Hygiene Attendants" are cabin crew members with extra knowledge on protective measures, which can advise and assist passengers throughout the journey, thus setting air travel as one of the safest mean of transport during the pandemic.
AEGEAN documents its uncompromising commitment to protect and safeguard the health and safety of the company employees. Therefore, precautionary tests are carried out every 15 days for all employees since the beginning of summer 2020, exceeding by the end of the year the 20.000 molecular tests for COVID-19. At the same time, an extensive work from home program was initiated, along with extensive use of technological means for uninterrupted communication and efficiency.
It is worth mentioning, that AEGEAN was among the top airlines to be certified with the 4 Star COVID-19 Airline Safety Rating, by Skytrax, for its health and safety measures. AEGEAN received the significant distinction for implementing the highest standards and best practices proposed by the World Health Organization, ICAO and IATA for the protection of passengers and crew.

- **The contribution to the national effort, by actively supporting the State authorities, the National Health System and the society in general**

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AEGEAN, from the first moment of the unprecedented health crisis, set the company's human resources and assets available to the state for the timely response to the pandemic. By operating 15 free of charge international cargo flights to Greece and Cyprus in cooperation with Hellenic Petroleum, and 25 in total, 70 tons of medical supplies have reached the National Health System. By operating 100 special return flights, 15.000 citizens were repatriated to Greece and Cyprus, in cooperation with the state authorities during the first months of the pandemic. Beyond the above-mentioned initiatives, through a symbolic act of gratitude, AEGEAN offered up to 48.000 complimentary tickets for domestic travel to the COVID-19 reference hospital employees, as well as a complete holiday package for the Civil Protection employees, recognizing thus their contribution for managing the health crisis. The provision of the tickets was made possible via the mile donation of 38.000 members of the loyalty program Miles+Bonus in April. AEGEAN subsequently tripled the miles at its own cost, reaching 480.000.000 miles which correspond to 2 round trip tickets per employee. In the same context, in a common initiative with SETE (Association of Greek Tourism Enterprises), a complete travel vacation package was offered to the Civil Protection employees.

At the same time, AEGEAN continued to support the efforts of institutions and the civil society, through the provision of partial or total transportation, recognizing their efforts for managing the pandemic as well.

Environmental issues

Recognizing the impact of climate change as one of the biggest challenge for the global community, the Group launched an emission reduction program which start with action such as the reduction in fuel consumption, efficient operational and fleet management, recycling materials, reduce noise and replacement of the existing fleet with new A320 family aircraft. A responsible attitude towards the environment is a priority for the Group. An integral part of the Group's overall policy is the full compliance and observance of the applicable legislative requirements in the conduct of any corporate activity, as well as the ongoing effort to improve its environmental performance in an effort to reduce its environmental footprint. The Group's management validates its commitment to protecting the environment through its environmental policy, which is not limited to the adoption of appropriate and best green practices, but extends to public- and employee-awareness campaigns as well as the support of bodies which are active in the environmental protection sector. Environmental compliance and environmental performances are certified in accordance with the requirements of the international standard ISO14001:2015, so as to provide complete and extensive transparency in the environmental care and protection that is provided.

Impacts	**Due diligence policy and other policies**
Energy consumption, greenhouse gas emissions and management of climate change	The Group systematically monitors energy consumption and the respective greenhouse gas emissions. Its goal is to improve the accuracy of the performance data, so that it has a comprehensive picture of its overall environmental footprint in order to identify areas of improvement. The Group records fuel consumption and the produced emissions based on the aircraft logbooks and with the help of the operational software systems. These procedures are in full compliance with the EU Emissions Trading System Directive (EU ETS Directive 2003/87/EC) and all subsequent updates and additions. To this end, the relevant reports and procedures are certified by the competent auditors who are registered with the European Register of Certificated Auditors and are accredited through the Hellenic Accreditation System (ESYD).

	The Group's efforts to reduce gaseous pollutants are governed by the following relationship which forms the basis of the Group's corporate strategy to reduce emissions of gaseous pollutants that are produced during a flight: ***Lower Fuel Consumption->Less Emissions of Air Pollutants->Smaller Environmental Impact***. Flight Procedures The Flight Operations Department has adopted procedures which are recommended by International Organizations, the aircraft manufacturer (Airbus Green Operating Procedures) and the aviation industry, in collaboration with air traffic control, to improve fuel efficiency and reduce gas emissions. Route Optimization Since 2014, the Group has improved its operational performances by using innovative flight planning software. This is a flight planning system of high precision which provides significant operational benefits, given that it calculates specific in-flight functions (e.g. optimum aircraft cruise altitude and speed for each route separately). Aircraft weight reduction To reduce aircraft weight, the Group has taken the following measures: ° Investment in lighter and anatomical seats which have been installed in all A320 and A321 aircraft. ° Investment in new, lighter trolleys which are used in all aircraft. ° Conversion of all aircraft documents that are necessary for pilots and cabin crew into electronic format.
Noise	The activities of the aviation industry cause noise pollution from aircraft during various flight phases and during taxiing. Noise pollution has been linked to various health issues, while having negative effects on flora and fauna. The Company carries out a number of measures to reduce noise pollution that is caused by its corporate activity. In particular, it has replaced its aircraft with new ones that meet the requirements of the regulatory framework, while aircraft noise emission level is even lower that the strict requirements laid down by the ICAO. In addition, the crew fully complies with the airport instructions regarding landing and take-off routes, directions and angles in order to reduce the effects of noise impact on the environment. Lastly, further measures to reduce noise impact, such as the reduction of night flights, the use of specialized technology, satellite navigation systems, etc., are being considered.
Proper waste management	All regulations and legislation laid down by the European Union and Greece on environmental protection and waste management are reviewed and integrated into the Group's policies and procedures, as well as its operational planning. The policy is not restricted to the adoption of indicated and best green practices, but extends to awareness campaigns for the public, employees, as well as the support of environmental protection bodies. The Company’s environmental compliance and environmental performance are certified in accordance with the international standard ISO14001:2015.
Biodiversity	The Group supports the work of many environmental protection bodies, particularly with respect to injured wild animals that are transported for treatment.

Main Risks	Main risks and their management
Deviations from the applicable legislation or amendments thereof, which are related to environmental issues or climate change	The Group systematically monitors changes to legislation and takes measures in order to address any new requirements that may arise from these. It has created an Environmental Department aimed at promoting environmental protection and reducing the impact of its operation on the environment through continuous training and testing. The Environmental Department collaborates with local authorities and airport communities in Greece and abroad in relation to environmental issues. The Group acquires the legally required gaseous emission permits and purchases additional permits for its flight operations. At the same time, it has developed and implemented the appropriate infrastructure for monitoring emissions and the submission of reports.
Limited waste disposal sites mainly from the aircrafts' maintenance and repair site	The Group continues to strictly observe the proper waste management policy. With respect to recycling, the Group has designed and implemented a pioneering in-flight recycling program, which includes the separation of materials into four types. On the ground, every effort is made to minimize the consumption of disposables, and for the recycling of waste wherever possible. With reference to organic waste, a composting program is implemented by the Group in collaboration with the Athens International Airport and the end product is used to fertilize the AIA areas. With respect to hazardous waste, the nature of the Group's operations dictates the use of a number of chemicals, which are governed by strict frameworks that ensure proper management from start to finish.

Social and Labor Issues

The Group, as the major airline carrier, contributes decisively towards creating value for society. By providing high quality throughout all its services, it creates value in the quality of Greek air transport and contributes substantially to sustainable, profitable growth that benefits tourism, employment, the supply chain, local communities and the country's GDP.

Impacts	Due diligence policy and other policies
Flight Safety and Operational Readiness	Flight safety, which is intertwined with its sustainable operation, is a top priority for the Group. The Group implements a Safety Management System which constitutes a key component of its responsible operation and the flight safety management procedure. Each company employee is responsible for contributing to the safety performance and continuous improvement of the organization and give serious consideration to compliance with the safety rules and the organization's flight safety in all its operations. The electronic monitoring of all flight data (Flight Data Monitoring) constitutes an integral and fundamental part of the flight safety department.

	Of utmost importance is business continuity and readiness sector for the Group. The type and complexity of the operations call for a high level of operational readiness. A risk plan with the respective safeguards per risk is prepared and evaluated annually in order to manage them adequately. In addition, particular emphasis is placed on precautions aimed at preventing the occurrence of a potential risk.
Quality product and passenger care	The Group offers high-quality services to its passengers at all travel stages. At the same time, by acknowledging the diverse needs of its passengers, it has adapted its offered services at all stages of the journey, thus attesting its commitment to provide high-quality services that correspond to the needs of its customers. Special reference should be made to the services that provide technologically advanced options to the traveller, thereby saving time and hassle during airline procedures. Aimed at satisfying its customers' needs and improving their experience, it has developed and implemented a comprehensive quality management system. The quality management system is in line with the requirements of international standards: ◦ ISO 9001:2015 - Quality Management System - Requirements. ◦ ISO 10002:2018- Quality Management System - Customer Satisfaction - Guidelines for Complaints to Organizations. **Air transport of people with disabilities or reduced mobility** The Group is harmonizing its processes with and follows Regulation 1107/2006 of the European Parliament and of the Council of 5 July 2006 on the rights of persons with disabilities and persons with reduced mobility when traveling by air. As of 2019, the company's website complies with the International Web Accessibility Standard WCAG (World Content Accessibility Guidelines) 2.0 AA level. This is a set of recommendations for more accessible web content, especially for people with disabilities, and addresses specific criteria that help people with different types of disabilities, such as hearing and deafness, reduced vision and blindness, learning disabilities, speech difficulties, limited mobility and photosensitivity, in order to be able to navigate easier to the content of the website they are interested in. Due to the sector of the Company's activity, the focus is set on mobility problems and visual problems (total blindness, partial blindness, etc.). This practically means that the following sections of the aegeanair.com website are easily accessible via keyboard, as well as via screen readers: • Booking or Changing Reservation • Check-in pages • My reservation (accessing personal travel itinerary) • Flight Status (accessing status of flight) • My Miles+Bonus account (accessing personal frequent flyer account) • Itinerary plan (accessing flight schedules) The Group maintains an ongoing open dialog with the community through social media networks, by providing answers and immediate updates on all developments and news. In particular, both Aegean and Olympic Air have a strong social media presence (Facebook, Twitter, Instagram, LinkedIn).

Development of local communities and enhancement of the Greek tourism product	Through its business operations, the Group aims at expanding the domestic network to such an extent that even the most remote island has access to mainland Greece. At the same time, the country's high connectivity with foreign countries is a key component of the Group's business operations. In addition, the support of local communities and the enhancement of the Greek tourism product contribute to the national economic growth and development via: ◦ the promotion of local suppliers and producers by integrating their products into the aircraft; ◦ synergies with institutions for the promotion of cities and regions; ◦ the sustainable development of cities, by offering safe and affordable transportation system for more and more people; The Group further contributes to upgrade Greek tourism and the Greek economy by systematically using the means that is has for projecting and promoting the Greek tourism product, such as: ◦ The BLUE magazine; ◦ The active participation and collaboration with bodies for the development of inbound tourism; ◦ Comprehensive communication plans.
Support of vulnerable groups and cultural actions	Social contribution constitutes a fundamental principle of the Group's philosophy, by aiming to support vulnerable social groups, as well as the work of significant Non-Governmental Organizations (NGOs). The Group supports: ◦ The "SOS Children's Villages Greece" since 2008, together with passengers. When passengers issue their ticket from the Company's website, they are given the option of donating 2 euros for every transaction. For every contribution, the Group offers additionally 2 euros. ◦ The work of three non-profit organizations whose main activity is childcare: ◦ Ark of the World ◦ SOS Children's Villages Greece ◦ Together for Children The Group's "Miles+Bonus" loyalty program members, can contribute directly and clearly by donating miles from their personal account, in order to support the work of these organizations. At the end of each calendar year, AEGEAN monetizes the total amount of award miles that has been collected for each organization. Moreover the Group offers and supports: ◦ Medical products, which come from the first aid boxes of the aircraft, the NGO "Ark of the world" and the Social Mission Clinic; ◦ Long-life packaged food and sealed products, which were not consumed during the flight and were collected by the cabin crew, to the NGO "Boroume"; ◦ Items from unclaimed baggage (mainly clothing) to various NGOs; ◦ Tickets, for the work of significant NGOs, bodies, students and their families; Museum of Cycladic Art, Athens and Thessaloniki Concert Halls, Hellenic Film Academy, International Film Festival and Thessaloniki Documentary Festival, Onassis Foundation, Nikos Kazantzakis Museum, Centre Culturel Hellenique, National Opera of Greece, National Museum of Contemporary Art;

	◦ The National Basketball Teams during their transfers; ◦ SEGAS as the major sponsor and official sponsor in the organization of the Athens Classic (authentic) Marathon; ◦ Golf in Greece, as a tool for tourism development through the organization of the International Golf Tournament “Aegean Airlines ProAm” since 2006 and the Hellenic Golf Federation, the Professional Golfers' Association of Greece (Greek PGA).

Main Risks	**Main risks and their management**
Failure to timely determine and manage risks due to changing conditions	In the context of contributing to the ongoing improvement of the organization's level of safety, formal risk identification and risk assessment procedures are conducted. This involves the systematic review of business activities and procedures that carry a potential risk. The objective is to quantify the operational risk, to determine risk acceptance and to develop the appropriate and effective safeguards that are deemed necessary for the proper management of recognized risks at an acceptable level. The risk identification and assessment procedure follows a methodology that stems from various sources. Through the scheduled meetings of the company's responsible employees, the analysis of the incident reporting system, the monitoring of flight data, as well as the monitoring of trends (as these arise from the data analysis), it is possible for risks to be identified, which subsequently require a more detailed analysis. In addition, the Group's human resources are the substantial source of information for potential risks that may affect the Group’s smooth operation. In the context of the Safety Management System, the Company has created an Incident Reporting System. The safety information is collected, analyzed and assessed by the safety management team. Consequently, this procedure helps arriving at conclusions that are able to produce objectives for achieving the common goal, which is to maximize the organization’s level of safety. At the same time, the company’s written commitment supports the justice policy by encouraging employees to report operational risks without being held accountable. Education of safety issues, which ensures that staff are able to perform safety management tasks in accordance with applicable regulations, is an important factor for the prevention and effective management. Education is adapted according to responsibility and participation in the safety management system of each group that it addresses. The Company has developed contingency management plans that depict the duties and required actions of the executives involved. Crisis management training mentally prepares staff, so that they are able to deal with the situation in a composed, flexible and effective manner when the need arises. The objective of the plan and the respective training is to familiarize the involved parties with their role and what is expected in an emergency situation.
Security threats and breaches in cyberspace, databases and software systems	The Group’s business activity faces significant external threats, both in cyberspace and possible internal breaches of databases and software systems. The Group’s data and systems may be vulnerable to theft, payment fraud, loss, damage and termination due to unauthorized access, security breaches, cyberspace attacks, computer viruses, power loss or other catastrophic events. A possible electronic security breach could have a negative impact on the customers’ trust towards the Group and lead to flight disruption, negatively affecting its reputation.

	A risk plan with the respective safeguards per risk is prepared and evaluated on an annual basis aimed at their adequate management. Particular emphasis is placed on preventive safeguards aimed at preventing the occurrence of a potential risk. The implementation of a distaste recovery (DR) plan is in the final stage. The plan concerns the reinstatement of the information and infrastructure systems after a partial or total catastrophe (natural or voluntary) and constitutes an integral part of the Group's business continuity.
Flight delays	The Group strictly enforces the European legislation regarding compensations, while its standard practice is to provide free tickets to passengers whose flight has been significantly delayed. In particular, in case of delays of more than one hour for a domestic flight and more than two hours for an international flight for which the Group is responsible, the latter provides a free ticket to the passengers of that flight.

Labor issues

The Group acknowledges that its employees represent the most significant and valuable capital and the driving force behind its successful business operation and growth. The Group invests in building strong employee relations by ensuring an operational framework based on respect for human rights, the protection and safeguarding of their health and safety, and the strengthening of the value of each employee as an active member in the making and implementation of the strategic and business objectives. The Group takes into consideration the entire applicable law with respect to the fundamental principles as defined in the International Labor Organization's Declaration on Fundamental Principles and Rights at Work.

Impacts	**Due diligence policy and other policies**
Health and safety at work	The Group recognizes its employees' contribution in its daily operation and in the provision of quality services and in this context ensures the creation of a safe and healthy workplace. Illnesses, injuries and other health issues may affect the work environment and the employees' performance. To protect Health and Safety, the Group is not only limited to the compliance and observance of the applicable legislative framework, but also extends to the adoption of best practices and education and awareness activities. The Company is certified with the Health and Safety Management System (OHSAS 18001:2007 standard), ensuring that the necessary health and safety precautions are taken across all its operations. The elimination of potential hazards for occupational accidents and diseases, especially in its productive units, promotes long-lasting, sustainable, productive employment and decent work, while effectively contributing towards strengthening its competitiveness.
Training and education	Through the course of history, part of the Group's strategy has been to improve and develop the competitiveness of its employees through appropriate professional training and technical expertise. Educational needs arise in areas of knowledge, skills, experience or even personal abilities, which are presented as workplace behaviours. In the context of developing its human resources, the Group provides a range of training programs to enhance the strengths of employees' professional competence, which have a positive impact on forming a working environment that respect

	personality, recognizes contribution and supports the continuous development of each employee.

Main Risks	Main risks and their management
Indirect or direct accident risks and non-accident risks[1]	The Group has proceeded with the rigorous implementation of safety systems and metrics in order to assess their impact on the human body, but also to identify the needs for intervention in all workplaces. Continuous progress and improvement are linked both to the preventive actions it takes and the experiences the Group derives from any incident and near accident. Staff education and training is of vital importance in maintaining and further developing an accident prevention culture. The promotion of the health and safety of staff and partners is holistically ensured through the Health and Safety Management System, but also through individual measures and actions such as: ◦ Design and implementation of appropriate protective means and measures, particularly in the aircraft maintenance area. ◦ Continuous review of all of the Company's activities, aimed at identifying potential risks, in order for appropriate measures to be taken. ◦ Implementation of examinations and preventive medicine programs for all staff. ◦ Implementation of vaccination program. ◦ Formation and education of First Aid and Fire Protection Teams. ◦ Conduct of specialized health and safety awareness and training programs to promote an accident prevention and safe work culture.

Respect for human rights

The Group takes into consideration the entire applicable law with respect to the fundamental principles as defined in the International Labor Organization's Declaration on Fundamental Principles and Rights at Work.

Impacts	**Due diligence policy and other policies**

[1] Occupational risks are classified based on whether or not the risk results in an accident (Accident and Non-Accident Risks) with the former being divided into Indirect or Direct Accident Risks. Indirect Accidental Risks create the conditions that lead to an accident and include layout, functionality, access - evacuation, environment lighting and temperature of the workplace. Direct Accidental Risks lead to an accident and include natural, chemical and biological factors. Non-Accidental Risks do not lead to an accident, but have a short-term and long-term effect on the employee's mental and physical health.

Fair labor practices	The Group respects human rights; supports employee diversity (age, sex, nationality, religion, disability, specific skills, sex orientation, etc.) and operates towards all of its employees with respect. It disapproves of any form of child, forced or compulsory labor. As an employer, the Group contributes towards improving the standard of living of its employees through full and safe employment and decent work. It ensures excellent working conditions; it staffs and maintains qualified personel in accordance with the principles of equal treatment, without discrimination and provides merit-based development. It provides fair salaries based on contracts that fall in line with the respective legislation and ensures compliance with national regulations on statutory minimum wages, working hours and leave.
Protection of personal data	The protection of personal data is a legal obligation of the Company, but also an essential component that lays the foundation for establishing relationships of trust with customers. The Company processes personal data in the lawful manner, regarding the rules of confidentiality and the rights of data subjects. The Company's employees have been informed and are aware of the framework for data protection, both through education and daily work, which contributes to the processing of personal data with the utmost care and confidentiality. **Regulation (EU) 2016/679 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data and Law 4624/2019 on the protection of personal data:** The protection of natural persons in relation to the processing of personal data is a fundamental right and every natural person has the right to the protection of personal data concerning him or her. The regulation lays down new data and requirements which the Group is required to respond to and comply with. The Group invested in a software platform for the best management of information systems and databases related to the protection of personal data.

Main Risks	**Main risks and their management**
Potential risks for safeguarding of human rights in the workplace	Through training seminars, the Group and primarily the Human Resources Department, promote the principles of equal treatment, the respect of human rights, diversity and the provision of equal opportunities to all its employees and zero tolerance to child or force labor. In addition, the Group has established a channel of communication with the Internal Control Department, ensuring the anonymity of the complaint with respect to the reporting of incidents that pose a risk or violate basic human rights principles. Contracts that are concluded by the Group include terms for compliance with applicable national laws and regulations. In addition, there is an explicit provision to ensure the protection of human rights.
Personal data breach	The Group updated the procedures that are related to the management of personal data in accordance with the requirements that stem from the general data protection regulation and Greek legislation.

	The Group purchased software that helps automate the management of personal data of the public. Moreover, it has taken a number of technical and organizational measures such as limiting software access and database encryption.
Violation of Customers' Human Rights	The protection of human rights is a key issue in the training ofpersonel , as well as partners, providers of ground services on safety issues, travel document checks and vigilance. Training is carried out with a view to ensuring equality for every passenger, equal treatment and preventing any racist behavior. An important part of the training is the verification of travel documents, in the context of preventing the movement of illegal passengers and particularly the illegal movement of children and persons under forced conditions.

Combating corruption and bribery-related issues

The Group recognizes that the phenomena of corruption, bribery, fraud and money laundering from illegal activities undermine the Company's ethical environment and may result in the violation of human rights, the distortion of competition, the obstruction in the distribution of the country's financial resources and financial development.

Impacts	Due diligence policy and other policies
Combating corruption and bribery	Anti-corruption and anti-bribery is a key element of the Group's operating regulation. The principle of integrity is linked to the Group's commitment of zero tolerance on these issues and is implemented by avoiding any transaction and contact with a third party that is guilty of or is suspected of creating the conditions for the development of corruption, blackmail or bribery incidents. The managers' involvement in the successful implementation of the policy is immediate and effective, noting that corruption and bribery are not acceptable by the Group. In the context of maintaining an effective internal control system, the Group has adopted a risk assessment procedure which prioritizes new and existing risks. Based on the prioritization results, the respective safeguards are designed aimed at restricting the occurrence of risks, one of which concerns the participation in corruption phenomena. In the context of adequate risk management, the Group has adopted a number of measures that focus on security issues and access to information systems, the adequate allocation of employee duties, approval limits, complete transparency in procurements, protection of corporate assets, assurance of transactions and protection of personal data.

Main Risks	Main risks and their management
Any deviation from the principles and the ethics of the Group places its reputation and credibility at risk	The Group applies systems and controls at preventative and detection level to ensure the proper selection of suppliers, the avoidance of disputed payments, the correctness of payments, as well as their accurate and transparent recognition in the books of the Group of companies. The code of conduct of suppliers and partners foresees the encountering of corruption and bribery conditions in the supply chain.

Supply chain issues

The Group has a long list of suppliers, who play a decisive role in its effective operation. The Group's suppliers are significant interested parties for the achievement of the business objectives that will ensure its sustainable development and by extension its competitiveness which not only affect the financial performance of the Group, but also its relationships with all the interested parties.

8 DECENT WORK AND ECONOMIC GROWTH 16 PEACE, JUSTICE AND STRONG INSTITUTIONS 17 PARTNERSHIPS FOR THE GOALS

Impacts	Due diligence policy and other policies
Supply chain management	The development and maintenance of the supply chain with added value for both the Group and for the suppliers/partners, having regard to economic, environmental and social criteria, is an ongoing challenge, in line with the Group's vision. The Group is committed to the development and maintenance of effective and efficient relationships with suppliers and partners. The Group systematically monitors and objectively assesses its suppliers with respect to their contractual and ethical obligations. In addition, the procurement department staff are responsible for observing and applying the principles of the code of conduct that underpin their relationship. The Group's code of conduct for suppliers sets the minimum ethical standards and responsible behaviour that must be observed by suppliers that collaborate with the Group during its normal course of business. The Group collaborates with suppliers that conform to the Code's requirements. The provisions of the Code are disclosed to prospective suppliers during their evaluation and if a collaboration agreement is achieved, the suppliers are bound in writing to comply with them.

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Results of the above policies and non-financial performance indicators

Any deviation of the Group's principles and ethical practices by key suppliers	The Group applies merit-based procedures using the criteria of quality, compliance with technical specifications, reliability and locality, health and safety at work and environmental responsibility. The Group applies a supplier code of conduct based on the principles of the UN Global Compact, the Universal Declaration of Human Rights, the United Nations Guiding Principles on Business and Human Rights, and the OECD Guidelines for Multinational Enterprises. The Code of Conduct sets out the minimum standards of ethical and responsible behaviour that must be adhered to by suppliers in the context of ethical and absolute transparency. The aim is to create shared value with suppliers, based on mutual trust, transparency, innovation, and the exchange of knowledge.

Key Figures	2020	2019
Environmental issues		
Fuel consumption (tonnes)	164.054	433.818
Power consumption (Gj)*	10.126	10.192
Natural gas consumption (Gj)**	5.935	4.029
Water consumption (lt)***	4.755	5.963
Gaseous emissions		
Carbon dioxide (CO_2) emissions (tonnes)	516.771	1.366.526
Labor issues		
Number of employees (headcount)	2.312	2.924
Percentage of employees that are employed under open-end contracts	90%	75%
Percentage of new employees <30 years of age in the total number of employees	14%	31%
Percentage of women in the total number of employees	44%	58%
Percentage of women in key positions	43%	43 %
Discriminations incidents	0	0
Percentage of women on the board of directors	0	0
Number of occupational accidents	7	16
Number of fatal occupational accidents	0	0
Social issues		
Respect for human rights		
Incidents of forced labor	0	0
Personal data loss or breach	0	0
Combating corruption and bribery-related issues		
Number of corruption or bribery incidents	0	0
Contribution policies (€)	0	0

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*Consumption at Athens International Airport buildings 57 and 53
**Consumption at Athens International Airport buildings 57 and 53
**Consumption at Athens International Airport building 57

More information will be presented in the Corporate Responsibility and Sustainable Development Report for 2020, which is prepared based on the Global Reporting Initiative Standards (GRI): Selection Core.

2.5 Corporate Governance

The Board of Directors of the Company declares that the Company has adopted and fully complies with the existing corporate governance legislative framework in force in Greece and, in particular, Articles 152 and 153 of L.4548/2018, the L. 3016/2002, the provisions of article 44 of L. 4449/2017 (Audit Committee) in combination with the provisions included in the Capital Market Commission letter under protocol number 1302/28.4.2017 and the decision 5/204/14.11.2000 of the BoD of the Capital Market Commission, as currently in force. The Company, by decision of the General Assembly of its shareholders dated 16 May 2018, has decided to adopt and implement the Greek Corporate Governance Code for Listed Companies of the Hellenic Federation of Enterprises, as revised in 2013 and in force (hereinafter referred to as the "Code"). This Code can be found at the web site of the Hellenic Exchanges S.A. Group at the following address:

https://www.helex.gr/el/web/guest/esed-hellenic-cgc

The Company may make amendments to the Code and to the Corporate Governance Principles it applies. Taking into consideration the Company's Internal Operation Regulation, as was initially approved by the Board of Directors' Decision dated 31.03.2007 and revised by the Board of Directors' decision dated 30.08.2018, the deviations of the Code implemented by the Company compared to the general or specific principles laid down for listed companies are provided in the following table. It is noted that the deviations, as defined in the Greek Corporate Governance Code, are mentioned and justified in the Company's annual report and specifically in the section on corporate governance.

The Board of Directors has initiated preparatory actions for the harmonization of the Company's Corporate Governance system with the provisions of articles 1-24 of L.4706/2020, which will be in force from 17.07.2021.

Hellenic Corporate Governance Code	Explanation/Justification of the deviations from the specific practices of the Greek Corporate Governance Code
Size and Composition of the Board of Directors	One third of the Board of Directors does not consist of independent non-executive members, free from conflicts of interest with the Company and close ties to Senior Management, key shareholders, or the Company. It consists of 2 executive members, 6 non-executive members and 3 independent non-executive members. The Board of Directors does not appoint an independent Vice-Chairman among its independent members, but two (2) Vice-Chairmen, non-executive members of the Board of Directors.

	The said composition has ensured the Board's efficient and productive operation during the last years.
Duties and behavior of the members of the Board of Directors	There is no obligation to provide a detailed disclosure of any professional commitments of the members of the Board of Directors (including significant non-executive commitments to companies and non-profit foundations) prior to their appointment in the Board of Directors, nor a limitation in the number of Boards of listed companies in which they may participate, as long as, up to now, all the members of the Board of Directors are able to fulfill their duties, devote sufficient time to them and are updated on the developments in matters relating to their duties. No approval by the Board of Directors is required for the appointment of an executive member to a Company that is not a subsidiary or an affiliated company. However, the members of the Board of Directors are required to disclose to the other members of the Board their significant own interests that may be directly affected by transactions or decisions of the Company and any other conflicts of interest with those of the Company or its affiliated companies, as defined in the relevant legislation, which arises in the performance of their duties.
Election of candidate members of the Board of Directors	There is no candidacy committee for the Board of Directors because, due to the structure and operation of the Company, this committee was not considered to be necessary until now. The Company has initiated preparatory actions for the harmonization of the Corporate Governance system with the provisions of the L.4706/2020.
Operation of the Boards of Directors	The Board of Directors does not adopt a calendar of meetings and a 12-month action plan at the beginning of each calendar year, since it is easy to convene a meeting of the Board of Directors, when required either by the needs of the Company or by law, without a predetermined action plan. The President does not hold regular meetings with non-executive members without the presence of executive members to discuss the performance and remuneration of the latter, as well as other relevant matters, since everything is discussed in the presence of all members, while the relevant issues are also handled to a great extent by the Remuneration Policy adopted by the Company. There are no informative induction programs guaranteed by the Board of Directors for the new members of the Board of Directors, nor continuous professional training for the other members, since the individuals proposed as members of the Board of Directors already have satisfactory and proven experience and organizational-managerial skills. There is no specific provision for providing adequate resources to the committees of the Board of Directors for the performance of their duties or the recruitment of external consultants, since the relevant resources are approved ad hoc by the Company's management according to the corporate needs each time.
Evaluation of the Board of Directors and its Committees	At the moment there is no statutory procedure for evaluating the effectiveness of the Board of Directors and its committees, nor for evaluating the performance of the President of the Board of Directors during a procedure headed by the independent Vice President or any other non-executive member of the Board in the absence of an independent Vice President. This procedure was not considered necessary according to the Company's organizational structure, therefore no relevant description exists in the Company's annual corporate governance statement. The Company has initiated preparatory actions for the harmonization of the Corporate Governance system with the provisions of the L.4706/2020.

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General Assembly	The minutes of the General Assembly of shareholders are not available on the Company's website. However, the General Assembly resolutions and the results of voting on each decision are announced within fifteen (15) days of the General Assembly of shareholders, also translated into English.

Internal Audit

Furthermore, the Company has an Internal Operation Regulation which was approved and entered into force initially by the decision of the Board of Directors dated 31.03.2007 and was revised by the decision of the Board of Directors dated 30.08.2018, in order to be adapted to the amendments of the existing corporate governance legislation, including the provisions of L. 4548/2018 and article 44 of L. 4449/2017 (regarding the powers of the Audit Committee). The Company's Internal Operation Regulation has the minimum content referred to in Article 6 of L. 3016/2002, as currently in force, and is in accordance with the Company's corporate governance statement and the Corporate Governance Code adopted and applied by the Company.

	The Company has an Internal Audit Department which is an independent, objective and advisory activity, designed to add value and improve the organization's operations. It helps the Company achieve its goals, by providing a systematic approach for assessing and improving the effectiveness of risk management, internal audit systems (procedures) and corporate governance. The Internal Audit Department audits the correct implementation of the legislation and the observance of the Company's Statute and policies and procedures as a whole. The Chief Internal Auditor develops and maintains a relevant procedures manual that covers all aspects of Internal Audit actions and continuously oversees its effectiveness. Internal auditors are independent in the performance of their work, they do not hierarchically belong to any other Company unit and are supervised by the Audit Committee. The Internal Audit of the Company is an independent organizational unit, which reports to the Board of Directors and the Audit Committee, in accordance with the Statute of the Internal Audit and the Internal Operation Regulation of the Company. Specifically, according to the relevant provisions of the aforementioned texts, the Internal Audit, inter alia, submits to the Audit Committee and the Board of Directors, at least on a quarter basis, a written audit report, detailing the procedures and internal audit actions, as well as the conclusions of the internal audit. The Internal auditor of the Company is appointed by the Board of Directors and is a full-time employee. It is not possible to appoint as internal auditor any Member of the Board of Directors or senior executives who have responsibilities other than internal audit, or relatives of the above up to second degree by blood or marriage. The Company is required to inform the Capital Market Commission of any change in the persons or the structure of the Internal Audit Department within ten (10) working days of such change.

In the performance of their duties, internal auditors have the right to be informed of any documents that are absolutely necessary for them to carry out the audit. The members of the Board of Directors should cooperate and provide information to the Internal Audit Department and the Audit Committee and generally facilitate their work in any way. The Company's senior management must provide them with all the necessary means to facilitate their work. It should be noted that the provisions of the "Statute of the Internal Audit" of June 2019 do not contravene the provisions of the Internal Operation Regulation approved with the resolution of the Board of Directors dated 25.10.2018, revised by the Board of Directors on 22.04.2019 and further updated with the resolution of the Board of Directors dated 18.02.2021.

Responsibilities

The Internal Audit Department of the Company indicatively has the following responsibilities:

- Monitoring the implementation and continuous observance of the Internal Operation Regulation and the Statute of the Company, as well as the general legislation concerning the Company, especially the legal framework of Sociétés Anonymes and the stock exchange legislation.
- Monitoring the compliance with the commitments contained in the Company's information bulletins and business plans regarding the use of funds raised by the Stock Exchange.
- Controlling the legality of remunerations and any kind of benefits to management executives regarding the decisions of the competent bodies of the Company.
- Reporting to the Board of Directors any cases of conflict of private interests of BoD members or senior executives with the interests of the Company, as these cases are identified during the performance of its duties.
- Providing written information, as required by law, at least one (1) time per trimester, to the Audit Committee and the Board of Directors regarding the audit conducted.
- Attending the General Assemblies of shareholders and if necessary, providing information to the Company's shareholders during these Assemblies.
- Providing, upon approval by the Company's Board of Directors, any information requested in writing by the Supervisory Authorities, cooperating with them and facilitating in every possible way the monitoring, control and supervision work they perform.
- Ensuring that the employees are kept informed of the current legislation concerning their activity.

Moreover, the Internal Audit Department is responsible for the following:

- Ensuring the lawful representation of the Company transactions,
- Confirming the reliability and accuracy and ensuring the completeness of the financial and operational information generated and the means used.
- Preparing a flexible annual audit plan that includes any risk and control point identified by senior management,

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	• Evaluating the adequacy and effectiveness, as well as promoting the quality and continuous improvement, of risk management and audit procedures. By decision of the Board of Directors dated 18 February 2014, the position of Internal Auditor is assigned to Mr. Menexiadis Marios, full-time and exclusive employee, fulfilling the criteria of independence of par. 3, Article 7 of L. 3016/2002. He also fulfills the conditions and terms regarding the responsibilities and in particular the characteristics of the Internal Auditor, as they are exhaustively referred to the provisions of Articles 7 and 8 of L. 3016/2002 and the Decision 5/204/14.11.2000 of the Board of Directors of the Capital Market Commission, regarding companies listed in the ATHEX, as amended and in force. Mr. Menexiadis Marios, is also responsible for the communication with the Personal Data Protection Authority for the respective issues.

General Assembly

Operation of the General Assembly	The Board of Directors ensures that the preparation and conduct of the General Assembly of Shareholders facilitate the effective exercise of the shareholders' rights, who can be fully informed on all matters related to their participation in the Assembly, including the issues on the agenda and their rights at the General Assembly. The Board of Directors makes use of the General Assembly of shareholders to facilitate their substantive and open discussion with the Company. In compliance with the provisions of L. 4548/2018, the Company posts on its website at least twenty (20) days before the General Assembly, in both Greek and English, information on: • the date, time and location of the General Assembly of shareholders, • the basic rules and practices of participation, including the right to include items in the agenda and submit questions, as well as the time limits within which such rights may be exercised, • voting procedures, terms of proxy representation and the forms used for proxy voting, • the proposed agenda for the assembly, including draft decisions for discussion and voting, as well as any accompanying documents, • the proposed list of candidate members of the Board of Directors and their resumes (in case of election of new members), and • the total number of shares and voting rights as of the date of the General Meeting. At minimum, the President of the Company's Board of Directors and/or Vice President and Chief Executive Officer must be present in the General Assembly

	of shareholders, in order to provide information and updates on matters of their duties put forward for discussion and on questions or clarifications requested by the shareholders. The President of the General Meeting must allow sufficient time to take questions from shareholders.
Main powers of the General Assembly	The General Assembly of shareholders is the supreme body of the Company and is entitled to decide in general on every corporate affair. Its lawful decisions oblige both absent and disagreeing shareholders. The General Assembly is the only competent body to decide on: • Any matter submitted to it by the Board of Directors or by the persons entitled, under the provisions of the Law or the Statute, to cause it to be convened. • Amendments to the Statute. Such amendments relate to the increase or decrease of the share capital, the dissolution of the Company, the extension of its duration and its merger with another company. • The election of the members of the Board of Directors and the auditors. • The approval of the Company's Remuneration Policy, according to L. 4548/2018. • The election of the Company's Audit Committee, as specified in L. 4449/2017 and in the Company's Audit Committee Operating Regulation. • The adoption or reform of the annual financial statements prepared by the Board of Directors and the allocation of the net profits. • The approval, by special open vote, of the total management conducted by the Board of Directors and the discharge of the auditors from any responsibility after the approval of the annual financial statements and after hearing the report on the Board of Directors' actions and the general status of the Company's corporate affairs. Only Members of the Board of Directors and employees who own shares may participate in the above voting. • The hearing of chartered auditors about the auditing of the Company's books and accounts they have conducted. • The issuance of bond loans with a right to profits, according to Article 72 of L. 4548/2018, and convertible bond loans. • The appointment of liquidators in case of dissolution of the Company. • The bringing of actions against members of the Board of Directors or auditors, for breach of their duties under the Law and the Statute.
Rights of shareholders and ways of exercising them	Every shareholder appearing in the records of the entity where the Company's securities are held may participate and vote in the General Assembly of the Company. The exercise of these rights does not entail blocking of the shares of the beneficiary or any similar procedure. Shareholders having the right to participate in the General Assembly may be represented by a person legally authorized by them. The rights of the Company's shareholders deriving from its shares are proportional to the percentage of the capital that corresponds to the paid-up

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	value of the share. Each share provides all rights specified in L. 4548/2018, as amended and in force, as well as the Company's Statute. The President of the Board of Directors, the Vice President and the Chief Executive Officer are available for meetings with the shareholders of the Company that have significant holdings and discuss with them any issues related to the governance of the Company. Moreover, the President makes sure that the views of the shareholders are communicated to the Board of Directors.

Board of Directors

Information on the composition and operation of the Board of Directors	Pursuant to Article 6 of the Company's current Statute, the Company is governed by the Board of Directors, which consists of seven (7) to fifteen (15) members. A member of the Board of Directors may also be a legal entity. In this case, the legal entity is required to designate a natural person for the exercise of the legal person's powers as a member of the Board of Directors. Failure by the legal person to designate a natural person for the exercise of the respective powers within 15 days of the appointment of the legal person as a member of the Board of Directors shall be considered a resignation of the legal person from the position of a member. The Board of Directors is elected by the General Assembly for a three-year term, which shall be extended until the expiry of the period within which the next Regular General Assembly must be convened after the expiry of its term of office and until the relevant decision is taken. In any case, the term may not exceed a period of four years. The members of the Board of Directors can be shareholders or not and they are always re-eligible and freely revocable. The Board of Directors consists of executive and non-executive members, pursuant to L. 3016/2002 on corporate governance, as amended and in force. The number of non-executive members of the Board of Directors must not be less than 1/3 of the total number of members; if this number is a fraction, it is rounded up to the next integer. At least two (2) non-executive members of the Board of Directors are independent, that is, they have no relationship of dependence with the Company or persons affiliated with it, within the meaning of Article 4 of L. 3016/2002 on corporate governance, as amended and in force. The Company's current Board of Directors was initially elected at the annual Regular General Assembly of shareholders held on 16.05.2018 and consisted of 12 members, of which three (3) executive, nine (9) non-executive and three (3) independent, within the meaning of the provisions of L. 3016/2002. In particular, the current composition of the Board of Directors was formed after its establishment into a body, pursuant to the decision of the Board of Directors, and its reestablishment into a body on 24.05.2018 following the death of the former President of the Board of Directors, Theodoros Vassilakis, who passed away on May 17, 2018 and the decision of the Company's Board of Directors, according to the article 7 par.3 of the Company’s Statute, to continue the management and

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	representation of the Company, without replacing the missing member, by the remaining 11 members, of which two (2) are executive members, while nine (9) are non-executive members and three (3) of those are independent non-executive members, within the meaning of the provisions of Article 4 of L. 3016/2002, without the direct election of a new member, in accordance with the provisions of the Company's Statute and the law.
Operation and Responsibilities of the Board of Directors	According to Article 11 of the Statute, the Board of Directors, acting collectively, is responsible for the management and administration of corporate affairs. It generally decides on any matter concerning the Company other than those which, either by Law or by the Statute, are decided by the General Assembly of shareholders. The responsibilities of the Board of Directors also include the issue of a bond loan, with the exception of convertible bond loans, for which the provisions of Article 3 of the Statute apply, and bond loans with a right to profits, for which the General Assembly is solely responsible. Indicatively and not restrictively, the Board of Directors: (a) Represents the Company in and out of court. (b) Initiates and conducts trials, proceeds to confiscations, pre-notations and mortgages, consents to their removal, waives privileges, lawsuits and legal remedies, proceeds to settlements in and out of court and stipulates arbitration. (c) Acquires, creates or delegates rights in rem and in personam to property and real property, without prejudice to Article 19 of L. 4548/2018, and accepts obligations, enters into any type of contracts, without prejudice to articles 99 ff. of L. 4548/2018, participates in public or other tenders, as well as in public or private calls for tenders and calls for bids. (d) Appoints, places and terminates employees and representatives of the Company, regulates their remuneration and salaries, provides and revokes any general and special proxies for the Company. (e) Issues, accepts and signs or warrants or endorses bills in order, bills of exchange, checks, as well as each title in order. (f) Determines the Company's expenses in general. (g) Inspects the Company’s books, prepares the annual financial statements, recommends depreciations in the facilities and bad debts, and proposes the dividends and profits to be distributed. (h) Regulates the internal operation of the Company and issues the relevant regulations and, in general, proceeds to every act of management of the Company and its property and has every power and right to manage the corporate interests and the action of each act for the materialization of the goals pursued by the Company. (i) Receives any type of loan or credit with or without a specific guarantee and provides loans to companies with which the Company has business relations for the purposes of the Company. (j) Provides all kinds of guarantees for credit documents or obligations undertaken by companies in which the Company may have interests or participation, as well as for credit documents or obligations undertaken by companies or persons with whom the Company may have business relationships.

	(k) Issues and prepares all types of credit documents, accepts and endorses them, including liabilities with or without security in rem. (l) Carries out and generally executes any act, contract, and relevant transaction, incidental or complementary, which is necessary or advisable for the achievement of the Company's purposes. The Company is represented before third parties, as well as before any Public, Judicial or other Authority, by its Board of Directors. The Board of Directors has the right, by special decision, to delegate the representation of the Company to one or more persons, whether or not they are members of the Board of Directors. Also, according to Article 9 of the Company's Statute, the Board of Directors meets at the registered office of the Company whenever the Law, the Statute or the Company's needs so require, at a date and time specified by the President or the Vice-President replacing him, or whenever at least two (2) of the members request so in writing. The Board of Directors may meet by teleconferencing in accordance with Article 90, par. 4 of Law 4548/2018. In this case, the invitation to the members of the Board of Directors includes the necessary information and technical instructions for their participation in the meeting. Also, any member of the Board of Directors may request that the meeting be teleconferenced, if he resides in a country other than that in which the meeting is held or if there is another important reason, particularly illness or disability. Moreover, the Board of Directors is responsible for approving the Operating Regulation of the Audit Committee and the Remuneration Committee. It is also responsible for electing the members of the Company's Remuneration Committee. The Board of Directors examines the main risks that the company faces at times, assisted, among others, by the Audit Committee and the Internal Audit Office. The Board of Directors also regularly reviews the Company's corporate strategy, main business risks and internal audit systems.

The Chairman's and Chief Executive Officer's responsibilities are outlined below:

President of the Board of Directors	Sets the daily agenda, ensures the prompt operation of the Board of Directors, facilitates the effective contribution by non-executive Board members to the work of the Board, ensures constructive relations between executive and non-executive members, is available for meetings with the shareholders of the Company, makes sure that the views of the shareholders are communicated to the Board of Directors, calls the members of the Board of Directors in meetings which he leads himself. Himself in his own capacity or, after authorization by the Board of Directors, any member by the Board of Directors, any Company employee in whichever relation with the Company, or any lawyer of the Company, may: • Represent the Company in court or out of court. • Represent the Company before any authority.

	• In case of obvious risk due to postponement and without a decision by the Board of Directors, raise or defend against legal claims and proceedings, assign plenipotentiaries and proceed to any court or out-of-court actions to defend the interests of the Company. These actions are immediately submitted to the Board of Directors for approval. • Assume all responsibilities assigned by the Board of Directors and sign contracts on behalf of the Company according to the relevant authorizations given by the Board of Directors.
Chief Executive Officer	The Chief Executive Officer is responsible for the implementation of the Company's strategic targets and its day to day management. He is responsible for the smooth, proper and effective operation of the Company according to its strategic targets, business plans and action guidelines as those are determined by the decisions of the Board of Directors and the General Assembly of Shareholders. The Chief Executive Officer reports to the Company's Board of Directors, provides guidance on strategic actions and validates the important decisions of the Company. He is the Head of all Company divisions and, inter alia, is responsible for: a) Strategic direction: • Strategic decision making with respect to business strategy development, as well as proposing significant investments. • Defining the Company's organizational plans. • Ensuring the implementation of the Company's decisions and informing the Board of Directors regarding Company matters. b) Executive Guidance: • Coordination and supervision of senior management, ensuring their effectiveness and efficiency for the Company's smooth operation. • Decision making or participation in the process of significant business decisions of the Company. • Defining the risk management policies. Risk assessment and application of actions and procedures for their effective management. c) Performance Management: • Defining budgetary targets as well as proposing annual performance targets. Implementing the annual budget targets. • Supervising the Company's financial management. • Ensuring the procedure designed to meet targets and reach results. d) Human Resources Development: • Recruiting and providing guidance to the senior executives of the Company. • Defining guidelines related to the performance evaluation, as well as the promotion, development and remuneration policy of executives.

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	The Chief Executive Officer is responsible for the coordination of the Company's individual business units and for making proposals to the Board of Directors regarding matters within its power.

Audit Committee

The Company has established an Operating Regulation of the Audit Committee, which was approved and entered into force by the decision of the Company's Board of Directors on 25.10.2018, was amended with the decision of the Company's Board of Directors on 22.04.2019 and further amended and updated by the decision of the Company's Board of Directors on 18.02.2021.

The Operating Regulation of the Audit Committee is posted on the company's web site.

The Operating Regulation of the Audit Committee has been updated in accordance with the article 44 of L.4449/2017, as amended by the article 74 of L.4706/2020, and among others it covers the composition, the role, the responsibilities and way of operation and evaluation of the Audit Committee as defined by the article 44 of L.4449/2017 and the Capital Market Commission letters under protocol number 1302/28.4.2017 and 1508/17.07.2020.

Composition of the Audit Committee	In accordance with the Operating Regulation of the Audit Committee, the Audit Committee consists of at least three (3) members and forms: a) A Company's Board of Directors Committee, which consists of Board's non-executive members, either b) An independent Committee, which consists of Board of Directors non-executive members, or c) An independent Committee consisting only of third-party persons The members of the Audit Committee are mostly independent of the Company, within the meaning of the provisions of the article 4 of L. 3016/2002, as in force and the article 9 of L.4706/2020. The participation in the Audit Committee of persons who simultaneously hold positions, capacities or carry out transactions incompatible with the Company's purposes is prohibited. Subject to the above, the participation of a person in the Audit Committee does not preclude his participation in another Board of Directors' Committee, as long as this does not affect the proper performance of the duties of the person as a member of the Audit Committee. The members of the Audit Committee have proven sufficient knowledge and experience in the sector in which the Company operates. At least one of Audit Committee members, independent of the Company, has adequate audit or accounting knowledge and experience. The Audit Committee members are appointed by the General Assembly of the Company's shareholders, when they constitute an independent Committee, or by the Board of Directors, when the Audit Committee is a Board of Directors' Committee, according to the provision of the law, by a resolution which adequately substantiates the qualifications of the proposed members of the Audit Committee, as well as the independence of the elected independent members. In the event of resignation, death or any other case of losing its capacity as an Audit Committee member, the Board of Directors appoints from its existing

	members a new member to replace the member not available, for a period of time until his term of office expiration, in compliance, if necessary, with the provisions of par.1 and 2 of the article82 of L.4548/2018, being in force. When the Audit Committee member is a third-party person, non-member of the Board of Directors, the Board of Directors appoints a third-party person, non-member of the Board of Directors, as a temporary replacement, and the next General Assembly proceeds either in this person's appointment or in the election of another person, for the period until his term of office expiration. The Chairman of the Audit Committee of the Company is appointed by its members and is independent of the Company within the meaning of the provisions of L. 3016/2002, as in force and the provisions of the article 9 of L.4706/2020. The President of the Board of Directors may not act as the Chairman of the Audit Committee. Pursuant to the same resolution, one of the elected Committee members is appointed Deputy Chairman, while this appointment can be also executed by the body that appoints the Audit Committee members replacing the regular Audit Committee members in case of disability. The Audit Committee members have been initially appointed by the Regular General Assembly resolution dated 16.05.2018, under a three-year term of office, while pursuant to the Audit Committee member and independent Board of Directors non-executive member (Mr. Alexandros Makridis) resignation, the Regular General Assembly on 29.05.2019 appointed Mr. Nikolaos Sofianos as a new Audit Committee member to replace Mr. Alexandros Makridis. Therefore, the Company Audit Committee consists of one Board of Directors non-executive member, one independent Board of Directors non-executive member and a third-party person. More specifically, it consists of: 1) Nikolaos Sofianos – independent member, not a member of the Board of Directors, Chairman 2) Georgios - Nikolaos Nanopoulos – non-executive member of the Board of Directors 2) Konstantinos Kalamatas – independent non-executive member of the Board of Directors
Meetings and decision-making	The Audit Committee is convened exclusively by its Chairman or, in case of his absence or incapacity, by his deputy. The Audit Committee meets regularly, at least four (4) times per year. It meets extraordinarily when, in the opinion of the President of the Board of Directors or the Chairman of the Audit Committee, special circumstances require it. The Audit Committee may also meet, without the presence of the Management, with the external auditor of the Company. The meeting can take place live or through audiovisual media, at the Company's headquarters or at any place suitable for the purpose of the meeting. The duties of secretary are performed by the Director of Internal Audit, who keeps the minutes of the meetings. It is highly pursued that the meetings of the Audit Committee involve, if possible, all its members (live or through audiovisual media). If at least two members (regular or deputy) are not present at the meeting, the meeting is canceled and repeated without a new invitation within seven (7) days from its cancellation (where again at least two members will be required to attend). Decisions are resolved at majority of its members, and in case of a tie, the vote of the President shall prevail. The member of the Audit Committee who has sufficient knowledge and experience in auditing or accounting is obliged to attend the meetings of the Audit Committee concerning the approval of the financial statements.

In addition, the Audit Committee invites, whenever it deems appropriate, key executives involved in the Company's governance, including the Chief Executive Officer, the Chief Financial Officer and the Director of the Internal Audit, to attend specific meetings or specific issues on the agenda and express an opinion on them.

The Audit Committee, in addition to the scheduled meetings, holds mandatory meetings with the management and the relevant executives during the preparation of the financial reports as well as with the external auditor during the planning stage of the audit, during its execution and during the stage of preparation of audit reports.

The Audit Committee meets at least once a quarter, with the Internal Audit Director to discuss issues within its responsibility, as well as problems that may arise from the internal audits.

Responsibilities of the Audit Committee

The Audit Committee acts as an objective body, which is responsible for reviewing and evaluating the auditing practices and the performance of internal and external auditors. The main function of the Audit Committee is to assist the Board of Directors in the performance of its duties, by overseeing the Company's financial reporting procedures, policies and internal audit system.

The main responsibilities of the Company's Audit Committee, in compliance with the Article 44 of L. 4449/2017 of its Operating Regulation, are the following:

a) it monitors the financial reporting process and makes recommendations or proposals to ensure its integrity,

b) it informs the Board of Directors of the outcome of the statutory audit and explains how the statutory audit contributed to the integrity of the financial information and what role the audit committee had in the process,

c) it monitors the effectiveness of the Company's internal audit, quality assurance and risk management systems, and, where applicable, its internal audit department, regarding the financial information of the Company, without violating the latter's independence,

d) it monitors the statutory audit of the annual stand-alone and consolidated financial statements and, in particular, its performance, taking into account any findings and conclusions, in accordance with par. 6 of Article 26 of Regulation (EU) 537/2014 and par. 5 of Article 44 of L. 4449/2017,

e) it reviews and monitors the independence of certified auditors' accountants or audit firms, in accordance with Articles 21, 22, 23, 26 and 27 and Article 6 of Regulation (EU) 537/2014 and, in particular, the suitability of providing non-audit services to the audited entity, in accordance with Article 5 of Regulation (EU) 537/2014,

f) it is responsible for the selection procedure of certified auditors' accountants or audit firms and proposes those to be appointed, in accordance with Article 16 of the Regulation (EU) 537/2014, unless par. 8 of Article 16 of Regulation (EU) 537/2014 applies,

g) it issues an opinion on the approval and revision of the Company's Operating Regulations and the Corporate Governance Code and also submits, at its discretion, a proposal for the revision of the Operating Regulation of the Audit Committee.

For the results of all the above actions, the Audit Committee informs the Board of Directors by submitting a semi-annual report with its findings and proposals for the implementation of corrective actions, if deemed appropriate.

The Audit Committee presents and submits to the Board of Directors the reports submitted to it every three (3) months by the Internal Audit, according to article

	16 of Law 4706/2020, together with its observations or earlier if deemed necessary. The Audit Committee has full access to every information of the Company that is needed to carry out its duties and the Company makes available to the Audit Committee any person that the Committee deems necessary. The Operating Regulation of the Audit Committee is posted on the Company's website at the following link: https://en.about.aegeanair.com/corporate-governance/committees-and-external-auditors/rules-of-procedures-of-aegean-airlines-audit-committee/?_ga=2.253773064.1803504505.1618120997-1903195776.1618120997

Remuneration Committee

Composition of the Remuneration Committee	According to the Operating Regulation of the Remuneration Committee, the Remuneration Committee consists of three (3) members with a three-year term of office, which are all non-executive members of the Board of Directors and are mostly independent, in the sense of the law as in force each time. The Remuneration Committee is chaired by an independent non-executive member of the BoD. The Chairman of the Remuneration Committee is responsible for scheduling and conducting the meetings. The term of the members is automatically extended until the first ordinary General Meeting after the expiration of their term, which however cannot exceed a period of four years. In case of a vacancy in the Remuneration Committee (indicatively due to resignation), the Board of Directors must immediately appoint a replacement. Persons holding at the same time positions or properties or carrying out transactions that are incompatible with the purpose of the Committee are not allowed to participate in the Remuneration Committee. The Executive Chairman, the Managing Director and the Chief Financial Officer of the Company (possibly also other members of the Board if deemed necessary by the Committee) may be invited by the Committee to attend the meetings. The members of the Remuneration Committee have, in total, sufficient knowledge and experience in remuneration issues. The members of the Remuneration Committee are all appointed by the Board of Directors by a decision which adequately justifies the qualifications of the members of the Committee. By the same decision, one of the elected independent members of the Committee is also appointed as Deputy Chairman, while it is also possible to appoint alternate members to replace the regular members of the Remuneration Committee is possible, in the event of impediment of the latter. The participation of a person in the Remuneration Committee does not preclude participation in another Committee of the Board of Directors, as long as this does

	not affect the proper performance of the duties of the person as a member of the Remuneration Committee. The current composition of the Remuneration Committee of the Company consists of the following members of the Board of Directors, who were elected by decision of the Company's Board of Directors dated 21.11.2019 for a three-year term of office: 1) Alexandros Makridis, independent non-executive member of the Board of Directors, Chairman 2) Nikolaos-Georgios Nanopoulos, non-executive member of the Board of Directors and 3) Victor Pizante, independent non-executive member of the Board of Directors
Meetings and decision-making	The Remuneration Committee shall be convened exclusively by its Chairman or, in case of absence or impediment, by the deputy Chairman. The Remuneration Committee meets regularly at least two (2) times per year, and in any case prior to the establishment of the Remuneration Policy and the preparation of the Remuneration Report, or any revision thereof. Extraordinary meetings are held when it is deemed necessary, in the opinion of the President of the Board of Directors or the Chairman of the Remuneration Committee. The meeting may be held in person or through audio-visual media, at the Company's headquarters or in any place suitable for the purpose of the meeting. By decision of the Board of Directors, the Secretary of the Remuneration Committee will be appointed and will keep minutes of the meetings. It is forbidden for a member of the Remuneration Committee to be represented by another member, except in the case of replacement of a full member by an alternate because of an impediment of the former. Replacement of the full members can never result in a composition of the Remuneration Committee other than that required by the Operating Regulation of the Remuneration Committee. The Remuneration Committee is convened by an invitation communicated to them at least two (2) working days before the meeting, or five (5) days before, if the venue of the meeting is not the registered office of the Company. The invitation includes the items on the agenda, as well as the date, time and place of the remuneration committee meeting. No invitation is required if all the members are present on the day of the meeting and no one is in opposition. At the meetings of the Remuneration Committee, efforts must be made to involve all of its members as much as possible (in person or through audio-visual media). If at least two members (regular or alternate) are not present at the meeting, the meeting shall be canceled and repeated without a new invitation within seven (7) days of its cancellation (where at least two members will still be required to attend). Decisions shall be taken by a majority of its members and in the event of a tie, the Chairman's vote shall prevail. As far as not specifically defined in the Operating Regulation of the Remuneration Committee, articles 89 - 93 of L. 4548/2018 apply to the meetings and decision-making of the Remuneration Committee.
Responsibilities of the Remuneration Committee	The Remuneration Committee acts as an independent and objective body that assists the Board of Directors in the performance of its duties with regard to the remuneration of the Board of Directors, the executives and the employees of the Company, being responsible drawing up procedures and checking the

Remuneration Policy and the Remuneration Report of Articles 110-113 of L. 4548/2018. Specifically, the Remuneration Committee:

a) Establishes the remuneration policy for the members of the Company's Board of Directors with the possibility to include also other directors and employees of the Company. The Remuneration Committee defines and includes in the Remuneration Policy as a minimum, all the elements required by the law and the Corporate Governance Code implemented by the Company, with all appropriate differentiations according to the roles and duties of each of these persons.

b) Suggests a temporary derogation from the Company's Remuneration Policy, provided that (a) the Remuneration Policy sets forth the procedural conditions under which a derogation may be made from its content; (b) the Remuneration Policy defines the specific points under which the derogation may be applied, (c) this derogation is necessary for the long-term servicing of the interests of the Company as a whole or for ensuring its viability.

c) Reviews the payroll and working conditions of the Company's employees and takes into account the relevant findings when determining the Remuneration Policy.

d) Submits proposals to the Board of Directors for any matter concerning the remuneration of the Company's Board of Directors, its directors and employees, in compliance with the principles of the law and the Code of Corporate Governance of the Company regarding the said remuneration, also taking into account the best international practices and European Commission's Recommendations.

e) Regularly revises the terms and conditions of the current contract agreements of the members of the Board of Directors and the directors of the Company, including indemnities in the event of departure from the company, as well as the pension arrangements.

f) In the event of a revision of the Remuneration Policy, it submits a report to the Board of Directors, describing and explaining all changes in the Remuneration Policy, as well as the manner in which the votes and views of the shareholders on the Policy and the Remuneration Report have been taken into account since the last vote on these issues.

g) Defines measures to avoid or manage conflicts of interest regarding remuneration issues embodied in the Remuneration Policy.

h) Defines the performance targets for any variable remuneration of the executive Members of the Board and senior executives, as well as the objectives associated with rights or stock options.

i) Examines and submits proposals to the Board of Directors (and, as such, to the General Meeting of Shareholders, when required) regarding any stock option rights or stock option plans.

k) Submits proposals for the review and improvement of any process related to the drafting of the Remuneration Policy, the Remuneration Report and the determination of the information contained therein.

l) Prepares the Remuneration Report of article 112 of L. 4548/2018. The Remuneration Committee determines and includes in the Remuneration Report all the information required by L. 4548/2018 and the Corporate Governance Code of the Company. The Remuneration Committee submits a report to the Board of Directors outlining how the Remuneration Report takes into account the outcome of the General Assembly's vote on the previous Remuneration Report.

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m) Is generally responsible for proposing, making decisions and expressing an opinion on any matter falling under Articles 109-114 of L. 4548/2018, either voluntarily or at the request of the Board of Directors or the General Assembly.

The Operating Regulation of the Remuneration Committee is posted on the Company's website at the following link:

https://en.about.aegeanair.com/corporate-governance/committees-and-external-auditors/operating-regulations-of-the-companys-remuneration-committee/?_ga=2.53739944.1803504505.1618120997-1903195776.1618120997

The table below includes the members of the Board of Directors:

Board of Directors members	Capacity	Date of appointment	End of Term
1. Eftichios Vassilakis	Chairman, Executive Member	16.5.2018	16.5.2021
2. Anastasios David	A' Vice Chairman,Non-Executive Member	16.5.2018	16.5.2021
3. Panagiotis Laskaridis	B' Vice Chairman,Non-Executive Member	16.5.2018	16.5.2021
4. Dimitrios Gerogiannis	Managing Director, Executive Member	16.5.2018	16.5.2021
5. George Vassilakis	Non-executive Member	16.5.2018	16.5.2021
6. Christos Ioannou	Non-executive Member	16.5.2018	16.5.2021
7. Konstantinos Kalamatas	Independent, Non-executive Member	16.5.2018	16.5.2021
8. Achilleas Constantakopoulos	Non-executive Member	16.5.2018	16.5.2021
9. Alexandros Makridis	Independent, Non-executive Member	16.5.2018	16.5.2021
10. Nikolaos George Nanopoulos	Non-executive Member	16.5.2018	16.5.2021
11. Victor Pizante	Independent, Non-executive Member	16.5.2018	16.5.2021

It is noted that based on the article 7 par.1 of the Company's Statute, the Board of Directors is elected by the General Assembly Meeting with a three-year term of office, which is extended until the end of the term, within which the next Regular General Assembly must convene immediately after the end of the term of office and until a decision is resolved. In any case, the term of office may not exceed four-years period.

2.6 Explanatory Report of the Board of Directors

(ARTICLE 4, PARAGRAPH. 7 & 8 OF L.3556/2007)

1. Structure of the Company's share capital

The Company's share capital amounts to forty-six million four hundred twenty-one thousand and one hundred fifteen euros (€ 46.421.115), divided into seventy one million four hundred seventeen thousand and one hundred common voting shares (71.417.100 shares), of a par value of sixty five euro cents each (€ 0,65). All the shares are registered and listed for trading in the Securities Market of the Athens Stock Exchange under the "Large Cap" classification.

2. Limits on transfer of Company shares

There are no restrictions set by the Company's Articles of Association regarding the transfer of shares.

3.Significant direct or indirect holdings in accordance with the provisions of articles 9 – 11 of Law 3556/2007

As of 31.12.2020 the following investors held more than 5% of the Company's voting rights: Eftichios Vassilakis 37,19% (1,24% direct, 24,28% through Evertrans S.A. and 11,66% through Autohellas S.A.), Alnesco Enterprices Company Limited 8,56%, Siana Enterprices Company Limited 8,56% and Achilleas Constantakopoulos 5,19%.

4. Shares conferring special control rights

There are no Company shares that carry any special rights of control.

5. Limitations on voting rights

The Articles of Association make no provision for any limitations on voting rights.

6. Shareholder agreements which result to limitations in the transfer of shares or limitations to exercise voting rights

The Company is not aware of any Shareholder agreements which result to limitations in the transfer of shares or limitations to exercise voting rights.

7. Rules governing the appointment and replacement of members of the Board of Directors and the amendment of the Articles of Association

The members of the Board of Directors are elected from the General Shareholders' Meeting, through a secret voting procedure, for a three-year term extended up to the Annual General Shareholders' Meeting due in the term's final year. The members may be shareholders or non-shareholders and can be re-elected.

Replacement of a member can be authorized by at least 3 other members and is subject to the approval of the next General Shareholders' Meeting.

The Board may consist of seven (7) up to fifteen (15) members.

8. Authority delegated to the BoD or certain members of the Board for the issue of new shares or acquisition of own shares

(A) According to the provisions of article 24 para. 1 case b and c of Law 4548/2018, by decision of the Shareholders General Assembly, the Board of Directors can be authorized for a period not exceeding five years, to decide on a partial or full share capital increase through the issuance of new shares, where the relevant decision will be taken with a majority of at least 2/3 of all its members. In this case, the share capital may be increased by an amount not exceeding three times the share capital existing at the date on which the Board of Directors was granted the respective authorization.

This authorization may be renewed by decision of the Shareholders General Assembly for a period not exceeding five years for each renewal granted. Each renewal shall take effect on expiry of the previous validity period. The decisions of the Shareholders General Assembly regarding the granting or renewal of the authorization of the Board of Directors to decide on a share capital increase are subject to publicity. These extraordinary share capital increases constitute an amendment of the Articles of Association of the Company but are not subject to management approval.

By its decision dated 12.03.2021, the Company Shareholders General Assembly has authorized the Board of Directors for the following :

(I) (a) to decide on the Company's share capital increase according to the terms of article 24 para. 1(b) of Law 4548/2018. This authorization will be valid for five (5) years and the share capital may be increased by an amount not exceeding three times the existing share capital. In the context of this authorization , the Board of Directors will be able to also decide on the Company's share capital increase for the purposes of article 30 of Law 4772/2021 for raising share capital amounting to at least €60,000,000 in order to receive the Greek State grant amounting €120,000,000. This grant is conditional upon the Company completes a share capital increase through private shareholder investment of €60 million and (b) to restrict, abolish, or not, the pre-emption right of the Company's existing shareholders, in accordance with Article 27 para. 4 of Law 4548/2018, in the context of share capital increases decided by the Board of Directors in accordance with the authorization specified in (a) above.

(II) to decide, in accordance with articles 56 para. 2, 24 para. 1(b) and 27 para. 4 of Law 4548/2018, the issuance of warrants as per article 30 para. 3 of Law 4772/2021 for the benefit of the Hellenic Republic, according to the aforementioned provisions with abolition of the pre-emption right of the Company's shareholders. The issuance of warrants by the Board of Directors based on the above authorization shall be decided according to the terms and within the limits of paragraph 1(b) of Article 24 of Law 4548/2018 in conjunction with Article 30 of Law 4772/2021, therefore such power will be valid for five (5) years and the period of exercising the right to acquire Company shares will be as defined in Article 30 para. 3 of Law 4772/2021.

(B) In accordance with article 49 of Law 4548/2018, the Company may, by itself or through a person acting in his/her name but on the Company's behalf, acquire its own shares but only after the approval of the Shareholders General Assembly defining the terms and conditions for such acquisitions and particularly the maximum number of shares that may be acquired, the duration for which such approval is granted, which cannot exceed twenty-four (24) months and, in case of acquisition in return of payment, the minimum and maximum amounts, under the specific terms and conditions set out in detail in article 49 of Law 4548/2018. There is no decision of the Company's Shareholders General Assembly currently in force regarding the acquisition of own shares by the Company.

(C) In accordance with the provisions of article 113 of Law 4548/2018, by decision of the Shareholders General Assembly adopted by an increased quorum and majority, pursuant to the provisions of paragraphs 3 and 4 of article 130 and 2 of article 132 of Law 4548/2018, a programme can be established regarding the distribution of shares to members of the Board of Directors and employees of the Company as well as of other affiliated Companies in the sense of Article 32 of Law 4308/2014 in the form of a stock option right, under the specific terms of this decision, a summary of which is subject to the publication formalities of article 12 of Law 4548/2018. Persons providing services to the Company on a regular basis may also be designated as beneficiaries. The total nominal value of the shares disposed hereby cannot exceed one tenth (1/10) of the share capital paid up at the date of the decision of the Shareholders General Assembly. This decision must define the maximum number of shares that may be acquired or issued if the beneficiaries exercise the right granted to them to purchase shares, the price at which the shares are disposed or the method of determining such price, the terms of distribution of shares to the beneficiaries, as well as the beneficiaries or their categories and the method for determining the acquisition price, without prejudice to paragraph 2 of Article 35 of L. 4548/2018, the programme duration, as well as any other relevant term.

By the same decision of the Shareholders General Assembly, the Board of Directors may be authorized to determine the beneficiaries or their categories, the way of exercising the right, as well as any other term of the share distribution plan. By its decision, the Board of Directors arranges any other relevant detail not otherwise arranged by the General Meeting, while, according to the terms of the programme, issues to those shareholders who exercised their right, certificates of the right to acquire shares and, every calendar quarter at most, delivers the shares already issued or issues and delivers the shares to the above beneficiaries, increasing the Company's share capital and amending the Articles of Association accordingly. It also certifies the shares capital increase and complies with the publication formalities. The Board of Directors' decision on share capital increase and the certification of its payment is adopted every calendar quarter, notwithstanding the provisions of article 20 of Law 4548/2018. The provisions of article 26 of Law 4548/2018 do not apply to such capital increase.

Finally, in accordance with para. 5 of Article 113 of L. 4548/2018, in the case of companies listed in a regulated market, if the share distribution plan is included in the approved remuneration policy, the adoption of such plan does not require a decision of the Shareholders General Assembly.

Moreover, the Shareholders General Assembly, by its decision that is adopted by an increased quorum and majority, pursuant to the provisions of paragraphs 3 and 4 of article 130 and 2 of article 132 of Law 4548/2018 and is subject to publication formalities, may authorise the Board of Directors to adopt a share distribution plan under the conditions of the preceding paragraphs, potentially increasing capital and taking all other relevant decisions. This authorisation is valid for five (5) years, unless the Shareholders General Assembly sets a shorter validity period.

According to Article 114 of Law 4548/2018, by decision of the Shareholders General Assembly adopted by an increased quorum and majority, pursuant to the provisions of paragraphs 3 and 4 of article 130 and 2 of article 132 of Law 4548/2018, a decision may be taken for the free distribution of shares to members of the Board of Directors and employees of the Company as well as of other Companies affiliated with it in the sense of Article 32 of Law 4308/2014. Persons providing services to the Company on a regular basis may also be designated as beneficiaries. A summary of the decision shall be made public.

As of today there are no decisions of the Shareholders General Assembly regarding the above. By virtue of the decision of the Ordinary General Meeting of the Company dated 20.12.2019, which was registered with the General Commercial Registry (G.E.MI.) on 14.01.2021 under Registration Code Number 2052386 the Company's Remuneration Policy was approved, which includes the option of granting a part of the remuneration of the Board of Directors to be given as stock option rights. As of today there is no such option implemented.

9. Important agreements which are entered in force, amended or terminated in the event of change in the control of the Company following a public offer

There are no agreements which enter into force, are amended or terminated in the event of change in the control of the Company following a public offer.

10. Agreements that the Company has entered into with Board members or employees regarding compensation payments in the case of resignation, dismissal without valid reason and termination of their office period or employment because of a public offering.

The Company has no significant agreements with members of the Board of Directors or its employees providing for the payment of compensation, especially in the case of resignation or dismissal without valid reason or termination of their period of office or employment due to a public offer.

11. The Company has branches or offices in 49 locations in Greece and abroad.

Kifissia, April 9th, 2021

Aegean Airlines S.A.

Chief Executive Officer

Dimitrios Gerogiannis

3.
Independent Auditors Report

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THIS REPORT HAS BEEN TRANSLATED FROM THE ORIGINAL VERSION IN GREEK

INDEPENDENT AUDITOR'S REPORT

To the Shareholders of AEGEAN AIRLINES S.A..

Report on the Audit of the Separate and Consolidated Financial Statements

Opinion

We have audited the accompanying separate and consolidated financial statements of Aegean Airlines S.A. (the Company), which comprise the separate and consolidated statement of financial position as of December 31, 2020, the separate and consolidated statement of comprehensive income, the statement of changes in equity and cash flows for the year then ended and a summary of significant accounting policies and other explanatory information.

In our opinion, the accompanying separate and consolidated financial statements present fairly in all material respects the financial position of Aegean Airlines S.A., and its subsidiaries (the Group) as at December 31, 2020 and its consolidated financial performance and cash flows for the year then ended in accordance with International Financial Reporting Standards, as endorsed by the European Union.

Basis for Opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs), as incorporated in Greek Law. Our responsibilities under those standards are further described in the "Auditor's Responsibilities for the Audit of the Separate and Consolidated Financial Statements" section of our report. We remained independent of the Company and Group throughout the period of our appointment in accordance with the International Ethics Standards Board for Accountants' Code of Ethics for Professional Accountants (IESBA Code), as incorporated in Greek Law, together with the ethical requirements that are relevant to the audit of the consolidated financial statements in Greece, and we have fulfilled our other ethical responsibilities in accordance with these requirements and the IESBA Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Key audit matters

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the separate and consolidated financial statements of the current period. These matters and the related risks of material misstatement, were addressed in the context of our audit of the separate and consolidated financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

For each matter below, our description of how our audit addressed the matter is provided in that context.

We have fulfilled the responsibilities described in the "Auditor's Responsibilities for the Audit of the Separate and Consolidated Financial Statements" section of our report, including in relation to these matters. Accordingly, our audit included the performance of procedures designed to respond to our assessment of the risks of material misstatement of the separate and consolidated financial statements. The results of our audit procedures, including the procedures performed to address the matters below, provide the basis for our audit opinion on the accompanying separate and consolidated financial statements.

Key Audit Matter	How our audit addressed the key audit matte
Implications of the COVID-19 pandemic on the liquidity, the adequacy of the working capital and the going concern basis (separate and consolidated financial statements)	
The COVID-19 pandemic has had a particularly strong impact on the airline industry, since national and international travel restrictions led to a significant reduction in air travel, with significant impact on the Company's and the Group's operations and liquidity. Management has undertaken a number of of measures to support Company's and Group's liquidity, including the use of available support measures by government, similar to those provided by other governments around the world. In addition, the management, in the context of a broader Company's and Group's business planning for the years 2021 to 2025, has prepared, among others, projected cash flows and working capital for the same period focusing, for the purposes of the going concern assessment, on the years 2021 and 2022. The implementation of the business planning and the projected cash flows depend to a large extent on management's assumptions and estimates regarding the future business developments, the potential impact of national and international travel restrictions on flight operations, the successful implementation of the cost-cutting measures taking advantage of the government programs, working capital improvement measures and investments' rescheduling. In addition, the business plan implementation depends on the completion of a series of financing procedures which, in terms of time priority, include the share capital increase, the collection of the financial support from the Greek State, and the eventual activation of the, agreed with the lenders, improved financing credit terms. Management took into consideration all the above conditions in assessing the suitability of applying the going concern basis of the Company and the Group and the existence or not of a material uncertainty to this respect. We have identified the implications of the COVID-19 pandemic as a key audit matter due to the complexity of the required calculations, the importance of the management's assumptions and estimates in determining the projected cash flows and the effect of these estimates on liquidity, working capital adequacy and the going concern accounting principle.	The audit procedures that we performed, among others, were as follows: • We discussed with management the implications of the COVID-19 pandemic on the national and international travel restrictions and the effect on the financial results, financial position, liquidity and working capital of the Company and the Group, both direct and indirect, as well as, short-term and medium-term consequences. We also discussed the different assumptions and scenarios used by the management in its assessment of going concern basis. • We tested for mathematical accuracy the relevant calculations, the completeness and consistency of the business model and the generation of cash flows and their individual components. In this context, we have considered how the various cost cutting and cash outflow reduction measures and arrangements were implemented during the year under audit, but also post balance sheet date. We considered their impact in the future planning of the Company's and Group's asset base (aircraft), its personnel and the changes in certain financial covenants' measurement dates, which could give the right to the lenders to demand immediate repayment of the debt. We also evaluated the capital expenditure that is included in the business plan against the purchase commitments and frame agreements. In the context of our evaluation and testing of the business plan that management has prepared, we included in the executive audit team, experts in the design and review of forecasted financial information and respective financial models. We also verified that the business plan has been approved by the Company's Board of Directors. • In our evaluation of the cash inflows included in the liquidity planning, we examined, among others, the agreements related to government relief measures and other funding resources,

Key Audit Matter	How our audit addressed the key audit matter
Implications of the COVID-19 pandemic on the liquidity, the adequacy of the working capital and the going concern basis (separate and consolidated financial statements) - continue	
The Company's and the Group's disclosures relevant to the assessment of the implications of the COVID-19 pandemic on its liquidity and the going concern basis are included in note 2 of the separate and consolidated financial statements.	we audited the collection of these amounts and we evaluated the terms and the conditions for receiving these funds. • We evaluated the consistency of management's estimates regarding the expected flight activity for the foreseeable future with analysts' estimates for the airline sector, including the estimates of the International Air Transport Association (IATA) and the macroeconomic forecasts. We also evaluated management's estimates and assumptions as detailed in note 2 of the separate and the consolidated financial statements, specifically with respect to the possibility of not successfully completing the upcoming share capital increase which represents a condition for the financial aid from the Greek State, with these two future events forming together the conditions based upon which, the Company's lenders have agreed to provide improved terms on the loan facilities. • We evaluated management's estimate with respect to the adequacy of the working capital for the next 12 months from the issuance of the financial statements and in particular, the estimate regarding the compliance or not with the financial ratios as these should be sustained based on the original agreements with the creditors, in the remote possibility of not successfully effecting the required share capital increase. • Further, we discussed with management the most recent estimations regarding the availability of the COVID-19 vaccine, the strategy and the progression of the vaccinations, the current travel destinations, as well as the current reservation level for future flights and the examination of these factors in the Group's business plan. • We also discussed other possible measures for ensuring liquidity, that are not reflected in the liquidity planning, as they were not deemed as necessary in the current period. • We evaluated the estimates and assumptions of the management regarding the application of the going concern accounting principle for the Company and the Group and the absence of any material uncertainty to this respect, as well as, the appropriateness and sufficiency of the relevant disclosures in the separate and the consolidated financial statements.

Key Audit Matter	How our audit addressed the key audit matter
Impairment considerations of Goodwill (consolidated financial statements) and owned and leased aircraft (separate and consolidated financial statements) and of investment in subsidiaries (separate financial statements)	
The amount of goodwill of €40m which was recognized upon acquisition of Olympic Air in the consolidated financial statements is tested for impairment annually or more frequently if impairment indicators are present. In addition, in the separate and consolidated financial statements as at December 31, 2020 are included: a) in the tangible fixed assets account, the owned aircraft (including maintenance components and their mechanical equipment) with net book value € 81m million and € 109m for the Company and the Group, respectively, depreciated during their useful life, b) in the account right of use assets, the leased aircraft with net book value € 426m and € 456m for the Company and the Group, respectively, that are depreciated in the period of the right of use or during their useful life, depending on the lease terms. c) in the account investment in subsidiaries for the Company, investments in Olympic Air SA. and in Aegean Cyprus LTD, amounting to € 62m and € 18m respectively, which are valued at cost and are assessed for impairment if there is any indication that they may be impaired. At each balance sheet date, the Company and the Group assess whether there is any indication of impairment for owned aircraft, leased utility aircraft and investments in subsidiaries. As a result of the effects of the COVID-19 pandemic, the management estimates that there is evidence of their impairment. Therefore, management measured their recoverable amount, taking into account their value in use and thus assessing the need to recognize any impairment loss. The impairment assessment process of owned and leased aircraft, the goodwill and the investment in subsidiaries involves judgements, estimates and assumptions with respect to the future cash flows of the Group, the future volume and sales growth rates, the prices of future prices of fuel and the discount rate of the cash flows,	The audit procedures that we performed, among others, were as follows: • We received and assessed the measurement test for the recoverability of owned and leased aircraft, goodwill and investment in subsidiaries performed by management. • We evaluated the managements' decision to carry out the measurement of the recoverable amount of owned and leased aircraft, goodwill and investments in subsidiaries, considering the operation of the Group as one cash generating unit. • We assessed management's judgments, estimates and assumptions regarding future cash flows, future turnover growth rates, fuel price assumptions, exchange rates and cash flow discount rates for the next five years and the use of the five-year period as a basis for judgments, estimates and assumptions on the remaining term of the right of use assets or on the remaining useful life as appropriate. • We assessed whether the estimates, which have been used for the expected flight activity of the coming years, are in line with the estimates of the industry. • We assessed the consistency between the periods, the methods, the assumptions and the calculations followed by the Company and the Group, and whether changes in business practices, accounting principles and policies that affect the calculations have been taken into account as a result of the COVID-19 pandemic, which has in turn altered the overall business environment in the sector. We performed sensitivity analysis by stressing the key assumptions used in the managements' financial model. • We also tested the calculations for mathematical accuracy.

Key Audit Matter	How our audit addressed the key audit matter
Impairment considerations of Goodwill (consolidated financial statements) and owned and leased aircraft (separate and consolidated financial statements) and of investment in subsidiaries (separate financial statements) – continue	
considering the Group as one Cash Generating Unit (CGU) and using projected results for a five years period (2021 - 2025), as a basis for judgment, estimates and assumptions in the remaining period until expiration of the respective rights of use of the fixed assets or their useful life as appropriate. We have identified the impairment testing of owned and leased aircraft, goodwill and investment in subsidiaries and the assessment of their recoverable amount as a key audit matter due to the level of the amounts and the nature of the accounts involved and due to inherent uncertainty involved in the judgements, estimates and assumptions used by the management during this process particularly in view of the impact of the COVID-19 pandemic during this process. The Company's and the Group's disclosures relevant to the accounting policy, the judgements, the estimates and the assumptions used for the impairment test of goodwill, the owned and leased aircraft and the investment in subsidiaries can be found in notes 2, 2.2, 3.1, 3.2, 3.3 and 3.4 of the separate and consolidated financial statements.	• We included in our team experts specialized in the valuation issues. Also, we assessed the sufficiency of related disclosures in the separate and consolidated financial statements.

Key Audit Matter	How our audit addressed the key audit matter
Provision for aircraft maintenance (separate and consolidated financial statements)	
The Company and the Group operate aircrafts, under lease agreements based on which certain maintenance requirements have to be met. During the contract period, a provision is made with the estimated amounts required to be paid in the future for the fulfilment of the contractual commitments. The calculation of the related amounts requires by management the use of judgements, estimates and assumptions which may change in the future. The provision for aircraft maintenance as at 31 December 2020 amounted to €39m and to €47m for the Company and the Group, respectively. We have identified the provision of aircraft maintenance as a key audit matter because of the high degree of uncertainty of the judgements, the significant estimates and assumptions, including the implications of the COVID-19 pandemic in their reassessment, used by the management and the of the magnitude of the related amounts. The Company's and the Group's disclosures relevant to the accounting policy, the judgements, the estimates and the assumptions used on the provision for aircraft maintenance can be found in notes 2.2 and 3.19 of the separate and consolidated financial statements.	The audit procedures that we performed, among others, were as follows: • We assessed the design of management controls over the calculation of the provision for aircraft maintenance. • We assessed whether the Company and the Group used consistently to those used in prior periods the methodology for the calculation of the provision for aircraft maintenance, using also historical data and discussed with the management the key judgements, estimates and assumptions used in the calculation of the provision for aircraft maintenance, as they were reassessed due to the effects of the COVID-19 pandemic. • We audited the key judgements, estimates and assumptions for the expected cost of maintenance of aircrafts, engines and other components, the flight hours or flight cycles, the maintenance program taking into consideration the agreements signed with maintenance providers for aircrafts and engines as well as we audited the assumptions used for the discount rate and the foreign exchange rates. • We compared the judgements, estimates and assumptions used to internal and external sources and data. • We recalculated the amounts included in the model used by the management. Also, we assessed the sufficiency of related disclosures in the separate and consolidated financial statements.

Key Audit Matter	How our audit addressed the key audit matter
Derivative contracts (separate and consolidated financial statements)	
The Company and the Group enters into derivative contracts to hedge risks arising from the variation of prices in fuel, interest rates and foreign exchange. Derivatives are considered by the management as cash flow hedges and any change in their fair value is transferred to other comprehensive income, otherwise are recognized at the statement of comprehensive income of the year. At December 31, 2020 the Company and the Group had recognized derivative assets of €1.6m and derivative liabilities of €50m, respectively. We have identified the valuation and recognition of derivative contracts as a key audit matter due to the level and the nature of the related accounts, the complexity of the accounting treatment and the uncertainties surrounding the judgements, estimates and assumptions used by the management for the calculation of the related amounts and the implementation of the hedging accounting as well as due to the implications of the COVID-19 pandemic on the hedge effectiveness and its effect on the statement of comprehensive income. The Company's and the Group's disclosures relevant to the accounting policy, the judgements, the estimates and the assumptions used for the calculation of the measurement of derivatives can be found in notes 2.2, 2.8 and 3.23 of the separate and consolidated financial statements.	The audit procedures that we performed, among others were as follows: • For all derivative contracts which were effective at the year-end we compared their fair value and their corresponding carrying amount recognized in the financial statements with the valuations of the counterparties. • We audited the terms of the derivative contracts which were effective as at December 31, 2020 and for a sample of them we recalculated their fair value. • We assessed whether the derivative contracts meet the criteria set by the relevant accounting standards and where applicable, the criteria for hedge accounting by category of derivatives. • We included in our team derivative experts specialized in the valuation of derivative contracts. • We audit the management's estimates for the future cash flows for which the hedge accounting has been used and in cases where the management's initial estimate was revised, we confirmed the correct accounting treatment. • We audited the fulfillment and the proper accounting treatment of the contracts expired within the year as well as of the effective contracts as of December 31, 2020. • We audited the classification of derivative contracts in current and non-current assets and liabilities in the statement of financial position. We assessed the sufficiency of related disclosures in the separate and consolidated financial statements.

Other information

Management is responsible for the other information in the Annual Report. The other information, includes the Board of Directors' Report, for which reference is also made in section "Report on Other Legal and Regulatory Requirements", the Statements of the Members of the Board of Directors, but does not include the separate and consolidated financial statements and our auditor's report thereon.

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

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

Responsibilities of the Management and Those Charged with Governance for the Separate and Consolidated Financial Statements

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

In preparing the separate and consolidated financial statements, management is responsible for assessing the Company's and Group's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Company and the Group or to cease operations, or has no realistic alternative but to do so.

The Audit Committee (Law 44 v.4449/2017) is responsible for overseeing the Company's and the Group's financial reporting process.

Auditor's Responsibilities for the Audit of the Separate and Consolidated Financial Statements

Our objectives are to obtain reasonable assurance about whether the separate and consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs, as incorporated in Greek Law, will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these separate and consolidated financial statements.

As part of an audit in accordance with ISAs, as incorporated in Greek Law, we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the separate and consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's and the Group's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's and the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the separate and consolidated financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company and the Group to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the separate and consolidated financial statements, including the disclosures, and whether the separate and consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the separate and consolidated financial statements. We are responsible for the direction, supervision and performance of the Company and its subsidiaries. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide those charged with governance with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with those charged with governance, we determine those matters that were of most significance in the audit of the separate and consolidated financial statements of the current year and are therefore the key audit matters.

Report on Other Legal and Regulatory Requirements

1. Board of Directors' Report

Taking into consideration that management is responsible for the preparation of the Board of Directors' Report and Corporate Governance Statement that is included therein, according to the provisions of paragraph 5 article 2 of Law 4336/2015 (part B), we report that:

a) The Board of Directors' Report includes a Corporate Governance Statement that contains the information required by article 152 of Law 4548/1920.

b) In our opinion the Board of Directors' Report has been prepared in accordance with the legal requirements of articles 150-151 and 153-154 and paragraph 1 (c and d) of article 152 of Law 4548/2018 and the content of the Board of Directors' report is consistent with the accompanying separate and consolidated financial statements for the year ended December 31, 2020.

c) Based on the knowledge and understanding concerning Aegean Airlines S.A. and its environment, obtained during our audit, we have not identified information included in the Board of Directors' Report that contains a material misstatement.

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2. Additional Report to the Audit Committee

Our opinion on the separate and consolidated financial statements is consistent with our Additional Report to the Audit Committee of the Group, in accordance with Article 11 of the EU Regulation 537/2014.

3. Provision of Non-audit Services

We have not provided any prohibited non-audit services per Article 5 of the EU Regulation 537/2014. Non-audit services provided by us to the Company and its subsidiaries during the year ended December 31, 2020, are disclosed in note 3.38 of the separate and consolidated financial statements.

4. Appointment of the Auditor

We were firstly appointed as auditors of the Company by the General Assembly on May 12, 2015. Our appointment has been renewed annually by virtue of decisions of the annual general meetings of the shareholders for a continuous period of 6 years.

Athens, 12 April 2021

Yannis Pierros
Certified Auditor Accountant
SOEL R.N. 3505

ERNST & YOUNG (HELLAS)
Certified Auditors – Accountants S.A.
8B Chimarras, Maroussi,
151 25, Greece
Company SOEL R.N. 107

4.
Consolidated Financial Statements in accordance with IFRS for the year ended 31 December 2020

The annual financial statements for the year ended 31.12.2020 from pages 65 until 134 have been approved by the Board of Directors of Aegean Airlines on April 9, 2021.

The undersigned

Eftichios Vassilakis I.D. no AN049866	Dimitrios Gerogiannis I.D. no AB642495	Michael Kouveliotis I.D. no AO148706	Maria Zannaki I.D. no AO135556
Chairman of the BoD	Chief Executive Officer	Chief Financial Officer	Chief Accountant

The financial statements constitute an integral part of the Annual Financial Report which can be found at www.aegeanair.com and which incorporates the Independent Auditor's Report.

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousand €

4.1 Statement of Financial Position of the Company 31.12.2020

	Note	31.12.2020	31.12.2019
ASSETS			
Non-current assets			
Intangible assets	3.1	26.655,33	26.120,81
Tangible assets	3.2	125.131,43	69.369,36
Right of use assets	3.3	435.464,50	339.958,00
Advances for future aircraft leases	3.5	21.561,74	10.343,41
Investments in subsidiaries	3.4	80.426,56	72.416,56
Other long term assets	3.7	24.808,21	30.811,77
Deferred tax asset	3.6	58.063,84	0,00
Derivatives	3.23	1.104,20	5.927,74
Financial Assets	3.8	21.185,98	24.080,80
Total non-current assets		**794.401,79**	**579.028,45**
Current assets			
Inventories	3.9	14.262,29	12.352,37
Trade and other receivables	3.10	68.340,47	108.236,85
Advances	3.11	14.737,24	26.334,59
Financial Assets	3.8	12.278,85	11.791,45
Derivatives	3.23	491,47	5.934,03
Advances for future aircraft leases	3.5	0,00	28.595,76
Restricted Cash	3.12	29.092,37	8.712,64
Cash and cash equivalents	3.12	376.425,14	360.781,00
Total current assets		**515.627,81**	**562.738,69**
TOTAL ASSETS		**1.310.029,60**	**1.141.767,14**
EQUITY			
Share capital	3.13	46.421,11	46.421,11
Share premium	3.14	72.775,98	72.775,98
Other reserves	3.15	(5.797,95)	16.065,04
Retained earnings		(84.697,15)	94.944,12
Total equity		**28.701,97**	**230.206,24**
LIABILITIES			
Long term liabilities			
Borrowings	3.17	341.971,26	196.566,77
Derivatives	3.23	33.214,98	9.043,16
Provision for retirement benefits obligations	3.16	12.235,87	12.657,77
Provision for aircraft maintenance	3.19	27.593,21	26.765,32
Contract Liabilities	3.21	36.639,99	32.951,44
Deferred tax liabilities	3.6	0,00	7.770,77
Lease Liabilities	3.3	291.859,33	171.047,39
Total long term liabilities		**743.514,64**	**456.802,62**
Short term liabilities			
Trade and other payables	3.18	44.317,46	60.299,60
Borrowings	3.17	95.257,19	2.181,15
Other short term liabilities	3.20	75.345,90	94.824,78
Contract Liabilities	3.21	185.892,68	118.312,80
Accrued expenses	3.22	4.919,25	40.584,06
Derivatives	3.23	16.722,31	6.073,38
Provisions	3.19	14.514,36	12.239,27
Lease Liabilities	3.3	100.843,83	120.243,24
Total short term liabilities		**537.812,99**	**454.758,29**
Total liabilities		**1.281.327,63**	**911.560,90**
TOTAL EQUITY AND LIABILITIES		**1.310.029,60**	**1.141.767,14**

The notes on pages 65 to 134 are an integral part of these stand alone and consolidated financial statements.

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousands €

4.2 Statement of Financial Position of the Group 31.12.2020

	Note	31.12.2020	31.12.2019
ASSETS			
Non-current assets			
Intangible assets	3.1	42.468,95	42.400,94
Goodwill	3.1	39.756,30	39.756,30
Tangible assets	3.2	155.593,92	70.062,17
Right of use assets	3.3	465.669,82	390.041,00
Advances for future aircraft leases	3.5	21.561,74	10.343,41
Financial assets	3.8	21.185,98	24.080,80
Deferred tax assets	3.6	64.288,16	0,00
Other long term assets	3.7	27.141,69	35.415,59
Derivatives	3.23	1.104,20	5.927,74
Total non-current assets		**838.770,76**	**618.027,96**
Current assets			
Inventories	3.9	19.971,87	18.027,76
Trade and other receivables	3.10	85.419,33	117.542,98
Advances	3.11	17.905,28	28.451,14
Financial assets	3.8	12.278,85	11.791,45
Derivatives	3.23	491,47	5.934,03
Advances for future aircraft leases	3.5	0,00	28.595,76
Restricted Cash	3.12	29.092,37	8.712,64
Cash and cash equivalents	3.12	437.067,98	496.364,83
Total current assets		**602.227,15**	**715.420,59**
TOTAL ASSETS		**1.440.997,91**	**1.333.448,54**
EQUITY			
Share capital	3.13	46.421,11	46.421,11
Share premium	3.14	72.775,98	72.775,98
Foreign currency translation reserve	3.15	(3.516,25)	0,00
Other reserves	3.15	(4.323,99)	16.065,04
Retained earnings		(33.775,87)	193.162,98
Total equity		**77.580,97**	**328.425,11**
LIABILITIES			
Long term liabilities			
Borrowings	3.17	341.971,26	196.566,77
Derivatives	3.23	33.214,98	9.043,16
Provision for retirement benefits obligations	3.16	13.089,87	13.478,62
Provision for aircraft maintenance	3.19	32.841,52	30.632,53
Contract Liabilities	3.21	36.639,99	32.951,44
Deferred tax liabilities	3.6	(0,00)	9.783,11
Lease Liabilities	3.3	309.583,59	205.478,25
Total long term liabilities		**767.341,21**	**497.933,89**
Short term liabilities			
Trade and other payables	3.18	73.782,67	85.318,67
Borrowings	3.17	95.257,19	2.181,15
Other short term liabilities	3.20	80.162,59	99.665,56
Contract Liabilities	3.21	191.554,67	126.241,72
Accrued expenses	3.22	6.233,37	36.406,65
Derivatives	3.23	16.722,31	6.073,37
Current tax liabilities	3.29	0,00	1.087,82
Provisions	3.19	16.812,07	12.359,41
Lease Liabilities	3.3	115.550,86	**137.755,19**
Total short term liabilities		**596.075,73**	**507.089,55**
Total liabilities		**1.363.416,93**	**1.005.023,43**
TOTAL EQUITY AND LIABILITIES		**1.440.997,91**	**1.333.448,54**

The notes on pages 65 to 135 are an integral part of these stand alone and consolidated financial statements.

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousand €

4.3 Statement of Comprehensive Income of the Company 31.12.2020

Condensed Statement of Comprehensive Income	Note	2020	2019
Revenue from contracts with customers	3.24	**317.889,65**	**1.049.449,56**
Other operating income	3.25	32.684,38	36.201,38
Personnel expenses	3.27	(71.745,12)	(125.922,57)
Depreciation	3.1, 3.2, 3.3	(129.323,58)	(129.277,38)
Consumption of goods and services	3.26	(331.431,46)	(750.173,20)
Finance income	3.28	78.198,50	27.191,34
Finance expense	3.28	(139.055,81)	(39.798,06)
Profit/(Loss) before tax		**(242.783,45)**	**67.671,08**
Income tax	3.29	60.730,14	(18.656,30)
Profit/(Loss) after tax		**(182.053,30)**	**49.014,78**

		2020	2019
Other comprehensive income			
(a) Other comprehensive income that may be reclassified to profit or loss in subsequent periods			
Cash flow hedging			
Reclassification of Profit / (Loss)	3.23	101.796,73	(5.030,03)
Net change in fair value		(125.852,86)	29.509,42
Income tax		6.001,24	(4.223,91)
Debt Instruments at FV through OCI			
Reclassification of Profit / (Loss)		26,24	557,70
Net change in fair value		818,99	(1.336,20)
Income tax		(202,85)	186,84
Total (a)		**(17.412,52)**	**19.663,83**
(b) Other comprehensive income that will not be reclassified to profit or loss in subsequent periods			
Net actuarial profit/ (loss) on defined benefit plans		624,18	86,46
Deferred tax		(149,80)	(182,42)
Net change in fair value - equity instruments		(3.306,36)	(4.080,79)
Deferred tax		793,53	979,39
Total (b)		**(2.038,46)**	**(3.197,36)**
Other comprehensive income/ (losses) for the period net of tax		**(19.450,97)**	**16.466,47**
Total comprehensive income/(losses) for the period net of tax		**(201.504,28)**	**65.481,24**

The notes on pages 65 to 134 are an integral part of these stand alone and consolidated financial statements.

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousand €

4.4 Statement of Comprehensive Income of the Group 31.12.2020

Condensed Consolidated Statement	**Note**	**2020**	**2019**
Revenue from contracts with customers	3.24	**415.103,90**	**1.308.782,96**
Other operating income	3.25	19.507,85	19.285,15
Personnel expenses	3.27	(79.900,20)	(138.712,60)
Depreciation		(146.149,92)	(145.963,19)
Consumption of goods and services	3.26	(419.440,19)	(919.990,30)
Finance income	3.28	58.857,28	28.678,86
Finance expense	3.28	(144.792,30)	(45.333,10)
Profit/(Loss) before tax		**(296.813,57)**	**106.747,79**
Income tax	3.29	68.906,49	(28.210,24)
Profit/(Loss) after tax		**(227.907,09)**	**78.537,54**

		2020	**2019**
Other comprehensive income			
(a) Other comprehensive income that may be reclassified to profit or loss in subsequent periods			
Cash flow hedging			
Reclassification of Profit / (Loss)	3.23	101.796,73	(5.030,03)
Net change in fair value of cash flow hedges		(125.852,86)	29.509,42
Income tax		6.001,24	(4.223,91)
Debt Instruments at FV through OCI			
Reclassification of Profit / (Loss)		26,24	557,70
Net change in fair value of cash flow hedges		818,99	(1.336,20)
Income tax		(202,85)	186,84
Total (a)		**(17.412,52)**	**19.663,83**
(b) Other comprehensive income that will not be reclassified to profit or loss in subsequent periods			
Net actuarial profit/ (loss) on defined benefit plans		663,86	(129,78)
Deferred tax		(159,33)	(73,05)
Net change in fair value - equity instruments		(3.306,36)	(4.080,79)
Deferred tax		793,53	979,39
Total (b)		**(2.008,30)**	**(3.304,23)**
Other comprehensive income/ (losses) for the period net of tax		**(19.420,82)**	**16.359,59**
Total comprehensive income/(losses) for the period net of tax		**(247.327,90)**	**94.897,14**
Basic and diluted earnings per share in €		**(3,1912)**	**1,0997**
Weighted Average number of shares		**71.417.100,00**	**71.417.100,00**

The notes on pages 65 to 134 are an integral part of these stand alone and consolidated financial statements.

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousands €

4.5 Statement of changes in the Equity of the Company 31.12.2020

Company	Issued capital	Share premium	Cash flow hedge reserves	Reserves (other)	Debt Instruments at FV through OCI	Accumulated Profit / (Loss)	Total equity
Balance at 01.01.2019	**46.421,11**	**72.775,98**	**(18.375,26)**	**12.150,98**	**83,73**	**96.018,73**	**209.075,27**
Profit for the year	0,00	0,00	0,00	0,00	0,00	49.014,78	49.014,78
Other comprehensive income/ (losses)	0,00	0,00	20.361,18	(105,70)	(591,65)	(3.197,36)	16.466,47
Total comprehensive income/ (losses)	**0,00**	**0,00**	**20.361,18**	**(105,70)**	**(591,65)**	**45.817,42**	**65.481,24**
Dividends Paid	0,00	0,00	0,00	0,00	0,00	(42.850,26)	(42.850,26)
Bord of Directors fees	0,00	0,00	0,00	0,00	0,00	(1.500,00)	(1.500,00)
Statutory Reserve	0,00	0,00	0,00	2.541,76	0,00	(2.541,76)	0,00
Balance on 31.12.2019	**46.421,11**	**72.775,98**	**1.985,91**	**14.587,04**	**(507,92)**	**94.944,13**	**230.206,26**
Balance on 01.01.2020	**46.421,11**	**72.775,98**	**1.985,91**	**14.587,04**	**(507,92)**	**94.944,13**	**230.206,25**
Loss for the year	0,00	0,00	0,00	0,00	0,00	(182.053,30)	(182.053,30)
Other comprehensive income/ (losses)	0,00	0,00	(18.054,89)	(5.614,23)	642,37	3.575,77	(19.450,97)
Total comprehensive income/ (losses)	**0,00**	**0,00**	**(18.054,89)**	**(5.614,23)**	**642,37**	**(178.477,53)**	**(201.504,28)**
Dividends Paid	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Bord of Directors fees	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Statutory Reserve	0,00	0,00	0,00	1.163,75	0,00	(1.163,75)	0,00
Balance on 31.12.2020	**46.421,11**	**72.775,98**	**(16.068,97)**	**10.136,56**	**134,45**	**(84.697,15)**	**28.701,98**

The notes on pages 65 to 135 are an integral part of these stand alone and consolidated financial statements.

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousands €

4.6 Statement of changes in the Equity of the Group 31.12.2020

Group	Issued capital	Share premium	Cash flow hedging reserves	Reserves (other)	Debt Instruments at FV through OCI	Accumulated Profit / (Loss)	Total equity
Balance at 01.01.2019	**46.421,11**	**72.775,98**	**(18.375,26)**	**12.150,97**	**83,74**	**164.821,70**	**277.878,24**
Profit for the year	0,00	0,00	0,00	0,00	0,00	78.537,54	78.537,54
Other comprehensive income/ (losses)	0,00	0,00	20.361,18	(105,70)	(591,65)	(3.304,23)	16.359,59
Total comprehensive income/ (losses)	**0,00**	**0,00**	**20.361,18**	**(105,70)**	**(591,65)**	**75.233,31**	**94.897,14**
Dividends	0,00	0,00	0,00	0,00	0,00	(42.850,26)	(42.850,26)
Bord of Directors fees	0,00	0,00	0,00	0,00	0,00	(1.500,00)	(1.500,00)
Statutory Reserve	0,00	0,00	0,00	2.541,76	0,00	(2.541,76)	0,00
Balance on 31.12.2019	**46.421,11**	**72.775,98**	**1.985,92**	**14.587,04**	**(507,91)**	**193.162,99**	**328.425,12**
Balance on 01.01.2020	**46.421,11**	**72.775,98**	**1.985,92**	**14.587,04**	**(507,91)**	**193.162,99**	**328.425,13**
Loss for the year	0,00	0,00	0,00	0,00	0,00	(227.907,09)	(227.907,09)
Other comprehensive income/ (losses)	0,00	0,00	(18.054,89)	(5.614,23)	642,37	3.605,93	(19.420,82)
Total comprehensive income/ (losses)	**0,00**	**0,00**	**(18.054,89)**	**(5.614,23)**	**642,37**	**(224.301,16)**	**(247.327,90)**
Foreign currency translation reserve	0,00	0,00	0,00	(3.516,24)	0,00	0,00	**(3.516,24)**
Bord of Directors fees	0,00	0,00	0,00	0,00	0,00	0,00	**0,00**
Statutory Reserve	0,00	0,00	0,00	2.637,71	0,00	(2.637,71)	**0,00**
Balance on 31.12.2020	**46.421,11**	**72.775,98**	**(16.068,97)**	**8.094,28**	**134,46**	**(33.775,88)**	**77.580,99**

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousands €

4.7 Cash Flow Statement of the Company 31.12.2020

	31.12.2020	31.12.2019
Cash flows from operating activities		
Profit before tax	**(242.783,45)**	**67.671,08**
Adjustments for:		
Depreciation (Notes 3.1, 3.2, 3.3)	129.323,58	129.277,38
Provisions for aircraft maintenance , bad debts and other provision (Notes 3.8, 3.16, 3.19(2))	4.858,83	38.105,40
Losses/(gains) from foreign exchange differences (Note 3.28)	(14.750,69)	(823,21)
(Revenue)/ expense, (Gain) / loss from investing activities	27.297,39	(7.633,10)
Dividend income	(24.187,50)	0,00
Finance Cost (Note 3.28)	27.361,45	21.056,98
Cash flows from operating activities before changes in working capital	**(92.880,39)**	**247.654,53**
Changes in working capital		
(Increase)/Decrease in inventories (Note 3.9)	(1.909,92)	(741,95)
(Increase)/ Decrease in receivables	55.604,98	(27.975,82)
Increase/ (Decrease) in liabilities	(715,29)	43.762,86
Total changes in working capital	**52.979,77**	**15.045,09**
Interest expenses paid	(24.098,35)	(18.426,78)
Income tax paid	0,00	(22.088,97)
Net cash flows from operating activities	**(63.998,97)**	**222.183,88**
Cash flows from investing activities		
Purchases of tangible assets (Notes 3.1, 3.2)	(14.175,55)	(18.665,54)
Sales of tangible assets	(257,17)	68,65
Tangible assets prepayments	(11.800,38)	(18.831,56)
Investment in subsidiaries	(8.010,00)	0,00
Dividends received	24.187,50	0,00
Purchases of financial assets	(997,75)	(16.199,81)
Purchase of equity instruments	(411,54)	(20.000,00)
Sales of financial assets	447,75	25.390,83
Interest and other financial income received	1.344,99	2.413,64
Net cash flows from investing activities	**(9.672,15)**	**(45.823,80)**
Cash flows from financing activities		
Bond loan	150.000,00	200.000,00
Bond issuance costs	(5.732,65)	(3.820,25)
Borrowing received	92.000,00	0,00
Dividends paid	0,00	(42.782,81)
Aircraft leases paid	(128.335,81)	(123.703,04)
Future aircraft lease prepayments (Note 3.5)	13.169,30	(11.928,12)
Net cash flows from financing activities	**121.100,84**	**17.765,77**
Net (decrease)/increase in cash and cash equivalents	**47.429,72**	**194.125,85**
Cash, cash equivalents & restricted cash at the beginning of the period (Note 3.12)	**369.493,64**	**174.504,99**
Net foreign exchange differences	(11.405,85)	862,80
Cash, cash equivalents & restricted cash at the end of the period	**405.517,50**	**369.493,64**

The notes on pages 65 to 135 are an integral part of these stand alone and consolidated financial statements.

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousands €

4.8 Cash Flow Statement of the Group 31.12.2020

	31.12.2020	31.12.2019
Cash flows from operating activities		
Profit before tax	**(296.813,57)**	**106.747,80**
Adjustments for:		
Depreciation (Notes 3.1, 3.2, 3.3)	146.149,91	145.963,21
Provisions for aircraft maintenance , bad debts and other provision (Notes 3.8, 3.16, 3.19(2))	10.652,42	37.221,11
Losses/(gains) from foreign exchange differences (Note 3.28)	(12.523,35)	456,82
Impairments loss of tangible assets	0,00	9,00
(Revenue)/ expense, (Gain) / loss from investing activities	26.936,95	(7.633,22)
Finance Cost (Note 3.28)	29.291,45	23.819,15
Cash flows from operating activities before changes in working capital	**(96.306,18)**	**306.583,87**
Changes in working capital		
(Increase)/Decrease in inventories (Note 3.9)	(1.944,11)	(450,38)
(Increase)/ Decrease in receivables	52.746,11	(27.275,48)
Increase/ (Decrease) in liabilities	(10.876,52)	52.129,92
Total changes in working capital	**39.925,48**	**24.404,06**
Interest expenses paid	(26.417,42)	(21.728,56)
Income tax paid	(1.157,67)	(34.768,24)
Net cash flows from operating activities	**(83.955,79)**	**274.491,13**
Cash flows from investing activities		
Purchases of tangible assets (Notes 3.1, 3.2)	(44.829,00)	(18.665,54)
Sales of tangible assets	(257,17)	68,77
Tangible assets prepayments	(11.800,38)	(18.831,56)
Purchases of financial assets	(997,75)	(16.199,81)
Purchase of equity instruments	(411,54)	(20.000,00)
Sales of financial assets	447,75	25.390,83
Interest and other financial income received	1.173,01	2.710,45
Capital return from subsidiary's share capital reduction	**(56.675,08)**	**(45.526,86)**
Cash flows from financing activities		
Bond loan	150.000,00	200.000,00
Bond issuance costs	(5.732,65)	(3.820,25)
Borrowing received	92.000,00	0,00
Dividends paid	0,00	(42.782,81)
Aircraft leases paid	(134.969,95)	(137.560,44)
Future aircraft lease prepayments (Note 3.5)	13.169,30	(11.928,12)
Net cash flows from financing activities	**114.466,71**	**3.908,37**
Net (decrease)/increase in cash and cash equivalents	**(26.164,17)**	**232.872,63**
Cash, cash equivalents & restricted cash at the beginning of the period (Note 3.12)	**505.077,47**	**271.675,10**
Net foreign exchange differences	(12.752,95)	529,60
Cash, cash equivalents & restricted cash at the end of the period	**466.160,35**	**505.077,33**

The notes on pages 65 to 135 are an integral part of these stand alone and consolidated financial statements.

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1 Information for the Group

1.1 General Information

The Company AEGEAN AIRLINES S.A. is a Societe Anonyme airline company (hereafter referred as "The Company") under the discreet title AEGEAN AIRLINES, which bears the title of AEGEAN AIRLINES S.A. in its international transactions. The Company's duration has been defined until 31/12/2044 and can be extended after that, following the decision of the General Shareholders Meeting. The Company's registered address is in the Municipality of Kifissia, Attiki (31 Viltanioti St. PC 145 64). The parent company AEGEAN AIRLINES S.A. and its subsidiaries form AEGEAN Group (hereafter referred as "The Group").

The financial statements for the period that ended in the 31st December 2020 have been approved by the Board of Directors of the Company on April 9th 2021 and are subject to approval of the General Shareholders Meeting that will take place within July 2021.

1.2 Nature of Operations

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

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

2 Basis of Preparation of the Annual Financial Statements

The Company's financial statements have been prepared in accordance with the International Financial Reporting Standards ("IFRS"), as adopted by EU. The financial statements have been prepared under the historical cost principle except for certain categories of assets and liabilities measured at fair values. These categories are the ones stated below:

- Financial derivatives;
- Debt and equity instruments

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

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

COVID 19 pandemic effect

In 2020 the pandemic has undoubtedly caused a strong external shock, resulting to severe social and economic challenges. The aviation sector has been one of the most severely affected sectors given the restrictions in business and leisure travel the effect of which was even more severe on the airlines financial performance given the high operating leverage and long-term investment programs in the sector.

The pandemic outbreak which has started in the second quarter of the year and the restrictive measures imposed, has forced airlines to ground the majority of their fleet and led to almost a halt of airline activity worldwide.

Restrictions imposed worldwide took various forms like national lockdowns, external border controls, passenger and flight restrictions depending on origin or destination, nationality or the purpose of the trip, quarantine measures and advices or strict recommendations against non-essential travel.

Passenger traffic at Greek Airports, according to data from the Hellenic Civil Aviation Authority, fell significantly by 69% in 2020. For the period April-December 2020 the reduction in passenger traffic was 75% compared with the respective period in 2019, with domestic traffic recording a 68% decrease and international traffic a 77% decrease.

The severe crisis in the aviation sector necessitated the support of the States with both horizontal as well as airline specific measures. State aid to airlines in EU member states, approved by European Commission exceeded EUR 35 bil. in various forms like loans, recapitalization or grants while in the US airlines state aid totaled USD 70 bil. in the form of a loans, compensations or grants.

The Group has started 2020 operations planning for another year of growth and execution of its investment program. The first two months of the year recorded positive rates of growth in passenger traffic and higher load factors. However, since the last week of February 2020 and onwards, the unprecedented health crisis and travel restrictions imposed, had a significant negative impact on business activity, the financial results of the Group and in the aviation sector overall.

Restrictive measures and the closure of the borders led to the grounding for almost the entire fleet during the second quarter. The partial lifting of the restrictions during the third quarter of the year helped the Company to restore a part of its network wherever possible. Specifically, in the third quarter the Company operated 45% of its flight activity compared to 2019, 40% to its international network and 60% to its domestic network. From October 2020 until the end of the year, the second wave of the pandemic and the re-imposition of restrictive measures led again to the grounding of the majority of the Group's fleet.

The pandemic has significantly affected both Group's operating activity levels and financial results. The Group offered capacity was by 61,3% less ASK's compared to 2019. Total sectors flown in the domestic and international network reached 54,404 flights, a decrease of 53,0%, compared to last year. For the period April-December the Group recorded a reduction of 71,5% in ASK's.

The Group carried 5,2 mil. passengers, recording a 65,5% decrease. In the domestic network the Group carried 2,7 mil. passengers, a 57,6% decrease, while on the international network the Group carried 2,5 mil. passengers, a decrease of 71,2%, compared to 2019. Load factor decreased by 17,5 p.p. and reached 67,4% in 2020 and 73,8% in the second, third and fourth quarter of the year respectively compared to 2019.

◦ Measures adopted to address the pandemic crisis

The main measures that AEGEAN adopted and implemented to deal with this crisis were the following:

- Cooperation with Greek and Foreign Authorities for the formation of the necessary procedures to protect the health of its passengers and employees;
- Consolidation of the operations facilities from two geographic locations to one operating center in order to handle more efficiently the crisis and achieve further costs savings;
- Establish a system for the and dynamic network management in order to adapt efficiently to the volatile market conditions ;
- Renegotiations with main suppliers and counterparties targeting cost reduction, flexibility and adaptability in the volatile market environment.
- Maintain the order for the 46 A320 neo family aircraft, while at the same time extending the deliveries by two years until 2026;
- Utilization of the horizontal measures offered by the Greek state to support the employees and the companies;
- Secure additional liquidity from the Greek Banking system.

The Group's key priority was to protect the health and safety of its passengers and employees. In close cooperation with the authorities, the Group made all the necessary adjustments at operational level to fully comply with all new health protocols, while implemented new enhanced hygiene and safety measures and adjusted cleaning and disinfecting aircraft procedures. It is a fact that this effort brought a prestigious distinction for AEGEAN's hygiene and protection measures, by the international aviation organization Skytrax, which ranked AEGEAN among the top 4 airlines in the world.

Of utmost importance for the Group since the inception of the pandemic has been the effective cost management at all categories and especially fixed costs. The Group initiated negotiations with all its suppliers to adapt costs in the new market conditions that emerged after the pandemic.

Prior to COVID-19, AEGEAN was basing its operating activities in two buildings, one for HQ / Administration in Kifissia and one for Flight & Technical Operations in Athens International Airport. On the onset of the crisis, the management has decided the relocation of the Administration activities in the Athens International Airport facilities , in order to achieve further cost savings (rents / utilities / security etc.), but more importantly to improve the flexibility and coordination in the key decision-making procedures of the Company.

With regards to the Group's investment program, the management has negotiated with Airbus and has agreed the extension of the delivery period of its investment program till 2026 while maintaining the number of new deliveries at 46 A320 neo family aircraft (30 aircraft from Airbus and 16 from lessors), so as to protect the liquidity and also be able to adjust capacity under the changing and challenging conditions caused by the pandemic. The extension of the delivery period facilitates a reduction in pre-delivery payments to Airbus over the next two years.

In total, until 31.12.2020 from the order of 46 aircraft, 8 aircraft A320 neo family were delivered out of which 2 deliveries are related to the Airbus order and 6 from the orders agreed directly with the lessors.

The Group has utilized the horizontal support schemes (like part-time employment schemes and contract suspension schemes) adopted by the Greek Government. Additional horizontal measures utilized by the Group included insurance contribution, VAT and Eurocontrol fees deferrals and rentals reductions.

In the beginning of this crisis, as in all previous years, the Group had a strong liquidity position. More specifically, total cash and cash equivalent on 31.12.2019 stood at €505 mil., 40% in terms of Group's consolidated revenues, one of the highest ratios in European aviation sector. The Group, in order to further protect its liquidity in this uncertain and unfavorable environment for the industry, managed to secure a working capital credit line facility of €120 mil. from the four Greek systemic banks. The up to now amount drawn is €92 mil., while it has been already agreed with the banks to extend the facility maturity until September 2022.

The Company moreover in October 2020 has utilized the "COVID-19 Enterprise Guarantee Fund" drawing a 5-year loan of €150 mil. with 80% state guarantee, from the four Greek systemic banks. The commission paid by the Company regarding the 80% state guarantee was €4,8m

Despite the aforementioned efforts to deal with the crisis, the Group has reported a heavily loss- making year as a result of the pandemic and its unprecedented serious consequences. Given the duration and the intensity of the crisis and the significant state aid support to airlines in other countries, the formation of special framework for specific state support to the Company was deemed necessary. In this context and following negotiations with the authorities an agreement was reached to provide a grant of €120 mil. as a compensation for damages suffered due to the pandemic and the travel restrictions. The measure was assessed by the Commission under Article 107(2) (b) of the Treaty on the Functioning of the European Union (TFEU). The proposal for the compensation of €120 mil. was submitted in November2020 to the European Commission and was approved on 23 December 2020 in accordance with the European Union rules on state aid. The measure is part of an overall agreement with the Hellenic Republic. Specifically, the grant approved by the Commission is conditioned upon the airline successfully effecting a private investor share capital increase of €60m. Additionally, the Hellenic Republic shall receive free warrants (without consideration), with a strike price equal to the price that investors shall be offered new shares upon the capital increase. Warrants will be exercisable any time during the period between 2 to 5 years after the disbursement of the support by the Greek state so as for the Greek State to benefit from any future upside in the share value of the Company. Warrants received by the Hellenic Republic would give the right for the acquisition of shares representing 11.5% of the Company's outstanding share capital post capital increase.

In addition to the above measures, it is noted that at the repeat Bondholders Meeting of 30/03/2021, the Company has secured the Bondholders' approval of the proposed amendments of the terms of the Common Bond Loan (CBL) of 200 million Euro. More specifically, the initial terms of the CBL provided for the obligation to keep financial ratios within certain limits (a. Earnings before Interest, Taxes, Depreciation and Amortization / Net Financial Results: > 2.5x, and b) Net borrowing / Earnings before Interest, Taxes, Depreciation and Amortization: < 5.0x).

According to the terms of the bond loan, in case of non-compliance with the financial ratios, the Company is obliged immediately and, in any case, no later than seventy-five (75) days from the final date of publication of its financial statements, to deposit in favor of the bondholders in the DSRA Pledged Account the funds mentioned in clause 14 (xii) (B) of the CBL Programme.

Although, due to the consequences of the COVID 19 Pandemic, the financial ratios calculated by the Company as of 31.12.2020 in the context of the terms of the CBL Programme were outside of the agreed limits, the Company had and expects to have the required liquidity in both on the balance sheet date and the final deposit date in order to meet the above mentioned obligation to provide additional security.

However, management assessed that it was in the best interest of the Company and its future recovery prospects to ensure as high liquidity as possible in order to manage the impact of the COVID 19 Pandemic. Therefore, on 30.03.2021 the Bondholders General Meeting has approved all the amendments to the terms of the CBL that the Company's BoD had proposed. Inter alia, the amended terms of the CBL state that it is not obligatory to measure and comply with the financial ratios until 30.06.2022 (when the relevant obligation shall be reactivated and remain in place until the maturity of the CBL) and consequently, the Company is released from the obligation to provide the above additional securities until the date of restart of the compliance obligation. The release of the Company from the above mentioned obligations is subject to the following conditions (i) by 30.04.2021 the company will deposit €10.8 million into the DSRA pledged account, and (ii) by 30.09.2021 it will proceed with a share capital increase raising capital amounting to at least €60 million and it will receive state aid amounting to €120 million, as provided for in article 30 of Law 4772/2021.

As stated above and in further detail in the section Subsequent Events, the Company has entered into an agreement to extend the working capital line (with a credit limit up to 120 million Euro, of which 92 million Euro have been already drawn) and to convert it to a bond loan maturing in September 2022. The main terms of the revised agreement have been already pre-approved by the competent bodies of the participating Greek systemic banks. On the date of issuance of the financial statements, the text of the revised agreement is in the final stage of being completed. In the context of the revised agreement, the Company is released from the obligation to measure the specified financial covenants throughout the duration of the credit term, subject to the following two conditions are cumulatively met by 30.09.2021: the share capital increase of at least 60 million Euro has been completed and (b) the financial support of 120 million Euro by the Greek State has been fully paid.

Within the same scope, the Company after the balance sheet date, has requested as a precautionary measure and has obtained the agreement of the 4 systemic banks regarding the non-measurement of the financial covenants of the five-year bond loan of 150 million Euro executed in October 2020, guaranteed by 80% by the Greek State, for the reporting dates included in the period from 01/01/2021 to 31/12/2022, if the following two conditions are cumulatively met until 30.09.2021: the share capital increase of at least 60 million Euro has been completed and (b) the financial support of 120 million Euro by the Greek State has been paid.

The Extraordinary General Meeting of Shareholders held on 12/3/2021 has authorized the BoD to decide for the Company's share capital increase amounting at least €60,000,000, which is a prerequisite according to article 30 of Law 4772/2021 As stated during the Extraordinary General Meeting of Shareholders held on 12/3/2021, the shareholders who are also members of the Company's Board of Directors and represent over 60% of the Company's share capital, have declared their intention, which will obviously become a definitive commitment only after the finalization of the terms of the share capital increase, to participate in the above mentioned Company's share capital increase.

Taking into consideration all of the above, the Group's Management reassessed its business plan, at least for the next 12 months from the publication of the financial statements, including the impact of the COVID 19 pandemic on the country's broader economic environment as well as on the Group's operating activities, also taking into consideration the forecasts of the International Air Transport Association (IATA) regarding the flight activity levels in 2021 and 2022 as well as the impact of the actions and measures it has taken, with the aim to reduce the negative impact on its financial statements, as well as the broader sustainable recovery plan, which includes the State grant subject to a share capital increase, which is estimated to take place within the coming months and, in any case, by 30.09.2021 the latest, increasing the Group's capital and cash and also fulfilling the improved financing terms.

In the event of an unexpected adverse development, the probability of which is estimated by Management to be remote, regarding the completion of the share capital increase within the foreseen period which would therefore result in the non-payment of the financial aid of 120 million Euro by the Greek State until September 2021, the Company considers that there will be sufficient working capital for the next 12 months from the issuance of the financial statements and estimates that there is a reasonable period of time in which it will be able to renegotiate or finance any potential repayments or deposits into restricted accounts through additional loans or other sources of financing, at those points in time when these will arise contractually.

Following the above, the Group's Management concluded that the going concern assumption is suitable to be used for the preparation of the annual financial statements of the Group and the Company and there is no doubt regarding the Group's ability to operate based on the going concern principle. In addition to the above exercise, the Management confirmed the Company's ability to respond to potential cash liabilities and commitments arising from the terms of its loan agreements.

Basis of Consolidation

The accompanied consolidated financial statements include parent's financial statements, as well as the financial statements of any subsidiary in which the parent company has significant control. The subsidiaries (companies in which the Group directly or indirectly controls more than 50% of the votes or otherwise controls the administration) have been consolidated. Subsidiaries are consolidated from the date on which effective control is transferred to the Group and cease to be consolidated from the date on which control ceases to be in effect.

The financial statements of subsidiaries are prepared on the same date and with the same accounting principles as the financial statements of the parent. Intra-group transactions (including investments), balances and unrealized gains on transactions between Group companies are eliminated. Losses are allocated to non-controlling interests even if the balance is negative. Transactions that lead to change in ownership in subsidiaries are recognized in shareholders' equity. The results of subsidiaries acquired or sold during the financial period are included in the consolidated statement of comprehensive income from or up to the date of acquisition or sale, respectively.

Business combinations and goodwill

A business combination is a transaction or other event in which an acquirer obtains control of one or more businesses. A business is defined as a set of activities and assets that can be managed for the purpose of creation of benefits to its owners.

If the acquired assets are not a business, the transaction is accounted for as an acquisition of an asset and the acquisition cost is allocated to assets and liabilities, based on their relative fair values at the acquisition date.

Business combinations are accounted with the acquisition method. The cost of an acquisition is the fair value of the assets acquired, equity issued and liabilities assumed at the date of exchange, plus the amount of non-controlling interest measured in, for each combination, either at fair value or at the proportion of non-controlling interest at fair value of the net identifiable assets acquired. Acquisition-related costs are expensed as incurred.

If the cost of acquisition is less than the fair value of the net identifiable assets acquired, the difference is recognized directly in the income statement.

Goodwill on acquisitions of subsidiaries is recorded as an intangible asset. Goodwill is not amortized but is subject to at least annual testing for impairment. Thus, after initial recognition, goodwill is measured at cost less any accumulated impairment losses. For impairment testing purposes, goodwill is allocated, at the acquisition date, to each cash-generating unit that is expected to benefit from the combination.

The impairment test is performed by comparing the recoverable amount (value in use) of the unit with the carrying amount of each unit including the goodwill allocated to this unit. The recoverable amount is the higher of fair value less any costs to sell, and the unit value in use. More specifically the value in use is determined by using discounting future cash flows with an appropriate discount rate. An impairment loss recognized for goodwill is not reversed in subsequent periods. Impairment loss recognized for goodwill is not reversed in subsequent periods. Gains and losses on the disposal of subsidiaries are determined taking into account the goodwill relating to the entity sold.

Investments in subsidiaries

In the financial statements of the parent company, investments in subsidiaries are valued at cost of acquisition less any accumulated impairment losses. The impairment test is carried out whenever there is any indication of impairment based on the provisions of IAS 36 "Impairment of Assets" (Note 3.4)

2.1 Standards, Interpretations and amendments to existing standards

A) Changes in accounting policies and disclosures

The accounting policies adopted are consistent with those of the previous financial year except for the following amended IFRSs which have been adopted by the Group as of 1 January 2020:

- **Conceptual Framework in IFRS standards**

The IASB issued the revised Conceptual Framework for Financial Reporting on 29 March 2018. The Conceptual Framework sets out a comprehensive set of concepts for financial reporting, standard setting, guidance for preparers in developing consistent accounting policies and assistance to others in their efforts to understand and interpret the standards. IASB also issued a separate accompanying document, Amendments to References to the Conceptual Framework in IFRS Standards, which sets out the amendments to affected standards in order to update references to the revised Conceptual Framework. Its objective is to support transition to the revised Conceptual Framework for companies that develop accounting policies using the Conceptual Framework when no IFRS Standard applies to a particular transaction. For preparers who develop accounting policies based on the Conceptual Framework, it is effective for annual periods beginning on or after 1 January 2020.

- **IFRS 3: Business Combinations (Amendments)**

The IASB issued amendments in Definition of a Business (Amendments to IFRS 3) aimed at resolving the difficulties that arise when an entity determines whether it has acquired a business or a group of assets. The Amendments are effective for business combinations for which the acquisition date is in the first annual reporting period beginning on or after 1 January 2020 and to asset acquisitions that occur on or after the beginning of that period, with earlier application permitted. These amendments did not have a significant impact on the consolidated financial statements.

- **IAS 1 Presentation of Financial Statements and IAS 8 Accounting Policies, Changes in Accounting Estimates and Errors: Definition of 'material' (Amendments)**

The Amendments are effective for annual periods beginning on or after 1 January 2020 with earlier application permitted. The Amendments clarify the definition of material and how it should be applied. The new definition states that, 'Information is material if omitting, misstating or obscuring it could reasonably be expected to influence decisions that the primary users of general purpose financial statements make on the basis of those financial statements, which provide financial information about a specific reporting entity'. In addition, the explanations accompanying the definition have been improved. The Amendments also ensure that the definition of material is consistent across all IFRS Standards. These amendments did not have a significant impact on the consolidated financial statements.

- **Interest Rate Benchmark Reform - IFRS 9, IAS 39 and IFRS 7 (Amendments)**

In September 2019, the IASB issued amendments to IFRS 9, IAS 39 and IFRS 7, which concludes phase one of its work to respond to the effects of Interbank Offered Rates (IBOR) reform on financial reporting. The amendments published, deal with issues affecting financial reporting in the period before the replacement of an existing interest rate benchmark with an alternative interest rate and address the implications for specific hedge accounting requirements in IFRS 9 Financial Instruments and IAS 39 Financial Instruments: Recognition and Measurement, which require forward-looking analysis. The amendments provide temporary reliefs, applicable to all hedging relationships that are directly affected by the interest rate benchmark reform, which enable hedge accounting to continue during the period of uncertainty before the replacement of an existing interest rate benchmark with an alternative nearly risk-free interest rate. There are also amendments to IFRS 7 Financial Instruments: Disclosures regarding additional disclosures around uncertainty arising from the interest rate benchmark reform. The amendments are effective for annual periods beginning on or after 1 January 2020 and must be applied retrospectively. Phase two (ED) focuses on issues that could affect financial reporting when an existing interest rate benchmark is replaced with a risk-free interest rate (an RFR). These amendments did not have a significant impact on the consolidated financial statements.

- **IFRS 16 Leases-Covid 19 Related Rent Concessions (Amendment)**
  The amendment applies, retrospectively, to annual reporting periods beginning on or after 1 June 2020. Earlier application is permitted, including in financial statements not yet authorized for issue at 28 May 2020. IASB amended the standard to provide relief to lessees from applying IFRS 16 guidance on lease modification accounting for rent concessions arising as a direct consequence of the covid-19 pandemic. The amendment provides a practical expedient for the lessee to account for any change in lease payments resulting from the covid-19 related rent concession the same way it would account for the change under IFRS 16, if the change was not a lease modification, only if all of the following conditions are met:

  - The change in lease payments results in revised consideration for the lease that is substantially the same as, or less than, the consideration for the lease immediately preceding the change.
  - Any reduction in lease payments affects only payments originally due on or before 30 June 2021.
  - There is no substantive change to other terms and conditions of the lease.

Group Management applied these amendments throughout the consolidated financial statements preparation, for all contracts that met the criteria according to the standard. The impact on the separate and consolidated results is not considered significant. (Note 3.3)

B) Standards issued but not yet effective and not early adopted

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

- **IAS 1 Presentation of Financial Statements: Classification of Liabilities as Current or Non-current (Amendments)**
  The amendments are effective for annual reporting periods beginning on or after January 1, 2022 with earlier application permitted. However, in response to the covid-19 pandemic, the Board has deferred the effective date by one year, i.e. 1 January 2023, to provide companies with more time to implement any classification changes resulting from the amendments. The amendments aim to promote consistency in applying the requirements by helping companies determine whether, in the statement of financial position, debt and other liabilities with an uncertain settlement date should be classified as current or non-current. The amendments affect the presentation of liabilities in the statement of financial position and do not change existing requirements around measurement or timing of recognition of any asset, liability, income or expenses, nor the information that entities disclose about those items. Also, the amendments clarify the classification requirements for debt which may be settled by the company issuing own equity instruments. These Amendments have not yet been endorsed by the EU. The Group Management perform analysis of these amendments' potential effect, which is in progress.

- **IFRS 3 Business Combinations; IAS 16 Property, Plant and Equipment; IAS 37 Provisions, Contingent Liabilities and Contingent Assets as well as Annual Improvements 2018-2020 (Amendments)**
The amendments are effective for annual periods beginning on or after 1 January 2022 with earlier application permitted. The IASB has issued narrow-scope amendments to the IFRS Standards as follows:

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

  The amendments have not yet been endorsed by the EU. The Group Management estimates that these amendments will not have significant impact in the consolidated financial statements.

- **Interest Rate Benchmark Reform – Phase 2 – IFRS 9, IAS 39, IFRS 7, IFRS 4 and IFRS 16 (Amendments)**
In August 2020, the IASB published Interest Rate Benchmark Reform – Phase 2, Amendments to IFRS 9, IAS 39, IFRS 7, IFRS 4 and IFRS 16, completing its work in response to IBOR reform. The amendments provide temporary reliefs which address the financial reporting effects when an interbank offered rate (IBOR) is replaced with an alternative nearly risk-free interest rate (RFR). In particular, the amendments provide for a practical expedient when accounting for changes in the basis for determining the contractual cash flows of financial assets and liabilities, to require the effective interest rate to be adjusted, equivalent to a movement in a market rate of interest. Also, the amendments introduce reliefs from discontinuing hedge relationships including a temporary relief from having to meet the separately identifiable requirement when an RFR instrument is designated as a hedge of a risk component. Furthermore, the amendments to IFRS 4 are designed to allow insurers who are still applying IAS 39 to obtain the same reliefs as those provided by the amendments made to IFRS 9. There are also amendments to IFRS 7 Financial Instruments: Disclosures to enable users of financial statements to understand the effect of interest rate benchmark reform on an entity's financial instruments and risk management strategy. The amendments are effective for annual periods beginning on or after 1 January 2021 with earlier application permitted. While application is retrospective, an entity is not required to restate prior periods. The Group Management perform analysis of these amendments' potential effect, which is in progress.
- **IAS 1 Presentation of Financial Statements and IFRS Practice Statement 2: Disclosure of Accounting policies (Amendments)**
The Amendments are effective for annual periods beginning on or after January 1, 2023 with earlier application permitted. The amendments provide guidance on the application of materiality judgements to accounting policy disclosures. In particular, the amendments to IAS 1 replace the requirement to disclose 'significant' accounting policies with a requirement to disclose 'material' accounting policies. Also, guidance and illustrative examples are added in the Practice Statement to assist in the application of the materiality concept when making judgements about accounting policy disclosures.
- **IAS 8 Accounting policies, Changes in Accounting Estimates and Errors: Definition of Accounting Estimates (Amendments)**

The amendments become effective for annual reporting periods beginning on or after January 1, 2023 with earlier application permitted and apply to changes in accounting policies and changes in accounting estimates that occur on or after the start of that period. The amendments introduce a new definition of accounting estimates, defined as monetary amounts in financial statements that are subject to measurement uncertainty. Also, the amendments clarify what changes in accounting estimates are and how these differ from changes in accounting policies and corrections of errors.

2.2 Important judgments, accounting estimates and assumptions

The preparation of financial statements according to International Financial Reporting Standards (IFRS) requires the formulation of judgments, assumptions and estimates by the management that affect assets, liabilities and related disclosures at the reporting date of the financial statements. They also affect the disclosures of contingent assets and liabilities at the reporting date as well as the published revenues and expenses during the period. Actual results may differ from those estimated. Estimates and judgments are based on experience from the past as well as other factors including expectations for future events which are considered reasonable under specific circumstances while they are reassessed continuously with the use of all available information.

Judgments, estimates and assumptions

During the application of accounting policies, Company's management applies its judgment based on market information in which it operates. Possible future changes in the current conditions are considered in order for the most proper accounting policy to be applied. Specific amounts which are included in or affect the financial statements and the relevant disclosures are assessed by the Group management in order to proceed in assumptions regarding values or conditions non certain at the preparation of the financial statements. An accounting estimate is considered important when it is significant for the financial position and the results of the Group and it requires difficult, subjective or complex judgments by the Group management and is often a result of uncertain assumptions. The Group evaluates such estimates continuously, based on historical experience, experts consultation, current trends, other methods which are deemed reasonable at the moment, as well as assumptions on how these could alter in the future.

Management's judgment, estimates and assumptions regarding estimates used in accounting policies, are summarized in the following categories:

Accounting treatment of liabilities (provisions) regarding aircraft maintenance

The Group is committed to satisfy certain maintenance obligations, as prescribed by the contract terms, upon lease termination. During the lease period the Group is obliged to follow the maintenance program required by the airframe and engine constructors. The estimated maintenance cost is charged in group expenses within the lease period, based on the expected maintenance for the airframe, engines and limited life parts using the flight hours or flight cycles. This estimation is based on Group maintenance program and the relevant contracts agreed with maintenance providers. See note 3.19(2)

Impairment

IFRS 9 introduces the expected credit loss ("ECL") approach to be applied on all financial assets measured at amortized cost ("AC") or at fair value with the corresponding changes allocated to other comprehensive income ("FVTOCI").

Debt Instruments

With respect to debt instruments the Group applies the general impairment model, under which the Group assess at each reporting date, whether the credit risk associated to any particular debt instrument has been increased, since its initial recognition, applying in addition the low risk simplification for all investment grade debt securities. Upon a significant increase in credit risk the Group measures lifetime expected credit losses.

Customers and other trade Receivables

The Group applies the IFRS 9 simplified approach to measure expected credit losses using a lifetime expected loss allowance for all trade and other receivables. Therefore, the Group measures at each reporting date the loss allowance for its trade and other receivables at an amount equal to their lifetime expected credit losses.

Financial assets with contractual payments over 90 days past due, constitute default events, but assess any given creditworthiness information with respect to certain cases, when a contractual claim collection problem is considered possible.

The expected credit losses on the trade and other receivables are estimated using a provision matrix based on the Group's historical experience of credit losses and cash recoveries on defaulted exposures.

Impairment of intangible assets, owned aircrafts, right of use assets and investment in subsidiaries

The management examines at each balance sheet date or earlier, if there are indications, whether impairment exists for goodwill (in consolidated level) and intangible assets with indefinite useful life, i.e. slots (in consolidated and stand-alone level) and whether there are impairment indications for:

- Other intangible assets
- Owned aircrafts and Right of Use assets
- Investments in subsidiaries

Determining impairment indications requires management to make judgments regarding external and internal factors and the extent to which they affect the recoverability of these assets. If indications of impairment exist, the Company makes an estimate of the recoverable amount. The impairment loss is the amount by which the book value of the cash-generating unit exceeds its recoverable amount.

The calculation of the recoverable amount requires estimates regarding future cash flows associated with the investment, business plan, discount and growth rates.

Pursuant to COVID 19 pandemic, the management estimates that at 31.12.2010 there are impairment indications. Therefore, an exercise for the recoverable amount of the mentioned assets was performed. More specifically, the impairment test used discounted cash flows, based on the 5-year Group business plan, which is considered as one cash generating unit (CGU). Group management based the business plan preparation to key assumptions, which were those to which the CGU recoverable amount is most sensitive. More specifically, the below key assumptions were used for the cash flow projections:

- projected range of USD/EURO exchange rate for a 5-year period (1,22 – 1,24)
- projected range of fuel price for a 5-year period ($520 – $600)
- projected range of fare fluctuation for a 5-year period (-1% – 0%)
- projected range of load factor for a 5-year period (68% – 83%)

Future cash flows over the Group 5-year business plan were determined on the basis of an estimated long-term growth rate of 0,25%, which was considered reasonable by the Management. The discount rate used was 9,5%. In the above assumptions, a sensitivity analysis was performed to determine the impact on the recoverable amount due to a possible unfavorable change in these assumptions. No need for impairment occurred, since the CGU recoverable amount exceeded the carrying value at 31.12.2020. Note 3.1, 3.2, 3.4

Loyalty program revenue recognition

The Group estimates the fair value of unredeemed loyalty points (miles) of Miles & Bonus program, by utilizing historical and statistical data. This calculation uses estimates for the expected redemption rate as well as the fair value of the redeemable product. See note 2.4d, 3.21

Determining lease period with extension option

The Group determines as lease period, the contractual lease duration, including any period referring to (a) lease extension option, if it is highly probable that will be exercised or (b) lease termination option, if it is highly probable that will be exercised.

The Group, in certain lease agreements, retains the option to extend the lease period. The Group assesses if it is certain that this option will be exercised, considering all the factors that create financial incentive to exercise the renewal option. Subsequently the lease inception date, the Group reassesses the lease period, if a significant event occurs or there is a change in the conditions that could affect the exercise option (or not) of right renewal (such as a change in Group business strategy).

Income tax (current & deferred)

The measurement of income taxes provisions is heavily based on estimates. There are a lot of transactions for which the accurate calculation of the tax is not possible in the normal course of business. The Company recognizes liability provisions for anticipated tax matters, based on estimates for potential amounts due for additional taxes. When the expected final tax payable is different from the initial estimates in the financial statements when those are finalized, both income tax and provisions for deferred taxation are affected. Moreover, possible effects from the tax audit of previous periods are included in note 3.29 and are recorded in the account 'Income Tax' of the Income Statement.

Deferred tax assets are recognized to the extent that it is probable that future taxable profits will occur against which tax losses may be offset and tax credits may be used. The recognition of deferred tax assets requires significant estimates and judgment with respect to future activities and prospects of the Group and the amount and timing of taxable profits.

Fair value of derivatives and other financial instruments / Hedge accounting

The Company uses derivatives to manage a series of risks including interest rates, foreign currency exchange rates (EUR/USD) and jet fuel price. Accounting for derivatives, in order to qualify for hedge accounting, requires that at the inception of the arrangement the details of the hedging relationship must be formally documented and the hedged value and the hedging instrument must meet certain requirements. From the beginning of a hedging and thereafter, every quarter the hedging effectiveness is evaluated both retrospectively and prospectively. In cases where the hedging becomes ineffective, it does no longer qualify as a hedge instrument in the future. The fair values of the derivative contracts are calculated using pricing models from an independent platform, making assumptions based on the market, which are confirmed by independent sources. Additional information regarding the use of derivatives is provided in note 3.23.

Fair value of financial instruments

All assets and liabilities for which the fair value is measured or disclosed in the financial statements, are categorized according to the hierarchy levels, described below:

The fair value of financial instruments traded in active markets is determined at each reporting date in relation to the stock market values or values determined by broker offers, without deduction for transaction costs (Hierarchy Level 1).

The fair value of financial instruments not traded in active markets is determined using: (i) appropriate valuation techniques for which the data, that have significant impact on the fair value accounted for, are directly or indirectly identifiable (Hierarchy Level 2), (ii) techniques for which the data, that have significant impact on the fair value accounted for, are not easily identified in the markets (Hierarchy Level 3) and may include recent transactions under normal conditions, the current fair value of another instrument similar to these instruments, discounted cash flow analysis or other valuation models.

For assets and liabilities recognized in the financial statements at fair value, the Group determines whether there are transfers made during the year between the hierarchy levels at the end of each year.

Contingencies

The Company is involved in litigation and claims in its normal course of operations. Management, based on experience and the fact that the trial procedures are still in process, estimates that any resulting settlements would not materially affect its financial position and operations. However, the determination of contingent liabilities relating to the litigation and claims is a complex process that involves judgments as to the possible outcomes and interpretation of laws and regulations. Future changes to the judgments or the interpretations may increase or decrease the Company's contingent liabilities in the future. Contingent assets / liabilities balances are analyzed in note 3.30.

Useful life of depreciable assets

The Group management evaluates the useful life of depreciable assets in every period. On December 31st 2020 the management believes that the useful lives of the assets are in line with their expected usage. The depreciable amounts are analyzed in notes 3.1 and 3.2. Intangible assets useful life can be considered definite or indefinite.

Post-retirement benefits to personnel

Post-retirement obligations are determined using actuarial valuations. An actuarial valuation requires the management to proceed in various assumptions, such as the future salary increases etc. At each reporting date, when this provision is revised, management tries to more precisely assess these assumptions. See note 3.16

Inventories provision

The Company periodically assesses the existing inventory and, if it is necessary, establishes a provision for spare parts impairment. The respective exercise is performed in cooperation with the Technical Department. Any inventories decrease to Net Realizable Value (NRV) and any loss occurred is recognized in the Statement of Comprehensive Income when occurred.

Discount rate

Future lease payments are discounted using the interest rate implicit in the lease, if that rate can be readily determined. Otherwise, the Company and the Group use the incremental borrowing rate.

A single discount rate is applied to a portfolio of leases with similar characteristics, such as the lease duration and the transaction currency, evaluating specific market financial ratios and other bond loan issued by companies of similar creditworthiness.

In addition, the carrying amount of lease liabilities is remeasured if there is a modification, a change in the lease term, a change in the lease payments or a change in the assessment of an option to purchase the underlying asset.

2.3 Foreign Currency Translation

The Group financial statements are presented in Euros (€) which is its operating currency.

Foreign currency transactions are converted into the operating currency using the exchange rates prevailing at the date of the transactions. Foreign exchange gains and losses resulting from the settlement of such transactions and from the conversion of remaining balances at year-end exchange rates, are recognized in the income statement in the accounts "financial income" & "financial expense", respectively. Non-monetary items that are measured at fair value in a foreign currency are translated using the exchange rates at the date when the fair value was determined.

2.4 Revenue and expenses recognition

The Company and the Group recognize revenues in order to reflect the transfer of the promised goods or services to customers in an amount equal to the consideration they consider fair to collect for these goods or services.

Revenue from contracts with customers is recognized when all of the following criteria are met:

- The parties to the contract have approved the contract and are committed to perform their respective obligations
- The Company or the Group can identify each party’s rights regarding the goods or services to be transferred
- The Company or the Group can identify the payment terms for the goods or services to be transferred
- The contract has a commercial substance and
- It is probable that the Company or the Group will collect the consideration to which it will be entitled in exchange for the goods or services that will be transferred to the customer.

Revenue is measured at the fair value of the benefit received, net of tax, credits, trade discounts and airport fees. All taxes and related charges collected by the Group from passengers on behalf of third parties (e.g. airport taxes) are recorded on a net basis, as the Group acts as an agent.

The amount of revenue is estimated that it can be measured reliably only when all contingent liabilities related to it have been resolved.

The Company's respective trade receivables are mainly paid in advance or have a limited maturity (up to 3 months).

(a) Scheduled and charter flights

The Company and the Group operate in the sector of public airline transportations, providing transport of passengers and goods inside and outside the Greek territory, conducting scheduled and unscheduled flights.

Therefore, it recognizes revenues when it satisfies the performance obligation of rendering the service to the customer at a given point in time. The performance obligation is satisfied when the flight is flown and the passenger is uplifted. With the adoption of IFRS 15 there has been no change in the revenue recognition from scheduled and charter flights.

The Group separates other obligations that may be included in the contract and constitute a separate performance obligation and determines the proportion of revenue attributable to them (i.e. customer loyalty miles, see (d))

(b) Ancillary Services

Specific categories of ancillary services, such as baggage fees, reissuing tickets fees, "fast track" and "chargeable seat" services, etc., are considered to be a modification of the contract and are directly related the flight performance. Therefore, they are recognized as revenue when the flight is flown. Under IAS 18, the major part of these ancillary services was recognized at the transaction date.

(c) Unused tickets

Passengers pay for their ticket, but do not always exercise its right, i.e. the ticket remains unused. Recognition of unused tickets as revenue is based on the expected breakage amount of tickets remaining unused in proportion to the pattern of rights exercised by the passenger based on historical information. The portion of revenues that has not been recognized based on the said exercise is transferred to a contract liability account and recognized by the company when the likelihood of the passengers exercising their remining rights becomes remote. Prior to the adoption of IFRS 15, revenues from unused tickets were recognized only when the likelihood of the passengers exercising their remining rights becomes remote.

(d) Customer loyalty program

The Company has a loyalty program for its customers, whose members can earn points (miles) through flights with the Group's airline companies, Star Alliance companies or through transactions with other partners. Part of ticket revenue attributable to earned miles reduces revenue recognized when the flight is flown and is transferred to contract liability account. The Company determines the separate sale price of this deferred income using the expected cost-plus margin approach. The redemption rate is calculated based on an actuarial study, using historical data of passengers' behavior in relation to mileage redemption. The obligation shall be reduced with the corresponding recognition of the revenue, when the actual miles are redeemed by passengers, which in substance is when the obligation performance is satisfied.

In the event of non-redeeming miles through the Company's channels, the related charges received from other partners are netting of the related revenue, since the Company acts as an agent.

There has been no significant change in the recognition of this revenue since the adoption of IFRS 15, which is though coincided with the use of an actuarial study by the Company, in order to assess more accurately the future behavior of passengers in terms of mileage redemption.

(e) Goods

The sale of goods refers to product sales on board. Related revenue is recognized at the transaction date, when the performance obligation is satisfied, and the customer takes control of the asset. The adoption of IFRS 15 did not affect the recognition of travel value revenue.

(f) Interest Income

Interest income is calculated using the method of the effective interest rate, which is the rate discounting future flows for the expected duration of the financial instrument at the net book value of the asset or liability.

Incremental costs of obtaining a contract with customers

The Company and the Group incur various costs in order to obtain a contract (sale of a ticket) with a customer, which they would not have incurred if the contract haven't been obtained (sales commission etc). These direct sales costs are considered as incremental contract costs and are directly related to the contract. They increase the resources that will be used to fulfill the performance obligation in the future and are expected to be recovered.

These costs are initially recognized in Advances of current assets. Then, they are allocated to the corresponding flight performance obligation and are amortized when this flight is flown in the income statement. See note 3.11

With respect to baggage claims paid to passengers for damages occurred, these amounts are recognized against respective revenue.

Other Expenses

Expenses are recognized in the income statement on an accrual basis. Interest expense is recognized on a time-proportion basis using the effective interest rate.

2.5 Intangible Assets

Intangible assets include airports slots, software licenses, Olympic Air brand and goodwill. Airport slots are assets with an indefinite useful life, given the Group satisfies their minimum use, they remain available for future use and therefore not amortized but subject to an impairment test annually. Exercise for impairment indications is mainly based on available slots trading data. Software licenses are valued at historic cost less amortization and/or any other possible impairment. Amortization of intangible assets is calculated applying the straight-line method in the useful life of the assets which is between 1 to 10 years.

Goodwill is an asset with an indefinite useful life, therefore it is not amortized, but is subject to impairment testing annually. It derives from the company's acquisitions and is calculated as a balance between the acquisition price and the fair value of the net assets acquired. (Note 3.1)

Useful life for Intangible Assets

Category	Useful life
Software	5 years
Olympic Air brand name	Contract terms (49 years)
Other	10 years

Intangible assets impairment

If the Group is unable to estimate the recoverable amount of an asset for which there is an indication of impairment, it determines the recoverable amount of the cash-generating unit to which the asset belongs. The recoverable amount is the higher of an asset's fair value less costs to sell and value in use. Net selling price is considered as the possible proceeds from the sale of an asset in an arm's length transaction in which the parties have full knowledge and adhere voluntarily, after deducting any additional direct cost of disposal of the asset, while value in use is the present value of the estimated future cash flows expected to be realized by the continuing use of an asset and its disposal at the end of its estimated useful life.

Reversal of an impairment loss on the value of assets recognized in prior years (except goodwill impairment) is made only when there is sufficient evidence that the impairment no longer exists or has decreased. In such cases the above reversal is recognized as income.

2.6 Tangible Assets

Tangible assets are recognized in the financial statements at acquisition cost, less accumulated depreciation and loss of impairment, if any. The acquisition cost includes all the directly attributable expenses for the acquisition of the asset. Subsequent expenditure is added to the carrying value of the tangible asset or is recognized as a separate fixed asset, only if it is expected to increase the future economic benefits for the Company and their cost can be accurately and reliably measured.

Depreciation of tangible fixed assets (other than Land which is not depreciated) is calculated using the straight-line method over their useful life, as follows:

Category	Useful life
Buildings	10-20 years
Machinery	6-22 year
Aircrafts	20-25 years
Vehicles	3-5 years
Aircraft/airport equipment	3-8 years
Other equipment	5 years

The residual values and useful economic life of tangible fixed assets are reassessed at each reporting period. Upon sale of a tangible assets, any difference between the proceeds and the book value is recognized as gain or loss to the income statement.

Tangible assets impairment

If the Group is unable to estimate the recoverable amount of an asset for which there is an indication of impairment, it determines the recoverable amount of the cash-generating unit to which the asset belongs. The recoverable amount is the higher of an asset's fair value less costs to sell and value in use. Net selling price is considered as the possible proceeds from the sale of an asset in an arm's length transaction in which the parties have full knowledge and adhere voluntarily, after deducting any additional direct cost of disposal of the asset, while value in use is the present value of the estimated future cash flows expected to be realized by the continuing use of an asset and its disposal at the end of its estimated useful life.

Reversal of an impairment loss on the value of assets recognized in prior years is made only when there is sufficient evidence that the impairment no longer exists or has decreased. In such cases the above reversal is recognized as income.

2.7 Pre-delivery payments

Pre-delivery payments in foreign currency are paid by the Company to Airbus in order to finance the aircraft manufacture, in accordance to the contractual terms of the agreement. Such advances are recognized at cost and classified as non-current assets.

The Company is likely to enter into a sale and leaseback agreement in the future with lessors who will finance these aircrafts in full. According to these agreement's clauses, the right and the commitment to purchase the aircraft is assigned to the lessor on the date of its delivery. At the delivery date, the lessor pays the full purchase price and the Company collects the full amount already paid in advance. Consequently, the related non-current asset is derecognized, and any gain or loss is recognized in the statement of comprehensive income.

The present value of the pre-delivery payments relating to future sale and leaseback agreements is determined based on discounted cash flows and is translated using the prevailing exchange rate at each reporting date. These advances are classified in Advances for future aircraft leases in Current and Non-Current Assets.

In case of no sale and leaseback agreement, the pre-delivery payments are considered part of the final aircraft purchase price. As such, they are classified in the Tangible assets, translated in the foreign exchange rate at the date of the transaction.

2.8 Financial Assets

Initial Recognition of financial assets

The Group measures financial assets on their initial recognition at their acquisition fair value. The Group recognizes initially trade receivables without a significant financing component at their transaction price.

Classification and Measurement of financial assets

All financial assets that fall within the scope of IFRS 9 are measured, subsequently to their initial recognition, at amortized cost or fair value.

Accordingly, Company's financial assets are classified in one of the following categories:

1. Amortized cost ("AC")
2. Fair Value through other comprehensive income ("FVTOCI")
3. Fair Value through profit or loss ("FVTPL")

The basis of their classification and subsequent measurement depends on the following two conditions:

- Entity’s business model for managing the financial assets ((“Business Model Assessment”)
- Entity’s contractual cash flow characteristics (SPPI test)

The business model of the Group refers to how the Group manages its financial assets in order to generate cash flows and determines whether cash flows will result from collecting contractual cash flows, selling financial assets or both. The business model assessment is performed based on scenarios that the Group reasonably expects to occur, and not based on “worst case” or “stress case” scenarios.

The SPPI test, according to which the asset’s contractual cash flows should be determined that are solely payments of principal and interest on the principal amount outstanding, is the second condition for classification of a financial asset in either AC or FVTOCI categories by the Group. In particular, for a debt instrument to be measured at AC or FVTOCI, its contractual terms must give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

Amortized cost (“AC”)

A financial asset is measured at AC only if both of the following conditions are met, unless it is designated as at FVTPL on initial recognition:

i. The financial asset is held within a business model whose objective is to hold financial assets in order to collect contractual cash flows (“HTC”) and,

ii. The contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding

Accordingly, the Group classifies financial assets at AC, when the financial assets both are held within a business model with the objective to hold them until maturity, collecting mostly of their contractual cash flows and these financial assets give rise to cash flows consisting only of payments of principal and interest. All financial assets that fail the SPPI test are subsequently measured at FVTPL; except for investments in equity instruments not held for trading that are elected at initial recognition to be measured at FVTOCI.

The Group subsequent to their initial recognition measures financial assets under this category at amortized cost using the effective interest. These financial assets are subject to the impairment requirements as per IFRS 9. Amortized cost of a financial asset is defined as the amount at which the financial asset is measured at initial recognition minus the principal repayments, plus or minus the cumulative amortization using the effective interest method of any difference between that initial amount and the maturity amount and adjusted for any loss allowance.

Fair Value through Other Comprehensive Income (“FVTOCI”)

A financial asset is measured at FVTOCI only if both of the following conditions are met, unless it is designated as at FVTPL on initial recognition:

i. The financial asset is held within a business model whose objective is achieved by both collecting contractual cash flows and selling financial assets.

ii. the contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

Accordingly, the Group classifies financial assets at FVOCI, when are held within a business model with objective to hold the financial assets to collect the contractual cash flows, but also the Group expects to sell these financial assets when this is necessary (e.g. to fulfill a specific need for liquidity). In addition, these financial assets give rise to cash flows consisting only of payments of principal and interest.

The Group subsequent to their initial recognition measures financial assets under this category at fair value, with changes in their fair value recognized in other comprehensive income (“OCI”), except for:

• interest income

• foreign exchange gains or losses

• impairment gains or losses

Are recognized in profit and loss and computed in the same manner as for financial assets measured at AC. Any fair value changes recognized in OCI are transferred to profit and loss when the debt security is derecognized.

Fair Value through Profit and Loss ("FVTPL")

A financial asset shall be measured at fair value through profit or loss unless it is measured at amortized cost or at fair value through other comprehensive income. Any financial asset that fails the SPPI test is classified by the Group, at FVTPL (except if it is an investment in equity instrument designated in FVTOCI).

The Group classifies the financial assets that are not held within the "hold to collect" or "hold to collect and sell business models", at FVTPL.

Since the option to designate a financial asset at fair value in its initial recognition is irrevocable, if a financial asset is designated as at FVTPL at initial recognition, the Group does not reclassify out of FVTPL to AC or FVTOCI, if the business model changes.

Financial assets at FVTPL are carried in the statement of financial position at fair value with changes in the fair vale between reporting dates in the statement of profit and loss. Financial assets at FVTPL are not subject to the impairment requirements**.**

Equity Instruments

By default, the Group classifies equity participations under the scope of IFRS 9 at FVTPL unless; the Group makes an irrevocable election/designation at initial recognition for particular investments in equity to present subsequent changes in fair value in other comprehensive income.

Only dividend income that does not clearly represent a recovery as part of the cost of the investment is recognized in profit or loss, with all other gains and losses recognized in OCI. These gains and losses remain permanently in equity and are not subsequently reclassified to profit or loss, following derecognition.

Reclassification of Financial assets

A financial asset is reclassified by the Group, only when Group's business model for managing financial assets changes. In general, a change in the business model is expected to be rare and occurs when the Group either begins or ceases to perform an activity that is significant to its operations. An example of business model's change is when a business line is acquired, disposed of or terminated.

Changes in intention related to particular financial, the temporary disappearance of a particular market for financial assets or a transfer of financial assets between parts of the Group with different business models, are not considered by the Group changes in business model.

The reclassification is applied prospectively from the reclassification date, which is the first day of the first reporting period following the change in the business model, therefore previously recognized gains, losses (including impairment gains or losses) or interest are not restated.

Financial derivatives and hedge accounting

The Company has not adopted the requirements of IFRS 9, with respect to hedge accounting, and continues to apply IAS 39.

All financial derivative assets are initially recognized at the fair value on the trade date and subsequently at their fair value. Financial derivative instruments are recognized in assets when their fair value is positive and in liabilities when their fair value is negative. Their fair value is calculated from the value they have on an active market or through other valuation techniques when an active market does not exist for these financial instruments.

The profit or loss recognition depends whether a derivative has been determined as a hedging item and if hedging exists based on the nature of the hedged item. Profit or loss arising from the change of the fair value of derivatives that are not recognized as hedging items, is recognized in the income statement. The Company is using hedge accounting when at the commencement of the hedging transaction, and the subsequent use of financial derivatives can determine and justify the hedging relationship between the hedged item and the instrument used for hedging, relating to its risk management policy and strategy for hedging. Moreover hedge accounting is used only when it is expected that the hedging strategy will be highly effective and reliably and continuously calculated, for the periods it was intended for, as per the reconciliation of the movements in the fair value or the cash flows resulting from the hedged risk. The Company is hedging cash flows using financial derivative instruments.

Cash flow hedging

With cash flow hedging the Company is covering risks coming from an asset, liability or future transaction that cause fluctuations in the cash flows and which could have an impact to the period's result. For financial derivatives classified as hedging items for cash flow hedging purposes, special accounting treatments are required. In order to fulfill the hedge accounting requirements, certain conditions relating to justification, hedging effectiveness and reliable calculation must be met.

The changes in the fair value of the effective part of the hedging derivative are recognized in the equity while the ineffective part is recognized in the comprehensive income statement. The accumulated balances in the equity are transferred in the income statement of the periods where the hedging derivatives are recognized. In particular, amounts relating to hedging of fuel prices increase or decrease fuel expenses, amounts relating to hedging of foreign exchange rate increase or decrease relative expenses and amounts relating to hedging of interest rates increase or decrease finance costs.

When a financial instrument expires, is either sold or exercised without being replaced, or when a hedged item does no longer fulfill the criteria of hedge accounting, cumulative gain or loss remains in equity and it is recognized when the transaction occurs. If the hedged transaction is not expected to occur, gains or losses are recognized directly in the income statement.

2.9 Inventories

The inventories include aircraft spare parts and goods. The purchase price includes all the costs incurred to bring the inventories at their current location and condition, less any discounts. The inventories cost is calculated using the weighted average cost method every reporting period.

Aircraft spare parts of significant value that be can be utilized for over a period of one year are capitalized in tangible assets. Otherwise, they are expenses as incurred in the statement of income.

On the balance sheet date, the inventories are measured at the lower of valuation cost and net realizable value (NRV). The Company at the end of each fiscal year considers any case of obsolescence of inventory and establishes any provision or write off.

2.10 Leases

At inception of a contract, the Group assesses whether the contract is, or contains, a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration.

The Group as a lessee

Right of use asset (ROU)

At the date the asset is available for use, the Group recognizes a right of use asset and a lease liability.

The cost of the right-of-use asset shall comprise:

- the amount of the initial measurement of the lease liability;
- any lease payments made at or before the commencement date, less any lease incentives received;
- any initial direct costs incurred by the Group; and
- an estimate of costs to be incurred by the Group in dismantling and removing the underlying asset, restoring the site on which it is located or restoring the underlying asset to the condition required by the terms and conditions of the lease, unless those costs are incurred to produce inventories. The Group incurs the obligation for those costs either at the commencement date or as a consequence of having used the underlying asset during a particular period.

Right of use assets are depreciated on a straight-line basis over the shorter of the lease term and the estimated useful lives of the assets. If ownership of the leased asset transfers to the Group at the end of the lease term or the cost reflects the exercise of a purchase option, depreciation is calculated using the estimated useful life of the asset.
The right-of-use assets are also subject to impairment.

Lease liabilities

At the commencement date of the lease, the Group recognizes lease liabilities measured at the present value of lease payments to be made over the lease term. The lease payments include fixed payments less any lease incentives receivable. The lease payments also include the exercise price of a purchase option reasonably certain to be exercised by the Group and payments of penalties for terminating the lease, if the lease term reflects the Group exercising the option to terminate.
The group determines the long-term and short-term portion of a lease liability based on its settlement date.
In calculating the present value of lease payments, the Group uses its incremental borrowing rate at the lease commencement date in case the interest rate implicit in the lease is not readily determinable. After the commencement date, the amount of lease liabilities is increased to reflect the accretion of interest and reduced for the lease payments made.
In addition, the carrying amount of lease liabilities is remeasured if there is a modification, a change in the lease term, a change in the lease payments or a change in the assessment of an option to purchase the underlying asset.

Exemptions

The Company and the Group decided to apply the exemptions provided by the standard concerning the short-term leases (duration of 12 months or less, without purchase option of the underlying asset). Lease payments associated with those leases are recognized as an expense on either a straight-line basis over the lease term or another systematic basis. Furthermore, the Company and the Group decided to exclude initial direct costs from the measurement of the right of use asset.

Group as a lessor

Leases in which the Group does not transfer substantially all the risks and rewards incidental to ownership of an asset are classified as operating leases. Rental income arising is accounted for on a straight-line basis over the lease terms.

2.11 Cash and cash equivalents - Restricted Cash

Cash and cash equivalents include cash at bank, petty cash as well as short term highly liquid deposits with an original maturity of three months or less. Restricted cash refer to cash collaterals with counterparties that derivative contracts have been signed, in order to offset exchange rate or fuel price fluctuations.

2.12 Share Capital

Share capital is determined using the nominal value of shares that have been issued. Share premium reserve includes all premiums more than the nominal price received at the date of the issue.

A share capital increase through cash includes any share premium during the initial share capital issuance. Any cost related to the capital increase or any tax benefit is deducted from the product of the share capital increase.

Retained earnings include the result of the current and the previous periods.

2.13 Employee benefits due to retirement and other short-term benefits to employees

Short term benefits

Short term employee benefits in cash or in kind are recognized as expense when incurred. Any unpaid amount is recognized as liability.

Retirement benefits

The Company has established both defined benefit and defined contribution plans.

Typically, defined benefit schemes provide for a benefit the employee will receive on retirement, based on factors such age, service years and compensation received.

The balance sheet liability in respect of a defined benefit plan is the present value of the defined benefit obligation at the balance sheet date less the fair value of the plan's assets.

The defined benefit obligation is measured annually by independent actuaries using the projected unit credit method. The current value of the defined benefits is estimated by discounting the future expected cash outflows (using the interest rate of European bonds index Iboxx AA Corporate Overall 10+ EUR indices), issued in the currency the benefits will be paid at and have similar maturity terms to those of the retirement's liability.

The actuarial gains or losses that result from adjustments based on empirical adjustments and changes in actuarial assumptions are recorded in other comprehensive income and through it in retained earnings

A defined contribution plan is a retirement scheme where the Company pays defined contributions, to an independent institution (the fund) that operates the contributions and provides the benefits, on a compulsory or non-compulsory basis. The Company has no other legal or any other type of obligation for further contributions if the fund is unable to meets its contract requirements and provide to the employees the agreed benefits for current or past services. Prepaid contributions are recognized as assets to the extent the cash return or decrease is expected in the future payments.

2.14 Financial Liabilities

Financial liabilities include derivative liabilities, trade and other payable liabilities, borrowings and lease liabilities measured at amortized cost.

Financial liabilities are recognized when the Company becomes a party to the contractual agreements of the instrument and derecognized when the obligation under the liability is discharged, cancelled or expires.

Borrowings provide a short-term or long-term financing source to the Group. They are initially recognized at cost, which includes the initial proceeds less any issuance cost. Subsequent of initial recognition, borrowings are measured at amortized cost using the effective interest rate method.

All interest related charges are recognized as an expense in "financial expense" in the income statement.

Trade payables are recognized initially at their nominal value and subsequently valued at their amortized cost less any settlement payments.

Dividends payable to the shareholders are in included in "Other short-term liabilities" when they are approved by the Shareholders' General Meeting.

When a current financial liability is exchanged with another of different type and terms but from the same originator, this is dealt as termination of the initial liability and commencement of a new one. Any difference in the book values is recognized in the income statement.

2.15 Income tax and deferred tax

Current Income Tax

Current income tax receivables / liabilities comprise of obligations to / or claims from tax authorities, based on taxable income of the current or previous reporting periods that have not been settled until the balance sheet date.

They are measured at tax rates and tax laws that are enacted on the respective financial year based on the taxable profits for the period. All differences in tax assets / liabilities are charged to the income statement for the period as part of the income tax expense.

Deferred tax

Deferred income tax is calculated with the net liability method focuses on temporary differences between the carrying amounts of assets and liabilities of the financial statements and the corresponding tax bases. Deferred tax assets are re-examined at every balance sheet date and are reduced to the extent that it is no longer possible that enough taxable income will be available to allow the use of benefit (in total or partially) of the deferred tax asset. Deferred tax liabilities are recognized for all temporal tax differences except when the deferred tax liability arises from the initial recognition of goodwill.

Deferred tax assets and liabilities are measured at tax rates that are expected to be enacted when the asset will be recovered or the liability settled taking into consideration the tax rates already enacted by the time of the balance sheet date.

Most changes in deferred tax assets or liabilities are recognized as tax revenue - expense. Changes in deferred tax assets or liabilities related to a change in the value of asset or liability recognized in equity through the statement of other comprehensive income or directly, are recognized in equity through the statement of comprehensive income or directly respectively.

The Company recognizes a previously unrecognized deferred tax asset to the extent that it is probable that future taxable profit will allow the recovery of the deferred tax asset.

The Group is subject to periodic tax audits by the tax authorities. In case of complex and uncertain tax treatments, the Group Management proceeds with judgements and estimates for the determination of the income tax as well as of the deferred tax. If deemed necessary, the Group seeks for experts' advice, in order to identify the most proper tax treatment, as well as to recognize the adequate provision. When the Group proceeds with the payment of imposed amounts, in order to appeal against the tax authorities and assesses that the outcome of the case will be favorable, the respective payments are posted as receivables, to be offset against potential liabilities in case of a negative outcome or to be refunded in case of a positive outcome. Upon finalization of said cases, any difference in relation to the provisions is recognized in the income statement.

2.16 Provisions, contingent liabilities and contingent assets

Provisions are recognized when the Company has present legal or assumed obligations as a result of past events, their settlement is probable through an outflow of economic resources from the Company and the liability can be estimated reliably. The time frame or the resources' outflow may be uncertain. A present obligation stems from the existence of a legal or assumed obligation resulting from past events such as warranties, legal disputes or onerous contracts. When the total or part of the estimated provision settlement amount is expected to be paid by a third party, the remuneration will be recognized only if it is more probable than not that the remuneration will be paid by the financial entity. The remuneration amount recognized cannot exceed the provision amount.

The expense relating to a provision is presented in the income statement, net of the provision initially formed. A provision is used only for the purpose it was initially formed. Provisions are evaluated at each balance sheet date and adjusted accordingly in order to depict the best most current estimation. Provisions are valued at the balance sheet date and are adjusted in order to reflect the present value of the obligation's expected settlement cost.

In such cases where the possible economic resources outflow as a result of present obligation is not probable or the amount or the provision cannot be reliably estimated no provision for contingent obligations is recognized in the financial statements however they are disclosed if the probability of economic resources outflows is high. Contingent assets are recognized in the financial statements but are disclosed when the economic resources inflow is probable. Possible economic resources inflows for the Company that do not meet the conditions for an asset are considered as contingent assets.

2.17 Government grants

Government grants related to expenses are recognised in profit or loss on a systematic basis over the periods in which the Group recognises as expenses the related costs for which the grants are intended to compensate. A government grant that becomes receivable as compensation for expenses or losses already incurred or for the purpose of giving immediate financial support to the entity with no future related costs, shall be recognised in profit or loss of the period in which it becomes receivable.

2.18 Operating Segments

The Group is managed as one business unit that provides high-quality air transport within and outside the Greek territory. Operations are monitored and managed by the Board of Directors, which acts as the Chief Operating Decision Maker - CODM.

For more efficient decision-making, CODM is provided with all necessary information (route revenue, available resources, competition analysis), which is evaluated for the entire network, with the goal of maximizing the overall financial results and not to improve the results of a particular route.

Finally, it should be noted that profitability is measured based on the result, profit or loss, from operating activities before income tax, without taking into account the financial results and extraordinary items.

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousands €

3 Notes to the Financial Statements

3.1 Intangible Assets

As at 31.12.2020 intangible assets amounted to € 26.655,33 and € 42.468,95 for the Company and the Group, respectively.

The Group performs its annual impairment test of goodwill, amounted to €40 mil, every year-end or earlier if there are indications of impairment. The goodwill, from acquisition of Olympic Air, was examined for impairment with the value-in-use method.

The Group Management performed intangible assets impairment test, considering that the effect of the coronavirus pandemic in group financial figures is an impairment indication. In the context of this exercise, the management assess that these assets do not generate independent cash flows and as such they should be tested for impairment in Group level, which is considered as one cash generating unit (CGU). Key assumptions used for the impairment exercise are analyzed in Note 2.2.

There was no need of impairment, since the CGU recoverable amount highly exceeded its current book value at 31/12/2020.

Intangible assets movement is analyzed as follows:

Company	Slots	Software	Other	Total
Cost of acquisition				
Balance 01.01.2019	**22.030,00**	**17.479,51**	**2.696,73**	**42.206,24**
Additions	0,00	1.913,25	737,54	2.650,79
Disposals/Write offs	0,00	0,00	0,00	0,00
Balance 31.12.2019	**22.030,00**	**19.392,76**	**3.434,27**	**44.857,03**
Depreciations				
Balance 01.01.2019	**0,00**	**13.155,35**	**2.307,07**	**15.462,43**
Depreciations	0,00	2.997,11	276,69	3.273,79
Disposals/Write offs	0,00	0,00	0,00	0,00
Balance 31.12.2019	**0,00**	**16.152,46**	**2.583,76**	**18.736,22**
Net Book value at 31.12.2019	**22.030,00**	**3.240,30**	**850,51**	**26.120,81**
Cost of acquisition				
Balance 01.01.2020	**22.030,00**	**19.392,71**	**3.434,27**	**44.856,98**
Additions	0,00	2.064,04	929,02	2.993,05
Disposals/Write offs	0,00	(98,41)	(302,47)	(400,87)
Balance 31.12.2020	**22.030,00**	**21.358,34**	**4.060,82**	**47.449,16**
Depreciations				
Balance 01.01.2020	**0,00**	**16.152,46**	**2.583,71**	**18.736,17**
Depreciations	0,00	1.606,01	516,42	2.122,43
Disposals/Write offs	0,00	0,00	(64,77)	(64,77)
Balance 31.12.2020	**0,00**	**17.758,47**	**3.035,36**	**20.793,83**
Net Book value at 31.12.2020	**22.030,00**	**3.599,86**	**1.025,46**	**26.655,33**

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousands €

Group	Brand name	Slots	Software	Other	Total
Cost of acquisition					
Balance 01.01.2019	**21.750,05**	**22.039,00**	**23.366,87**	**2.696,73**	**69.852,65**
Additions	0,00	0,00	1.913,25	737,49	2.650,74
Disposals/Write offs	0,00	(9,00)	0,00	0,00	(9,00)
Balance 31.12.2019	**21.750,05**	**22.030,00**	**25.280,12**	**3.434,22**	**72.494,39**
Depreciations					
Balance 01.01.2019	**5.134,24**	**0,00**	**18.903,73**	**2.309,06**	**26.347,04**
Depreciations	412,84	0,00	3.056,90	276,69	3.746,42
Disposals/Write offs	0,00	0,00	0,00	0,00	0,00
Balance 31.12.2019	**5.547,08**	**0,00**	**21.960,63**	**2.585,75**	**30.093,46**
Net Book value at 31.12.2019	**16.202,97**	**22.030,00**	**3.319,49**	**848,47**	**42.400,94**
Cost of acquisition					
Balance 01.01.2020	**21.750,05**	**22.030,00**	**25.280,12**	**3.434,22**	**72.494,39**
Additions	0,00	0,00	2.069,27	929,02	2.998,28
Disposals/Write offs	0,00	0,00	(98,48)	(302,47)	(400,94)
Balance 31.12.2020	**21.750,05**	**22.030,00**	**27.250,91**	**4.060,77**	**75.091,73**
Depreciations					
Balance 01.01.2020	**5.547,08**	**0,00**	**21.960,63**	**2.585,75**	**30.093,46**
Depreciations	412,84	0,00	1.664,91	516,42	2.594,17
Disposals/Write offs	0,00	0,00	0,00	(64,77)	(64,77)
Balance 31.12.2020	**5.959,92**	**0,00**	**23.625,54**	**3.037,40**	**32.622,85**
Net Book value at 31.12.2020	**15.790,13**	**22.030,00**	**3.625,37**	**1.023,37**	**42.468,88**

3.2 Tangible Assets

The Group Management performed tangible assets impairment test, considering that the effect of the coronavirus pandemic in group financial figures is an impairment indication. In the context of this exercise, the management assess that these assets do not generate independent cash flows and as such they should be tested for impairment in Group level, which is considered as one cash generating unit (CGU). Key assumptions used for the impairment exercise are analyzed in Note 2.2. No need for impairment was occurred as at 31.12.2020.

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Company	Buildings	Aircraft Owned	*Aircraft Finance Leased – Maintenance component	Aircraft equipment	Airports equipment	Other vehicles	Furniture and other equipment	Advances for tangible assets	Total
Cost of acquisition									
Balance 01.01.2019	**12.741,93**	**6.475,31**	**0,00**	**37.287,92**	**2.061,40**	**1.042,42**	**13.517,25**	**51.782,82**	**124.909,05**
Additions	290,97	0,00	0,00	7.385,27	50,60	0,00	884,04	27.322,50	35.933,37
Disposals/write offs	0,00	0,00	0,00	(5.408,60)	0,00	(60,92)	(63,00)	0,00	(5.532,52)
**Reclassification to "Advances for future aircraft leases"	0,00	0,00	0,00	0,00	0,00	0,00	0,00	(38.593,55)	(38.593,55)
Balance 31.12.2019	**13.032,90**	**6.475,31**	**0,00**	**39.264,59**	**2.112,00**	**981,50**	**14.338,29**	**40.511,77**	**116.716,35**
Depreciations									
Balance 01.01.2019	**7.434,15**	**3.966,13**	**0,00**	**17.077,23**	**1.699,60**	**624,06**	**10.078,58**	**0,00**	**40.879,74**
Depreciations	1.023,76	323,77	0,00	4.209,53	67,06	119,72	843,48	0,00	6.587,32
Disposals/write offs	0,00	0,00	0,00	0,00	0,00	(60,92)	(59,16)	0,00	(120,07)
Balance 31.12.2019	**8.457,90**	**4.289,89**	**0,00**	**21.286,76**	**1.766,66**	**682,86**	**10.862,91**	**0,00**	**47.346,99**
Net Book value 31.12.2019	**4.575,00**	**2.185,42**	**0,00**	**17.977,83**	**345,33**	**298,64**	**3.475,37**	**40.511,77**	**69.369,36**
Cost of acquisition									
Balance 01.01.2020	**13.032,90**	**6.475,31**	**0,00**	**39.264,59**	**2.112,00**	**981,50**	**14.338,39**	**40.511,77**	**116.716,45**
* Additions	612,94	24.614,06	27.872,15	18.279,03	58,38	9,68	1.264,17	17.154,52	89.864,94
Disposals/write offs	0,00	0,00	(422,69)	(2.201,19)	(131,21)	(5,30)	(42,68)	(21.591,27)	(24.394,35)
**Reclassification to "Advances for future aircraft leases"	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Balance 31.12.2020	**13.645,85**	**31.089,37**	**27.449,46**	**55.342,43**	**2.039,17**	**985,88**	**15.559,88**	**36.075,02**	**182.187,05**
Depreciations									
Balance 01.01.2020	**8.457,90**	**4.289,89**	**0,00**	**21.286,76**	**1.766,66**	**682,86**	**10.862,91**	**0,00**	**47.346,99**
Depreciations	967,95	1.803,00	1.284,75	5.569,85	63,33	108,69	1.026,87	0,00	10.824,44
Disposals/write offs	0,00	0,00	0,00	(964,08)	(110,16)	(4,19)	(37,38)	0,00	(1.115,81)
Balance 31.12.2020	**9.425,86**	**6.092,89**	**1.284,75**	**25.892,53**	**1.719,83**	**787,36**	**11.852,39**	**0,00**	**57.055,62**
Net book value 31.12.2020	**4.219,99**	**24.996,48**	**26.164,71**	**29.449,90**	**319,34**	**198,51**	**3.707,49**	**36.075,02**	**125.131,43**

** "Aircraft owned" and "Aircraft – maintenance component" additions refer to the exercise of a purchase right for three aircrafts, that was classified in Right of Used Asset as at 31/12/2019*
*** The amount refers to advances for future aircraft leases which for presentation purposes were reclassified to Non-current assets and Current assets ("Advances for future aircraft leases")*

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Group	Buildings	Aircraft Owned	*Aircraft Finance Leased – Maintenance component	Aircraft equipment	Airports equipment	Other vehicles	Furniture and other equipment	Advances for tangible assets	Total
Cost of acquisition									
Balance 01.01.2019	**12.741,93**	**6.475,31**	**0,00**	**36.338,00**	**2.061,40**	**1.219,34**	**18.288,91**	**51.782,82**	**128.907,72**
Additions	290,97	0,00	(0,00)	7.385,27	50,60	0,00	885,09	28.466,36	37.078,29
Disposals/write offs	0,00	0,00	0,00	(5.408,60)	0,00	(75,99)	(63,00)	0,00	(5.547,59)
**Reclassification to "Advances for future aircraft leases"	0,00	0,00	0,00	0,00	0,00	0,00	0,00	(38.593,55)	(38.593,55)
Balance 31.12.2019	**13.032,90**	**6.475,31**	**(0,00)**	**38.314,67**	**2.112,00**	**1.143,35**	**19.111,00**	**41.655,63**	**121.844,87**
Depreciations									
Balance 01.01.2019	**7.434,15**	**3.966,13**	**0,00**	**16.853,89**	**1.699,60**	**786,77**	**14.415,52**	**0,00**	**45.156,05**
Depreciations	1.023,76	323,77	(0,00)	4.114,53	67,06	107,25	1.110,30	0,00	6.746,68
Disposals/write offs	0,00	0,00	0,00	0,00	0,00	(60,88)	(59,16)	0,00	(120,03)
Balance 31.12.2019	**8.457,90**	**4.289,89**	**(0,00)**	**20.968,42**	**1.766,66**	**833,15**	**15.466,67**	**0,00**	**51.782,69**
Net Book value 31.12.2019	**4.575,00**	**2.185,42**	**(0,00)**	**17.346,25**	**345,33**	**310,20**	**3.644,34**	**41.655,63**	**70.062,17**
Cost of acquisition									
Balance 01.01.2020	**13.032,90**	**6.475,31**	**0,00**	**38.314,67**	**2.112,00**	**1.143,35**	**19.111,10**	**41.655,63**	**121.844,97**
* Additions	612,94	56.489,96	27.872,15	18.279,03	58,38	9,68	2.355,35	17.163,61	122.841,10
Disposals/write offs	0,00	0,00	(422,69)	(2.201,19)	(131,21)	(5,30)	(42,68)	(22.171,22)	(24.974,30)
**Reclassification to "Advances for future aircraft leases"	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Balance 31.12.2020	**13.645,85**	**62.965,27**	**27.449,46**	**54.392,52**	**2.039,17**	**1.147,73**	**21.423,77**	**36.648,02**	**219.711,77**
Depreciations									
Balance 01.01.2020	**8.457,90**	**4.289,89**	**0,00**	**20.968,42**	**1.766,66**	**833,11**	**15.466,66**	**0,00**	**51.782,65**
Depreciations	967,95	4.291,62	1.284,75	5.474,86	63,33	111,29	1.257,18	0,00	13.450,98
Disposals/write offs	0,00	0,00	0,00	(964,08)	(110,16)	(4,15)	(37,38)	0,00	(1.115,77)
Balance 31.12.2020	**9.425,86**	**8.581,51**	**1.284,75**	**25.479,21**	**1.719,83**	**940,25**	**16.686,45**	**0,00**	**64.117,86**
Net book value 31.12.2020	**4.219,99**	**54.383,76**	**26.164,71**	**28.913,31**	**319,34**	**207,47**	**4.737,32**	**36.648,02**	**155.593,91**

** "Aircraft owned" and "Aircraft – maintenance component" additions refer to the exercise of a purchase right for three aircrafts, that was classified in Right of Used Asset as at 31/12/2019*
*** The amount refers to advances for future aircraft leases which for presentation purposes were reclassified to Non-current assets and Current assets ("Advances for future aircraft leases")*

3.3 Right of use assets/ Lease liabilities

At 31.12.2020 the Group fleet consisted of 67 aircraft, out of which 5 were owned aircraft, purchased within 2020.

The table below presents the Group fleet at 31.12.2020.

FLEET 31.12.2020				
Manufacturer/ Model	**Company**			**Total**
	Aegean	**Olympic Air**	**Aegean Cyprus**	
Airbus A320ceo	34	-	2	36
Airbus A320neo	5	-	-	5
Airbus A321ceo	10	-	-	10
Airbus A321neo	3	-	-	3
Airbus A319ceo	1	-	-	1
De havilland Dash 8-Q400	-	8	-	8
De havilland Dash 8-100	-	2	-	2
ATR 42-600	-	2	-	2
Total	**53**	**12**	**2**	**67**

The Company also owns one Learjet 60, which is used for air-taxi flights. See Note 3.2.

Group fleet at 31.12.2019 was as follows:

FLEET 31.12.2019			
Manufacturer/ Model	**Company**		**Total**
	Aegean	**Olympic Air**	
Airbus A320ceo	37	-	37
Airbus A320neo	1	-	1
Airbus A321ceo	11	-	11
Airbus A319ceo	1	-	1
De havilland Dash 8-Q400	-	8	8
De havilland Dash 8-100	-	2	2
ATR 42-600	-	2	2
Total	**50**	**12**	**62**

Following the adoption of IFRS 16, the right of use assets, as well as the respective lease liabilities for the Company and the Group at 31.12.2020 were:

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Company	Right of use assets					
	Aircrafts	Aircraft Engines	Buildings	Vehicles	Total Assets	Lease liabilities
Opening balance 1.1.2020	**316.452,23**	**11.841,03**	**10.297,52**	**1.367,10**	**339.957,87**	291.290,62
Additions	256.413,52	0,00	528,45	370,95	257.312,92	255.993,45
Modifications	17.830,83	0,00	0,00	0,00	17.830,83	17.830,83
Disposals	(61.741,66)	0,00	(628,02)	(81,92)	(62.451,60)	(12.972,78)
Depreciation	(111.425,39)	(2.835,63)	(2.336,18)	(588,32)	(117.185,53)	0,00
Interest expense						15.333,13
Payments						(143.784,67)
FX Valuation						(30.281,75)
Ending balance 31.12.2020	**417.529,53**	**9.005,39**	**7.861,76**	**1.067,81**	**435.464,50**	**393.408,84**

Group	Right of use assets					
	Aircrafts	Aircraft Engines	Buildings	Vehicles	Total Assets	Lease liabilities
Opening balance 1.1.2020	**365.970,87**	**11.841,03**	**10.781,87**	**1.447,10**	**390.040,87**	343.233,45
Additions	238.416,58	0,00	1.138,94	389,49	239.945,00	238.625,54
Modifications	20.929,75	0,00	0,00	0,00	20.929,75	20.929,75
Disposals	(53.602,01)	0,00	(629,25)	(100,95)	(54.332,22)	(4.819,46)
Depreciation	(125.005,81)	(2.835,63)	(2.460,59)	(611,56)	(130.913,59)	0,00
Interest expense						16.977,37
Payments						(156.142,66)
FX Valuation						(32.926,51)
Ending balance 31.12.2020	**446.709,37**	**9.005,39**	**8.830,98**	**1.124,08**	**465.669,81**	**425.877,47**

Company	Right of use assets					
	Aircrafts	Aircraft Engines	Buildings	Vehicles	Total Assets	Lease liabilities
Opening balance 1.1.2019	**344.310,58**	**12.499,47**	**11.221,29**	**742,35**	**368.773,69**	329.299,90
Additions	59.336,31	2.278,44	1.586,00	1.085,32	64.286,07	51.526,47
Modifications	26.443,91	0,00	0,00	0,00	26.443,91	26.443,91
Disposals	0,00	0,00	(101,47)	(22,07)	(123,54)	(124,15)
Depreciation	(113.638,58)	(2.936,89)	(2.408,17)	(438,51)	(119.422,14)	0,00
Interest expense	0,00	0,00	0,00	0,00	0,00	13.395,83
Payments	0,00	0,00	0,00	0,00	0,00	(133.623,60)
FX Valuation	0,00	0,00	0,00	0,00	0,00	4.372,27
Ending balance 31.12.2019	**316.452,23**	**11.841,03**	**10.297,65**	**1.367,10**	**339.958,00**	**291.290,62**

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Group	Right of use assets					
	Aircrafts	Aircraft Engines	Buildings	Vehicles	Total Assets	Lease liabilities
Opening balance 1.1.2019	**409.755,89**	**12.499,47**	**11.793,32**	**782,73**	**434.831,41**	395.357,61
Additions	59.336,31	2.278,44	1.586,00	1.149,32	64.350,07	51.590,46
Modifications	26.443,91	0,00	0,00	0,00	26.443,91	26.443,91
Disposals	0,00	0,00	(101,81)	(22,07)	(123,88)	(124,15)
Depreciation	(129.565,24)	(2.936,89)	(2.495,84)	(462,88)	(135.460,85)	0,00
Interest expense	0,00	0,00	0,00	0,00	0,00	16.092,62
Payments	0,00	0,00	0,00	0,00	0,00	(151.480,33)
FX Valuation	0,00	0,00	0,00	0,00	0,00	5.353,32
Ending balance 31.12.2019	**365.970,87**	**11.841,03**	**10.781,66**	**1.447,10**	**390.040,66**	**343.233,45**

Aircraft disposals in Group and Company amounts reflect the exercise of the purchase right for three aircraft, that was classified in Right of Use Assets as at 31.12.2019. (Note 3.2)

Aircraft additions in Group and Company amounts as well as in respective lease liabilities arise from new aircraft lease contracts.

All amounts recognized in the income statements are summarized below:

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Depreciation expense of right of use assets	117.185,53	119.422,14	130.913,59	135.460,85
Interest expense on lease liabilities	15.333,13	13.395,83	16.977,37	16.092,62
Expense relating to short-term leases	1.710,92	2.391,42	2.444,23	2.957,69
Total	**134.229,58**	**135.209,39**	**150.335,19**	**154.511,16**

The lease payments are analyzed as follows:

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Payments relating to lease liabilities	143.784,67	133.623,60	156.142,66	151.480,33
Payments relating to short-term leases	1.710,92	2.391,42	2.444,23	2.957,69
Σύνολο	**145.495,59**	**136.015,03**	**158.586,89**	**154.438,01**

The Group Management performed Right of Use asset impairment test, considering that the effect of the coronavirus pandemic in group financial figures is an impairment indication. In the context of this exercise, the management assess that the ROU assets do not generate independent cash flows and as such they should be tested for impairment in Group level, which is considered as one cash generating unit (CGU). Key assumptions used for the impairment exercise are analyzed in Note 2.2. No need for impairment was occurred as at 31.12.2020.

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3.4 Investment in subsidiaries

Investments in subsidiaries are analyzed as follows:

Company	Country	Participation	31.12.2020	31.12.2019
Olympic Air A.E.	Greece	100%	62.416,56	62.416,56
Aegean Cyprus LTD	Cyprus	54,55%	18.010,00	10.000,00
Investment in subsidiaries			**80.426,56**	**72.416,56**

Company's participation percentage in Aegean Cyprus Ltd as at 31.12.2019 was 100%. Within 2020, the Company and the 100% subsidiary company Olympic Air S.A. participated in Aegean Cyprus Ltd Share Capital increase by investing an amount of €8.010 and €15.263,64 (45,45%), respectively. Therefore, the Company's percentage was diluted to 54,55%, maintaining though full control of Aegean Cyprus Ltd. Company's direct and indirect participation percentage to Aegean Cyprus Ltd is 100%.

The Company's management performed investments in subsidiaries' impairment test, considering that the effect of the coronavirus pandemic in Company's and subsidiaries' financial figures is an impairment indication. In the context of this exercise, the management assess that these assets do not generate independent cash flows and as such they should be tested for impairment in Group level, which is considered as one cash generating unit (CGU). Key assumptions used for the impairment exercise are analyzed in Note 2.2. No need for impairment was occurred as at 31.12.2020.

3.5 Advances for future aircraft leases

Advances paid with respect to future sale and leaseback agreements is determined based on discounted cash flows and is translated using the prevailing exchange rate at each reporting date.

As at 31.12.20 the outstanding balance is € 21.561,74 (31.12.2019 € 10.343,41) is anticipated to be settled after the end of next fiscal year.

The year-end translation of advances resulted in a loss of €3.408,59. Furthermore, an amount of €600,79 (expense) was recorded in the income statement from the discounting calculation. Both amounts have been recognized in finance income/expense accounts.

3.6 Deferred tax assets/ liabilities

The deferred tax assets/liabilities arising from the corresponding temporary tax differences for the Company and the Group are the following:

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	31.12.2020		31.12.2019	
Company	Asset	Liability	Asset	Liability
Assets and depreciation/amortization	1.992,31	(7.797,42)	731,94	(5.286,89)
Right of use depreciation	82.252,53	(164.993,06)	51.178,93	(132.768,85)
Lease Liabilities	76.975,20	0,00	69.909,75	0,00
Receivables	12.178,54	(4.716,67)	15.515,01	(8.582,42)
Provisions for employee retirement benefits	3.567,48	0,00	2.855,45	0,00
Derivatives	7.242,29	(231,47)	2.816,81	(33,38)
Other financial instruments valuation	0,00	(158,18)	0,00	(1.166,23)
Other short-term liabilities	33.149,38	(36.363,79)	36.903,16	(39.844,05)
Deferred tax asset	54.966,71	0,00	0,00	0,00
Total for offsetting	272.324,44	(214.260,59)	179.911,05	(187.681,81)
Balance	**58.063,85**		**(7.770,76)**	

	31.12.2020		31.12.2019	
Group	Asset	Liability	Asset	Liability
Assets and depreciation/amortization	4.427,61	(11.814,55)	903,81	(6.398,05)
Right of use depreciation	89.793,81	(182.908,47)	51.178,93	(132.768,85)
Lease Liabilities	87.379,00	(0,01)	69.909,75	(419,41)
Receivables	13.142,80	(5.515,45)	15.712,01	(8.582,43)
Provisions for employee retirement benefits	3.976,57	0,00	2.855,45	0,00
Derivatives	7.242,29	(231,47)	2.816,81	(884,04)
Other financial instruments valuation	0,00	(158,19)	0,00	(1.166,24)
Other short-term liabilities	34.549,00	(37.631,73)	36.903,16	(39.844,03)
Deferred tax asset	62.036,94	0,00	0,00	0,00
Total for offsetting	**302.548,02**	**(238.259,86)**	**180.279,93**	**(190.063,04)**
Balance	**64.288,17**		**(9.783,11)**	

The recognition of a deferred tax asset concerns the tax benefit of the Company and the Group from the existence of tax losses for the year, which are expected to be offset against future tax profits.

3.7 Other long-term assets

Other long-term assets are analyzed as follows:

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Security deposits relating to lease agreements	24.506,03	30.207,39	26.670,99	34.667,61
Other assets	302,19	604,37	470,70	747,98
Total	**24.808,21**	**30.811,77**	**27.141,69**	**35.415,59**

In accordance with the aircraft operating lease contract terms, the Company and the Group provide security deposits. Minor part of the above security deposits refers to building leases that the Group and the Company uses for its main operations.

Other long-term assets account includes long-term receivable amount from sales of assets.

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3.8 Financial assets

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

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

Within 2020, the Company purchased debt securities amounted to €1.411 (31.12.2019 €36.450,76) and received debt securities' nominal amount repaid by their issuer amounted to €450 (31.12.2019 €25.381,89 from debt securities' sales and repayments)

At 31.12.2020 an additional provision of € 26,24 (31.12.2019 €60) was established, for impairment of expected credit losses. The amount is included in the financial expenses. (Note 3.28)

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

No transfers of financial assets between hierarchies' levels were made.

3.9 Inventories

The inventories refer to goods sold on board during international flights and to aircraft spare parts.

Regarding the aircraft spare parts, the Company and the Group maintain specific volume of spare parts to respond in any possible maintenance and repair needs.

	Company		Group	
Closing Stocks	**31.12.2020**	**31.12.2019**	**31.12.2020**	**31.12.2019**
Travel value	541,21	722,24	541,21	722,24
Aircraft spare parts	13.721,08	11.630,13	19.430,66	17.305,52
Total	**14.262,29**	**12.352,37**	**19.971,87**	**18.027,76**

The changes in the inventories are analyzed as below:

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	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Travel value				
Opening balance	722,24	655,61	722,24	655,61
Purchases	183,75	2.402,55	183,75	2.402,55
Consumption	(364,78)	(2.335,93)	(364,78)	(2.335,93)
Closing balance	**541,21**	**722,24**	**541,21**	**722,24**
Aircraft spare parts				
Opening balance	11.630,14	10.954,82	17.305,53	16.921,77
Purchases	8.600,35	11.599,99	10.764,86	14.535,88
Consumption	(6.509,41)	(10.924,67)	(8.639,73)	(14.152,13)
Closing balance	**13.721,08**	**11.630,13**	**19.430,66**	**17.305,52**
Total inventories	**14.262,29**	**12.352,37**	**19.971,87**	**18.027,76**

3.10 Customers and other trade receivables

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

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Trade receivables				
Domestic customers	6.804,13	17.752,98	5.873,87	10.352,48
International customers	4.984,99	3.399,57	5.455,39	4.065,13
Greek State	1,45	491,50	2.831,18	1.325,56
Other debtors	8.030,62	33.675,83	12.085,26	59.553,17
Subtotal	**19.821,19**	**55.319,87**	**26.245,70**	**75.296,34**
Allowance for expected credit loss (ECL)	(2.657,28)	(3.422,91)	(5.553,04)	(6.266,48)
Trade receivables total	**17.163,91**	**51.896,96**	**20.692,67**	**69.029,86**
Other receivable subject to allowance for ECL				
Accrued income	25.427,14	32.363,55	30.077,01	33.275,57
Contract Assets	1.822,88	12.474,40	2.008,14	1.608,50
Suppliers advances	16.433,88	6.667,97	20.633,56	7.309,19
Total	**43.683,90**	**51.505,91**	**52.718,71**	**42.193,25**
Allowance for expected credit loss (ECL)	(13,45)	(17,24)	(18,39)	(26,22)
Other receivable subject to allowance for ECL total	**43.670,45**	**51.488,67**	**52.700,32**	**42.167,04**
Other receivable not subject to allowance for ECL	7.506,10	4.851,22	12.026,35	6.346,09
Total Trade and Other Receivables	**68.340,47**	**108.236,85**	**85.419,34**	**117.542,98**

Other debtors balance refers to receivables from ticket sales through IATA travel agents in Greece or abroad and tickets sold from/to other airline companies. The decreased balance compared to 31.12.2019 is due to the coronavirus pandemic crisis that was consequently reflected in a reduced flight activity of the Company and the Group.

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Contract assets outstanding balance refers to 2020 revenue invoiced within in 2021 and mainly include interline revenue, as well as revenue from redemption/conversion of award points in loyalty programs that Company participates.

Accrued income includes mainly Group claims to lessors for reimbursement by maintenance reserves, when a maintenance has been carried out within 2020, but the invoice was issued the following year.

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

Other receivable balance not subject to allowance for ECL includes subsidiary's claim for VAT receivable.

Trade and other receivables amount is considered to be short-term and therefore their fair value is not considered to be materially different from their book value.

Ageing Analysis of customers/debtors (Company)

31.12.2020	Not past due	< 30 days	30-60 days	61-90 days	> 90 days	Total
Expected Credit Loss Rate	1,80%	17,79%	21,21%	27,86%	76,91%	4,21%
Trade and other receivable	60.251,61	887,95	153,91	621,02	1.590,61	63.505,10
Lifetime ECL	**1.083,78**	**157,97**	**32,65**	**173,05**	**1.223,29**	**2.670,73**

Ageing Analysis of customers/debtors (Group)

31.12.2020	Not past due	< 30 days	30-60 days	61-90 days	> 90 days	Total
Expected Credit Loss Rate	1,79%	16,01%	23,90%	28,39%	89,19%	7,06%
Trade and other receivable	71.984,58	1.334,73	879,33	641,92	4.123,84	78.964,41
Lifetime ECL	**1.287,16**	**213,74**	**210,13**	**182,22**	**3.678,17**	**5.571,42**

Ageing Analysis of customers/debtors (Company)

31.12.2019	Not past due	< 30 days	30-60 days	61-90 days	> 90 days	Total
Expected Credit Loss Rate	2,42%	15,75%	19,85%	28,14%	64,78%	3,22%
Trade and other receivable	103.447,88	1.981,81	343,45	339,64	713,00	106.825,78
Lifetime ECL	**2.502,37**	**312,16**	**68,16**	**95,58**	**461,87**	**3.440,15**

Ageing Analysis of customers/debtors (Group)

31.12.2019	Not past due	< 30 days	30-60 days	61-90 days	> 90 days	Total
Expected Credit Loss Rate	2,38%	14,00%	19,77%	31,22%	90,47%	5,36%
Trade and other receivable	109.625,38	3.653,71	354,47	645,99	3.210,05	117.489,59
Lifetime ECL	**2.605,13**	**511,69**	**70,08**	**201,70**	**2.904,10**	**6.292,69**

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The movement of provision is analyzed below:

	Company		Group	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Balance as at the beginning of the year	3.440,15	1.932,19	6.292,69	4.881,71
Unused Provision	0,00	0,00	0,00	0,00
Impairment losses recognized on receivables	(769,42)	1.507,96	(721,27)	1.410,98
Balance at year end	2.670,73	3.440,15	5.571,42	6.292,69

The Company made no write-offs at 31.12.2020 and 31.12.2019 but received cash recoveries amounting to € 6,10 (2019: € 125,31). The Group figures contain write-offs amounted to €30,35 (2019 nil), while an amount of € 219,5 (2019: € 178,9) was collected.

3.11 Prepayments

Prepayments relate to amounts paid in advance to third parties or to the Company's and the Group's employees.

Prepayments balance is analyzed below:

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Advances to employees	0,00	0,00	0,00	0,00
Employees prepaid expenses	0,13	0,13	48,63	50,08
Other advances paid	109,85	110,86	109,85	110,86
Income tax prepayment	0,00	1.627,00	0,00	1.627,00
Prepaid expenses	14.627,26	24.551,59	17.746,80	26.618,19
Fixed assets prepayments	0,00	45,00	0,00	45,00
Total	**14.737,24**	**26.334,59**	**17.905,28**	**28.451,14**

Prepaid expenses mainly relate to aircraft maintenance and insurance and other operating costs.

The income tax liability for the year ended 31 December 2019 has been offset to the Income tax prepayment paid last year for 2019.

Prepaid expenses account includes the asset recognized by the incremental costs of obtaining contract with customers.

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Contact Cost asset	1.502,53	4.373,90	1.766,89	5.239,46
Amortization of contract cost	0,00	(177,74)	0,00	(315,36)

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3.12 Cash and cash equivalents- Restricted Cash

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

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Cash	164,01	123,88	201,91	162,47
Current accounts	260.262,16	186.486,59	313.965,02	261.956,37
Short term time deposits	100.483,90	140.478,01	107.385,98	200.553,47
Cash equivalents	15.515,07	33.692,51	15.515,07	33.692,51
Total	**376.425,14**	**360.781,00**	**437.067,98**	**496.364,83**

Cash equivalent refer to low risk investments which can be immediately liquidated (less than 3 months). (Treasury bills, money market funds).

Part of Company and Group cash accounts, amounting to €84,71m (31.12.2019: €129,93m) and €86m (31.12.2019: €146,23m) respectively, include cash denominated in foreign currency (mainly USD).

The Group restricted cash as at 31.12.20 amounted to €29,09m (31.12.2019: €8,71m), concerning cash collateral provided to third parties, in the context of contracts for derivative financial instruments used to hedge the risk of fuel price and interest rate fluctuation. The deviation is due to the price deviation of the derivative financial instruments. Furthermore, there are restricted cash deposits amounting to €8,71m of the DSRA Bond Loan Guarantee Account.

The decrease of Cash and cash equivalent balance compared to 31.12.2019, is a consequence of the coronavirus pandemic that affected the Company and the Group flight activity.

3.13 Share Capital

The Company share capital at 31.12.2020 and 31.12.2019 is €46.421, divided into 71.417.100 common registered shares of nominal value sixty-five eurocents (€ 0,65) per share. All shares have been fully paid and participate in the profits.

3.14 Share Premium

The share premium at 31.12.2020 and 31.12.2019 amounts to € 72.775,98.

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3.15 Other reserves

Other reserves comprise of statutory, special reserves, cash flow hedge reserve, as well as reserves arising from financial assets measured at fair value through OCI.

Company's other reserves are analyzed as follows:

Reserves	Statutory reserves	Special Reserves	Fair value reserves (cash flow hedge)	Financial Assets	Total
Balance at 31.12.2018	**11.794,46**	**356,50**	**(18.375,23)**	**83,73**	**(6.140,54)**
Change for the period	2.541,76	(105,71)	20.361,18	(591,65)	**22.205,58**
Balance at 31.12.2019	**14.336,23**	**250,79**	**1.985,95**	**(507,92)**	**16.065,04**
Change for the period	1.163,75	(5.614,26)	(18.054,89)	642,37	**(21.863,03)**
Balance at 31.12.2020	**15.499,98**	**(5.363,47)**	**(16.068,93)**	**134,46**	**(5.797,96)**

Group other reserves are analyzed as follows:

Reserves	Statutory reserves	Special Reserves	Fair value reserves (cash flow hedge)	Financial Assets	Total
Balance at 31.12.2018	**11.794,46**	**356,50**	**(18.375,23)**	**83,73**	**(6.140,54)**
Change for the period	2.541,76	(105,71)	20.361,18	(591,65)	**22.205,58**
Balance at 31.12.2019	**14.336,23**	**250,79**	**1.985,95**	**(507,92)**	**16.065,04**
Change for the period	2.637,71	(9.130,47)	(18.054,89)	642,37	**(23.905,28)**
Balance at 31.12.2020	**16.973,93**	**(8.879,67)**	**(16.068,94)**	**134,45**	**(7.840,23)**

The fair value reserves are presented net of deferred taxes.

3.16 Provision for employee retirement benefits

The amounts analyzed below are recognized as defined benefit plan for the Company and they are based on independent actuarial calculations:

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	Company	
	31.12.2020	**31.12.2019**
Amounts recognized in the income statement		
Current service cost	871,49	827,11
Interest cost	151,84	203,46
Additional post retirement and termination benefits paid out, not provided for	1.828,31	517,51
Total expense to the income statement	**2.851,65**	**1.548,08**
Changes in net obligation recognized in the balance sheet		
Net obligation at the start of the year	12.657,77	11.968,43
Benefits paid by the employer	(2.649,42)	(772,33)
Total expense recognized in the income statement	2.851,70	1.548,08
Amount recognized in other comprehensive income	(624,13)	(86,41)
Net obligation at the end of the year	**12.235,92**	**12.657,77**
Changes in the present value of the obligation		
Present value of the obligation - Opening period	12.657,77	11.968,43
Current service cost	871,49	827,11
Interest cost	151,84	203,46
Benefits paid by the employer	(2.649,42)	(772,33)
Additional payments	1.828,31	517,51
Actuarial loss	(624,13)	(86,41)
Present value at the end of fiscal year	**12.235,87**	**12.657,77**

Actuarial assumptions were:

	31.12.2020	**31.12.2019**
Discount rate	0,90%	1,20%
Expected salary increase percentage	1,75%	1,75%
Average years of working life	23,13	23,15

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The Group amounts are as follows:

	Group	
	31.12.2020	31.12.2019
Amounts recognized in the income statement		
Current service cost	993,33	911,71
Interest cost	161,74	212,11
Additional post retirement and termination benefits paid out, not provided for	1.983,40	522,33
Cost recognized in the income statement	**3.138,48**	**1.646,15**
Changes in net obligation recognized in the balance sheet		
Net obligation at the start of the year	13.478,62	12.479,80
Benefits paid by the employer	(2.863,38)	(777,15)
Total expense recognized in the income statement	3.138,48	1.646,15
Amount recognized in the Other Comrehensive Income	(663,80)	129,83
Net obligation at the end of the year	**13.089,92**	**13.478,63**
Changes in the present value of the obligation		
Present value of the obligation - Opening period	13.478,62	12.479,80
Current service cost	993,33	911,71
Interest cost	161,74	212,11
Benefits paid by the employer	(2.863,38)	(777,15)
Additional payments	1.983,40	522,33
Actuarial loss	(663,85)	129,83
Present value at the end of the year	**13.089,87**	**13.478,63**

The sensitivity analysis of the actuarial calculation for the Group and the Company is analyzed as follows:

By using a higher by 0,5% discount rate the actuarial obligation would be lower by 8%. In contrary if the discount rate was decreased by 0,5% the actuarial obligation would be higher by 9%.

The relevant sensitivity checks for the expected salaries % increase are as follows:

If the expected salaries % increase was increased by 0,5% then the actuarial obligation would be higher by 9% and if the expected salaries % increase was decreased by 0,5% then the actuarial obligation would be lower by 8%.

The actuarial obligation for the Company for each scenario mentioned above is analyzed as follows:

	Actuarial Obligation	% Change
Discount rate increase by 0,5%	11.276,69	-8%
Discount rate decrease by 0,5%	13.301,12	9%
Expected salaries % increase by 0,5%	13.286,30	9%
Expected salaries % decrease by 0,5%	11.279,83	-8%

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3.17 Borrowings

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

At 31.12.2020 the fair value of the bond loan liability for the Company and the Group, considering bond's market price, amounted to €198.560.

The Group's and the Company's lease liabilities are analyzed as follows:

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Borrowings				
Long-term portion	197.065,55	196.566,77	197.065,55	196.566,77
Short-term portion	2.122,74	2.181,15	2.122,74	2.181,15
Carrying value of bond loan	**199.188,29**	**198.747,92**	**199.188,29**	**198.747,92**

The movement of bond loan account is analyzed as follows:

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Bond loan and accrued interest	202.181,15	200.000,00	202.181,15	200.000,00
Less: bond loan issuance cost	(3.433,23)	(3.820,25)	(3.433,23)	(3.820,25)
Opening balance	**198.747,92**	**196.179,75**	**198.747,92**	**196.179,75**
Interest of the year	7.301,59	5.861,15	7.301,59	5.861,15
Amortization of issuance cost	498,78	387,02	498,78	387,02
Bond coupon payment	(7.360,00)	(3.680,00)	(7.360,00)	(3.680,00)
Ending balance	**199.188,29**	**198.747,92**	**199.188,29**	**198.747,92**

The initial terms of the bond loan (before they were amended on 30 March 2021) provide inter alia, the obligation to maintain certain financial ratios within predetermined ranges (a. Earnings before Tax, Interest & Depreciation / Net Financial Results: > 2,5x b. Net borrowing / Earnings before Tax, Interest & Depreciation: < 5.0x). Due to the implications of the Covid-19 pandemic the financial ratios calculated by the Company as of 31.12.2020, outside the predetermined ranges mentioned on the terms of the bond loan. According to the terms of the bond loan, in case of non-compliance with the financial ratios, as evidenced by the relevant compliance certificate (which is published on the date of the issuance of the financial statements), the Company calculates the amounts described in term 14.1 (xii) (B) of the bond loan program and is obliged to deposit in the DSRA guarantee account in favor of the bondholders the respective amounts immediately and in any case not later than seventy five (75) days after the final date of the publication of the financial statements.

According to term 14.1 (xii) (B) of the bond loan, the amounts required to be deposited as a result of the non-compliance with the financial ratios as of 31.12.2020, are calculated in order the balance of the DRSA account to be equal with the 40% of the then outstanding bond loan balance. At the balance sheet date, the Group had the required liquidity to meet the respective liability for providing the additional securities and estimates that on the date of the issuance of the financial statements and the date the deposit would be due will also have, the required liquidity to meet the respective liability for providing the additional securities.

Within the framework of Managements's assessment regarding the presentation of the bond loan in its Financial Statements, the fact that the Company at the balance sheet date and at the financial statements publication date has the liquidity needed and in parallel estimates that it will also have the liquidity needed to provide the above mentioned additional securities seventy five days after the final date of the publication of the financial statements, makes apparent that the deposit procedure is more formal than substantive.

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The management assessed that the non-compliance with the financial ratios based on the figures of December 31, 2020 does not affect its inalienable right to repay the bond loan at maturity, as on that date all the securities according to bond loan term were deposited in the DSRA account, while the additional deposit in the DSRA account would be calculated and made at a subsequent date. Within the framework of Managements's assessment regarding the presentation of the bond loan in its Financial Statements and as mentioned above, it is apparent that the deposit procedure is more formal than substantive.

The deposit of this amount concerns additional collateral for the lenders and not a cure mechanism of non-compliance with financial ratios.

As mentioned in further detail in the Subsequent Events note, the initial terms of the bond loan have been amended on 30.03.2021 and among other changes, the amended terms of the bond waive the Company's obligation to be in compliance with the aforementioned financial ratios until 30.06.2022, subject to a) the deposit in the DSRA account of €10.8 million up to 30.04.2021 and b) both the share capital increase of €60 million and the State aid grant of €120 million will be materialized until 30.09.2021.

Borrowing – Working Capital credit line

Approved working capital credit line	Received amount as at 30.06.2020	Average borrowing costs	Period
120.000,00	92.000,00	2,47%	6 to 12 months

In April 2020, in order to further strengthen its position for dealing with consequences of the COVID 19 pandemic, the Company agreed to a new working capital credit line of €120m from the four Greek Systemic banks.

The amount drawn up to 31.12.2020 is €92m. These loans' duration is either twelve or six months, with an option for a further six-month extension. The Company signed a non-binding preliminary agreement to extend the term of the credit lineup to September 2022. The average borrowing cost is around 2,47%.

New Bond Loan

In October 2020, the Company utilized the "COVID-19 Enterprise Guarantee Fund" drawing a 5-year loan of €150 mil. of floating rate (3M EURIBOR+spread) from the four Greek systemic banks, with a state guarantee (80% of its nominal amount). The commission paid by the Company for the mentioned state guarantee was €4,8m.

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Borrowings				
Long-term portion	144.905,71	0,00	144.905,71	0,00
Short-term portion	448,22	0,00	448,22	0,00
Carrying value of bond loan	**145.353,94**	**0,00**	**145.353,94**	**0,00**

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The movement of bond loan account is analyzed as follows:

	Company		31.12.2020	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Bond loan and accrued interest	150.000,00	0,00	150.000,00	0,00
Less: bond loan issuance cost	5.507,65	0,00	5.507,65	0,00
Opening balance	**144.492,35**	**0,00**	**144.492,35**	**0,00**
Interest of the year	982,60	0,00	982,60	0,00
Amortization of issuance cost	413,36	0,00	413,36	0,00
Bond coupon payment	(534,38)	0,00	(534,38)	0,00
Ending balance	**145.353,94**	**0,00**	**145.353,94**	**0,00**

3.18 Suppliers and other liabilities

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

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
State-owned entities	1,90	24,54	1,90	24,54
International suppliers	30.486,27	32.828,76	37.983,11	36.265,11
Domestic suppliers	13.829,29	27.446,31	35.797,65	49.029,02
Total	**44.317,46**	**60.299,60**	**73.782,67**	**85.318,67**

International suppliers outstanding balance mainly relates to aircraft maintenance, fuel cost and airport charges liabilities. Balance decrease compared to 31.12.2019 is a consequence of the coronavirus pandemic that affected Company and Group variable costs, such as fuel cost and airport charges.

Suppliers and other liabilities book values approximate their fair values.

3.19 Provision

1) **Tax unaudited years**

The Company has been tax audited for the fiscal years 2007 - 2010 by the tax authorities. For the fiscal years 2011-2018 the Company has been audited according to the L.2238/1994 and the L.4174/2013 by its certified auditor accountants. Within February 2020, the Company received a tax audit order by the tax authorities for the year 2014, which has been finalized with the Company paying an amount of €21,7 for taxes and surcharges.

The subsidiary Olympic Air S.A. has been tax audited for the fiscal years 2011 - 2018 according to L.2238/1994 and the L.4174/2013 by its certified auditor accountants. In January 2019, Olympic Air received a tax audit order from the tax authorities for the fiscal year 2012, which is in process.

The subsidiary AEGEAN CYPRUS LTD has not been audited by the tax authorities of Cyprus.

The Company and the Group have not formed a provision for tax audit differences as it is estimated by the Group's management that the results of future audits by the tax authorities, if ultimately realized, will not have a material effect on the financial statements of the Group.

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For 2019 the Company and its subsidiary Olympic Air, has been tax audited by the certified auditor accountants according to the Article 65A of the L.4174/2013. The audit was finalized, and the relevant tax certificates have been submitted within October 2020.

2) Maintenance Reserves

The accumulated provision for future aircraft maintenance is as follows:

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Balance as at January 1st	**38.740,16**	**11.283,44**	**42.607,36**	**16.247,44**
Annual provision	81.665,58	157.709,64	88.605,58	161.633,15
Less: Provision used	(81.170,61)	(130.252,92)	(84.551,93)	(135.273,24)
Balance as at December 31st	**39.235,14**	**38.740,16**	**46.661,02**	**42.607,35**

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

COVID 19 pandemic and the corresponding measures imposed, significantly affected the the maintenance plan as well as flight program of the Company and the Group, resulting in a decreased flight activity within the period April - December. Aircraft maintenance provision is calculated based on the realized flight hours, while actual maintenance cost causes an adverse effect.

3) Other Provisions

The Company has established a provision for litigation cases amounting to € 658,94. The respective amount for the Group amounts to € 689,87. (31.12.2019 € 264,44 for the Company and € 384,58 for the Group).

At 31.12.2020 the Company and the Group established a provision for unused vacation leave, that according to the article 69 of the L.4756/2020, the employees are entitled to and could use until 30.06.2021. Provision amounted to € 2.213,49 for the Company and € 2.324,68 for the Group. At 31.12.2019 no such provision was established.

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3.20 Other Short-Term Liabilities

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

	Company		Group	
	31.12.2020	**31.12.2019**	**31.12.2020**	**31.12.2019**
Airport Taxes	51.970,02	66.473,03	55.679,53	69.898,39
Accrued income	35,86	0,00	35,86	0,00
Social Security Contributions	9.868,28	5.212,74	11.140,24	5.770,68
Other Short term liabilities	8.564,92	18.116,41	8.252,91	18.435,74
Payroll and other taxes	4.906,82	4.998,64	5.054,04	5.536,79
Vallue Added Tax	0,00	23,96	0,00	23,96
Total	**75.345,90**	**94.824,78**	**80.162,59**	**99.665,56**

3.21 Contract Balances

	Company		Group	
	31.12.2020	**31.12.2019**	**31.12.2020**	**31.12.2019**
Trade Receivables (Note 3.10)	17.163,91	51.896,96	20.692,67	69.029,86
Contract assets (Note 3.10)	1.822,88	12.474,40	2.008,14	1.608,50
Contract Liabilities	(222.532,67)	(151.264,24)	(228.194,66)	(159.193,16)

Contract assets outstanding balance refers to 2020 revenue invoiced within 2021 and mainly include interline revenue, as well as revenue from redemption/conversion of award points in loyalty programs that Company participates.

Trade receivable and Company's contract assets decrease is due to the decreased flight activity as a consequence of the COVID 19 pandemic and relevant measures imposed.

Contract liabilities increase compared to 31.12.2019, specifically in the short-term portion, is due to the credit voucher service that the Company and the Group renders to the passengers, whose flights cancelled as a consequence of the COVID 19 measures.

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1) Contract Liabilities – short term

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Liabilities from tickets sold but non-flown				
Fare	74.389,02	90.087,52	78.324,43	94.800,46
Ancillary services	8.850,70	11.488,85	9.718,94	12.469,17
Total	**83.239,72**	**101.576,37**	**88.043,37**	**107.269,64**
Credit Voucher	86.890,48	0,00	86.890,48	0,00
Customer advances	6.291,23	6.523,81	7.149,58	8.759,47
Liabilities from customer loyalty program – short term	9.471,25	10.212,62	9.471,25	10.212,62
Total contract liabilities – short term	**185.892,68**	**118.312,80**	**191.554,67**	**126.241,72**

2) Contract Liabilities – Long term

Long-term portion of contract liabilities for the Group and the Company amounts to € 36.639,99 (31.12.2019: € 32.951,44) and includes long-term portion of the Miles & Bonus customer loyalty program liability.

Loyalty program liability movement (Miles&Bonus)

Total loyalty program liability as at 31.12.2020 (short-term and long-term) for the Group and the Company amounts to €46.111,23 (short-term portion €9.471,25 and long-term portion €36.639,99).

	31.12.2020	31.12.2019
Balance as of 01/01	43.164,06	35.053,95
Additions of miles	7.424,52	14.079,36
Redemption of miles	(4.477,34)	(5.969,25)
Liability as of 31/12	**46.111,23**	**43.164,06**

3.22 Accrued Expenses

Accrued expenses are analyzed as follows:

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Agents' commissions	53,92	4.151,48	68,27	4.960,68
Use of software	9,74	68,67	9,74	68,67
Aircraft fuel	64,51	960,40	96,90	1.265,15
Aircraft maintenance expense	814,25	16.822,77	933,06	17.173,06
Airport charges	1.577,73	9.582,45	2.761,36	8.597,61
Other Airline companies' Cost	1.092,56	5.271,13	193,36	731,53
Other fees payable	768,40	2.520,84	1.005,74	2.708,93
Other expenses	538,13	1.206,33	1.164,94	901,02
Total	**4.919,25**	**40.584,06**	**6.233,37**	**36.406,65**

3.23 Derivatives

Derivatives are analyzed as follows:

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	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Non-current assets				
Derivatives for cash flow hedge				
Forward contracts in US $	251,66	1.804,52	251,66	1.804,52
Commodities' swaps (jet fuel)	0,00	415,06	0,00	415,06
Interest rate swaps	852,54	1.281,73	852,54	1.281,73
Total	**1.104,20**	**3.501,31**	**1.104,20**	**3.501,31**
Derivatives				
Forward contracts in US $	0,00	2.426,43	0,00	2.426,43
Total	**0,00**	**2.426,43**	**0,00**	**2.426,43**
Derivatives assets (long-term portion)	**1.104,20**	**5.927,74**	**1.104,20**	**5.927,74**
Current assets				
Derivatives for cash flow hedge				
Forward contracts in US $	429,99	1.904,24	429,99	1.904,24
Commodities' swaps (jet fuel)	0,00	3.079,85	0,00	3.079,85
Total	**429,99**	**4.984,09**	**429,99**	**4.984,09**
Derivatives				
Forward contracts in US $	61,48	949,95	61,48	949,95
Total	**61,48**	**949,95**	**61,48**	**949,95**
Derivatives assets (short-term portion)	**491,47**	**5.934,03**	**491,47**	**5.934,03**
Total derivative assets	**1.595,67**	**11.861,77**	**1.595,67**	**11.861,77**
Non-current liabilities				
Derivatives for cash flow hedge				
Forward contracts in US $	(4.034,81)	(1.084,15)	(4.034,81)	(1.084,15)
Commodities' swaps (jet fuel)	0,00	0,00	0,00	0,00
Interest rate swaps	(9.899,24)	(7.377,83)	(9.899,24)	(7.377,83)
Total	**(13.934,05)**	**(8.461,98)**	**(13.934,05)**	**(8.461,98)**
Derivatives				
Forward contracts in US $	(2.561,77)	(581,17)	(2.561,77)	(581,17)
Interest rate swaps	(16.719,17)		(16.719,17)	
Total	**(19.280,93)**	**(581,17)**	**(19.280,93)**	**(581,17)**
Derivatives liabilities (long-term portion)	**(33.214,98)**	**(9.043,16)**	**(33.214,98)**	**(9.043,16)**
Current liabilities				
Derivatives for cash flow hedge				
Forward contracts in US $	(4.277,96)	(1.864,91)	(4.277,96)	(1.864,91)
Commodities' swaps (jet fuel)	(6.260,64)	(4.197,23)	(6.260,64)	(4.197,23)
Interest rate swaps	0,00	(11,23)	0,00	(11,23)
Total	**(10.538,60)**	**(6.073,37)**	**(10.538,60)**	**(6.073,37)**
Derivatives				
Forward contracts in US $	(2.885,78)	0,00	(2.885,78)	0,00
Commodities' swaps (jet fuel)	(3.297,93)		(3.297,93)	
Total	**(6.183,71)**	**0,00**	**(6.183,71)**	**0,00**
Derivatives liabilities (short-term portion)	**(16.722,31)**	**(6.073,37)**	**(16.722,31)**	**(6.073,37)**
Total derivative liabilities	**(49.937,29)**	**(15.116,53)**	**(49.937,29)**	**(15.116,53)**

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

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

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

a) Forward contracts in US dollars (currency forwards & options)

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

As at 31.12.2020, the Group had entered into forward contracts to hedge 32%, 27% and 27% of its estimated needs in US dollar for 2021, 2022 and 2023, respectively. As at 31.12.2019 the Group had entered into forward contracts to hedge 59%, 17%, 8% and 11% of its estimated needs in US dollar for 2020, 2021, 2022 and 2023, respectively. As at 31/12/2018, the Company had entered into forward contracts to hedge 59%, 6%, 4% and 2% of its estimated needs in US dollar for 2019, 2020, 2021 and 2022, respectively (future transactions).

The nominal amount as of open forward contracts at 31.12.2020 was € 215.141,39 (31.12.2019: € 357.842,27). (Level 2)

Maturity	Maturity amount in thousand $ 31.12.2020	Maturity amount in thousand $ 31.12.2019
2020	0,00	246.000,00
2021	96.000,00	72.000,00
2022	84.000,00	36.000,00
2023	84.000,00	48.000,00
Σύνολο	**264.000,00**	**402.000,00**

In addition to the aforementioned positions held for cash flow hedging purposes, the Group as of 31.12.2020 held open positions of 168 million US dollar forward contracts with maturity within the years 2021-2023, for which the Group has not applied hedge accounting. These positions are held in accordance with the Company's foreign exchange risk management policy adopted since 01.01.2019 in combination with the IFRS 16 adoption. The nominal amount of these forward contracts on 31.12.2020 amounts to €136.908,16 (31.12.2019 €149.546,02). (Level 2)

b) Commodity swaps (jet fuel swaps)

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

At the beginning of COVID 19 pandemic crisis (March 2020) the Group had entered into jet fuel swaps to cover 72% and 20% of the projected (pre crisis) jet fuel needs in 2020 and 2021, respectively.

The COVID 19 pandemic severely affected the airline industry, while the measures imposed had a significant impact in Group flight activity. As a consequence, part of the mentioned jet fuel contracts, that the Group had entered into to hedge fuel price fluctuation for 2020, was considered non effective, since the decreased flight activity resulted in a decreased fuel consumption and in decreased estimated cash flows.

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In particular, jet fuel swaps for a total quantity of 185.856 metric tons for the period March-December 2020 were considered non-effective, since the cash flows intended to be hedged never realized. Derivatives result (loss €45.285,11) is included in financial expenses.

In addition, jet fuel swaps with a maturity within 1st half of 2021 for a total quantity of 23.000 metric tons, and respective hedging positions of 23.000 metric tons, were considered non-effective, considering that they are not expected to hedge future cash flows. Derivatives valuation (loss €3.297,93) is included in financial expenses.

Based on Group management assessments, the remaining jet fuel swaps of 70.000 metric tons for 2021 which were considered effective, cover the 15% of estimated fuel consumption needs for 2021 (future transactions).

As at 31/12/2019, the Company had entered into forward contracts to hedge 59%, 17%, 8% and 11% of its estimated needs in US dollar for 2020, 2021, 2022 and 2023, respectively. As at 31/12/2018, the Company had entered into forward contracts to hedge 59%, 6%, 4% and 2% of its estimated needs in US dollar for 2019, 2020, 2021 and 2022, respectively.

On 31 December 2019 the Company had entered into jet fuel swaps for a total quantity of 273 thousand metric tons which could cover 53% of the projected jet fuel needs in 2020 and 5% in 2021. (future transactions)

Maturity	Metric Tons 31.12.2020	Metric Tons 31.12.2019
2020	0,00	249.000,00
2021	70.000,00	24.000,00
Σύνολο	**70.000,00**	**273.000,00**

c) Interest Rate Swaps

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

Within 1st half of 2020 the Company decided to discontinue the hedge accounting of forward interest rate swaps open positions, of US$ 152.000 nominal amount, into which the Company had entered to cover the estimated risk in three new aircrafts delivery, due to negotiations with the aircraft lessors in order to reassess the delivery dates and therefore the cash flows initially planned to be hedged were no longer possible. Therefore, derivatives valuation, that do not meet the requirements for hedge accounting application, is included in financial expenses.

At 31.12.2020 the Company maintained open positions on future interest rate swaps to cover the interest rate risk of five (5) aircraft leases, expected to be delivered within the period 2022-2023. The nominal value of interest rate swaps at 31.12.2020 amounted to US$245.000.

The nominal value of the open IRS contracts as at 31.12.2020 was € 323.527,02 (31.12.2019 €362.204,02).

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

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3.24 Revenue from contracts with customers

Revenue from contracts with customers refers to tickets sales, sales of goods and other services rendered. Revenue decrease compared to 2019 is due to COVID 19 pandemic measures that affected the Company and the Group flight activity.

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

	Company		Group	
	2020	2019	2020	2019
Revenue from scheduled flights	200.453,65	754.435,17	341.643,05	1.098.403,81
Revenue from chartered flights	55.298,93	157.755,40	14.057,80	78.817,95
Other operating income related to flights	62.137,07	137.258,99	59.403,05	131.561,20
Total	**317.889,65**	**1.049.449,56**	**415.103,90**	**1.308.782,96**

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

Company	2020		
	Domestic	International	Total
Revenue from scheduled flights	889,89	199.563,75	200.453,65
Revenue from chartered flights	33.323,01	21.975,92	55.298,93
Other operating income related to flights	18.631,78	43.505,29	62.137,07
Total	**52.844,69**	**265.044,96**	**317.889,65**

Company	2019		
	Domestic	International	Total
Revenue from scheduled flights	8.698,43	745.736,74	754.435,17
Revenue from chartered flights	59.553,78	98.201,62	157.755,40
Other operating income related to flights	30.756,44	106.502,55	137.258,98
Total	**99.008,65**	**950.440,91**	**1.049.449,56**

Group	2020		
	Domestic	International	Total
Revenue from scheduled flights	117.218,68	224.424,37	341.643,05
Revenue from chartered flights	2.562,11	11.495,69	14.057,80
Other operating income related to flights	16.441,10	42.961,96	59.403,05
Total	**136.221,88**	**278.882,02**	**415.103,90**

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Group	2019		
	Domestic	International	Total
Revenue from scheduled flights	269.447,61	828.956,20	1.098.403,81
Revenue from chartered flights	397,73	78.420,22	78.817,95
Other operating income related to flights	28.395,73	103.165,47	131.561,20
Total	**298.241,07**	**1.010.541,89**	**1.308.782,96**

3.25 Other Income

Other income account includes income by other than Company and Group main business operation and is analyzed as follows:

Other Income	Company		Group	
	2020	2019	2020	2019
Greek Manpower Employment Organization subsidies	32,74	18,29	32,74	18,29
Services rendered to third parties	32.373,44	35.747,53	16.331,63	15.831,24
Income from Training	128,98	311,29	612,95	915,26
Rental income	55,21	46,01	84,98	202,03
Other income	94,01	78,26	2.445,54	2.318,34
Total	**32.684,38**	**36.201,38**	**19.507,85**	**19.285,15**

3.26 Consumptions of materials and services

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

	Company		Group	
	2020	2019	2020	2019
Aircraft fuel	84.393,39	212.171,58	108.077,59	280.507,55
Aircraft maintenance	82.002,73	157.709,63	102.925,78	182.602,80
Overflight Expenses	21.343,59	60.300,30	26.963,82	71.469,77
Handling charges	18.572,46	48.933,91	31.902,43	71.559,77
Airport charges	18.873,73	52.061,56	29.237,69	68.754,09
Catering costs	11.838,63	32.657,02	14.120,63	36.574,07
Distribution costs	27.339,81	68.295,81	34.777,28	85.552,57
Marketing costs	7.517,79	16.340,65	7.996,85	17.505,66
Rentals	3.611,80	10.765,79	2.222,74	2.533,35
Inventories' consumption	364,78	2.347,11	364,78	2.347,11
Other operating expenses	55.572,75	88.589,84	60.850,60	100.583,57
Total	**331.431,46**	**750.173,19**	**419.440,19**	**919.990,30**

The decrease between the two fiscal years is mainly due to the low flight activity of the Company and the Group, as a consequence of the restrictive measures imposed. The deviations is also occurred due to the measures taken by the Company and the Group for systematic adjustment and cost reduction of materials and services in order to face the new conditions raised from the COVID 19 pandemic.

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Further analysis of Other operating expenses is presented below:

	Company		Group	
	2020	2019	2020	2019
Third party fees	4.865,03	13.091,42	5.273,85	13.655,77
Board of Directors remuneration	0,00	2.480,00	0,00	2.480,00
Cargo expenses	1.111,83	1.900,44	1.330,74	2.136,95
Personnel training	2.165,96	3.879,44	2.517,07	4.441,73
Mail & Telecommunications expenses	2.547,65	2.933,34	2.065,95	3.283,24
Rents	380,31	576,60	440,76	(53,39)
Insurance premiums	2.275,96	1.747,41	2.475,39	1.921,76
Maintenance for building and equipment	459,43	975,78	533,49	1.063,00
Travel expenses	3.495,86	5.379,32	5.110,80	8.564,59
Stationary	274,60	648,15	286,15	722,36
Subscriptions	3.061,98	3.328,15	3.603,39	3.968,05
Emission rights (CO2)	0,00	8.977,78	0,00	10.979,59
Other expenses	34.934,14	42.672,00	37.213,00	47.419,91
Total	**55.572,75**	**88.589,84**	**60.850,60**	**100.583,57**

Other expenses account includes reversal of impairment for expected credit losses of € 769,42 for the Company and € 721.27 for the Group (31.12.2019 € 1.507,96 for the Company and € 1.410,98 for the Group). (Note 3.10)

It is noted that, in the context of the unprecedented crisis caused by the COVID 19 pandemic, the President and the CEO decided and announced on 31.3.2020 that they will not receive any remuneration (both fixed and variable) for their services to the Company for 2020.

3.27 Employee Costs

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

	Company		Group	
	2020	2019	2020	2019
Salaries and wages	60.812,56	102.426,97	67.780,25	112.705,57
Employers' contribution	7.695,69	22.464,98	8.485,10	24.878,34
Provision for retirement benefits	1.023,39	1.030,62	1.310,17	1.128,69
Provision for unused vacation leave	2.213,49	0,00	2.324,68	0,00
Total	**71.745,12**	**125.922,57**	**79.900,20**	**138.712,60**

At 31.12.2020 the Company and the Group established a provision for unused vacation leave (Note 3.19), that according to the article 69 of the L.4756/2020, the employees are entitled to and could use until 30.06.2021. Provision amounted to € 2.213,49 for the Company and € 2.324,68 for the Group. At 31.12.2019 no such provision was established.

Salaries, wages and respective employers' contribution decrease compared to 2019 is due to utilization of the horizontal measures offered by the Greek state to support the companies. (Note 2)

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The number of employees is the following:

	Company		Group	
	2020	2019	2020	2019
Employees	2.495,00	2.711,00	2.699,00	2.924,00

3.28 Financial Income/ Expense

Financial income / expense analysis is as follows:

	Company		Group	
	2020	2019	2020	2019
Interest and expenses from long term liabilities	11.584,67	6.531,19	11.589,20	6.531,19
Interest and expenses from short term liabilities	8,19	1,08	46,46	6,14
Letters of Guarantee commissions	374,53	495,01	563,84	745,75
Leases interest	15.595,89	13.783,56	17.240,11	16.479,08
Cash flow hedging ineffective portion	65.251,51	0,00	65.251,51	0,00
Foreign exchange losses	45.815,82	17.896,92	49.627,36	20.372,10
Other financial expenses	398,96	505,44	447,59	613,99
Impairment of financial assets	26,24	584,85	26,24	584,85
Total financial expenses	**139.055,81**	**39.798,06**	**144.792,30**	**45.333,10**
Other interest income	1.489,68	2.784,14	1.463,10	3.080,96
Dividend income	24.187,50	0,00	0,00	0,00
Foreign exchange gains	52.521,32	24.407,20	57.394,18	25.597,90
Total financial income	**78.198,50**	**27.191,34**	**58.857,28**	**28.678,86**

Amounts in foreign exchange differences account (Gains & Losses) derive from the fact that the Company and the Group have a significant number of transactions in foreign currencies (inflows & outflows).

Within 2020, the Company received dividend amounted to €24.187,50 from its subsidiary Olympic Air S.A.

The amount of €65.251,51 refers to the ineffective portion of derivatives used for hedging accounting purposes (Note 3.23 (b) and (c)), that mainly occurred from the decreased flight activity as well as the change in the new aircraft delivery schedule. The amount includes the results of March-December derivatives that were considered non-effective (jet fuel swaps loss €45.285,11), along with the valuation of derivatives, which were also considered non-effective, since the future cash flows the derivatives planned to hedge were no longer possible (€19.966,4 from jet fuel swaps and IRS).

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3.29 Income Tax

Income tax is analyzed below:

	Company		Group	
	2020	2019	2020	2019
Current tax	55.932,44	(18.450,33)	0,00	(27.464,38)
Provision for additional tax	(50,39)	0,00	0,00	0,00
Deferred tax	4.848,09	(205,97)	68.906,49	(745,86)
Total Tax	**60.730,14**	**(18.656,30)**	**68.906,49**	**(28.210,24)**
Profit /(loss) before taxes	**(242.783,45)**	**67.671,08**	**(296.813,57)**	**106.747,79**
	24%	**24%**	**24%**	**24%**
Tax estimated on existing tax rate	58.268,03	(16.241,06)	65.893,68	(25.609,01)
Tax on expenses not deductible for tax purposes	(3.342,88)	(960,00)	(3.724,55)	(1.142,40)
Other adjustments	0,00	0,00	932,35	0,00
Adjustments due to dividend income taxation	5.805,00	0,00	5.805,00	0,00
Tax due tp tax rate change	0,00	(1.455,24)	0,00	(1.458,84)
Income Tax	**60.730,14**	**(18.656,30)**	**68.906,49**	**(28.210,24)**

Income tax rate for legal entities for the year ended 31.12.2020 is 24% (2019: 24%).

Deferred tax increase comes from the deferred tax asset recognition, since the management expect annual tax losses for 2020. This amount is expected to be fully recovered in the coming years.

3.30 Contingent Liabilities/ Contingent assets

Legal or in arbitration disputes

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

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

An analysis of the pending legal cases follows:

	Company		Group	
	2020	2019	2020	2019
Labor disputes	148,44	138,44	252,33	198,44
Accidents	0,00	0,00	0,00	0,00
Other	2.484,50	645,01	2.564,72	705,14
Σύνολο	**2.632,93**	**783,45**	**2.817,05**	**903,58**

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Contingent Liabilities

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

	Company		Group	
	31.12.2020	31.12.2019	31.12.2020	31.12.2019
Letters of guarantee	21.835,28	23.448,00	36.961,85	38.315,94

3.31 Related parties' transactions and balances

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

	Company	
Balances with other companies owned by the major shareholder	**2020**	**2019**
Receivables	79,13	135,05
Payables	58,99	212,81
Balances with subsidiaries		
Receivables	6.356,51	14.784,12
Payables	0,00	0,00
Balances with other related parties		
Receivables	0,00	436,40
Payables	133,72	128,11

	Company	
Transactions with other companies owned by the major shareholder	**2020**	**2019**
Income – Services rendered by the Company	707,30	1.295,68
Expenses – Services rendered to the Company	1.435,88	1.887,39
Transactions with subsidiaries		
Income – Services rendered by the Company	90.557,06	106.731,86
Expenses – Services rendered to the Company	118.477,95	278.052,16
Transactions with other related parties		
Income – Services rendered by the Company	61,71	500,66
Expenses – Services rendered to the Company	347,36	767,46

	Group	
Balances with other companies owned by the major shareholder	**2020**	**2019**
Receivables	79,22	142,94
Payables	64,95	216,17
Balances with other related parties		
Receivables	0,00	436,40
Payables	149,73	200,00

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	Group	
Transactions with other companies owned by the major shareholder	**2020**	**2019**
Income – Services rendered by the Group	713,09	1.305,94
Expenses – Services rendered to the Group	1.472,44	1.913,18
Transactions with other related parties		
Income – Services rendered by the Group	66,71	500,66
Expenses – Services rendered to the Group	422,76	1.094,17

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

3.32 Transactions with Directors and Board of Directors members

Compensation to Directors and Board of Directors members is analyzed below:

	Company		Group	
	2020	**2019**	**2020**	**2019**
BoD members fees	0,00	2.480,00	0,00	2.480,00
Directors' salaries	1.839,66	2.233,46	1.974,77	2.445,38
Directors' social insurance expenses	128,28	241,80	146,14	268,85
Other payments to directors	320,06	253,49	323,71	265,05
Total	**2.288,00**	**5.208,75**	**2.444,62**	**5.459,27**
Obligations to directors'	57,17	1.938,90	62,87	1.942,88

It is noted that, in the context of the unprecedented crisis caused by the COVID 19 pandemic, the President and the CEO decided and announced on 31.3.2020 that they will not receive any remuneration (both fixed and variable) for their services to the Company for 2020.

The Regular General Assembly dated 21.07.2020 did not proceed in pre-approval for the remuneration of the executive members of the Board of Directors for 2020.

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

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3.33 Earnings/Loss per share

Earnings/(Loss) per share was calculated based on the weighted average number of shares and the total number of shares and is analyzed as follows:

	Group	
	2020	2019
Profit / (Loss) before tax	**(296.813,57)**	**106.747,79**
Income tax	68.906,49	(28.210,24)
Profit / (Loss) after tax	**(227.907,09)**	**78.537,54**
Weighted Average number of shares	71.417.100,00	71.417.100,00
Basic and diluted earnings per share in €	**(3,19)**	**1,10**

3.34 Risk Management

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

The Group uses financial derivative instruments to hedge its exposure to certain types of risk.

- The risk management policy is executed by the Financial Department of the Group. The procedure is the following:
- Evaluation of risks associated with the activities and operations of the Group
- Design of a methodology and selection of appropriate financial products to reduce risks
- Execution / implementation, in accordance with the procedure approved by the management

Foreign currency risk

The Group due to the nature of the industry is exposed to variations in foreign currency exchange rate which arise mainly from US Dollar.

This kind of risk arises mainly from transactions in foreign currency. The Group's exposure to foreign exchange risk varies during the period according to the seasonal volume of transactions in foreign currency.

To manage this kind of risk the Group enters into forward currency exchange contracts with financial organizations.

Interest rate risk

The Group's policy is to minimize interest rate cash flow risk exposure on long – term financing.

With relation to the above risk the Group has hedged a portion of its financial leases obligations.

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Jet fuel risk

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

The following tables present:

- The sensitivity of the period's result as well as of the equity's if a reasonable movement of +/- 50 basis points in the Euro / USD exchange rate takes place.
- The sensitivity of the period's result as well as of the equity's in a reasonable movement of +/- 10 basis points in the interest rates.
- The sensitivity of the period's result as well as of the equity's in a reasonable movement of +/- $75/MT in the Jet fuel price.

Company 31.12.2020	Balance sheet value	Foreign exchange risk		Interest rate risk		Fuel price risk	
		+50 bps	-50 bps	+10 bps	-10 bps	+75 USD/MT	-75 USD/MT
Financial assets (FVOCI)	12.278,85	0,00	0,00	(35,05)	35,25	0,00	0,00
Receivables	53.029,19	(163,55)	164,89	0,00	0,00	0,00	0,00
Cach Collateral	5.989,73	(18,47)	18,62	0,00	0,00	0,00	0,00
Cash and cash equivalents	98.126,38	(302,64)	323,74	0,00	0,00	0,00	0,00
Derivatives - hedging	(22.938,46)	(650,27)	655,54	1.252,64	(1.187,36)	3.251,57	(3.251,57)
Derivatives	(25.403,16)	(415,63)	419,01	809,35	(761,80)	0,00	0,00
Liabilities	(23.320,18)	71,92	(72,51)	0,00	0,00	0,00	0,00
Net earnings after tax/Equity		**(828,37)**	**853,75**	**809,35**	**(761,80)**	**0,00**	**0,00**
Total comprehensive income after tax/Equity		(650,27)	655,54	1.217,59	(1.152,11)	3.251,57	(3.251,57)

Company 31.12.2019	Balance sheet value	Foreign exchange risk		Interest rate risk		Fuel price risk	
		+50 bps	-50 bps	+10 bps	-10 bps	+75 USD/MT	-75 USD/MT
Financial assets (FVOCI)	11.762,31	0,00	0,00	(40,78)	41,04	0,00	0,00
Receivables	72.982,20	(245,77)	247,97	0,00	0,00	0,00	0,00
Cash and cash equivalents	145.471,90	(489,89)	494,27	0,00	0,00	0,00	0,00
Derivatives - hedging	(6.049,96)	(1.069,51)	1.130,87	2.027,84	(2.051,23)	13.851,70	(13.851,70)
Derivatives	2.795,20	(464,59)	468,58	0,00	0,00	0,00	0,00
Liabilities	(294.452,91)	991,60	(1.000,47)	0,00	0,00	0,00	0,00
Net earnings after tax/Equity		**(208,65)**	**210,36**	**0,00**	**0,00**	**0,00**	**0,00**
Total comprehensive income after tax/Equity		(1.069,51)	1.130,87	1.987,07	(2.010,19)	13.851,70	(13.851,70)

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Group 31.12.2020	Balance sheet value	Foreign exchange risk		Interest rate risk		Fuel price risk	
		+50 bps	-50 bps	+10 bps	-10 bps	+75 USD/MT	-75 USD/MT
Financial assets (FVOCI)	12.278,85	0,00	0,00	(35,05)	35,25	0,00	0,00
Receivables	70.998,78	(218,97)	220,76	0,00	0,00	0,00	0,00
Cach Collateral	5.989,73	(18,47)	18,62	0,00	0,00	0,00	0,00
Cash and cash equivalents	99.209,83	(305,98)	327,11	0,00	0,00	0,00	0,00
Derivatives for cash flow hedge	(22.938,46)	(650,27)	655,54	1.252,64	(1.187,36)	3.251,57	(3.251,57)
Derivatives	(25.403,16)	(415,63)	419,01	809,35	(761,80)	0,00	0,00
Liabilities	(28.099,08)	86,66	(87,37)	0,00	0,00	0,00	0,00
Net earnings after tax/Equity		**(872,40)**	**898,13**	**809,35**	**(761,80)**	**0,00**	**0,00**
Total comprehensive income after tax/Equity		(650,27)	655,54	1.217,59	(1.152,11)	3.251,57	(3.251,57)

Group 31.12.2019	Balance sheet value	Foreign exchange risk		Interest rate risk		Fuel price risk	
		+50 bps	-50 bps	+10 bps	-10 bps	+75 USD/MT	-75 USD/MT
Financial assets (FVOCI)	11.762,31	0,00	0,00	(40,78)	41,04	0,00	0,00
Receivables	77.859,96	(262,20)	264,55	0,00	0,00	0,00	0,00
Cash and cash equivalents	176.658,41	(594,91)	600,23	0,00	0,00	0,00	0,00
Derivatives for cash flow hedge	(6.049,96)	(1.069,51)	1.130,87	2.027,84	(2.051,23)	13.851,70	(13.851,70)
Derivatives	2.795,20	(464,59)	468,58	0,00	0,00	0,00	0,00
Liabilities	(347.456,02)	1.170,09	(1.180,56)	0,00	0,00	0,00	0,00
Net earnings after tax/Equity		**(151,61)**	**152,81**	**0,00**	**0,00**	**0,00**	**0,00**
Total comprehensive income after tax/Equity		(1.069,51)	1.130,87	1.987,07	(2.010,19)	13.851,70	(13.851,70)

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Fair value hierarchy levels

Company 31.12.2020	Derivative type	Level 1	Level 2	Level 3
Assets				
Forwards contracts in USD	(FWD)	0,00	743,13	0,00
Jet fuel commodity swaps	(FWD)	0,00	0,00	0,00
Interest rate swaps	(IRS)	0,00	852,54	0,00
Bonds		12.278,85	0,00	0,00
Shares		20.774,44	0,00	411,54
Total Assets		**33.053,29**	**1.595,67**	**411,54**
Liabilities				
Forwards contracts in USD	(FWD)	0,00	(13.760,31)	0,00
Jet fuel commodity swaps	(FWD)	0,00	(9.558,57)	0,00
Interest rate swaps	(IRS)	0,00	(26.618,41)	0,00
Total Liabilities		**0,00**	**(49.937,29)**	**0,00**

Company 31.12.2019	Derivative type	Level 1	Level 2	Level 3
Assets				
Forwards contracts in USD	(FWD)	0,00	7.085,14	0,00
Jet fuel commodity swaps	(FWD)	0,00	3.494,91	0,00
Interest rate swaps	(IRS)	0,00	1.281,73	0,00
Bonds		11.791,45	0,00	0,00
Shares		24.080,80	0,00	0,00
Total Assets		**35.872,25**	**11.861,77**	**0,00**
Liabilities				
Forwards contracts in USD	(FWD)	0,00	(3.530,24)	0,00
Jet fuel commodity swaps	(FWD)	0,00	(4.197,23)	0,00
Interest rate swaps	(IRS)	0,00	(7.389,06)	0,00
Total Liabilities		**0,00**	**(15.116,53)**	**0,00**

Group 31.12.2020	Derivative type	Level 1	Level 2	Level 3
Assets				
Forwards contracts in USD	(FWD)	0,00	743,13	0,00
Jet fuel commodity swaps	(FWD)	0,00	0,00	0,00
Interest rate swaps	(IRS)	0,00	852,54	0,00
Bonds		12.278,85	0,00	0,00
Shares		20.774,44	0,00	411,54
Total Assets		**33.053,29**	**1.595,67**	**411,54**
Liabilities				
Forwards contracts in USD	(FWD)	0,00	(13.760,31)	0,00
Jet fuel commodity swaps	(FWD)	0,00	(9.558,57)	0,00
Interest rate swaps	(IRS)	0,00	(26.618,41)	0,00
Total Liabilities		**0,00**	**(49.937,29)**	**0,00**

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Group 31.12.2019	Derivative type	Level 1	Level 2	Level 3
Assets				
Forwards contracts in USD	(FWD)	0,00	7.085,14	0,00
Jet fuel commodity swaps	(FWD)	0,00	3.494,91	0,00
Interest rate swaps	(IRS)	0,00	1.281,73	0,00
Bonds		11.791,45	0,00	0,00
Shares		24.080,80	0,00	0,00
Total Assets		**35.872,25**	**11.861,77**	**0,00**
Liabilities				
Forwards contracts in USD	(FWD)	0,00	(3.530,24)	0,00
Jet fuel commodity swaps	(FWD)	0,00	(4.197,23)	0,00
Interest rate swaps	(IRS)	0,00	(7.389,06)	0,00
Total Liabilities		**0,00**	**(15.116,53)**	**0,00**

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

Apart from the above, the management estimates that all other financial assets and liabilities are presented at fair value at 31.12.2020, either due to their short-term nature or because they have floating interest rates.

Credit risk

The maximum exposure to credit risk, without taking into consideration any letters of guarantee and security deposits, is as follows:

	Company		Group	
Classes of assets	**31.12.2020**	**31.12.2019**	**31.12.2020**	**31.12.2019**
Cash and cash equivalents	405.517,50	369.493,64	466.160,35	505.077,46
Financial Assets	33.464,83	35.872,25	33.464,83	35.872,25
Derivatives assets	1.595,67	11.861,77	1.595,67	11.861,77
Trade and other receivables	68.340,47	108.236,85	85.419,33	117.542,98
Total	**508.918,46**	**525.464,51**	**586.640,18**	**670.354,47**

The management considers that all the above financial assets are of high credit quality.
In order to be protected against the credit risk, the Group monitors on a regular basis its trading receivables and whenever necessary, assesses the insurance of the receivables collection.

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

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Liquidity risk

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

It is noted that as at 31.12.2020 the Group had a cash position of € 466.160,35 securing its ability to settle the short-term and medium-term liabilities.

The Company and Group financial liabilities' maturity as at 31.12.2020 and 31.12.2019 is analyzed as follows:

Company	Within 6 months	6 – 12 months	1-5 years	More than 5 years
Borrowings	2.571,03	0,00	144.905,71	197.065,55
Lease liabilities	52.929,30	47.914,53	170.488,70	121.370,62
Trade payables	44.317,46	0,00	0,00	0,00
Other short term liabilities	80.229,30	35,86	0,00	0,00
Contract Liabilities (short term)	44.269,71	141.622,97	0,00	0,00
Derivatives	10.786,54	5.935,77	6.596,58	26.618,41
Contract Liabilities (long term)	0,00	0,00	16.090,24	20.549,75
Total	**235.103,33**	**195.509,13**	**338.081,23**	**365.604,33**

Company	Within 6 months	6 – 12 months	1-5 years	More than 5 years
Borrowings	2.181,15	0,00	0,00	196.566,77
Lease liabilities	63.461,05	57.505,11	176.984,69	19.407,43
Trade payables	60.299,60	0,00	0,00	0,00
Other short term liabilities	68.935,82	0,00	0,00	0,00
Contract Liabilities (short term)	78.908,09	105.973,57	0,00	0,00
Derivatives	3.919,83	2.153,53	9.043,16	0,00
Contract Liabilities (long term)	0,00	0,00	16.691,56	19.633,82
Total	**277.705,54**	**165.632,21**	**202.719,41**	**235.608,01**

Group	Within 6 months	6 – 12 months	1-5 years	More than 5 years
Borrowings	2.571,03	0,00	144.905,71	197.065,55
Lease liabilities	61.799,20	55.102,46	200.473,92	121.370,62
Trade payables	73.782,67	0,00	0,00	0,00
Other short term liabilities	86.367,68	28,28	0,00	0,00
Contract Liabilities (short term)	42.924,64	141.622,97	0,00	0,00
Derivatives	10.786,54	5.935,77	6.596,58	26.618,41
Contract Liabilities (long term)	0,00	0,00	16.090,24	20.549,75
Total	**278.231,75**	**202.689,48**	**368.066,44**	**365.604,33**

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Group	Within 6 months	6 – 12 months	1-5 years	More than 5 years
Borrowings	2.181,15	0,00	0,00	196.566,77
Lease liabilities	73.152,28	65.325,84	211.415,56	19.407,43
Trade payables	85.318,67	0,00	0,00	0,00
Other short term liabilities	81.071,74	33.809,08	0,00	0,00
Contract Liabilities (short term)	78.908,09	105.973,57	0,00	0,00
Derivatives	3.919,83	2.153,53	9.043,16	0,00
Contract Liabilities (long term)	0,00	0,00	16.691,56	19.633,82
Total	**324.551,77**	**207.262,02**	**237.150,28**	**235.608,01**

The above maturities reflect the future gross cash flows.

Policies and procedures on capital management

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

The Company monitors capital based on shareholders' total equity plus lease liabilities, less cash and cash equivalents as they appear on the balance sheet.

The Capital for the fiscal years 2020 and 2019 is analyzed as follow:

	Company		Group	
	2020	2019	2020	2019
Total Equity	28.701,97	230.206,24	77.580,97	328.425,11
Plus: Loans	440.603,78	211.305,59	440.603,78	211.305,59
Less: Cash and cash equivalents (including restricted cash)	(405.517,50)	(369.493,64)	(466.160,35)	(505.077,46)
Capital	**63.788,25**	**72.018,19**	**52.024,41**	**34.653,24**
Total Equity	28.701,97	230.206,24	77.580,97	328.425,11
Plus: Loans	440.603,78	211.305,59	440.603,78	211.305,59
Total capital	**469.305,76**	**441.511,83**	**518.184,75**	**539.730,70**
Capital / Total capital ratio:	**0,14**	**0,16**	**0,10**	**0,06**

The Company's target is to maintain the above ratio of capital /total capital less than 0,50.

According to the existing legislation, specific provisions required regarding the capital adequacy, with which Company is in total compliance.

3.35 Commitments

At 22.06.2018 the Company signed Aircraft Purchase Agreement with Airbus S.A.S. which provides for the acquisition of a total of 30 new generation aircraft of the A320neo family, two types of A320neo and A321neo. Aircraft deliveries begun within the second half of 2020 (2x aircraft), while future deliveries have agreed to follow: 4x aircraft in 2022, 7x aircraft in 2023, 10x aircraft in 2024, 3x aircraft in 2025 and 4x aircraft in 2026.

The price of the above purchase agreement (30x aircraft) is based on the Airbus fuselage and engines public pricelist, with further discounts agreed by the parties. This amount is adjusted through an annual adjustment clause, designed to increase the price of each aircraft, by applying a mathematical formula that reflects the changes in the prevailing economic conditions. Prices are depending on the engine selection, the weights selected and any type of aircraft configuration.

In addition, the Company entered into lease agreements for 10x aircraft within 2021-2024, of 12-year lease period. The Company has also agreed sale and lease back agreements for 9x aircraft, scheduled to be delivered within 2022-2023, with a 12-year lease period.

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

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

- Engine Purchase and Support Agreement including manufacturer's warranties and guarantees for the engines included in the Purchase Agreement with Airbus dated 22 June 2018 and for four spare engines PW1127GA-JM and two spare engines PW1133GA-JM. The agreed introductory assistance credits with IAE form the final net price of the Airbus aircraft included in the above mentioned agreement.

- Engine Fleet Management Program Agreement regarding 45 to 55 Airbus A320neo and A321neo, powered with PW1100G-JM engines which includes the aircraft ordered to Airbus under the Purchase Agreement dated 22 June 2018, the aircraft to be directly delivered from lessors and 6 spare engines PW1100G-JM. The Engine Fleet Management Program Agreement includes all the key terms of engines maintenance based on their flight activity.

3.36 Dividends

During the Regular General Assembly, dated 21st July 2020, it was resolved the non-distribution of dividend from 2019 profits, according to article 161 of the L. 4548/2018, but the transfer of profits to the new fiscal year, in order to strengthen the Company's financial position.

3.37 Subsequent Events

On 5 February 2021 with the law 4772/2021 article 30 (Government Gazette vol. A' 17/05.02.2021) the Greek Parliament approved a state aid plan in the form of a direct grant in favor of Aegean of €120m to compensate the airline for damages suffered due to travel restrictions implemented in the EU to contain the spread of the coronavirus. The disbursement of the State Aid is subject to the Company completing a share capital increase through which it will raise funds of a minimum amount of €60,000,000, while, in parallel, the Greek state shall receive without consideration warrants of the Company. Warrants received by the HR would give the right for the acquisition of shares representing 11.5% of the Company's common shares post share capital increase. The strike price will be equal to the price that investors shall be offered new shares upon the capital increase.

On 12 March 2021, pursuant to the Board of Directors decision an Extraordinary General Meeting was convened.

The Shareholders Meeting discussed and resolved on all items of the agenda as follows:

1) Granting of power to the Board of Directors of the Company to increase the share capital of the Company and restrict or abolish the pre-emption right of the Company's shareholders, by virtue of articles 24 par. 1(b) and 27 par. 4 of Law 4548/2018, that shall also be used for the purposes of article 30 of Law 4772/2021 to raise the funds provided therein of a minimum amount of €60,000,000
2) Granting of power to the Board of Directors of the Company, in accordance with articles 56 par. 2, 24 par. 1(b) and 27 par. 4 of Law 4548/2018, for the issue of share warrants, in accordance with article 56 of Law 4548/2018, and disposal of them to the Hellenic Republic with abolition of the pre-emption right of the Company's shareholders, in accordance with the provisions of article 30 of Law 4772/2021.
3) Amendment of articles 3, 8, 15 and 19 of the Articles of Association of the Company.

On 30 March 2021 a Bondholders' meeting of the common bond loan amounting to €200,000,000, issued in March 2020 was convened, pursuant to the Board of Directors invitation. The Bondholder's approved the amendments to the Common Bond Loan Programme and authorize the Bondholder's Agent to sign an agreement amending the Common Bond Loan.

In particular, the amendments to the Common Bond Loan Programme aim to:

1) Adjust the period over which financial covenants are calculated, with a reporting date from 30.06.2022 and until Common Bond Loan maturity, provided that by 30.04.2021 the Company will commit €10.8 million in favour of the bondholders in the DSRA Pledged Account and proceed to a share capital increase by raising funds of at least €60 million and receives State Aid amounting to €120 million by 30.09.2021.

2) Change the use of 14% of the net proceeds raised by the Common Bond Loan, to be used by 31.12.2021 as working capital,

3) Amend and replace the term Existing Loan Obligation with the term Permitted Loan Obligation with regards to refinancing and/or the final repayment or prepayment of any Permitted Loan Obligation with excess proceeds, and also the extend the possibility for the Company and the Group Companies to receive new loans to cover their working capital needs, not only in the form of credit agreements or in combination with an open overdraft account, but also through other types of agreements

4) Certain amendments to the terms of the CBL Programme relating to the process of the Bondholders' Meeting, for the purpose of adapting to the new circumstances created due to the COVID-19 coronavirus pandemic

5) Replace the denominator of the financial covenant "Earnings before Taxes, Interest and Depreciation / Net Financial Results" with the term "Net Interest Expenses".

3.38 Auditor's fees

Auditors' fees for 2020 was € 285 (2019: € 230). The amount includes the statutory audit of financial statements and the provision of tax certificate for the fiscal year 2020. Furthermore, other audit services were provided for an amount of € 12,5 as well as permitted non-audit services for an amount of € 65 (2019: 23)

The accompanied Financial Statements are the ones approved by the Board of Directors of "Aegean Airlines S.A." on 09/04/2021 and are uploaded on the Company's website (www.aegeanair.com) for investors' reference, where they will remain for at least 5 years after their preparation and public announcement date.

Kifissia, April 9th 2021

Chairman of the BoD	Chief Executive Officer	Chief Financial Officer	Chief Accountant
Eftichios Vasilakis	Dimitrios Gerogiannis	Michael Kouveliotis	Maria Zannaki
I.D. no. AN049866	I.D. no. AB642495	I.D. no. AO148706	I.D. no. AO135556

5.Report on the use of funds from Bond Loan for the period 12/03/2019 up to 31/12/2020

In accordance with the provisions of paragraph 4.1.2 of the Athens Exchange Stock Market Regulation, the decision no. 25/17.07.2008 of the Board of Directors of Athens Stock Exchange and the decision no. 8/754/14.04.2016 of the Board of Directors of Hellenic Capital Markets Commission, it is hereby announced that from the issuance of the seven year Common Bond Loan of €200m bearer bonds of the Company with a nominal value of €1.000 each, that was implemented according to the decision of the Board of Directors of the Company dated 22/02/2019 and the approval of the content of the Prospectus from the Hellenic Capital Market Commission dated 28/02/2019, a total net amount of €200m was raised. The cost of the issuance amounted at €3.820,25thousand and it was covered in total from the amount raised.

The Bond Loan issue was fully covered and the payment of the raised funds was certified by the Company's Board of Directors on 12/03/2019. On 13/03/2019 the 200.000 dematerialized, common, bearer bonds admitted for trading in the category of Fixed Income Securities of the Regulated Market of the Athens Exchange (the “Athens Exchange”).

According to the commitments set out in the relevant Prospectus approved by the Hellenic Capital Market Commission and the decision of the Board of Directors dated 22.02.2019, it is disclosed that the use of the raised funds (€200.000.000), minus €3.820,25 thousand relating to issue costs, is as follows:

Use of funds	Rate of use	Total funds	Issuing costs	Net Amount for allocation	Funds allocated to 31.12.2019	Funds allocated to 31.12.2020	Unallocated funds
Scheduled aircraft pre-delivery	75%	150.000,00	2.865,19	147.134,81	5.977,36	35.849,28	105.308,17
New training facilities and offices at Athens International Airport	14%	28.000,00	534,84	27.465,16	44,58	0,00	0,00
Finance working capital (after the Common Bond Loan amenmends)					0,00	0,00	27.420,59
Finance working capital	11%	22.000,00	420,23	21.579,77	21.579,26	0,00	0,51
Total	**100%**	**200.000,00**	**3.820,25**	**196.179,75**	**27.601,20**	**35.849,28**	**132.729,27**

Pursuant to the Board of Directors invitation of 10.3.2021, regarding the proposed amendments of the terms of the Common Bond Loan (CBL), the Repeat Bondholders Meeting on 30.3.2021 has approved the amendment of the use of funds.

More specifically, the initially approved use of funds included among others, the use of 14% of the funds to finance part of the construction costs for the new training facilities in Athens International Airport.

The repeat Bondholders Meeting of 30.03.2021 has approved the Board of Directors proposed amendment dated 10.3.2021 to allocate the 14% use of funds in order to finance working capital needs of the Company instead of financing part of the construction costs for the new training facilities in Athens International Airport.

As already stated in the 2019 Annual Financial Report and the 30.6.2020 Interim Financial Report, the amount of €44,58 thousand has been presented in the use of funds reports as “New training facilities and offices at Athens International Airport”. This amount is related to expenses regarding initial studies on the new training facilities project.

The remaining available funds from the Common Bond Loan Issuance amounting to €132.729,26 as at 31.12.2020 were placed in time deposits and current accounts.

Kifissia, April 9th 2021

Chairman of the BoD	Chief Executive Officer	Chief Financial Officer	Chief Accountant
Eftichios Vassilakis	Dimitrios Gerogiannis	Michael Kouveliotis	Maria Zannaki
I.D. no. AN049866	I.D. no. AB642495	I.D. no. AO148706	I.D. no. AO135556

6. Company announcements as per Art. 10 Law 3401/2005 published during fiscal year 2020

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousands €

Aegean Airlines had disclosed the following information over the period beginning 01/01/2020 and ending 31/12/2020, which are posted on the Company's website www.aegeanair.com (in the link https://en.about.aegeanair.com/investor-relations/announcements/announcements/ regarding the announcements and in the link https://en.about.aegeanair.com/investor-relations/general-assemblies/ regarding the General Assemblies) as well as the website of Athens Exchange www.helex.gr.

Date	Subject
23/12/2020	Announcement: European Commission approves state aid
21/12/2020	Write-off of the unclaimed dividend for fiscal year 2014
24/11/2020	Nine Month 2020 Results & KPIs
23/11/2020	Announcement
26/10/2020	Tax Audit 2019 and Tax Certificate Issuance
21/10/2020	Release date of Nine Month 2020 trading update
28/09/2020	First Half 2020 results
28/09/2020	First Half 2020
15/09/2020	Conference Call Invitation
04/09/2020	Third Interest Payment Period of the Common Bond Loan
01/09/2020	Reschedule of First Half 2020 Results Release Date
22/07/2020	Publication date of First Half 2020 financial results
21/07/2020	Ordinary General Shareholders Meeting
29/06/2020	Invitation to the Ordinary General Meeting of Shareholders
25/06/2020	First Quarter 2020 Trading Update
18/06/2020	Amendment of Financial Calendar 2020
04/06/2020	Clarifications regarding the Use of Proceeds report
22/05/2020	Amendment of Financial Calendar 2020
19/05/2020	AEGEAN provides a preliminary estimate of First Quarter 2020
12/05/2020	Conference Call Invitation
14/04/2020	Credit Rating Review
31/03/2020	Executive Directors Compensation
26/03/2020	Announcement
17/03/2020	2019 Financial Results
17/03/2020	Financial Calendar 2020
06/03/2020	Minority shareholding participation in Animawings
05/03/2020	Second Interest Payment Period of the Common Bond
13/02/2020	Conference Call Invitation
10/02/2020	Publication date of 2019 Financial Results
16/01/2020	Participation in Public Tender Process

Additionally at website: https://en.about.aegeanair.com/investor-relations/announcements/trade-acknowledgements/?_ga=2.93711450.618804279.1583392588-889801814.1583392588 (www.aegeanair.com, Aegean Group/Investors, Financial Results/Announcements) and to the website of Athens Stock Exchange www.helex.gr Announcements of Regulated Information according to Law 3556/2007 (Transaction Disclosure) were posted on the following dates:

Aegean Airlines S.A. 4- Annual Financial Statements, amounts in thousands €

Date	Subject
15/06/2020	Trade Acknowledgements
08/05/2020	Trade Acknowledgements
04/05/2020	Trade Acknowledgements
01/04/2020	Trade Acknowledgements
31/03/2020	Trade Acknowledgements
20/03/2020	Trade Acknowledgements
19/03/2020	Trade Acknowledgements
08/01/2020	Trade Acknowledgements

The annual financial statements of the Company and the Group, the audit report of the Certified Auditor Accountant and the Management Report of the Board of Directors for the year ended December 31, 2020 have been posted to the Company’s website www.aegeanair.com.

Also, the Data and Information and the Annual Financial Report according to the International Financial Reporting Standards of 100% subsidiary Olympic Air are published in accordance with Law 2200 and posted on www.aegeanair.com and www.olympicair.com

7. Website of the Annual Financial Report

The annual financial statements of the Company and the Group, the audit report of the Certified Auditor Accountant and the Management Report of the Board of Directors for the year ended December 31, 2018 have been posted to the Company's website www.aegeanair.com.

Also, the Data and Information and the Annual Financial Report according to the International Financial Reporting Standards of 100% subsidiary Olympic Air are published in accordance with Law 2190 and posted on www.aegeanair.com and www.olympicair.com