2022 — *aerostat* HANDBOOK

ATHENS
INTERNATIONAL
AIRPORT

ELEFTHERIOS
VENIZELOS

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CONTENTS

2022
words, numbers & thoughts...

The overall aviation environment remained extremely volatile throughout the year 2022, as it continued to be impacted by the travel restrictions during the first four months of the year, as well as high-risk factors such as the war in Ukraine, intense inflationary pressures, the airlines' stressed financial situation, staffing issues with the consequent effects in airlines and airport operations and, of course, the continued uncertainty regarding the COVID-19 pandemic. After the pandemic crisis that brought our industry into an almost complete halt, travel and tourism started to gradually recover in a coordinated manner across Europe within 2022.

Especially for the Athens aviation market, the Aerostat Handbook 2022 seeks to be your comprehensive guide, analyzing typical traffic segments, main operational processes, passenger profiles and incoming and outgoing tourism traffic. It also provides a comparison with the pre-pandemic era, thus illustrating how the market gradually recovers from the pandemic, highlighting, at the same time, emerging market trends in Greece and worldwide.

Last but not least, 2022 was also marked by an important shift towards sustainability and digitalization as essential pillars for organizations and industries aiming at paving their way towards a dynamic, innovative and cutting-edge restart. Following three years that were shadowed by the COVID-19 pandemic and its impact on our industry, it seems that demand is now dynamically recovering, with the travel experience having been "upgraded" to a priority, and "a must-live essential" especially for the younger generations, that also happen to be "sustainability-savvy" and ecologically-sensitive.

Thus, in this post-pandemic era, where the motto "Live your life by a compass, not by a clock" is prevailing, Aerostat aims to serve as a valuable insights' and information tool for our customers and business partners, to understand and navigate the challenges ahead.

Enjoy!

Ioanna Papadopoulou
Director, Communications & Marketing

1

CATCHING UP *with 2022*

2022 was a year of rapid recovery, despite strong headwinds from Covid-19 and geopolitical unrest

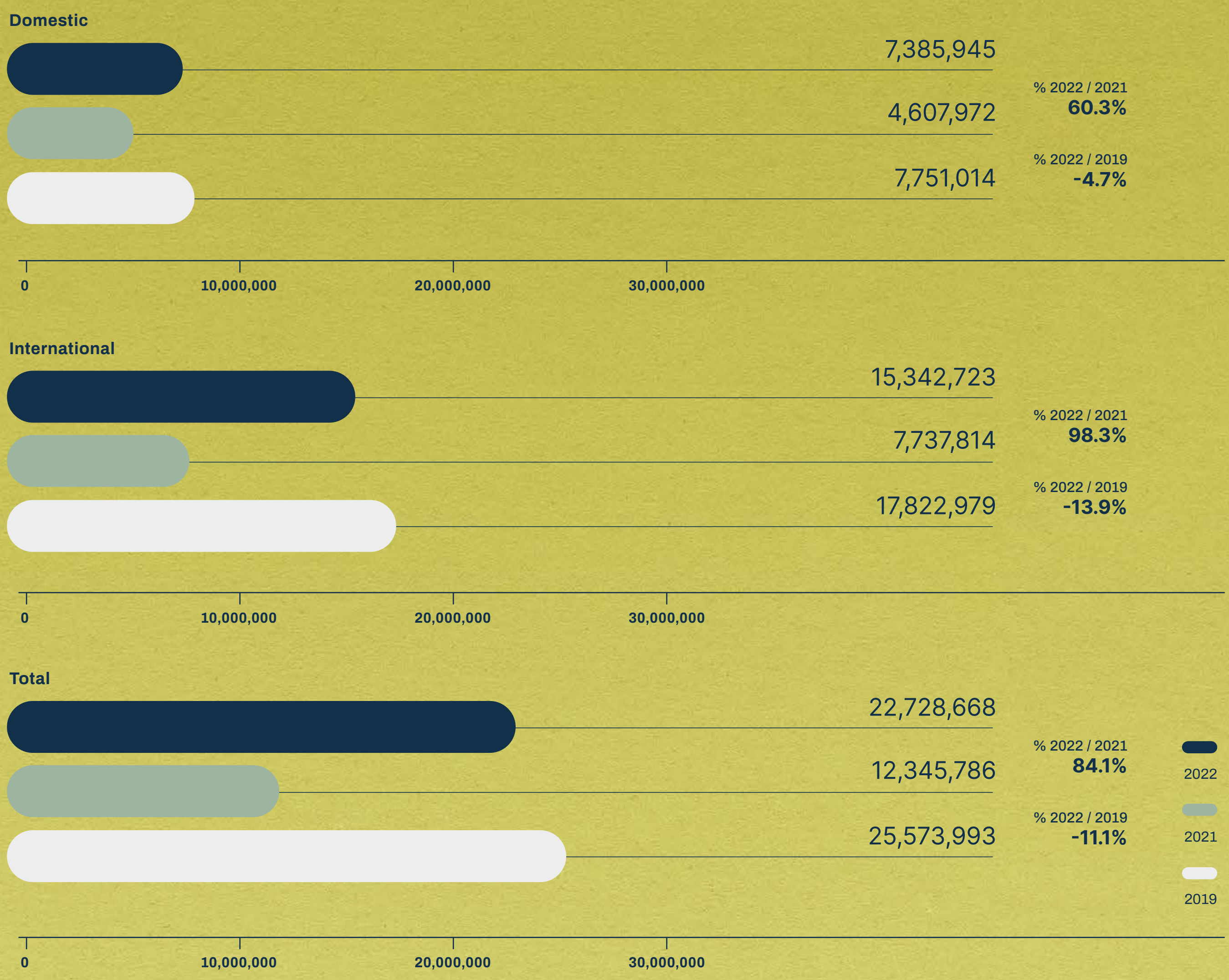
In 2022, along with the entire aviation industry, the Company faced major challenges. On top of the COVID-19 pandemic crisis and its impact on air travel, the year was marked by Russia's invasion of Ukraine on the 24th of February, the subsequent energy crisis and its implications for the European and worldwide economies that followed, and the severe operational disruptions in European airports during the summer period. Against this turbulent background, passenger traffic at Athens Airport achieved a recovery of 89% vs the respective 2019 traffic and reached 22.73 million.

Athens Airport served +60.3% more domestic passengers vs. 2021, (i.e., -4.7% vs. 2019). International passengers demonstrated an increase of +98.3% vs. 2021 and a decline of -13.9% vs. 2019.

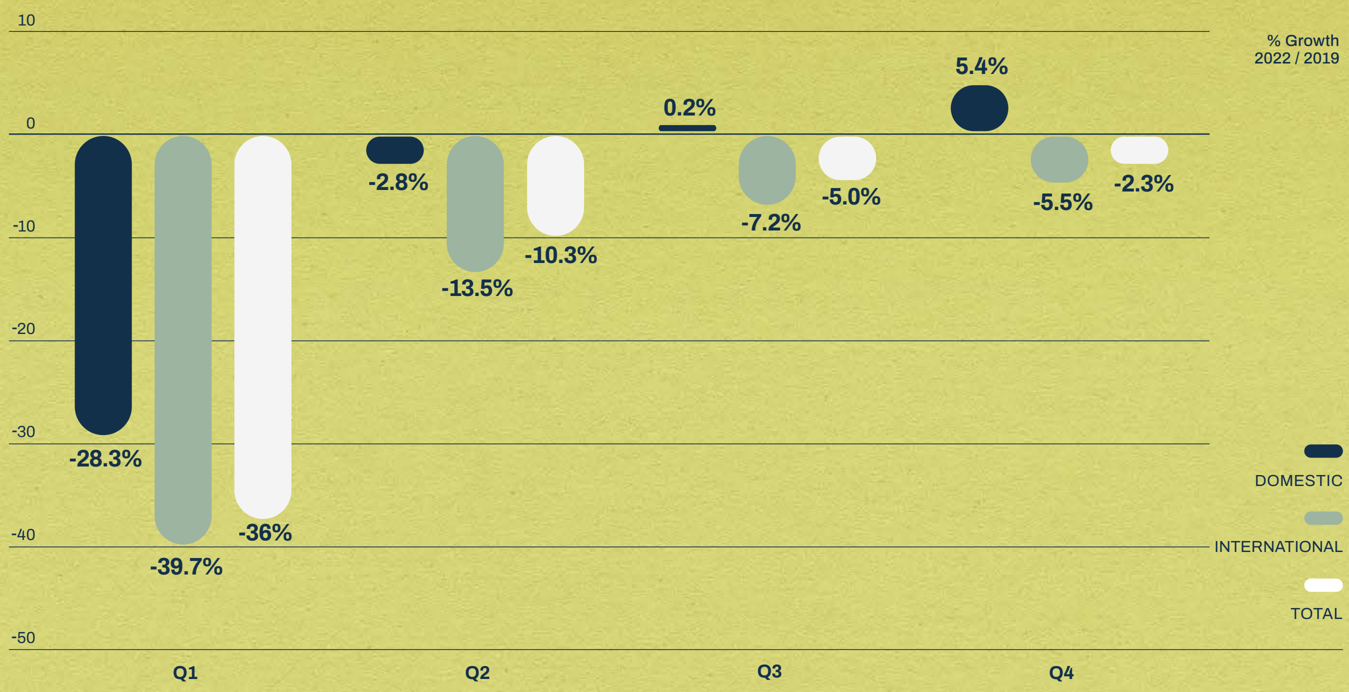
In 2022, Athens was directly connected with scheduled services to 143 destinations-cities (132 in 2021 and 157 in 2019), in 50 countries (48 in 2021 and 55 in 2019), operated by 66 carriers (62 in 2021 and 66 in 2019). Aircraft movements amounted to 213,000, up +34.2% vs. 2021 and -5.4% vs. 2019, a growth surpassing that of passenger demand. Both domestic and international flights exceeded the 2021 levels by 30.9% and 37.1%, respectively. Domestic operations also exceeded the 2019 levels by 2.9%, while international services stood lower by -11.4%.

Continuing the previous year's upward trend, AIA's cargo traffic reached approximately 101,600 tonnes in 2022, exceeding both 2021 and 2019 volumes by 4.8% and 7.3%, respectively. Freight remained the main growth driver (+5.2% vs. 2021 and +12.6% vs. 2019), while mail traffic contracted further by 3.4% vs. 2021, lagging by almost 49% compared to 2019.

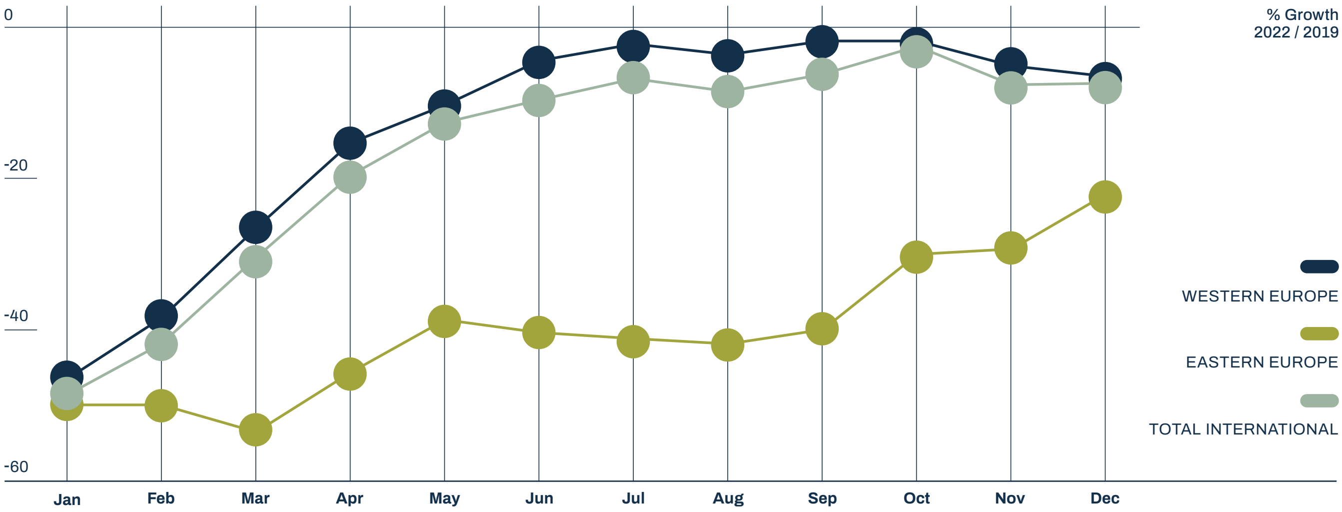
Passenger Traffic Development 2022



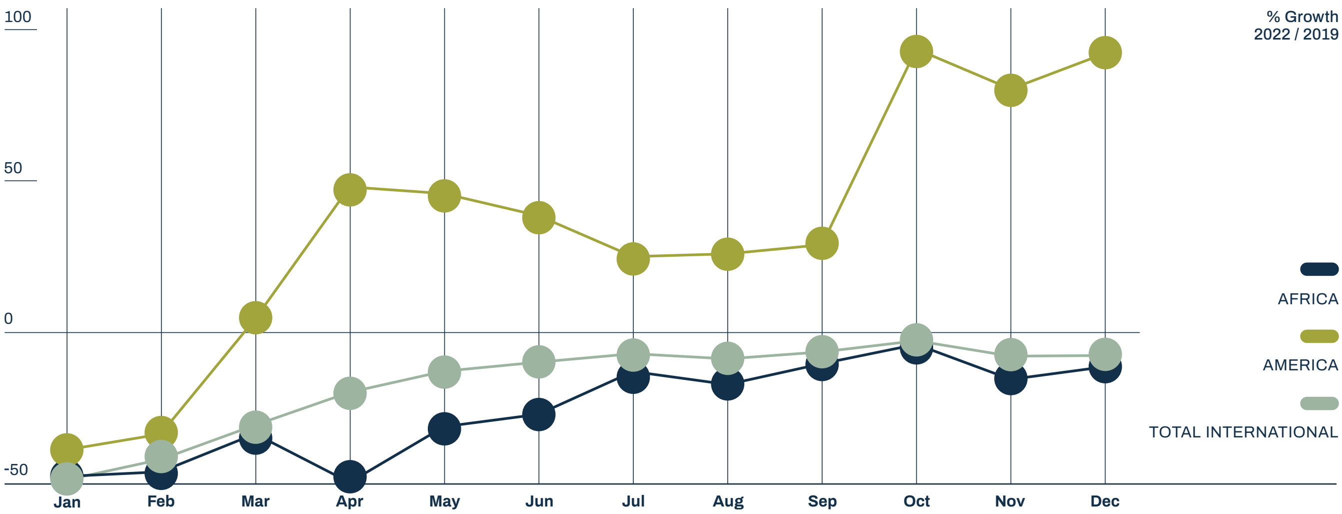
Quarterly Passenger Traffic Development 2022 vs. 2019



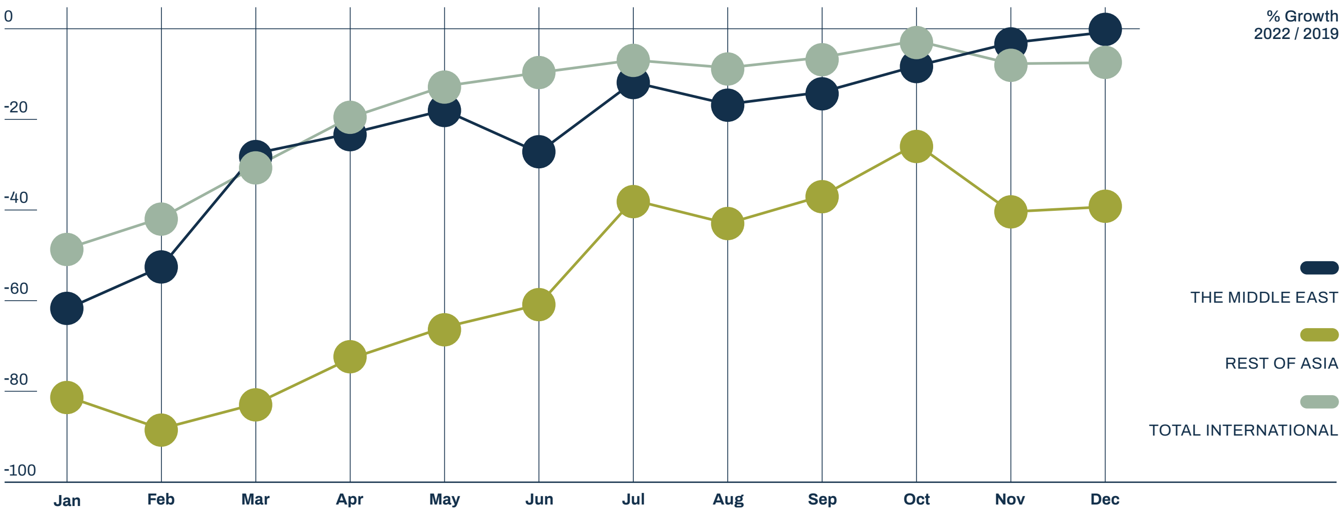
International Passenger Traffic Development 2022 vs. 2019 / Europe



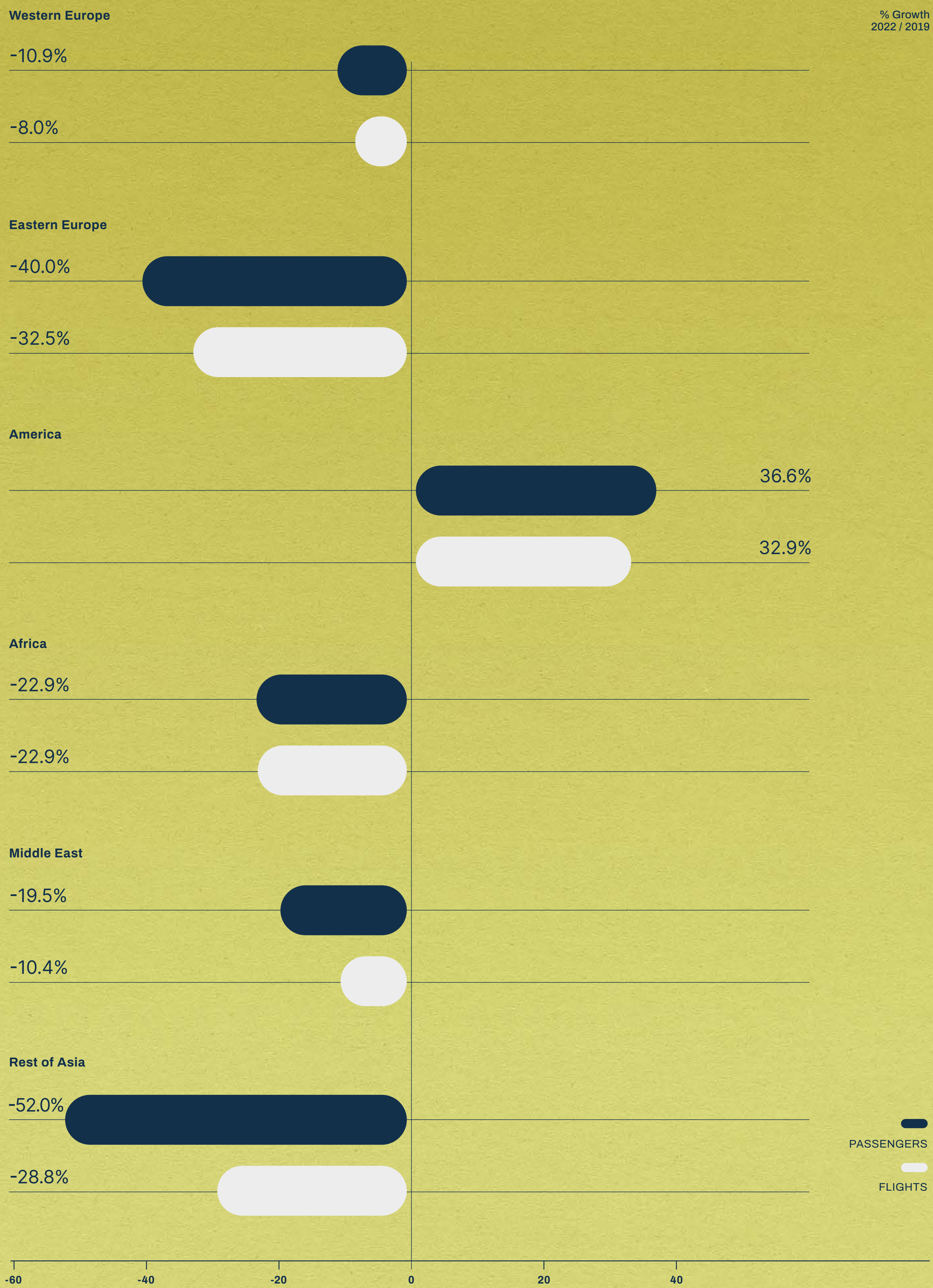
International Passenger Traffic Development 2022 vs. 2019 / Africa-America



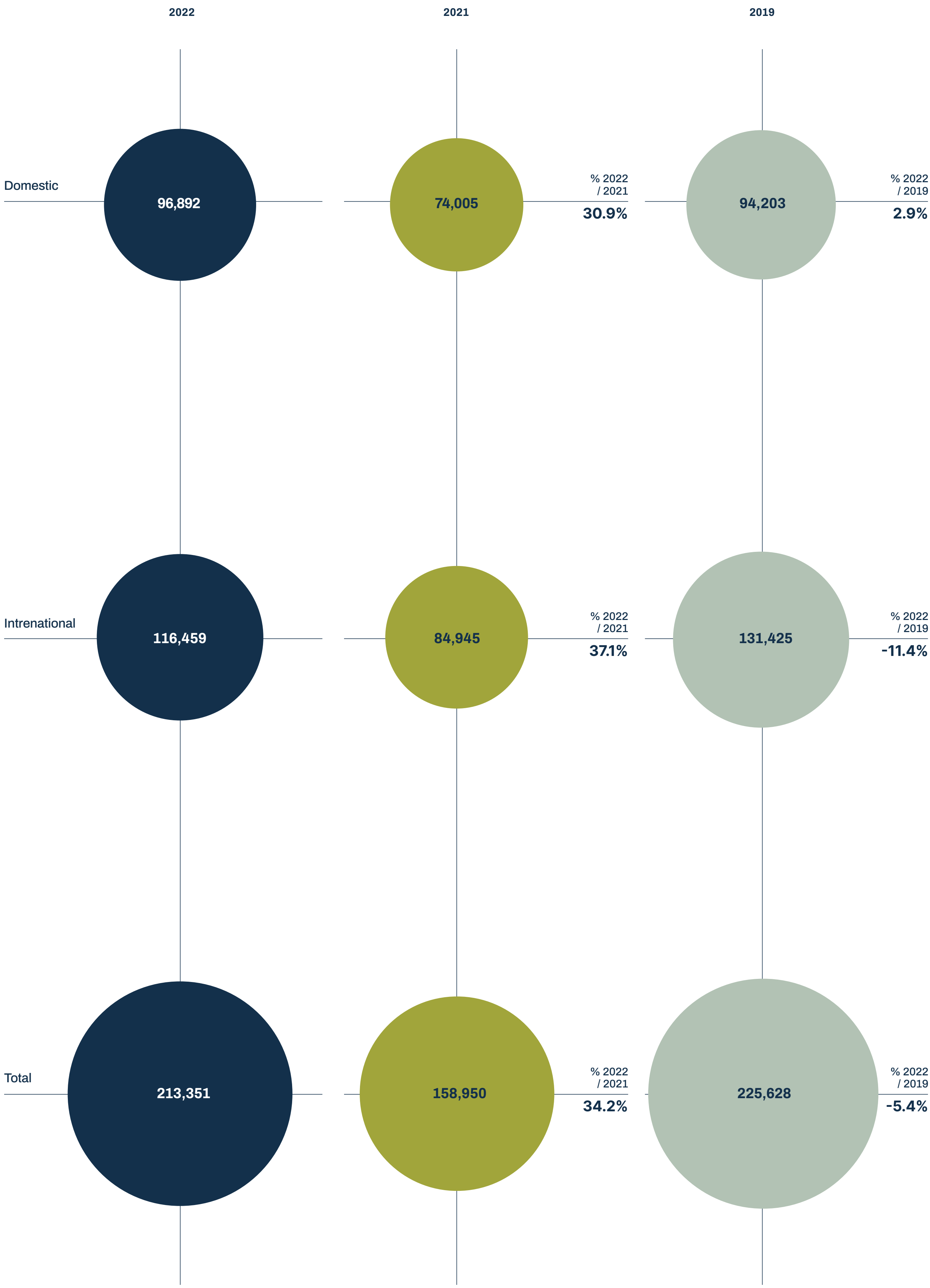
International Passenger Traffic Development 2022 vs. 2019 / The Middle East - Rest of Asia



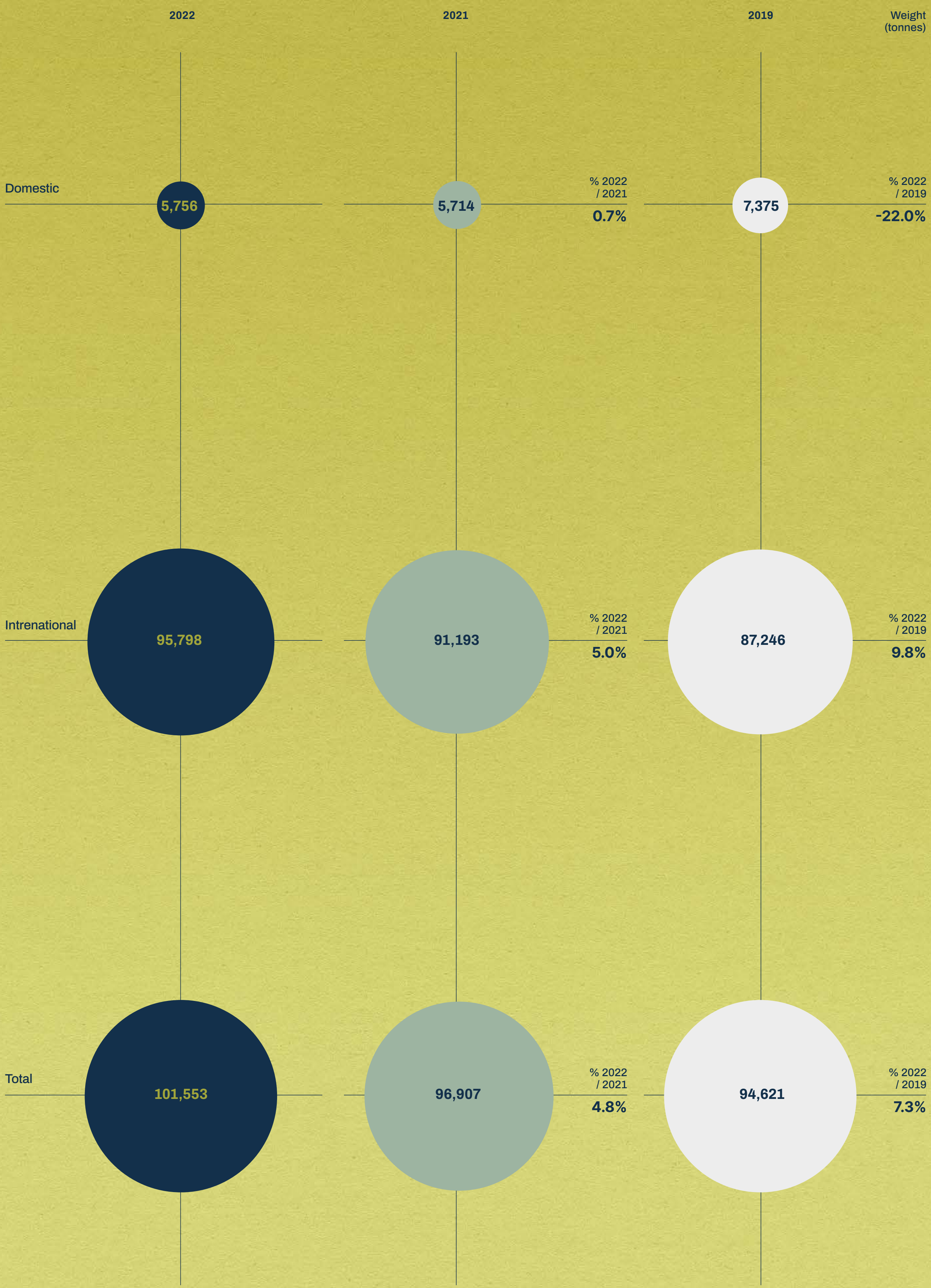
International Traffic Development per Region 2022 vs. 2019



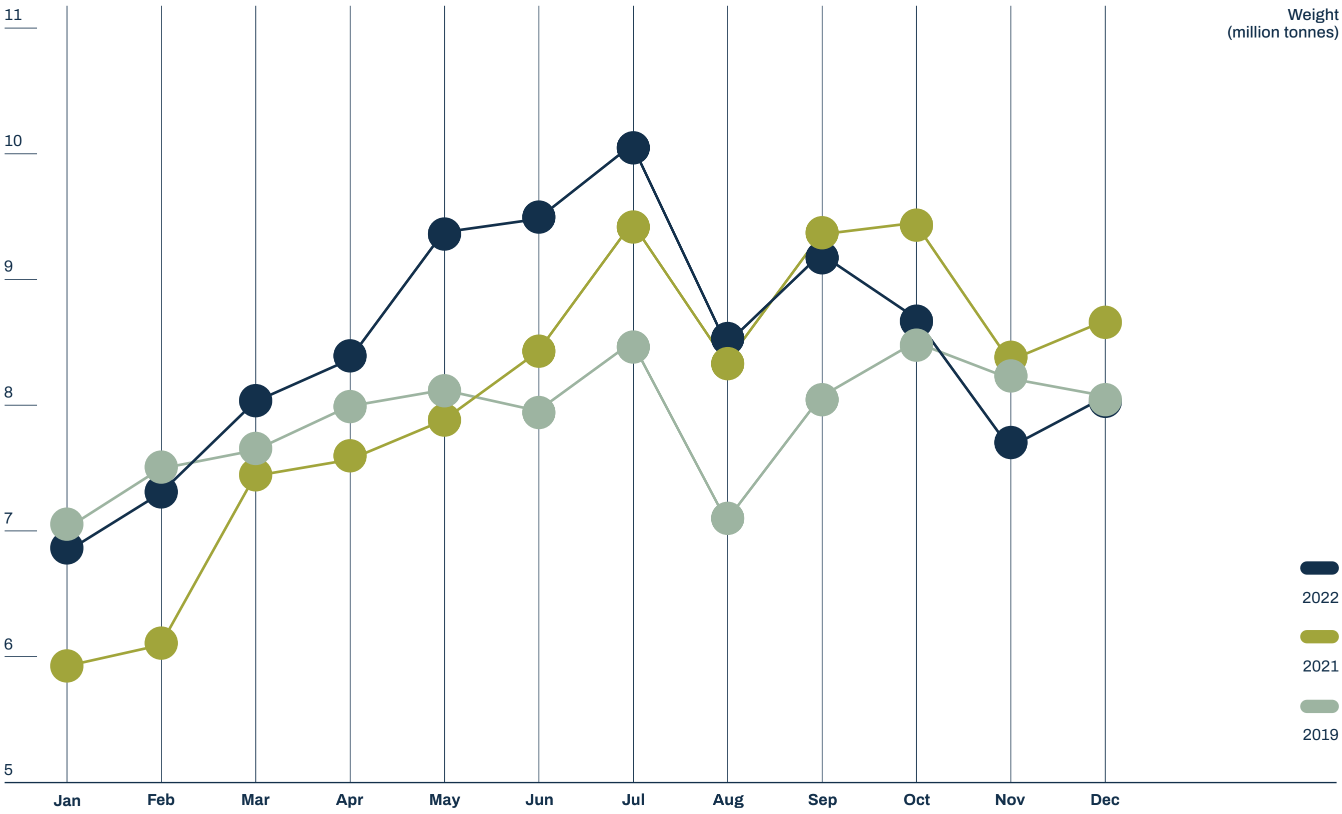
Traffic Development of A/C Movements 2022



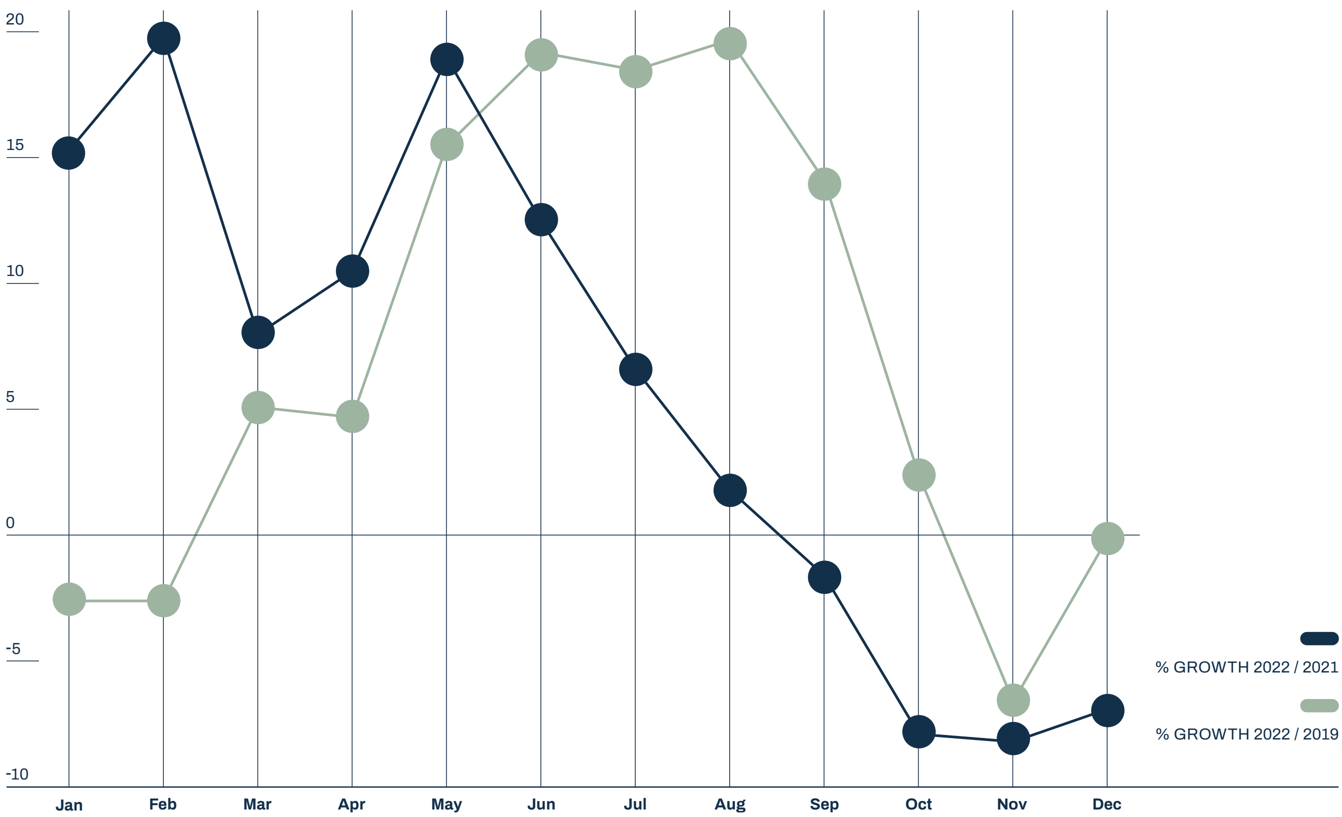
Cargo Uplift Development 2022



Cargo Uplift Development 2022 - 2021 - 2019



Cargo Uplift Monthly Variation 2022 - 2021 - 2019



2

HOW MANY *travelled where*

2022 passenger traffic amounted to 22.73 million passengers, exceeding the respective 2021 levels by 84.1% but lagging by 11.1% compared to 2019

Overall, 2022 ended with Athens International Airport's traffic amounting to 22.73 million passengers, exceeding the respective 2021 levels by 84.1% but falling behind the 2019 levels by 11.1%. In 2022, Athens Airport served 60.3% more domestic passengers vs. 2021 (i.e. -4.7% vs. 2019). International passengers demonstrated an increase of +98.3% vs. 2021 and a decline of 13.9% vs. 2019.

The year was characterised by the gradual improvement of the COVID-19 epidemiological situation and the subsequent lifting of travel restrictions; Russia's invasion of Ukraine on the 24th of February, which posed another severe challenge; and operational disruptions at European airports during the summer period. The first quarter of the year was impacted by the travel restrictions; traffic, however, picked up during the months that followed, supported by the progressive lifting of travel restrictions in the second quarter. During the peak summer period, despite operational disruptions in Europe (staff shortages that caused long delays and lost luggage), holiday traffic performed successfully. At the same time, the negative impact due to the war in Ukraine and the ensuing economic downturn risk was less impactful than expected in the year's last quarter.

With the rapid recovery of international traffic following the gradual lifting of travel restrictions, international passenger share is gradually returning to pre-Covid 19 levels, amounting to 67.5%, compared to 62.5% in 2021 and 70% in 2019. Looking into the major international scheduled markets/countries, it is worth noting the full recovery of France and Israel, surpassing the 2019 levels by 3% and 15%, respectively, while the impressive growth of the USA by almost 52% above 2019 should also be highlighted.

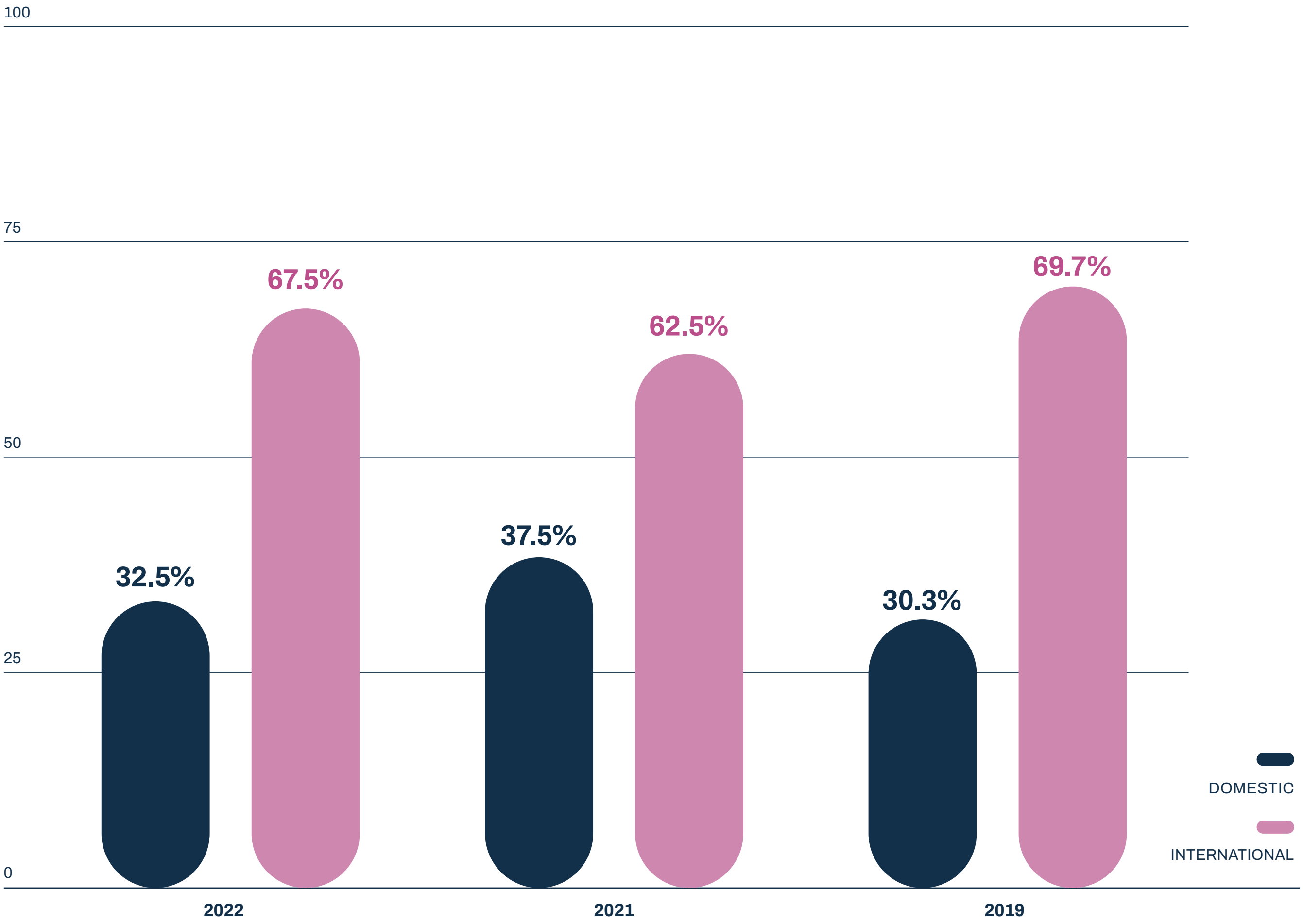
In terms of airline performance, load factors in the course of 2022 also rapidly improved compared to 2021, from 60.7% to 76.5%; during the peak summer period of July through September, they exceeded the 80% mark, but overall on an annual basis, they remained behind the high 2019 levels (80.9%).

The busiest day of the year was the 31st of July, with a throughput of 98,704 passengers coinciding with the peak day for international passengers. The peak day in terms of domestic passengers was Friday, August 12th.

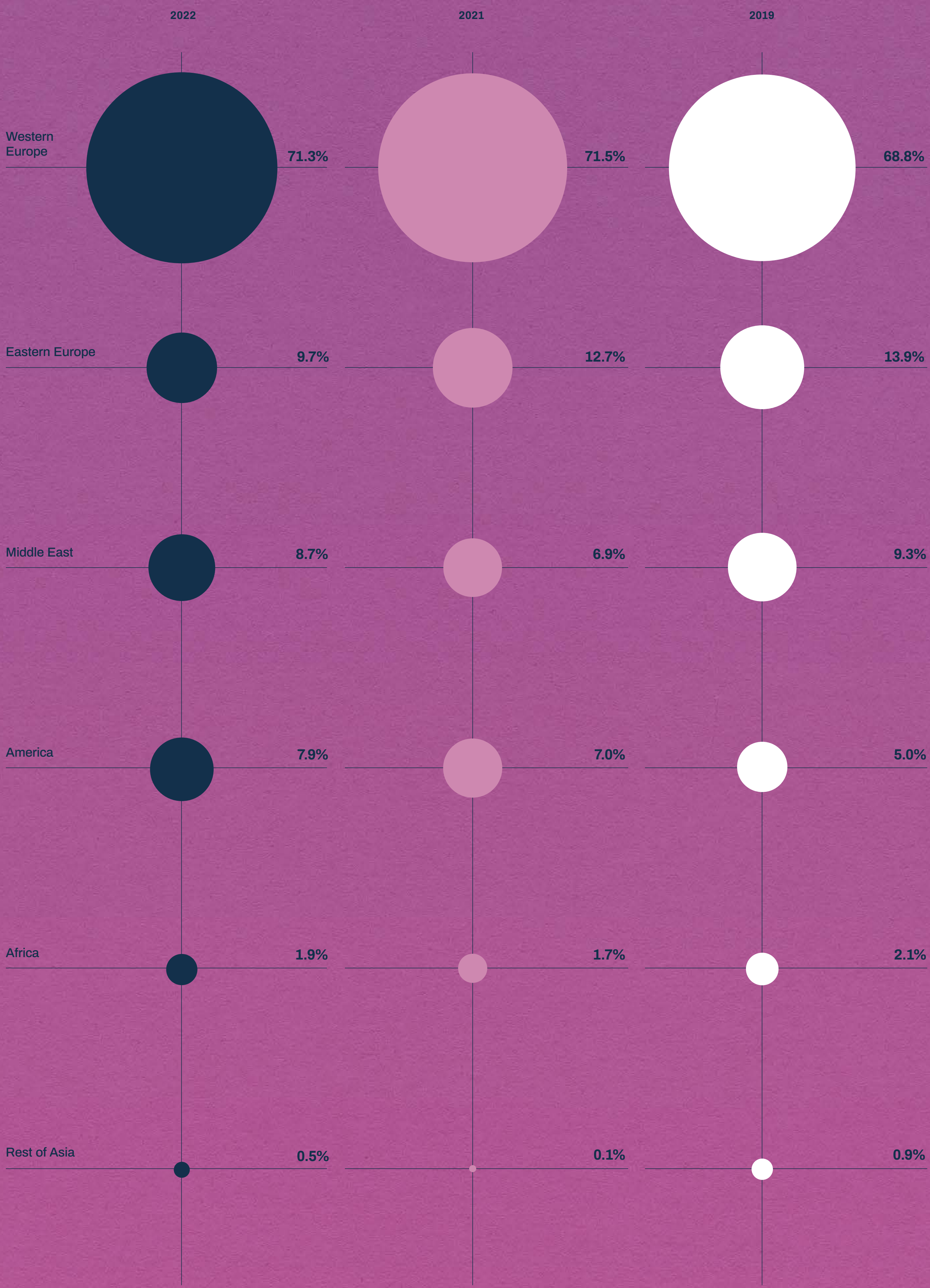
Monthly Passenger Distribution: Arrivals/Departures

	ARRIVING PASSENGERS			DEPARTING PASSENGERS			TRANSIT PASSENGERS			TOTAL PASSENGERS		
	2022	**% 2022 / 2021**	**% 2022 / 2019**	**2022**	**% 2022 / 2021**	**% 2022 / 2019**	**2022**	**% 2022 / 2021**	**% 2022 / 2019**	**2022**	**% 2022 / 2021**	**% 2022 / 2019**
JANUARY	363,443	230.8%	-46.6%	401,309	235.6%	-43.0%	8,387	115.9%	1.4%	773,139	231.3%	-44.5%
FEBRUARY	421,691	342.4%	-36.8%	408,534	311.0%	-37.6%	6,017	90.8%	2.5%	836,242	322.7%	-37.0%
MARCH	601,219	408.7%	-27.8%	580,285	388.4%	-28.2%	7,319	100.6%	-38.0%	1,188,823	394.0%	-28.1%
APRIL	856,546	441.4%	-15.7%	821,113	425.2%	-14.9%	8,203	139.0%	59.3%	1,685,862	430.2%	-15.1%
MAY	1,056,248	248.1%	-9.9%	988,994	263.7%	-10.2%	11,613	188.1%	3.7%	2,056,855	255.0%	-10.0%
JUNE	1,250,156	117.2%	-6.9%	1,176,179	128.9%	-7.0%	9,742	50.4%	88.0%	2,436,077	122.3%	-6.8%
JULY	1,456,446	49.0%	-4.4%	1,370,024	57.9%	-5.4%	10,143	-4.8%	11.7%	2,836,613	52.9%	-4.8%
AUGUST	1,396,125	36.3%	-6.4%	1,448,276	34.5%	-6.1%	9,794	1.2%	49.3%	2,854,195	35.2%	-6.1%
SEPTEMBER	1,268,757	47.3%	-3.5%	1,308,277	44.9%	-4.4%	7,597	9.0%	49.2%	2,584,631	45.9%	-3.9%
OCTOBER	1,112,727	41.3%	0.2%	1,168,821	41.9%	-1.3%	9,378	30.6%	34.8%	2,290,926	41.6%	-0.5%
NOVEMBER	776,202	32.0%	-4.1%	812,815	31.1%	-4.3%	7,889	-20.8%	1.8%	1,596,906	31.1%	-4.2%
DECEMBER	809,965	41.8%	-2.8%	767,336	46.6%	-3.5%	11,098	-10.1%	24.5%	1,588,399	43.5%	-3.0%
YEAR TOTAL	**11,369,525**	**84.3%**	**-11.2%**	**11,251,963**	**84.6%**	**-11.3%**	**107,180**	**31.6%**	**16.7%**	**22,728,668**	**84.1%**	**-11.1%**

Domestic vs. International / Passenger Traffic



Segmentation of International Passenger Traffic by Geographical Region



Monthly Terminal Passenger Distribution:

Domestic / International

	DOMESTIC PASSENGERS			INTERNATIONAL PASSENGERS			TOTAL TERMINAL PASSENGERS		
	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019
JANUARY	285,552	158.7%	-36.4%	479,200	302.4%	-48.8%	764,752	233.3%	-44.8%
FEBRUARY	320,446	215.8%	-27.6%	509,779	446.8%	-42.0%	830,225	326.4%	-37.2%
MARCH	401,284	233.5%	-22.2%	780,220	568.7%	-30.6%	1,181,504	398.5%	-28.0%
APRIL	546,154	244.0%	-4.5%	1,131,505	626.4%	-19.7%	1,677,659	433.4%	-15.3%
MAY	668,165	143.5%	-4.1%	1,377,077	357.5%	-12.7%	2,045,242	255.5%	-10.1%
JUNE	788,191	73.9%	-0.7%	1,638,144	157.5%	-9.7%	2,426,335	122.7%	-7.0%
JULY	909,968	34.9%	-0.4%	1,916,502	63.7%	-6.9%	2,826,470	53.2%	-4.9%
AUGUST	907,148	23.3%	-0.7%	1,937,253	41.9%	-8.6%	2,844,401	35.4%	-6.2%
SEPTEMBER	819,930	33.7%	1.3%	1,757,104	52.7%	-6.3%	2,577,034	46.1%	-4.0%
OCTOBER	695,862	31.5%	4.3%	1,585,686	46.6%	-2.6%	2,281,548	41.6%	-0.6%
NOVEMBER	515,992	23.6%	4.0%	1,073,025	35.7%	-7.7%	1,589,017	31.5%	-4.2%
DECEMBER	499,898	23.4%	7.9%	1,077,403	56.2%	-7.5%	1,577,301	44.1%	-3.1%
YEAR TOTAL	**7,358,590**	**60.2%**	**-4.8%**	**15,262,898**	**99.0%**	**-14.0%**	**22,621,488**	**84.4%**	**-11.2%**

Monthly Terminal Passenger Distribution:

Scheduled / Non-Scheduled

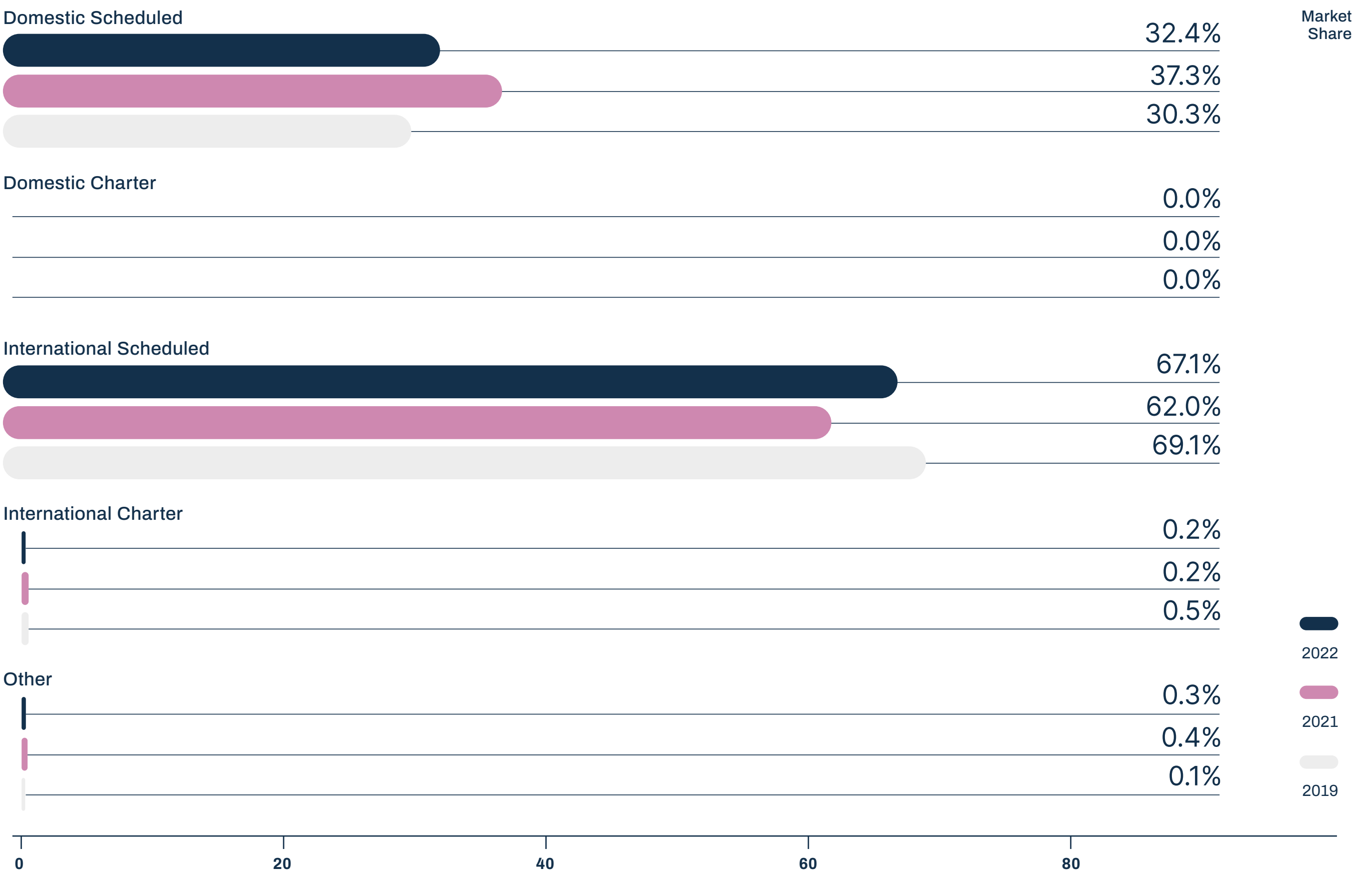
	COMMERCIAL											
	SCHEDULED			NON-SCHEDULED			OTHER COMMERCIAL			NON-COMMERCIAL		
	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019
JANUARY	761,362	236.6%	-44.8%	2,690	-4.3%	-40.1%	134	-	-26.0%	566	25.8%	2.0%
FEBRUARY	827,050	333.6%	-37.3%	2,600	-25.4%	-7.3%	38	5.6%	322.2%	537	24.6%	14.3%
MARCH	1,175,897	405.1%	-28.1%	4,085	16.5%	-21.3%	635	15,775.0%	15,775.0%	887	23.4%	4.2%
APRIL	1,669,130	437.1%	-15.2%	6,775	128.3%	-38.8%	718	209.5%	11,866.7%	1,036	84.0%	-10.6%
MAY	2,035,365	256.7%	-9.8%	6,212	75.7%	-63.6%	2,256	18,700.0%	561.6%	1,409	9.7%	51.2%
JUNE	2,416,744	123.5%	-6.5%	7,027	19.9%	-67.9%	742	1,354.9%	108.4%	1,822	-11.6%	54.3%
JULY	2,814,538	53.5%	-4.6%	7,248	-12.9%	-63.8%	1,022	4,343.5%	391.3%	3,662	42.7%	107.1%
AUGUST	2,835,196	35.8%	-5.7%	6,259	-34.2%	-75.0%	697	124.8%	3,385.0%	2,249	-20.0%	65.6%
SEPTEMBER	2,566,906	46.2%	-3.6%	6,481	-8.8%	-68.0%	1,895	31,483.3%	4,307.0%	1,752	0.8%	72.4%
OCTOBER	2,269,643	41.5%	-0.6%	7,718	31.7%	-23.0%	3,018	150,800.0%	150,800.0%	1,169	1.5%	44.9%
NOVEMBER	1,584,912	32.0%	-4.1%	3,393	-37.6%	-28.9%	6	-99.5%	-97.8%	706	-35.6%	72.2%
DECEMBER	1,566,727	43.9%	-3.2%	8,890	187.5%	4.5%	410	-76.5%	6.5%	1,274	23.9%	73.1%
YEAR TOTAL	**22,523,470**	**84.9%**	**-11.0%**	**69,378**	**12.8%**	**-54.1%**	**11,571**	**216.6%**	**532.3%**	**17,069**	**7.3%**	**51.8%**

Monthly Terminal Passenger Distribution:

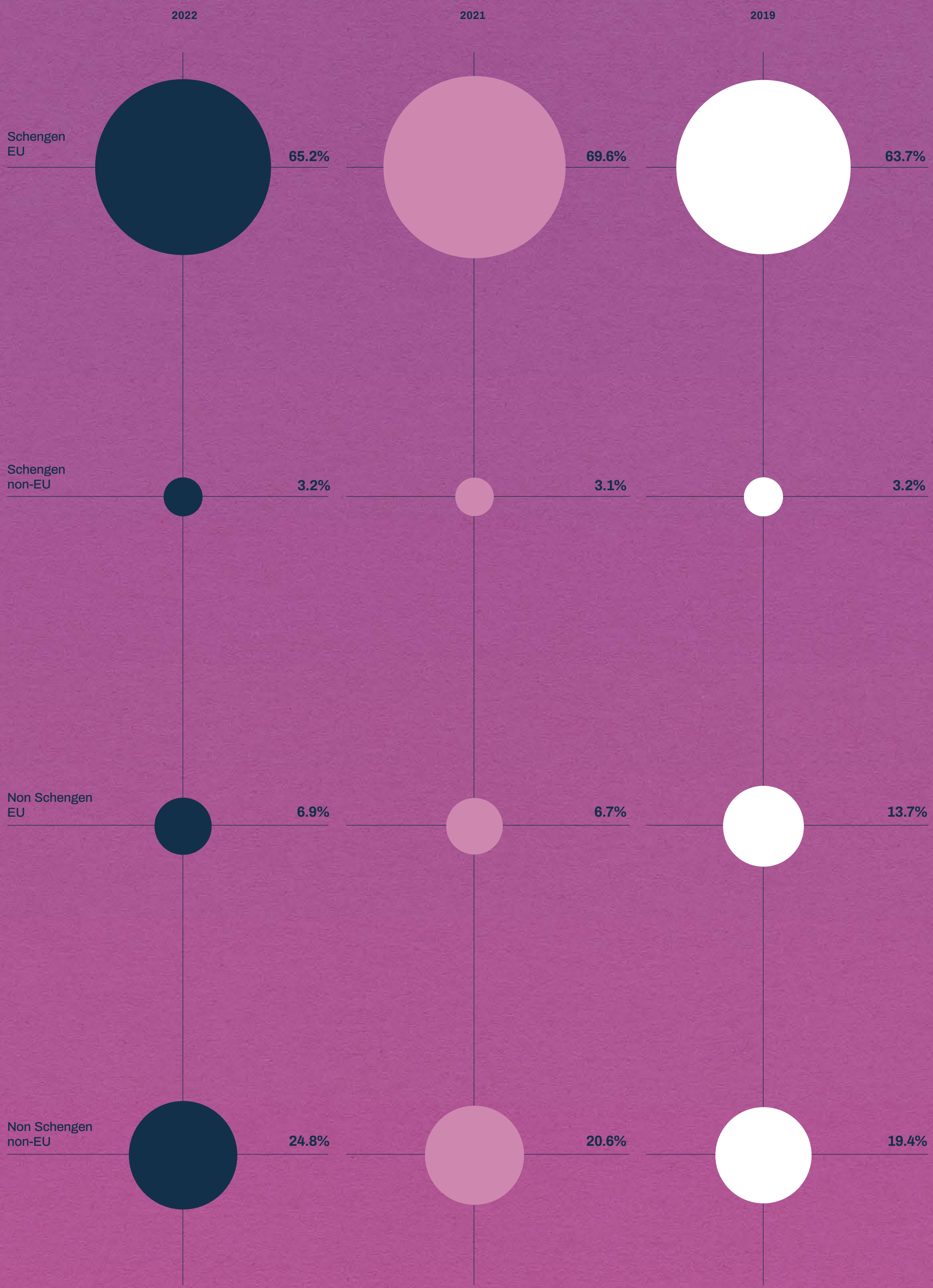
Schengen / Non Schengen

	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019
JANUARY	546,610	213.4%	-41.6%	218,142	296.1%	-51.4%	764,752	233.3%	-44.8%
FEBRUARY	604,340	300.4%	-33.3%	225,885	416.0%	-45.7%	830,225	326.4%	-37.2%
MARCH	840,707	363.0%	-25.8%	340,797	514.9%	-32.8%	1,181,504	398.5%	-28.0%
APRIL	1,178,680	397.6%	-12.3%	498,979	542.4%	-21.6%	1,677,659	433.4%	-15.3%
MAY	1,405,862	216.7%	-8.6%	639,380	386.2%	-13.1%	2,045,242	255.5%	-10.1%
JUNE	1,646,030	106.2%	-4.0%	780,305	168.0%	-12.6%	2,426,335	122.7%	-7.0%
JULY	1,912,414	42.5%	-2.9%	914,056	81.9%	-8.9%	2,826,470	53.2%	-4.9%
AUGUST	1,938,500	27.0%	-4.0%	905,901	57.6%	-10.6%	2,844,401	35.4%	-6.2%
SEPTEMBER	1,725,480	38.4%	-1.6%	851,554	64.4%	-8.5%	2,577,034	46.1%	-4.0%
OCTOBER	1,525,370	32.3%	-0.1%	756,178	65.1%	-1.6%	2,281,548	41.6%	-0.6%
NOVEMBER	1,074,319	23.5%	-3.0%	514,698	52.0%	-6.6%	1,589,017	31.5%	-4.2%
DECEMBER	1,067,756	34.2%	-1.6%	509,545	70.5%	-6.2%	1,577,301	44.1%	-3.1%
YEAR TOTAL	**15,466,068**	**73.4%**	**-9.2%**	**7,155,420**	**113.9%**	**-15.3%**	**22,621,488**	**84.4%**	**-11.2%**

Structure of Passenger Traffic



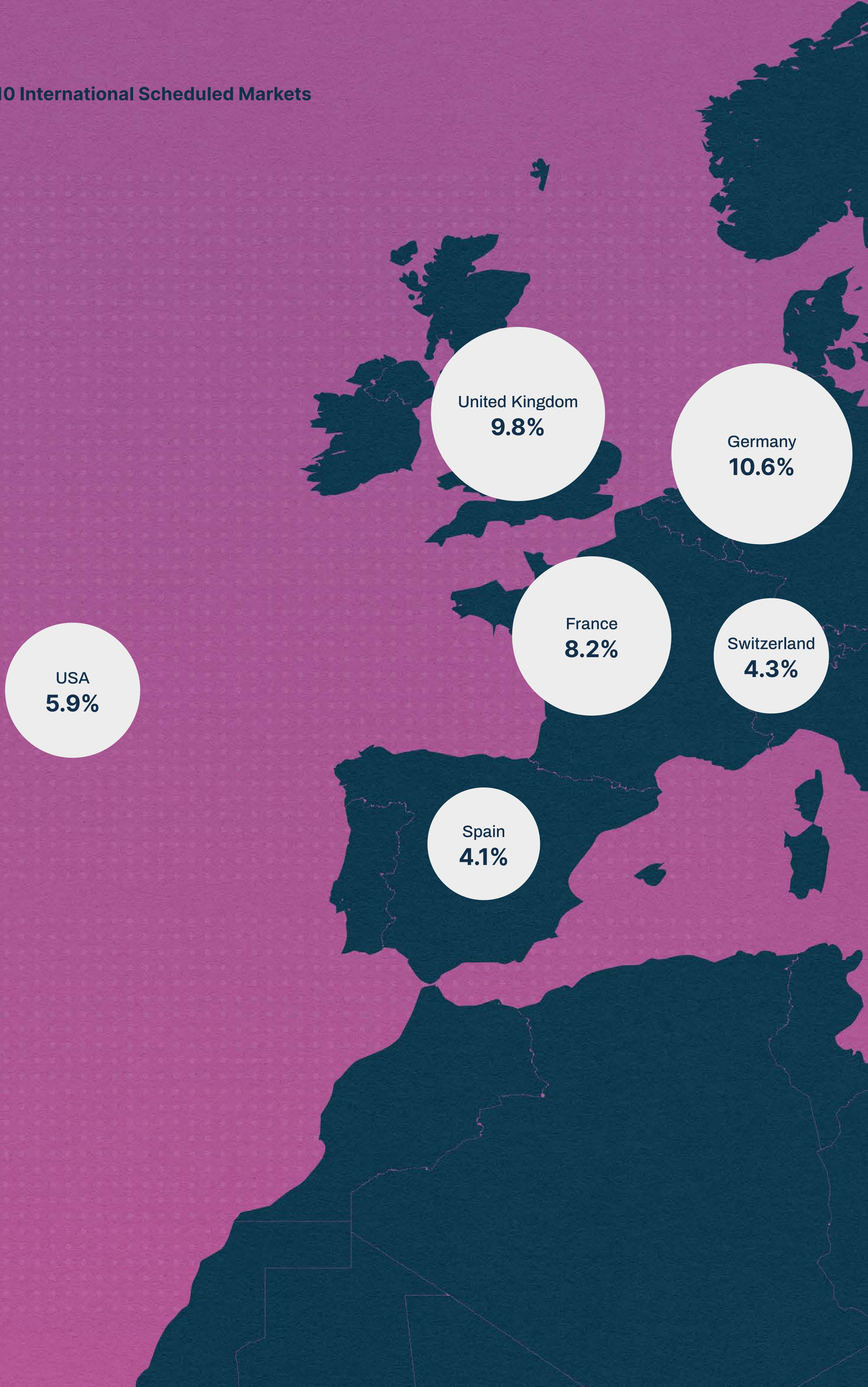
Schengen/EU Passenger Breakdown

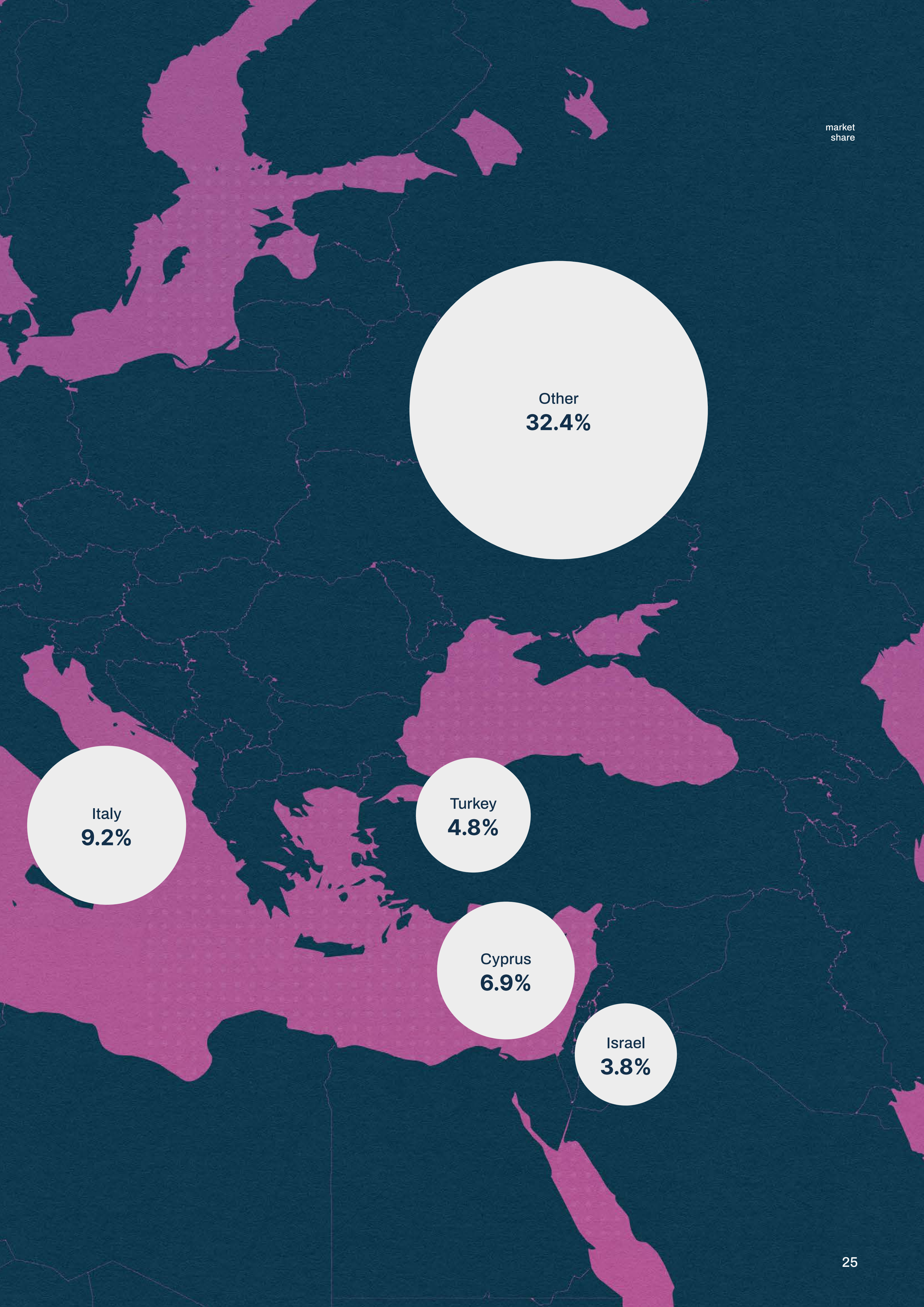


Ranking of International Destinations According to Passenger Traffic

Ranking	Country	Scheduled & Charter Passengers 2022	Market Share 2022	% 2022 / 2021	% 2022 / 2019
1	GERMANY	1,612,888	10.6%	64.2%	-15.2%
2	UNITED KINGDOM	1,496,360	9.8%	147.7%	-7.2%
3	ITALY	1,404,099	9.2%	143.3%	-19.8%
4	FRANCE	1,243,158	8.2%	73.2%	1.5%
5	CYPRUS	1,042,643	6.8%	88.0%	-5.8%
6	USA	889,539	5.8%	97.2%	51.7%
7	TURKEY	726,589	4.8%	189.3%	-20.6%
8	SWITZERLAND	658,237	4.3%	79.4%	-13.0%
9	SPAIN	622,070	4.1%	124.3%	-20.5%
10	ISRAEL	592,873	3.9%	194.0%	15.0%
11	NETHERLANDS	553,654	3.6%	56.9%	-10.3%
12	BELGIUM	394,860	2.6%	85.0%	0.6%
13	AUSTRIA	387,543	2.5%	57.8%	18.1%
14	CANADA	315,296	2.1%	264.1%	6.3%
15	UNITED ARAB EMIRATES	281,637	1.8%	124.8%	-35.8%
16	EGYPT	262,415	1.7%	117.3%	-13.0%
17	POLAND	246,279	1.6%	55.3%	-39.0%
18	ROMANIA	224,820	1.5%	62.6%	-35.3%
19	HUNGARY	198,270	1.3%	158.8%	-4.7%
20	DENMARK	195,114	1.3%	97.4%	-15.0%
21	QATAR	159,257	1.0%	97.2%	-52.9%
22	ALBANIA	127,984	0.8%	49.5%	3.5%
23	SERBIA	126,972	0.8%	103.1%	-21.8%
24	LEBANON	123,977	0.8%	106.7%	-23.9%
25	SWEDEN	113,905	0.7%	76.1%	-13.6%
26	BULGARIA	107,830	0.7%	66.1%	-54.2%
27	PORTUGAL	103,802	0.7%	246.0%	-14.9%
28	CZECH REPUBLIC	91,771	0.6%	201.8%	-15.9%
29	REPUBLIC OF IRELAND	89,743	0.6%	135.8%	-11.0%
30	GEORGIA	86,262	0.6%	210.1%	-2.9%
31	ARMENIA	80,415	0.5%	220.5%	111.5%
32	SINGAPORE	70,405	0.5%	3,080.0%	-22.4%
33	MALTA	68,784	0.5%	135.3%	8.1%
34	NORWAY	64,732	0.4%	313.7%	22.6%
35	CROATIA	60,928	0.4%	407.4%	-35.6%
36	SAUDI ARABIA	60,194	0.4%	189.7%	20.8%
37	JORDAN	53,924	0.4%	267.6%	-32.6%
38	LITHUANIA	52,638	0.3%	254.8%	31.2%
39	BAHRAIN	52,280	0.3%	115.1%	17.0%
40	LUXEMBOURG	43,399	0.3%	36.5%	94.2%
41	FINLAND	29,311	0.2%	149.9%	-61.6%
42	RUSSIAN FEDERATION	23,523	0.2%	-86.2%	-92.9%
43	LATVIA	21,172	0.1%	62.4%	4.7%
44	ETHIOPIA	19,132	0.1%	61.8%	2,172.2%
45	UKRAINE	9,906	0.1%	-86.3%	-94.3%
46	TUNISIA	9,745	0.1%	-	31.0%
47	MONTENEGRO	7,720	0.1%	33,465.2%	66.5%
48	ESTONIA	6,119	0.0%	-31.0%	-48.1%
49	REPUBLIC OF NORTH MACEDONIA	3,709	0.0%	58.0%	-49.9%
50	PEOPLE'S REPUBLIC OF CHINA	3,696	0.0%	-26.2%	-94.0%
51	SLOVAKIA	1,318	0.0%	480.6%	-96.7%
52	MOROCCO	788	0.0%	-	-98.9%
53	ALGERIA	536	0.0%	-	-16.0%
54	ICELAND	355	0.0%	-	-
55	AZERBAIJAN	250	0.0%	-45.1%	-
56	PAKISTAN	198	0.0%	-52.3%	-
57	BANGLADESH	86	0.0%	-	-
	GRAND TOTAL	**15,225,110**	**100.0%**	**99.5%**	**-14.1%**

Top 10 International Scheduled Markets




market
share
Other
32.4%
Italy
9.2%
Turkey
4.8%
Cyprus
6.9%
Israel
3.8%

Top 10 International Scheduled Markets

Top 10 International Scheduled Markets/Countries

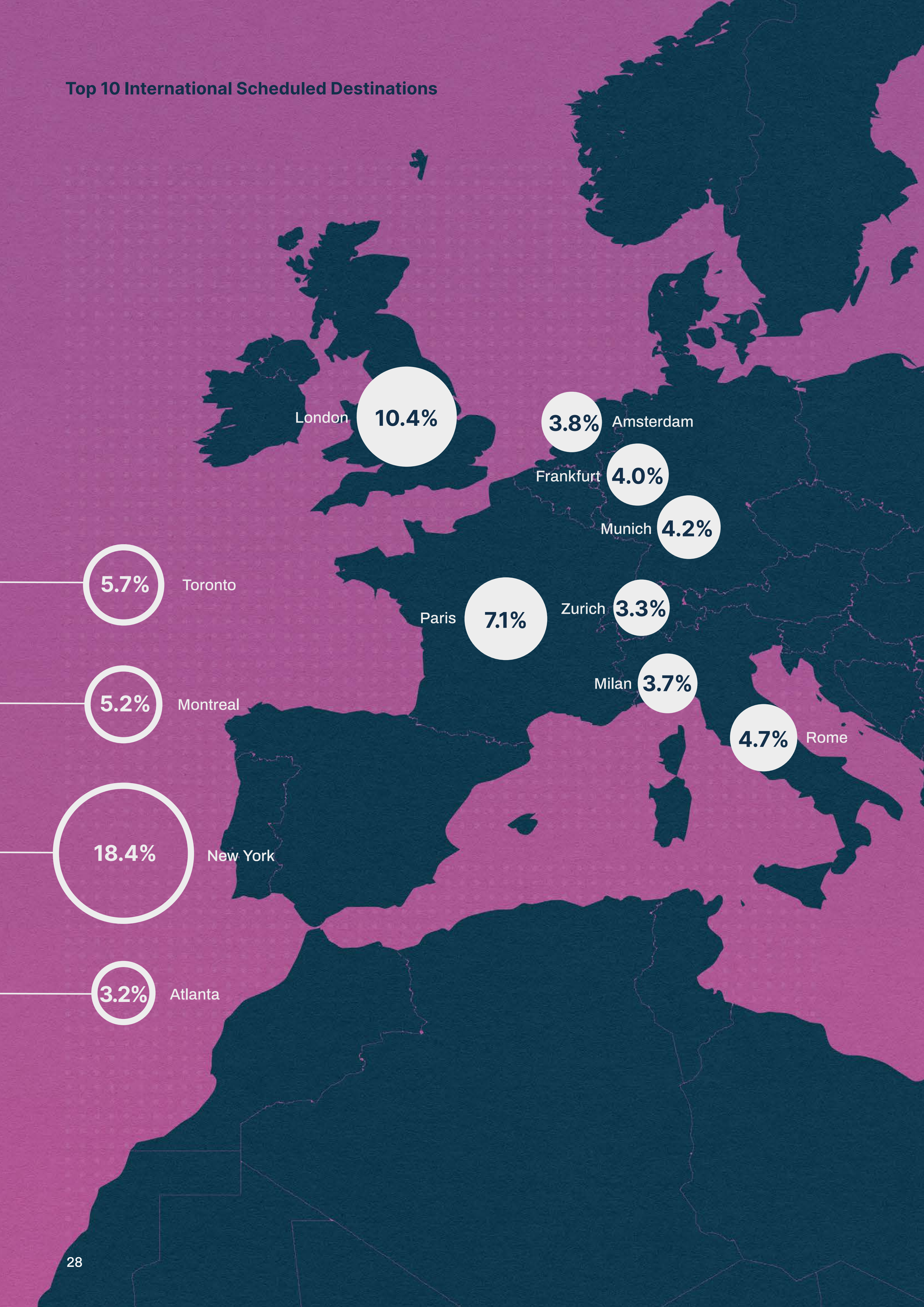
		SCHEDULED PASSENGERS	MARKET SHARE	VARIATION	
Ranking	Country	2022	2022	% 2022 / 2021	% 2022 / 2019
1	GERMANY	1,611,652	10.6%	64.5%	-15.2%
2	UNITED KINGDOM	1,496,007	9.8%	147.8%	-7.0%
3	ITALY	1,402,050	9.2%	143.1%	-19.5%
4	FRANCE	1,240,482	8.2%	74.2%	2.7%
5	CYPRUS	1,041,883	6.9%	88.0%	-5.9%
6	USA	889,539	5.9%	97.2%	51.7%
7	TURKEY	725,853	4.8%	190.1%	-20.6%
8	SWITZERLAND	658,045	4.3%	79.5%	-13.0%
9	SPAIN	620,848	4.1%	124.8%	-15.2%
10	ISRAEL	582,545	3.8%	192.2%	14.6%
	OTHER	4,921,283	32.4%	86.7%	-24.7%
	TOTAL	**15,190,187**	**100.0%**	**99.7%**	**-13.7%**

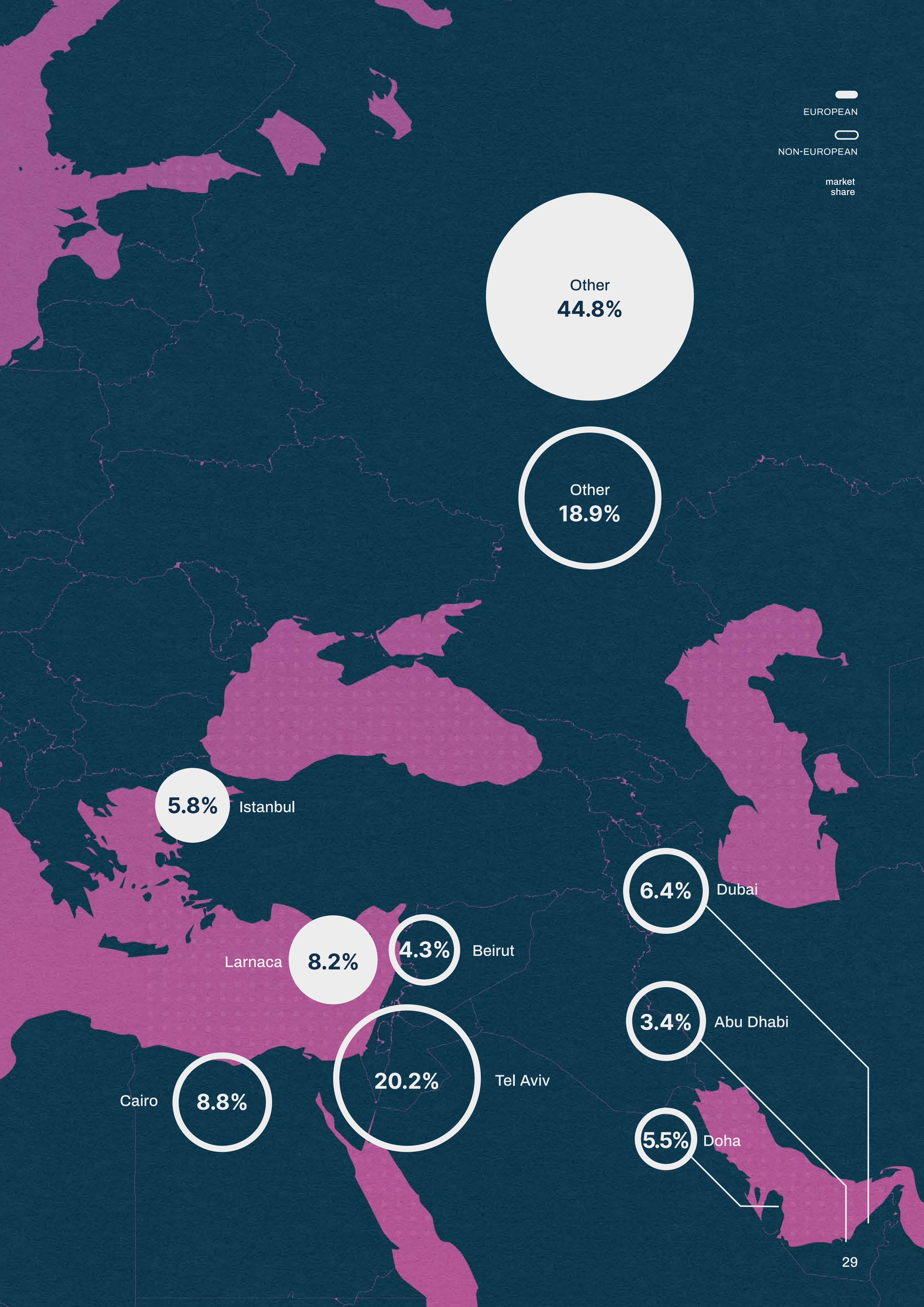
Top 10 International Charter Markets

Top 10 International Charter Markets/Countries

		CHARTER PASSENGERS	MARKET SHARE	VARIATION	
Ranking	Country	2022	2022	% 2022 / 2021	% 2022 / 2019
1	ISRAEL	10,328	29.6%	344.4%	38.0%
2	FRANCE	2,676	7.7%	-49.7%	-85.0%
3	ITALY	2,049	5.9%	794.8%	-78.5%
4	CZECH REPUBLIC	2,043	5.9%		-32.6%
5	SERBIA	1,648	4.7%	272.0%	-43.9%
6	AUSTRIA	1,631	4.7%	204.9%	-63.1%
7	HUNGARY	1,332	3.8%		-5.0%
8	SLOVAKIA	1,318	3.8%	480.6%	-29.7%
9	FINLAND	1,245	3.6%	69.6%	6.3%
10	GERMANY	1,236	3.5%	-49.2%	-8.4%
	OTHER	9,417	27.0%	-32.7%	-87.6%
	TOTAL	**34,923**	**100.0%**	**33.1%**	**-72.5%**

Top 10 International Scheduled Destinations




EUROPEAN
NON-EUROPEAN
market
share
Other
44.8%
Other
18.9%
5.8%
Istanbul
6.4%
Dubai
Larnaca
8.2%
4.3%
Beirut
3.4%
Abu Dhabi
20.2%
Tel Aviv
Cairo
8.8%
5.5%
Doha

Top 10 European International Scheduled Destinations

Top 10 European International Scheduled Destinations

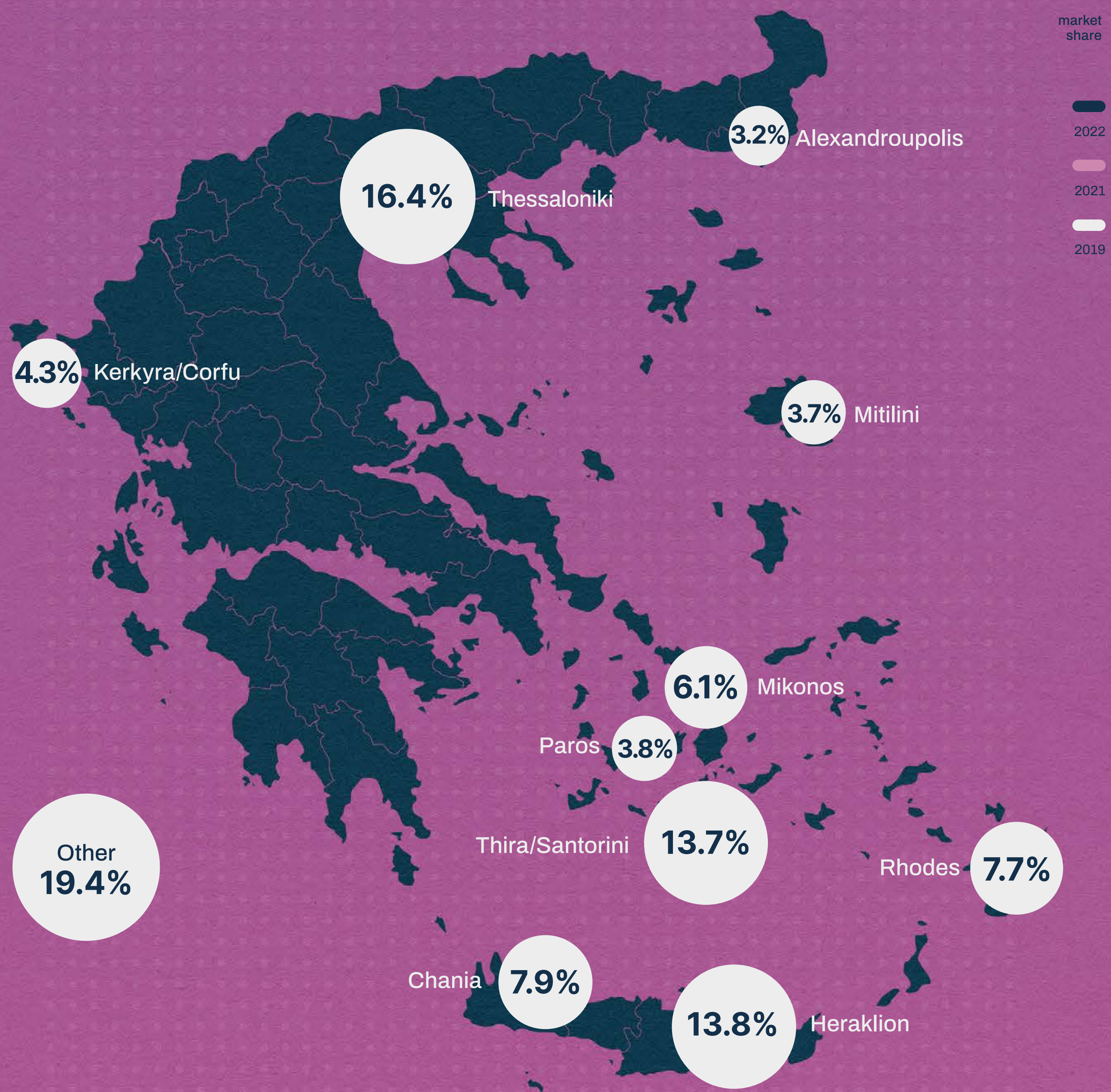
		SCHEDULED PASSENGERS	MARKET SHARE		VARIATION
Ranking	**City**	**2022**	**2022**	**% 2022 / 2021**	**% 2022 / 2019**
1	LONDON	1,277,281	10.4%	132.6%	-8.8%
2	LARNACA	1,013,784	8.2%	83.1%	-8.2%
3	PARIS	876,657	7.1%	73.2%	-1.6%
4	ISTANBUL	710,757	5.8%	186.6%	-20.1%
5	ROME	582,104	4.7%	152.5%	-29.2%
6	MUNICH	517,847	4.2%	96.2%	-0.7%
7	FRANKFURT	491,409	4.0%	50.0%	-20.4%
8	AMSTERDAM	466,845	3.8%	45.7%	-6.3%
9	MILAN	460,559	3.7%	105.4%	-3.9%
10	ZURICH	401,000	3.3%	79.2%	-19.3%
	OTHER	5,507,874	44.8%	86.3%	-19.2%
	TOTAL	**12,306,117**	**100.0%**	**92.2%**	**-15.4%**

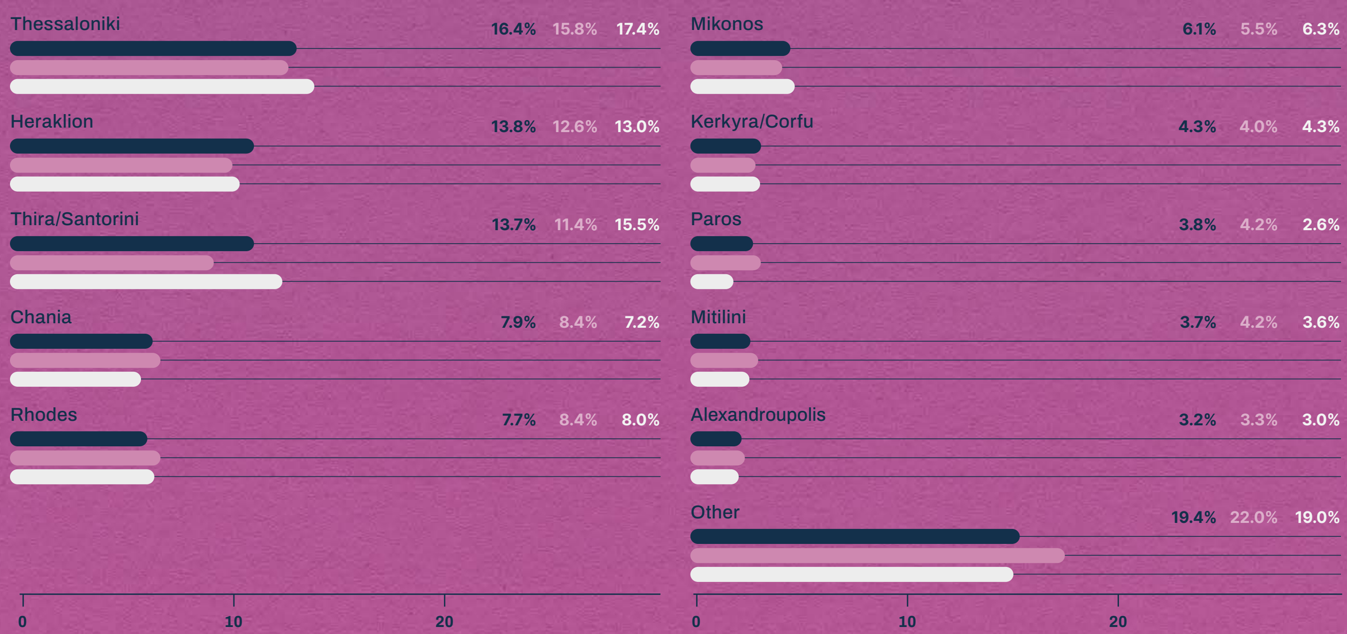
Top 10 Non-European International Scheduled Destinations

Top 10 non-European International Scheduled Destinations

		SCHEDULED PASSENGERS	MARKET SHARE	VARIATION	
Ranking	City	2022	2022	% 2022 / 2021	% 2022 / 2019
1	TEL AVIV	582,545	20.2%	192.8%	14.6%
2	NEW YORK	530,276	18.4%	87.7%	17.8%
3	CAIRO	254,889	8.8%	116.6%	-11.6%
4	DUBAI	183,275	6.4%	91.9%	-36.1%
5	TORONTO	164,336	5.7%	241.4%	3.8%
6	DOHA	159,186	5.5%	97.1%	-52.9%
7	MONTREAL	150,960	5.2%	292.5%	9.5%
8	BEIRUT	123,977	4.3%	106.7%	-23.9%
9	ABU DHABI	98,232	3.4%	229.8%	-35.5%
10	ATLANTA	90,948	3.2%	74.9%	
	OTHER	545,446	18.9%	174.8%	-4.9%
	TOTAL	**2,884,070**	**100.0%**	**139.9%**	**-5.6%**

Top 10 Domestic Destinations

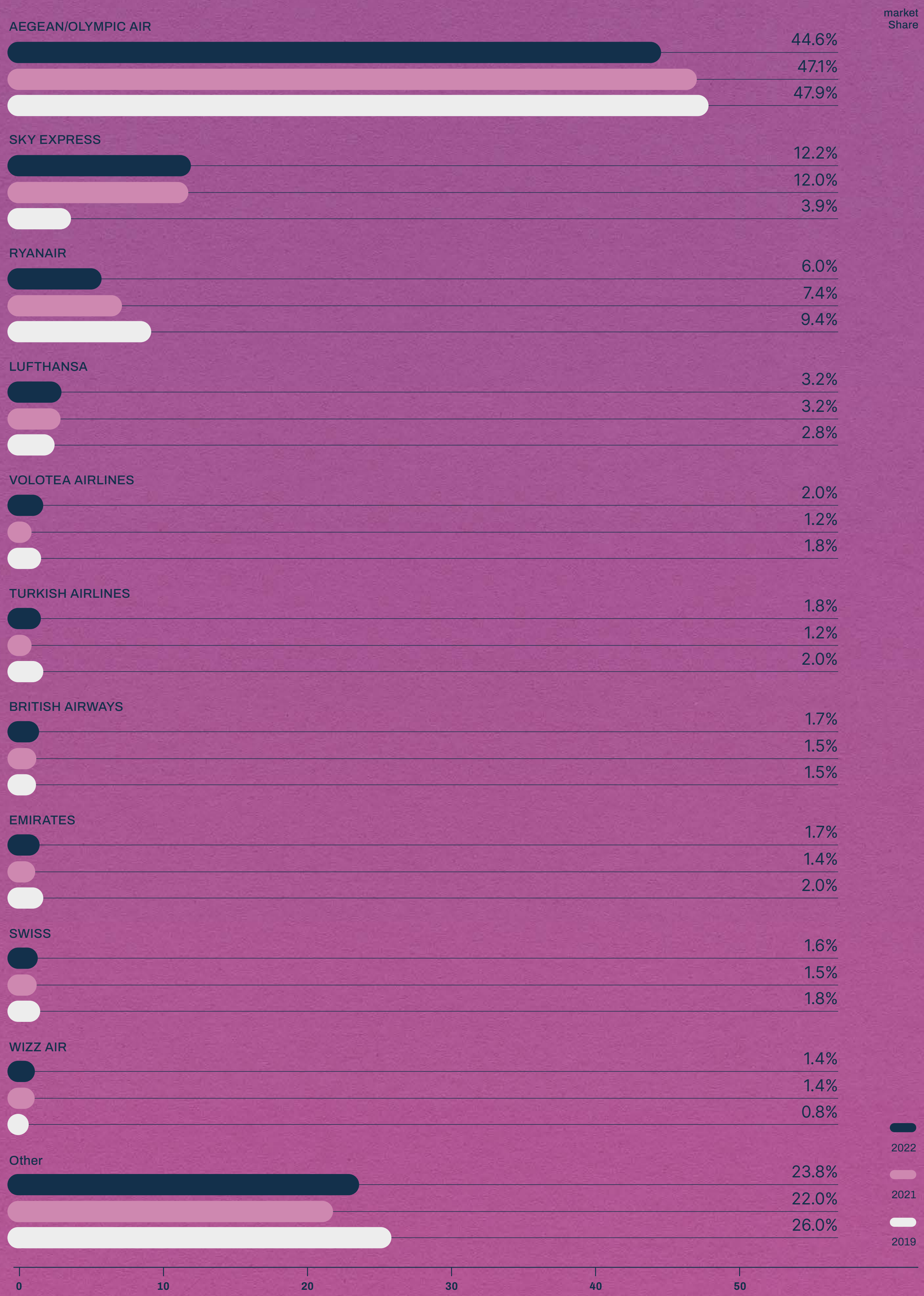




Ranking of Domestic Destinations According to Passenger Traffic

Ranking	City	Scheduled & Charter Passengers 2022	Market Share 2022	% 2022 / 2021	% 2022 / 2019
1	THESSALONIKI	1,204,852	16.4%	66.5%	-10.6%
2	HERAKLION	1,009,945	13.8%	74.7%	0.8%
3	THIRA/SANTORINI	1,003,572	13.7%	91.5%	-16.1%
4	CHANIA	578,450	7.9%	50.3%	3.7%
5	RHODES	567,419	7.7%	46.8%	-8.0%
6	MIKONOS	450,016	6.1%	77.3%	-7.9%
7	KERKYRA/CORFU	313,429	4.3%	68.9%	-4.9%
8	PAROS	277,162	3.8%	44.6%	37.3%
9	MITILINI	271,895	3.7%	41.5%	-3.3%
10	ALEXANDROUPOLIS	237,726	3.2%	55.0%	0.9%
11	KOS	235,086	3.2%	52.2%	-5.4%
12	CHIOS	205,656	2.8%	45.5%	5.9%
13	SAMOS	136,432	1.9%	31.7%	-2.8%
14	NAXOS	123,410	1.7%	35.7%	19.1%
15	MILOS	85,921	1.2%	33.6%	10.0%
16	KEFALLONIA	84,494	1.2%	57.5%	-3.4%
17	ZAKINTHOS	75,451	1.0%	56.8%	-15.5%
18	IOANNINA	71,664	1.0%	47.8%	-31.1%
19	LIMNOS	68,482	0.9%	27.1%	-5.5%
20	KARPATHOS	60,398	0.8%	30.6%	13.2%
21	SKIATHOS	49,534	0.7%	44.0%	-1.8%
22	IKARIA	47,792	0.7%	36.9%	18.1%
23	KAVALA	43,181	0.6%	34.5%	-35.3%
24	KITHIRA	34,140	0.5%	43.7%	0.3%
25	ASTYPALEA	20,304	0.3%	41.4%	44.5%
26	SITIA	19,940	0.3%	31.3%	-8.6%
27	LEROS	17,385	0.2%	13.5%	-23.6%
28	SYROS	15,878	0.2%	51.8%	24.5%
29	KALIMNOS	12,646	0.2%	46.9%	41.6%
30	SKIROS	10,437	0.1%	16.2%	3.6%
31	KASTORIA	3,486	0.0%	47.3%	21.9%
32	KOZANI	3,107	0.0%	7.9%	-34.5%
33	AKTIO/PREVEZA	104	0.0%	1,980.0%	-98.3%
34	VOLOS	100	0.0%	-48.5%	-
35	KASTELORIZO	20	0.0%	-	-
	GRAND TOTAL	**7,339,514**	**100.0%**	**60.2%**	**-5.0%**

Top 10 Airlines According to Total Passenger Traffic



Airline Awards 2022

Category	Region	Winner	Highly Commended
FASTEST RECOVERED AIRLINE BY REGION	DOMESTIC	SKY EXPRESS	AEGEAN
	WESTERN EUROPE	VOLOTEA	WIZZAIR
	EASTERN EUROPE	TAROM	WIZZAIR
	MIDDLE EAST	GULF AIR	EL AL
	AFRICA	EGYPT AIR	AEGEAN
	ASIA	SCOOT	AIR CHINA
	AMERICA	EMIRATES	
OVERALL TRAFFIC PERFORMANCE - VOLUME	OVERALL	AEGEAN	
OVERALL TRAFFIC PERFORMANCE - GROWTH	OVERALL	SKY EXPRESS	
FASTEST RECOVERED AIRLINE BY REGION - SEASONAL	EUROPE	BRUSSELS AIRLINES	AIR BALTIC
	AMERICA	DELTA AIRLINES	AIR CANADA

Peak and Average Daily Passenger Traffic

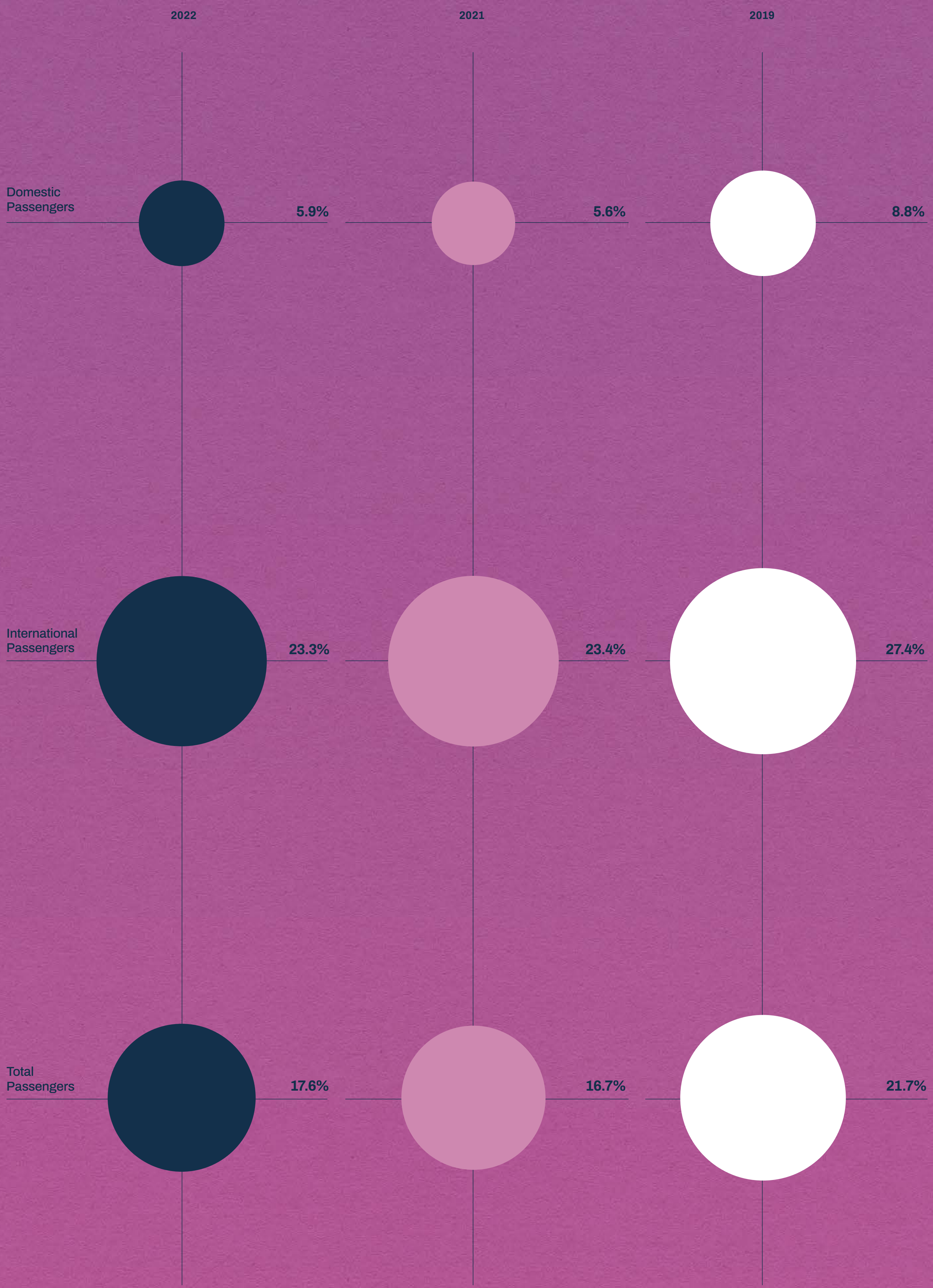
	Ranking	Day	Date	Terminal Passengers
10 BUSIEST DAYS	1	SUNDAY	31/07/2022	98.704
	2	SUNDAY	24/07/2022	97.285
	3	SUNDAY	07/08/2022	96.933
	4	MONDAY	01/08/2022	96.665
	5	FRIDAY	12/08/2022	96.608
	6	FRIDAY	29/07/2022	96.068
	7	FRIDAY	15/07/2022	95.639
	8	SUNDAY	14/08/2022	95.559
	9	SATURDAY	30/07/2022	95.200
	10	SUNDAY	17/07/2022	95.192
30TH BUSIEST DAY	30	WEDNESDAY	17/08/2022	91.900
AVERAGE DAY		WEDNESDAY	20/04/2022	61.986

Average Day = Day with passenger traffic closest to the average (22,621,488/365=61,807)

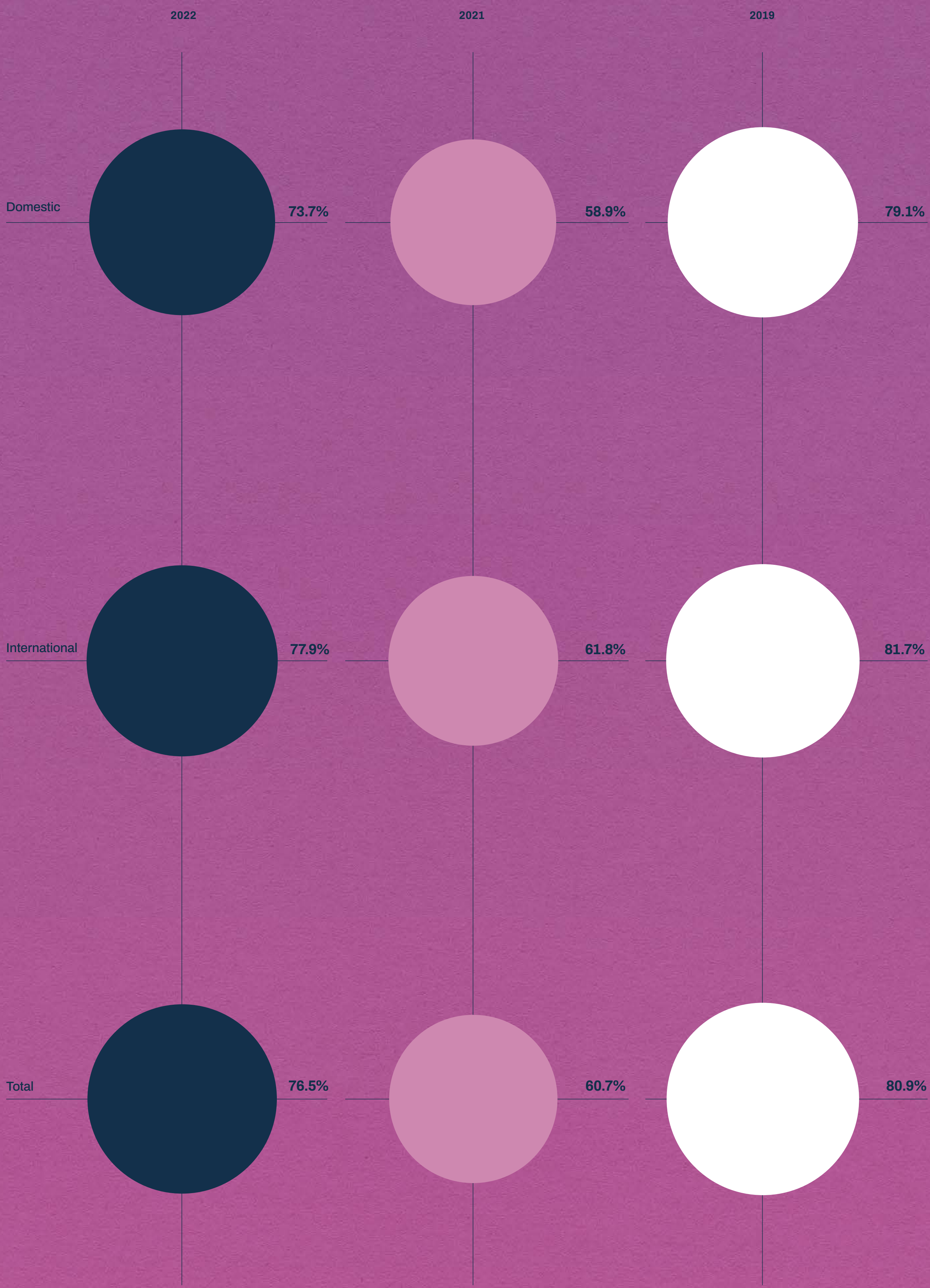
Daily Passenger Peaks

Busiest Days		Day	Date	Terminal Passengers
DOMESTIC	ARRIVALS	SUNDAY	21/08/2022	16,894
	DEPARTURES	FRIDAY	12/08/2022	16,449
	TOTAL	**FRIDAY**	**12/08/2022**	**31,876**
INTERNATIONAL	ARRIVALS	FRIDAY	08/07/2022	34,388
	DEPARTURES	SUNDAY	14/08/2022	34,722
	TOTAL	**SUNDAY**	**31/07/2022**	**67,407**
TOTAL	ARRIVALS	FRIDAY	08/07/2022	49,438
	DEPARTURES	SUNDAY	31/07/2022	49,665
	TOTAL	**SUNDAY**	**31/07/2022**	**98,704**

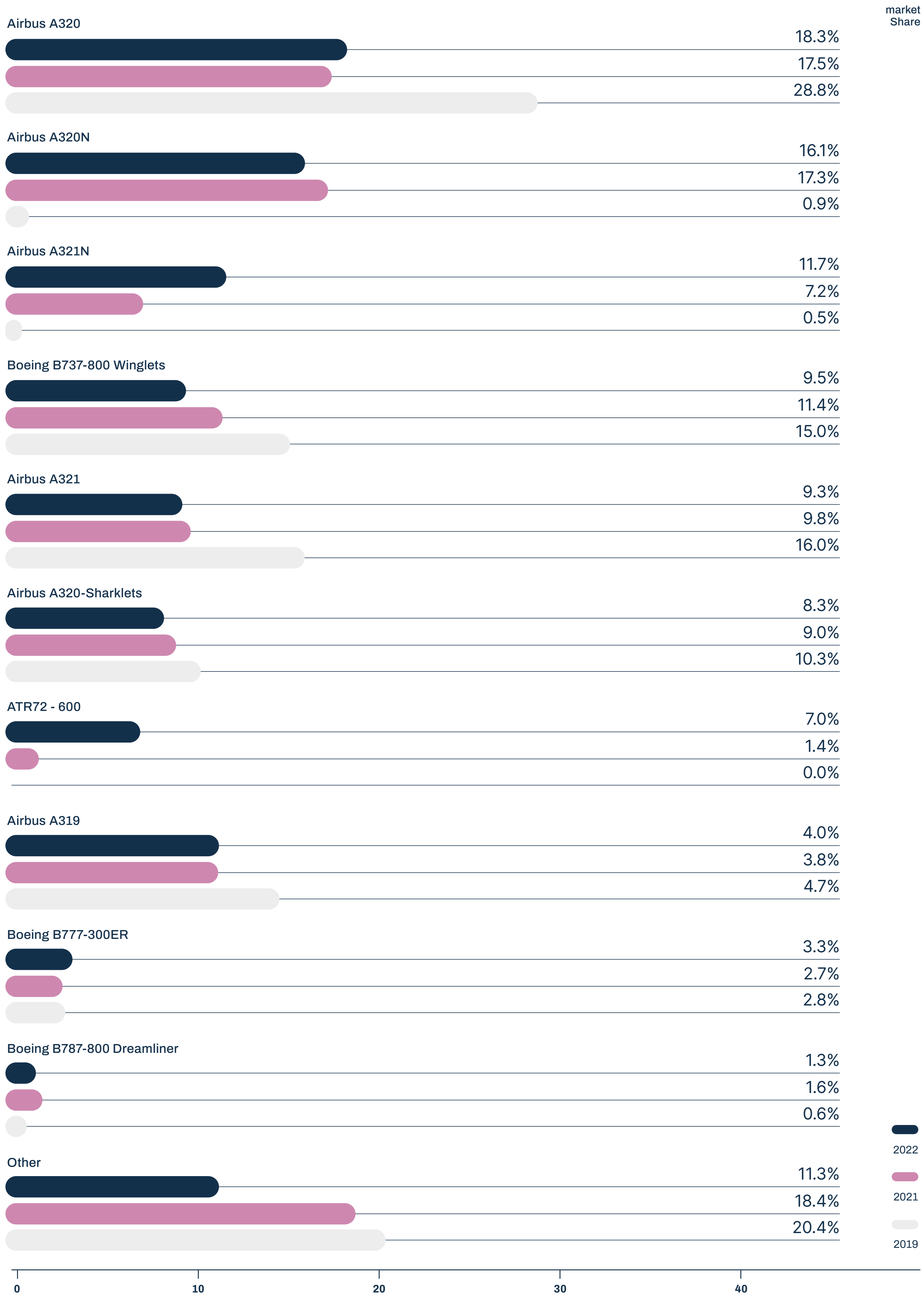
Low-cost carriers' share in passenger traffic



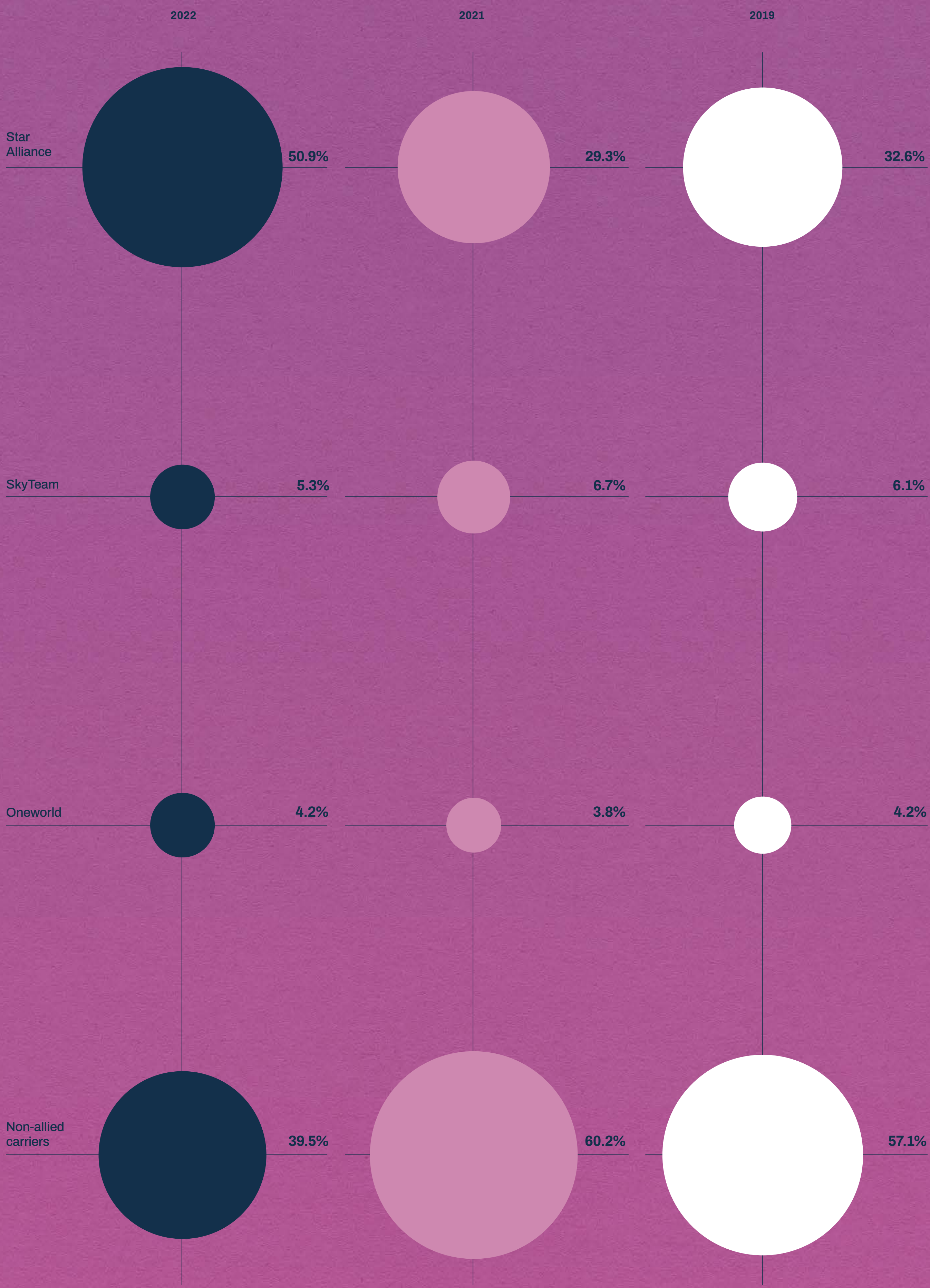
Load Factors of Non-Stop Flights / Annual Development 2019-2022



Top 10 Aircraft Types According to Passenger Traffic



Alliances' Market Share in Total Passenger Traffic



3

COUNTING *airplanes*

In 2022, aircraft movements stood at 213 thousand, only 5.4% below 2019

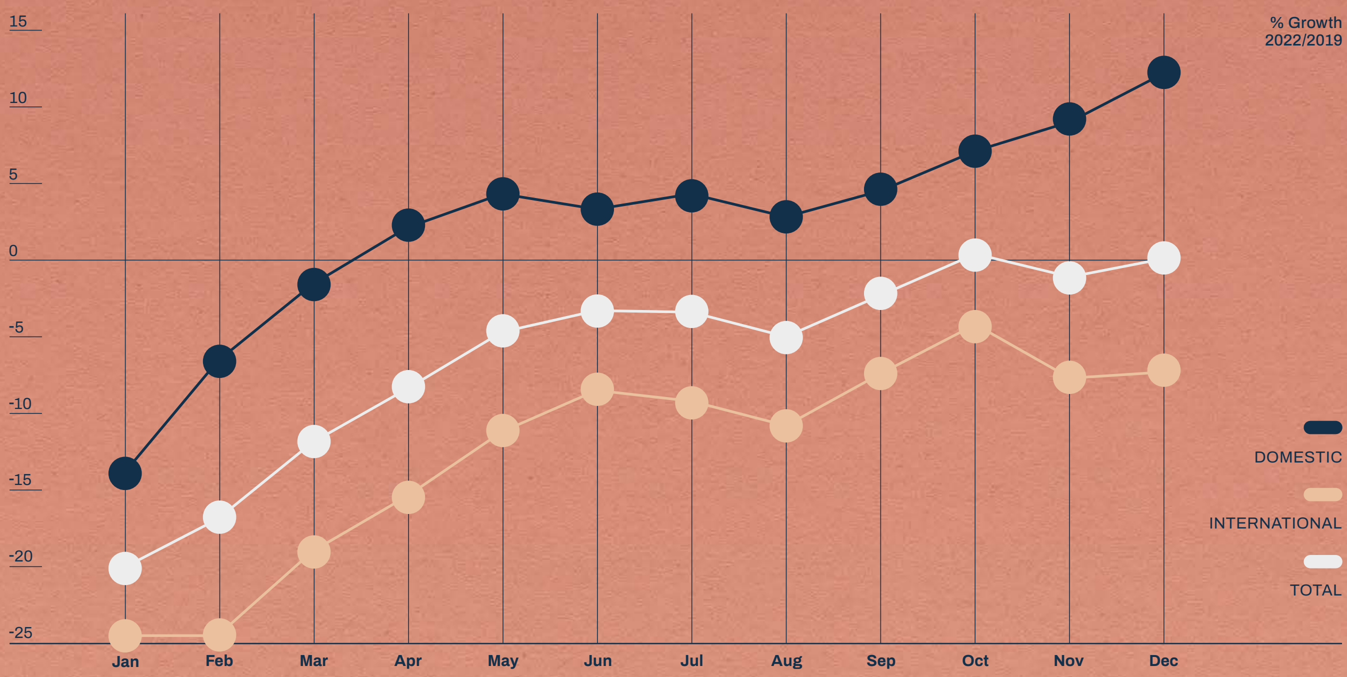
Overall, for 2022, Athens International Airport's number of flights amounted to 213 thousand, an increase of 34.2% vs. 2021 but lower by 5.4% vs. 2019. Analytically, both domestic and international flights exceeded the 2021 levels by 30.9% and 37.1%, respectively. Domestic operations also exceeded the 2019 levels by 2.9%, while international services were below the 2019 levels by 11.4%.

Domestic flights recovered faster than international ones, largely due to the enhanced offer of services by Sky Express. Following a first quarter with a low number of flights, with the start of the summer period, domestic flights exceeded the 2019 levels, while international operations were also gradually reinstated as travel restrictions were eased but remained below the 2019 numbers throughout the year.

The way international regions' market shares developed in 2022 largely reflected the heterogeneous traffic evolution between different markets. Western Europe was traditionally the most served region with 71.7%, followed by Eastern Europe with 11.7%, which however was significantly impacted by the war between Russia and Ukraine and subsequent flight bans (15.4% in 2019). In third place, the Middle East accounted for almost 10% of the Airport's international flights, with America increasing its share to 4.2% (from 2.8% in 2019). Africa and Asia Pacific were the less frequently served regions, with 2.4% and 0.5%, respectively.

Airlines' fleet modernisation was reflected in the most used aircraft types on flights to and from Athens in 2022. Although the A320 holds the top position with 14.6%, the ATR72-600 and the Airbus 320 Neo follow suit with 14% and 13%, respectively. The busiest day of 2022 in terms of aircraft movements proved to be Friday, July 15th with 898 flights; it was also the peak day for international flights. The day with the highest number of domestic flights was Friday, July 29th.

Monthly A/C Movements Development 2022/2019



Monthly Distribution of A/C Movements:

Arrivals / Departures

	ARRIVALS			DEPARTURES			TOTAL		
	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019
JANUARY	5,458	89.0%	-20.0%	5,466	88.4%	-19.9%	10,924	88.7%	-20.0%
FEBRUARY	5,079	100.4%	-16.8%	5,077	100.5%	-16.8%	10,156	100.4%	-16.8%
MARCH	6,334	107.3%	-11.6%	6,328	107.7%	-11.9%	12,662	107.5%	-11.8%
APRIL	8,031	123.3%	-8.3%	8,034	124.1%	-8.2%	16,065	123.7%	-8.3%
MAY	9,529	89.8%	-4.8%	9,532	90.0%	-4.5%	19,061	89.9%	-4.6%
JUNE	11,269	40.1%	-3.1%	11,262	40.1%	-3.2%	22,531	40.1%	-3.2%
JULY	12,901	16.5%	-3.3%	12,915	16.5%	-3.3%	25,816	16.5%	-3.3%
AUGUST	12,664	9.0%	-5.0%	12,669	9.1%	-4.9%	25,333	9.1%	-4.9%
SEPTEMBER	11,149	16.6%	-2.1%	11,137	16.4%	-2.3%	22,286	16.5%	-2.2%
OCTOBER	9,830	15.5%	0.5%	9,834	15.5%	0.5%	19,664	15.5%	0.5%
NOVEMBER	7,129	5.2%	-1.1%	7,146	5.4%	-0.9%	14,275	5.3%	-1.0%
DECEMBER	7,292	7.3%	0.2%	7,286	7.3%	0.3%	14,578	7.3%	0.2%
YEAR TOTAL	**106,665**	**34.2%**	**-5.5%**	**106,686**	**34.2%**	**-5.4%**	**213,351**	**34.2%**	**-5.4%**

Domestic / International

	DOMESTIC			INTERNATIONAL			TOTAL		
	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019
JANUARY	4,990	53.6%	-13.9%	5,934	133.4%	-24.4%	10,924	88.7%	-20.0%
FEBRUARY	4,862	67.6%	-6.5%	5,294	144.4%	-24.4%	10,156	100.4%	-16.8%
MARCH	5,782	77.0%	-1.5%	6,880	142.6%	-18.9%	12,662	107.5%	-11.8%
APRIL	7,214	77.2%	2.2%	8,851	184.6%	-15.3%	16,065	123.7%	-8.3%
MAY	8,708	62.3%	4.4%	10,353	121.7%	-11.1%	19,061	89.9%	-4.6%
JUNE	10,580	33.7%	3.4%	11,951	46.3%	-8.4%	22,531	40.1%	-3.2%
JULY	11,924	21.5%	4.4%	13,892	12.5%	-9.1%	25,816	16.5%	-3.3%
AUGUST	11,678	19.0%	2.9%	13,655	1.8%	-10.7%	25,333	9.1%	-4.9%
SEPTEMBER	10,214	23.0%	4.6%	12,072	11.5%	-7.3%	22,286	16.5%	-2.2%
OCTOBER	8,484	18.0%	7.2%	11,180	13.7%	-4.1%	19,664	15.5%	0.5%
NOVEMBER	6,231	1.8%	9.1%	8,044	8.2%	-7.6%	14,275	5.3%	-1.0%
DECEMBER	6,225	3.9%	12.3%	8,353	9.9%	-7.2%	14,578	7.3%	0.2%
YEAR TOTAL	**96,892**	**30.9%**	**2.9%**	**116,459**	**37.1%**	**-11.4%**	**213,351**	**34.2%**	**-5.4%**

Monthly Distribution of A/C Movements:

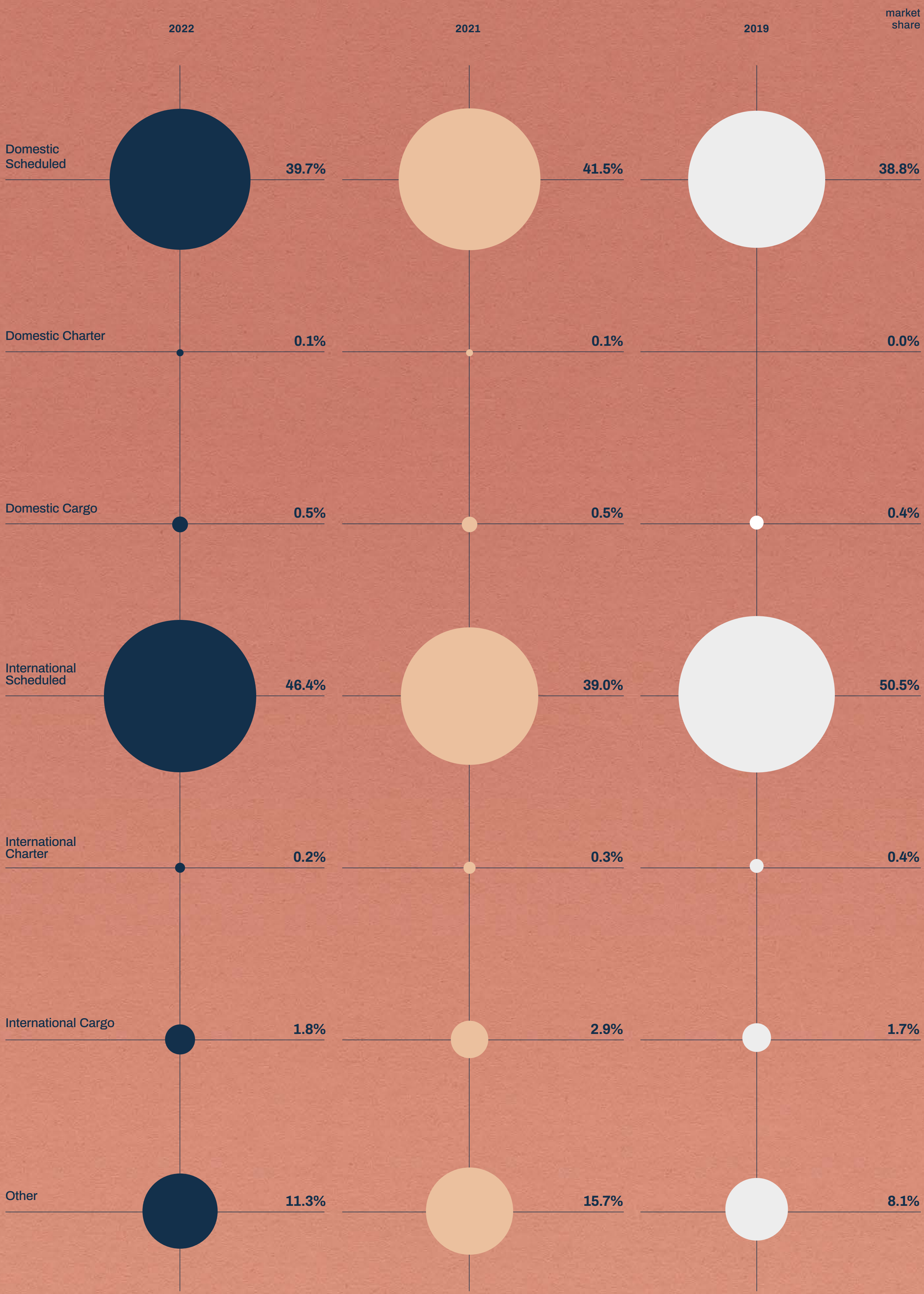
by Flight Type

	COMMERCIAL					NON-COMMERCIAL	GRAND TOTAL
	Scheduled Passengers	Charter Passengers	Scheduled Cargo	Charter Cargo	Other		
JANUARY	9,657	26	368	25	489	359	**10,924**
FEBRUARY	8,772	29	377	36	514	428	**10,156**
MARCH	10,963	44	420	15	681	539	**12,662**
APRIL	14,066	57	366	33	881	662	**16,065**
MAY	16,638	38	409	20	1,223	733	**19,061**
JUNE	18,853	35	408	16	2,179	1,040	**22,531**
JULY	21,127	20	387	36	2,841	1,405	**25,816**
AUGUST	21,302	21	414	11	2,370	1,215	**25,333**
SEPTEMBER	19,276	39	399	21	1,644	907	**22,286**
OCTOBER	17,249	70	379	20	1,175	771	**19,664**
NOVEMBER	12,691	29	406	34	594	521	**14,275**
DECEMBER	13,029	76	389	50	552	482	**14,578**
YEAR TOTAL	**183,623**	**484**	**4,722**	**317**	**15,143**	**9,062**	**213,351**

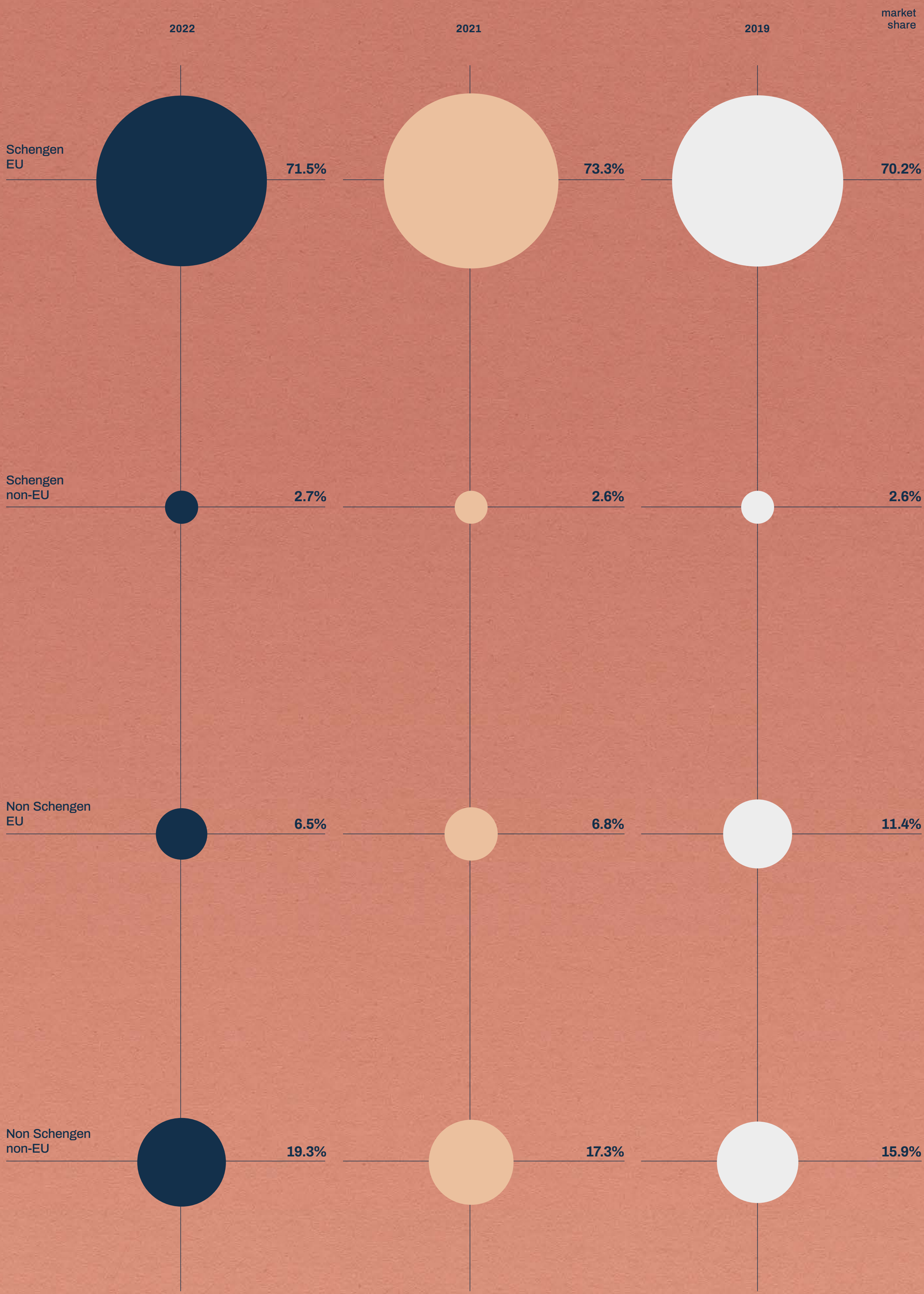
Schengen / Non Schengen

	SCHENGEN			NON SCHENGEN			TOTAL		
	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019	2022	% 2022 / 2021	% 2022 / 2019
JANUARY	7,923	73.3%	-18.5%	3,001	146.2%	-23.5%	10,924	88.7%	-20.0%
FEBRUARY	7,574	92.0%	-12.7%	2,582	129.9%	-26.9%	10,156	100.4%	-16.8%
MARCH	9,462	104.3%	-8.0%	3,200	117.5%	-21.3%	12,662	107.5%	-11.8%
APRIL	11,957	115.6%	-6.3%	4,108	151.3%	-13.5%	16,065	123.7%	-8.3%
MAY	14,171	82.8%	-3.8%	4,890	113.9%	-7.0%	19,061	89.9%	-4.6%
JUNE	16,986	37.1%	-1.1%	5,545	50.0%	-9.1%	22,531	40.1%	-3.2%
JULY	19,590	14.3%	-1.4%	6,226	23.9%	-8.9%	25,816	16.5%	-3.3%
AUGUST	19,191	7.4%	-3.6%	6,142	14.8%	-8.8%	25,333	9.1%	-4.9%
SEPTEMBER	16,657	16.6%	0.1%	5,629	16.1%	-8.4%	22,286	16.5%	-2.2%
OCTOBER	14,342	14.7%	1.9%	5,322	17.8%	-3.2%	19,664	15.5%	0.5%
NOVEMBER	10,223	1.8%	0.8%	4,052	15.3%	-5.3%	14,275	5.3%	-1.0%
DECEMBER	10,336	4.1%	2.3%	4,242	15.9%	-4.5%	14,578	7.3%	0.2%
YEAR TOTAL	**158,412**	**31.3%**	**-3.5%**	**54,939**	**43.3%**	**-10.7%**	**213,351**	**34.2%**	**-5.4%**

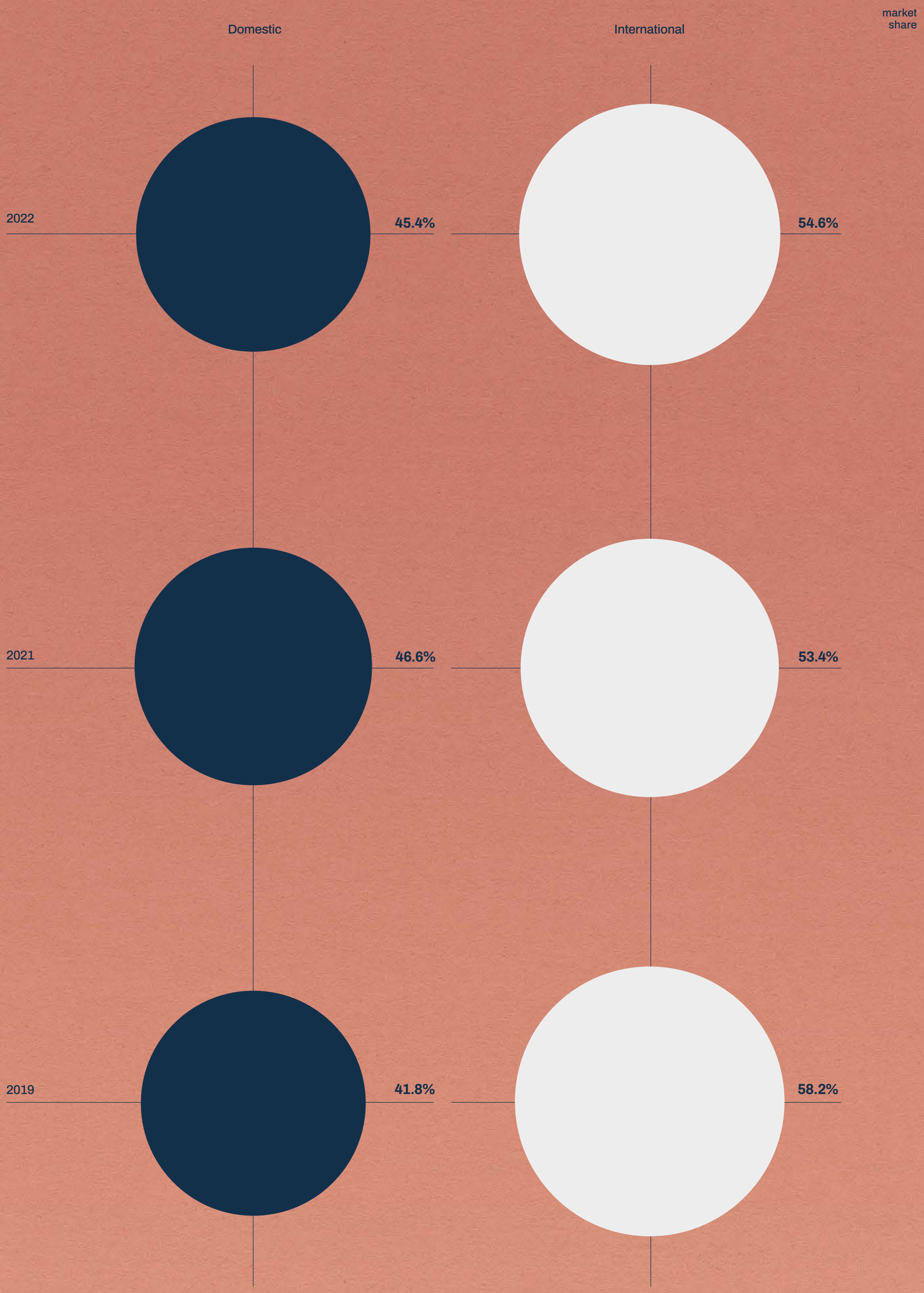
Structure of A/C Movements Traffic



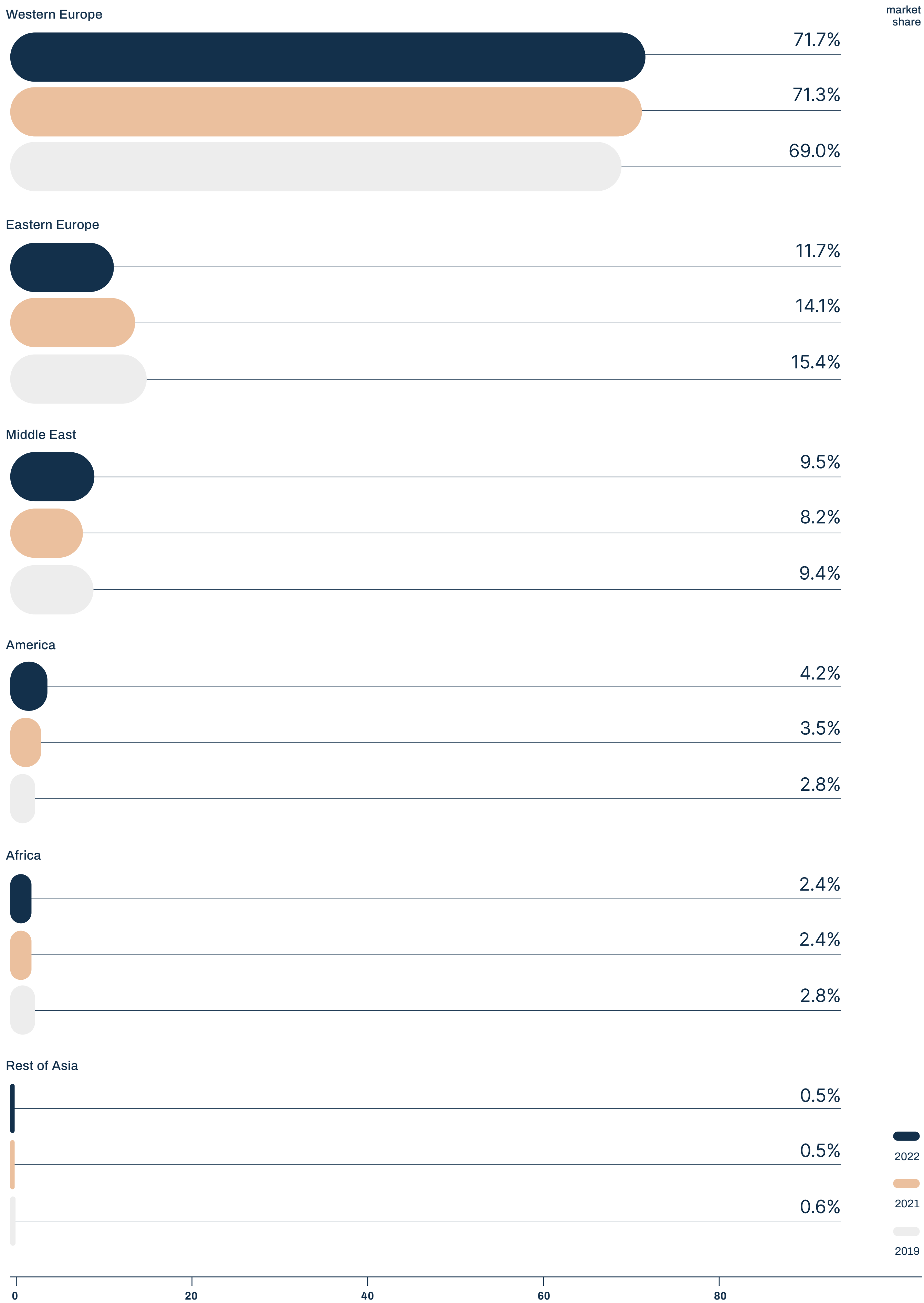
A/C Movements Breakdown Schengen/EU



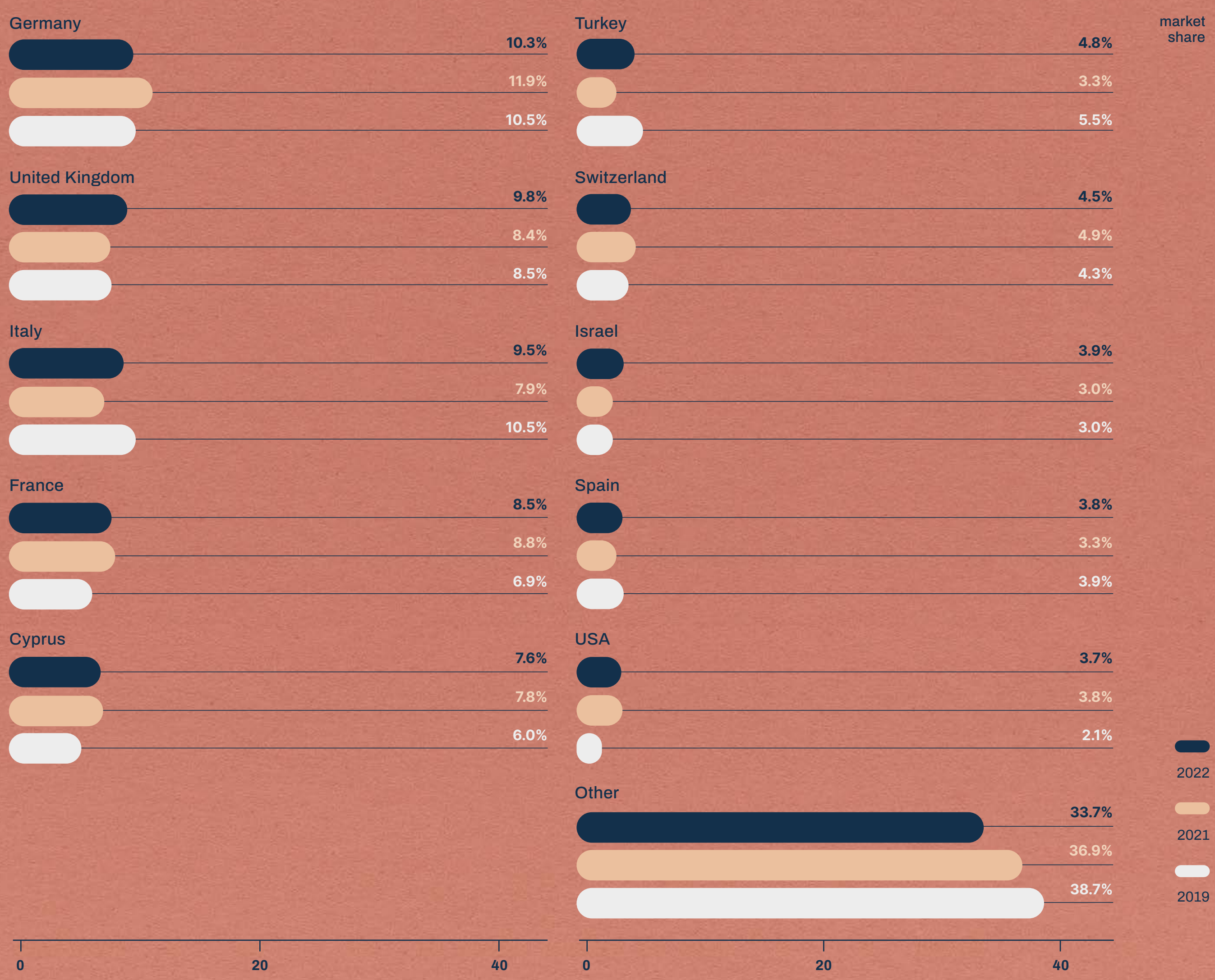
Segmentation of A/C Movements by Domestic/International



Segmentation of International A/C Movements by Geographical Region



Top 10 International Markets/Countries for Scheduled Passenger Movements



Top 10 International Markets/Countries for Scheduled Passenger Movements

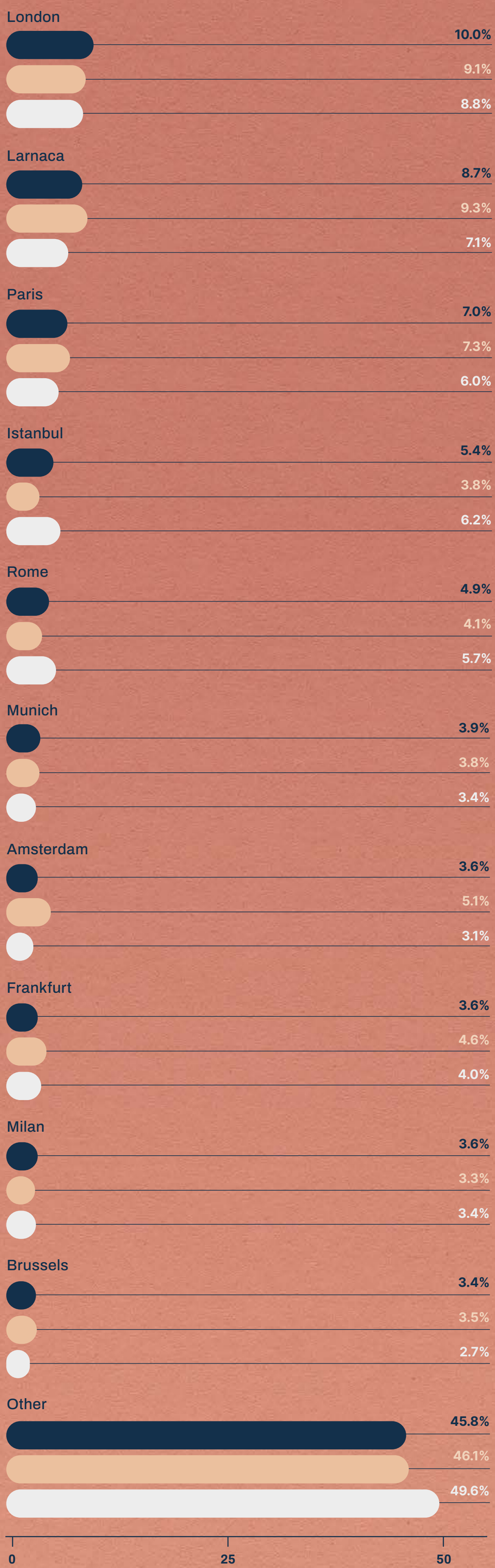
Ranking	Country	A/C Movements 2022	Market Share 2022	% 2022 / 2021	% 2022 / 2019
1	GERMANY	10,245	10.3%	39.0%	-14.7%
2	UNITED KINGDOM	9,671	9.8%	84.9%	-0.2%
3	ITALY	9,414	9.5%	93.4%	-21.7%
4	FRANCE	8,368	8.5%	54.2%	5.7%
5	CYPRUS	7,492	7.6%	54.1%	9.5%
6	TURKEY	4,725	4.8%	130.4%	-25.0%
7	SWITZERLAND	4,479	4.5%	48.6%	-8.3%
8	ISRAEL	3,814	3.9%	104.3%	10.9%
9	SPAIN	3,766	3.8%	86.3%	-14.6%
10	USA	3,672	3.7%	54.9%	56.7%
	OTHER	33,363	33.7%	45.9%	-24.4%
	TOTAL	**99,009**	**100.0%**	**59.8%**	**-13.2%**

Top 10 International Markets/Countries for Charter Passenger Movements

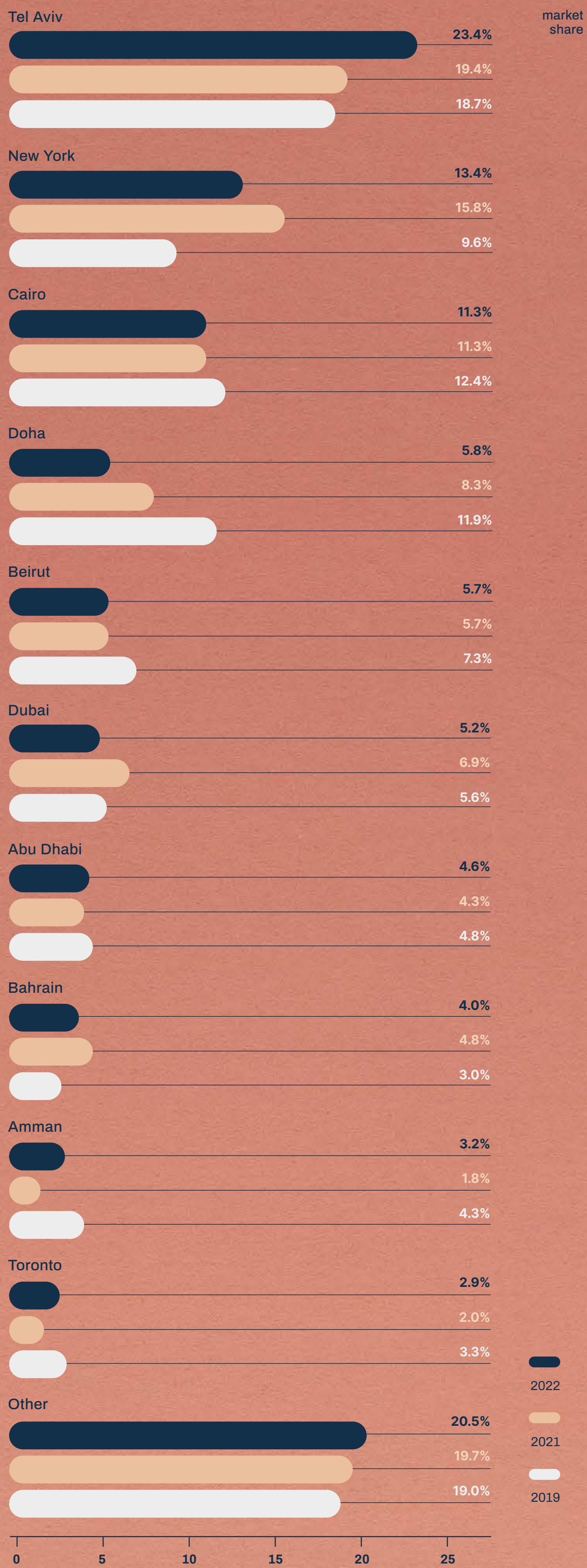
Top 10 International Markets/Countries for Charter Passenger Movements

Ranking	Country	A/C Movements 2022	Market Share 2022	% 2022 / 2021	% 2022 / 2019
1	ISRAEL	78	21.5%	66.0%	52.9%
2	ITALY	30	8.3%	150.0%	-60.0%
3	FRANCE	26	7.2%	-65.3%	-81.7%
4	SPAIN	25	6.9%	-7.4%	-90.2%
5	GERMANY	17	4.7%	-59.5%	54.5%
6	CZECH REPUBLIC	16	4.4%	1,500.0%	-23.8%
7	SLOVAKIA	16	4.4%	300.0%	23.1%
8	AUSTRIA	14	3.9%	-39.1%	-66.7%
9	TURKEY	13	3.6%	-53.6%	18.2%
10	HUNGARY	11	3.0%	-	0.0%
	OTHER	116	32.0%	-43.1%	-49.1%
	TOTAL	**362**	**100.0%**	**-21.8%**	**-58.0%**

Top 10 European Destinations for Scheduled Passenger Movements



Top 10 International non-European Destinations for Scheduled Passenger Movements



Ranking of International Markets/Countries According to A/C Movements

		SCHEDULED & CHARTER PASSENGER A/C MOVEMENTS	MARKET SHARE	VARIATION	
Ranking	**Country***	**2022**	**2022**	**% 2022 / 2021**	**% 2022 / 2019**
1	GERMANY	10,262	10.3%	38.5%	-14.7%
2	UNITED KINGDOM	9,678	9.7%	84.8%	-0.4%
3	ITALY	9,444	9.5%	93.5%	-22.0%
4	FRANCE	8,394	8.4%	52.6%	4.1%
5	CYPRUS	7,502	7.5%	54.2%	9.6%
6	TURKEY	4,738	4.8%	127.9%	-24.9%
7	SWITZERLAND	4,482	4.5%	48.2%	-8.3%
8	ISRAEL	3,892	3.9%	103.3%	11.5%
9	SPAIN	3,791	3.8%	85.0%	-18.7%
10	USA	3,672	3.7%	54.9%	56.7%
11	NETHERLANDS	3,553	3.6%	22.0%	-2.7%
12	BELGIUM	2,815	2.8%	51.3%	7.7%
13	AUSTRIA	2,593	2.6%	25.8%	19.4%
14	EGYPT	1,904	1.9%	69.4%	-22.9%
15	ROMANIA	1,741	1.8%	14.2%	-32.5%
16	UNITED ARAB EMIRATES	1,603	1.6%	48.7%	-16.2%
17	POLAND	1,485	1.5%	34.9%	-39.3%
18	SERBIA	1,266	1.3%	68.6%	-12.6%
19	DENMARK	1,262	1.3%	60.8%	-15.9%
20	HUNGARY	1,205	1.2%	120.7%	-4.5%
21	ALBANIA	969	1.0%	40.6%	13.3%
22	QATAR	951	1.0%	19.2%	-56.4%
23	BULGARIA	950	1.0%	36.7%	-44.2%
24	LEBANON	934	0.9%	69.8%	-30.6%
25	CANADA	925	0.9%	163.5%	-19.6%
26	SWEDEN	764	0.8%	42.3%	-14.7%
27	CZECH REPUBLIC	692	0.7%	128.4%	-6.5%
28	PORTUGAL	664	0.7%	173.3%	-15.1%
29	BAHRAIN	654	0.7%	41.3%	20.2%
30	SAUDI ARABIA	597	0.6%	128.7%	7.4%
31	REPUBLIC OF IRELAND	564	0.6%	80.2%	-8.7%
32	JORDAN	562	0.6%	165.1%	-35.6%
33	CROATIA	556	0.6%	239.0%	-52.8%
34	GEORGIA	530	0.5%	129.4%	-8.9%
35	ARMENIA	490	0.5%	193.4%	82.8%
36	MALTA	473	0.5%	68.9%	-12.7%
37	NORWAY	423	0.4%	211.0%	19.5%
38	SINGAPORE	354	0.4%	70.2%	6.6%
39	LUXEMBOURG	322	0.3%	18.4%	105.1%
40	LITHUANIA	313	0.3%	206.9%	27.2%
41	RUSSIAN FEDERATION	212	0.2%	-78.7%	-91.6%
42	ETHIOPIA	- 212	0.2%	-31.4%	1,225.0%
43	REPUBLIC OF NORTH MACEDONIA	206	0.2%	15.1%	-16.9%
44	FINLAND	185	0.2%	88.8%	-62.6%
45	LATVIA	166	0.2%	14.5%	-4.6%
46	MONTENEGRO	135	0.1%	13,400.0%	82.4%
47	TUNISIA	92	0.1%	-	70.4%
48	UKRAINE	66	0.1%	-86.6%	-94.4%
49	ESTONIA	46	0.0%	-39.5%	-37.8%
50	PEOPLE'S REPUBLIC OF CHINA	42	0.0%	-4.5%	-85.5%
51	SLOVAKIA	16	0.0%	300.0%	-93.5%
52	MOROCCO	7	0.0%	-	-98.8%
53	AZERBAIJAN	4	0.0%	-55.6%	-
54	ALGERIA	4	0.0%	-	0.0%
55	ICELAND	4	0.0%	-	-
56	PAKISTAN	3	0.0%	-25.0%	-
57	SLOVENIA	1	0.0%	0.0%	-
58	BANGLADESH	1	0.0%	-	-
	TOTAL	**99,371**	**100.0%**	**59.2%**	**-13.5%**

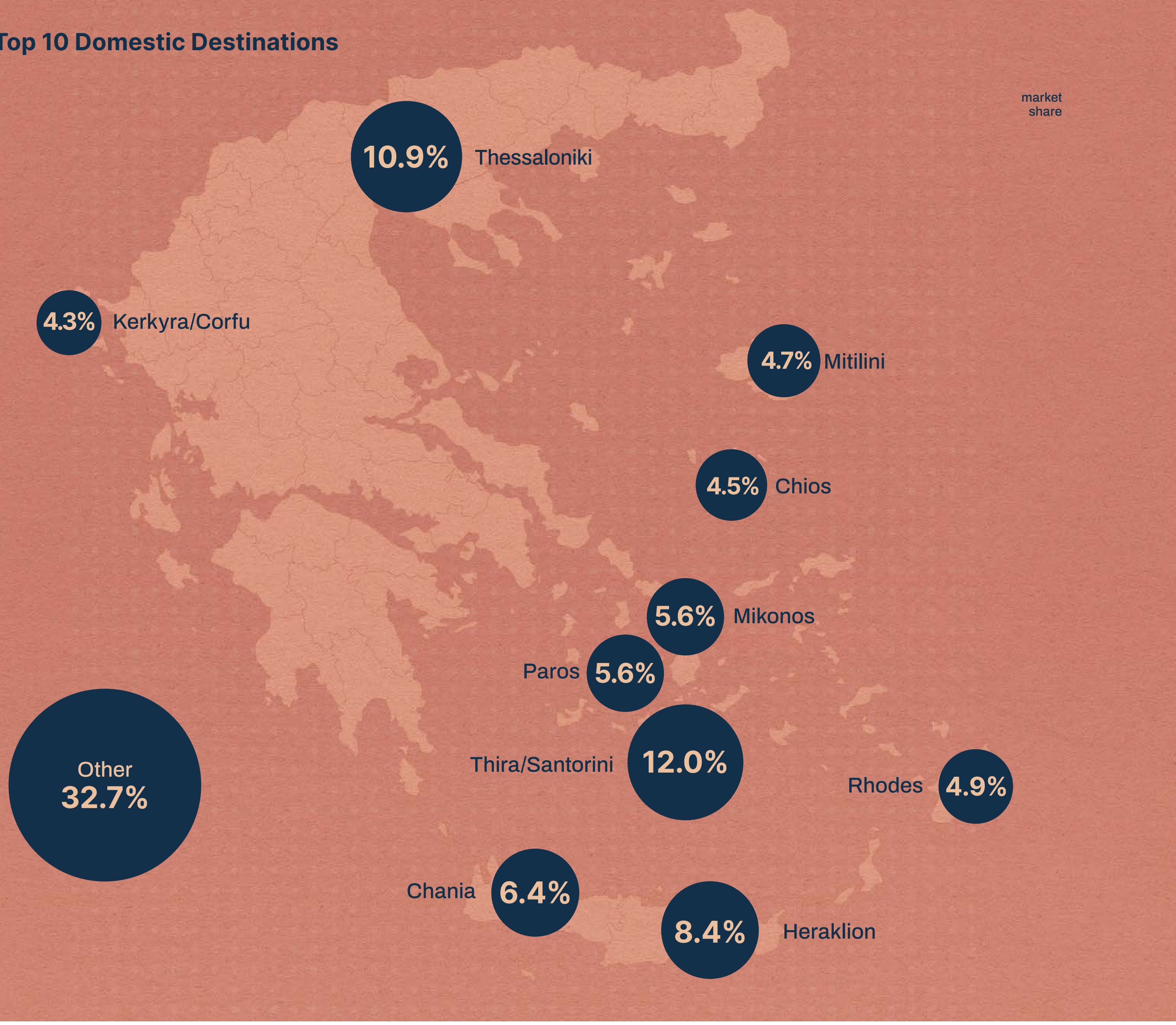
*The country of first origin for arrivals and of last destination for departures

Ranking of International Destinations according to A/C Movements

Ranking	City	Scheduled & Charter Passenger A/C Movements 2022	Market Share 2022	% 2022 / 2021	% 2022 / 2019	Ranking	City	Scheduled & Charter Passenger A/C Movements 2022	Market Share 2022	% 2022 / 2021	% 2022 / 2019
1	LONDON	8,300	8.4%	74.3%	-1.6%	39	AMMAN	528	0.5%	196.6%	-32.7%
2	LARNACA	7,218	7.3%	48.7%	5.8%	40	EINDHOVEN	523	0.5%	101.9%	-26.1%
3	PARIS	5,830	5.9%	50.8%	-0.7%	41	VENICE	512	0.5%	119.7%	-29.1%
4	ISTANBUL	4,455	4.5%	121.1%	-24.7%	42	MARSEILLE	512	0.5%	41.0%	21.0%
5	ROME	4,014	4.0%	87.5%	-26.3%	43	YEREVAN	490	0.5%	193.4%	82.8%
6	TEL AVIV	3,892	3.9%	103.7%	11.5%	44	HAMBURG	488	0.5%	49.7%	-6.3%
7	MUNICH	3,244	3.3%	64.0%	0.9%	45	STUTTGART	486	0.5%	49.1%	-11.3%
8	AMSTERDAM	3,013	3.0%	13.6%	2.3%	46	LYON	475	0.5%	47.1%	15.0%
9	MILAN	2,981	3.0%	70.8%	-8.4%	47	MALTA	473	0.5%	68.9%	-12.7%
10	FRANKFURT	2,980	3.0%	24.4%	-21.5%	48	TORONTO	466	0.5%	145.3%	-23.2%
11	BRUSSELS	2,815	2.8%	51.6%	7.7%	49	MONTREAL	459	0.5%	185.1%	-15.3%
12	ZURICH	2,591	2.6%	47.6%	-11.8%	50	OSLO	423	0.4%	211.0%	19.5%
13	VIENNA	2,591	2.6%	27.5%	20.5%	51	NANTES	422	0.4%	92.7%	-3.4%
14	NEW YORK	2,183	2.2%	43.9%	24.0%	52	NICE	408	0.4%	36.5%	33.3%
15	CAIRO	1,844	1.9%	69.0%	-19.3%	53	NAPLES	398	0.4%	165.3%	-27.1%
16	MADRID	1,756	1.8%	77.7%	-20.8%	54	KATOWICE	369	0.4%	56.4%	-7.3%
17	BUCHAREST	1,740	1.8%	18.4%	-29.1%	55	COLOGNE	367	0.4%	239.8%	83.5%
18	BARCELONA	1,705	1.7%	67.8%	-21.5%	56	PHILADELPHIA	362	0.4%	144.6%	23.5%
19	GENEVA	1,603	1.6%	45.6%	-1.2%	57	CHICAGO	360	0.4%	21.6%	24.1%
20	BERLIN	1,409	1.4%	4.2%	-38.5%	58	SINGAPORE	354	0.4%	70.2%	6.6%
21	COPENHAGEN	1,262	1.3%	61.8%	-12.4%	59	ATLANTA	340	0.3%	53.2%	-
22	BELGRADE	1,212	1.2%	62.0%	-16.3%	60	JEDDAH	333	0.3%	397.0%	6.1%
23	BUDAPEST	1,205	1.2%	120.7%	-4.5%	61	TBILISI	331	0.3%	97.0%	-6.5%
24	DUSSELDORF	1,135	1.1%	66.2%	7.1%	62	LUXEMBOURG	322	0.3%	18.4%	105.1%
25	TIRANA	969	1.0%	40.6%	13.3%	63	EDINBURGH	321	0.3%	112.6%	-12.3%
26	DOHA	951	1.0%	19.2%	-56.4%	64	DUBROVNIK	319	0.3%	390.8%	-12.8%
27	SOFIA	950	1.0%	37.5%	-44.2%	65	CATANIA	310	0.3%	82.4%	-37.5%
28	BEIRUT	934	0.9%	69.8%	-30.6%	66	VILNIUS	310	0.3%	222.9%	30.3%
29	DUBAI	856	0.9%	28.1%	-17.0%	67	WASHINGTON	295	0.3%	56.9%	-
30	BOLOGNA	813	0.8%	122.1%	9.1%	68	BASEL	288	0.3%	70.4%	-12.5%
31	WARSAW	779	0.8%	33.4%	-38.4%	69	PAPHOS	284	0.3%	2,740.0%	1,083.3%
32	MANCHESTER	766	0.8%	191.3%	12.5%	70	IZMIR	282	0.3%	386.2%	-27.7%
33	STOCKHOLM	756	0.8%	40.8%	-14.3%	71	RIYADH	263	0.3%	36.3%	8.7%
34	ABU DHABI	746	0.8%	82.0%	-15.5%	72	BORDEAUX	252	0.3%	140.0%	9.1%
35	PRAGUE	690	0.7%	127.7%	-6.8%	73	ADDIS ABABA	212	0.2%	-31.4%	1,225.0%
36	BAHRAIN	654	0.7%	41.3%	20.2%	74	KRAKOW	210	0.2%	8.2%	-32.7%
37	LISBON	595	0.6%	161.0%	-7.3%	75	MOSCOW	206	0.2%	-78.0%	-91.3%
38	DUBLIN	564	0.6%	80.8%	-8.7%	76	SKOPJE	206	0.2%	15.1%	-16.9%

Ranking	City	Scheduled & Charter Passenger A/C Movements 2022	Market Share 2022	% 2022 / 2021	% 2022 / 2019
77	ZAGREB	201	0.2%	103.0%	-67.2%
78	TOULOUSE	199	0.2%	36.3%	-14.6%
79	KUTAISI	199	0.2%	221.0%	-12.7%
80	HELSINKI	179	0.2%	90.4%	-58.0%
81	RIGA	166	0.2%	14.5%	-4.6%
82	BRISTOL	150	0.2%	167.9%	-33.6%
83	LILLE	135	0.1%	150.0%	154.7%
84	PODGORICA	135	0.1%	NEW	82.4%
85	BIRMINGHAM	132	0.1%	NEW	2,540.0%
86	BOSTON	132	0.1%	NEW	-
87	BILBAO	130	0.1%	NEW	
88	WROCLAW	125	0.1%	43.7%	101.6%
89	MONTPELLIER	119	0.1%	35.2%	-
90	FLORENCE	105	0.1%	NEW	-
91	MALAGA	100	0.1%	177.8%	-23.1%
92	TUNIS	92	0.1%	NEW	-
93	TURIN	92	0.1%	NEW	-
94	BARI	82	0.1%	331.6%	-59.8%
95	VERONA	72	0.1%	300.0%	-59.6%
96	PORTO	69	0.1%	360.0%	-50.7%
97	NUREMBERG	68	0.1%	NEW	33.3%
98	KYIV	66	0.1%	-86.5%	-94.3%
99	PALERMO	62	0.1%	NEW	-80.6%
100	ALEXANDRIA	60	0.1%	87.5%	-67.0%
101	VALENCIA	59	0.1%	NEW	-25.3%
102	HANOVER	58	0.1%	176.2%	-46.3%
103	NIS	54	0.1%	NEW	-
104	TALLINN	46	0.0%	-39.5%	-37.8%
105	BEIJING	40	0.0%	-9.1%	-86.2%
106	STRASBOURG	37	0.0%	-2.6%	8.8%
107	SPLIT	36	0.0%	NEW	-81.8%
108	IBIZA	36	0.0%	NEW	-25.0%
109	AQABA	34	0.0%	0.0%	-61.4%
110	LEIPZIG	18	0.0%	NEW	-
111	BRATISLAVA	16	0.0%	300.0%	-93.4%
112	ROTTERDAM	15	0.0%	-	-
113	GOTHENBURG	8	0.0%	NEW	-42.9%
114	MARRAKECH	6	0.0%	-	-98.3%
115	KRASNODAR	6	0.0%	-86.4%	-90.0%
116	ROVANIEMI	6	0.0%	50.0%	0.0%
117	BAKU	4	0.0%	-55.6%	-
118	VITORIA	4	0.0%	-20.0%	100.0%
119	LAHR	4	0.0%	-	-
120	ORAN	4	0.0%	-	-
121	REYKJAVIK	4	0.0%	-	-
122	KAUNAS	3	0.0%	-50.0%	-62.5%
123	BELFAST	3	0.0%	-	-
124	DRESDEN	3	0.0%	-	-
125	MEMMINGEN	2	0.0%	-97.7%	-98.2%
126	POZNAN	2	0.0%	-	-98.8%
127	ISLAMABAD	2	0.0%	-50.0%	-
128	SALZBURG	2	0.0%	-	0.0%
129	CAGLIARI	2	0.0%	-	100.0%
130	EAST MIDLANDS	2	0.0%	-	100.0%
131	AJACCIO	2	0.0%	-	-
132	CLERMONT-FERRAND	2	0.0%	-	-
133	KARLOVY VARY	2	0.0%	-	-
134	MAASTRICHT	2	0.0%	-	-
135	SHANGHAI	2	0.0%	-	-
136	SOUTHEND	2	0.0%	-	-
137	LJUBLJANA	1	0.0%	0.0%	-
138	AL MAKTOUM	1	0.0%	-	-
139	AL-ULA	1	0.0%	-	-
140	DALAMAN	1	0.0%	-	-
141	DHAKA	1	0.0%	-	-
142	GLASGOW	1	0.0%	-	-
143	LAHORE	1	0.0%	-	-
144	LEEDS BRADFORD	1	0.0%	-	-
145	PARMA	1	0.0%	-	-
146	RABAT	1	0.0%	-	-
147	RENNES	1	0.0%	-	-
148	SANTIAGO DE COMPOSTELA	1	0.0%	-	-
149	TIMISOARA	1	0.0%	-	-
	TOTAL	**99.371**	**100.0%**	**59.2%**	**-13.5%**

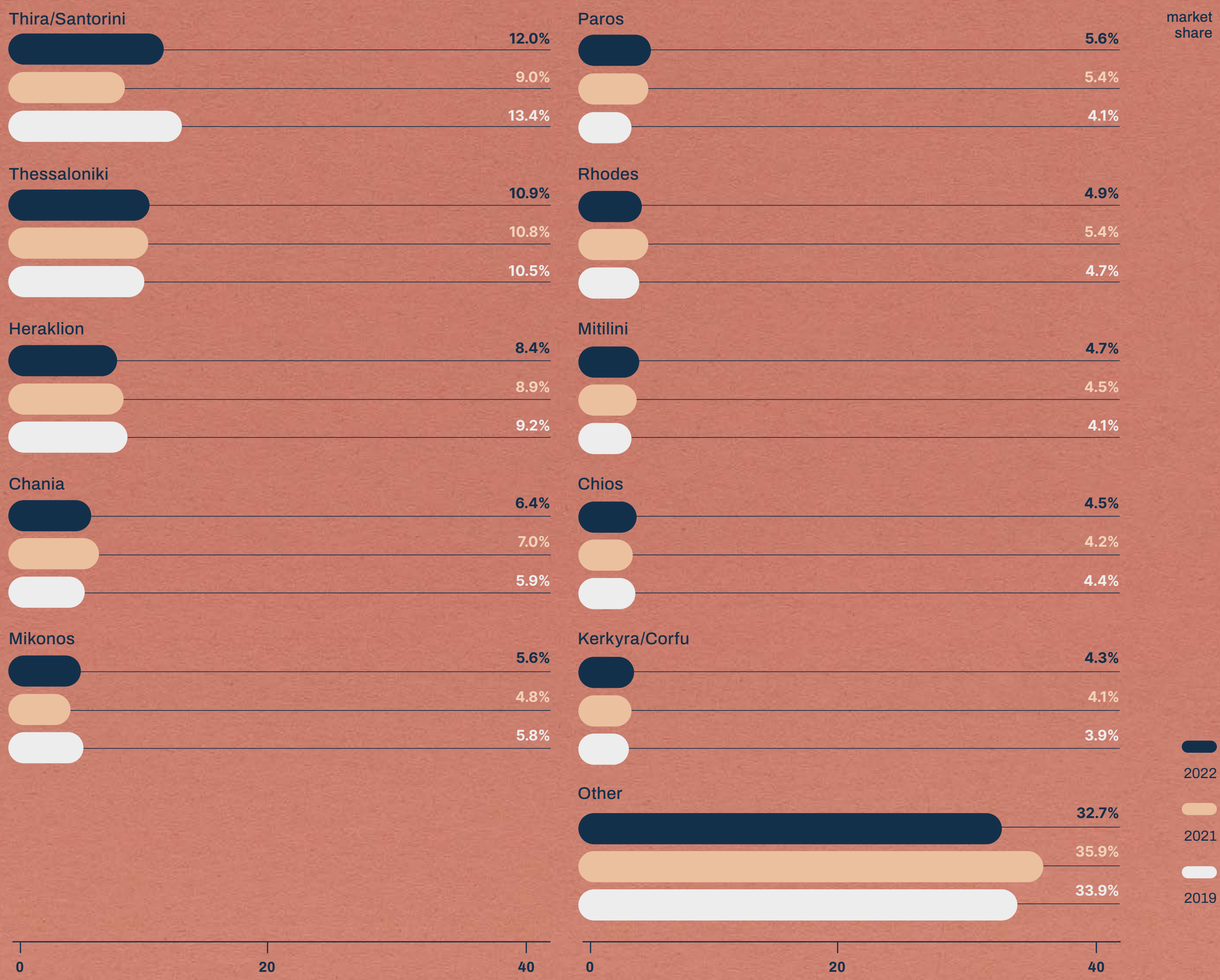
Top 10 Domestic Destinations



Ranking of Domestic Destinations According to A/C Movements

Ranking	City*	Scheduled & Charter Passenger A/C Movements 2022	Market Share 2022	% 2022 / 2021	% 2022 / 2019
1	THIRA/SANTORINI	10.175	12.0%	71.6%	-13.7%
2	THESSALONIKI	9.265	10.9%	28.6%	0.5%
3	HERAKLION	7.084	8.4%	20.2%	-12.3%
4	CHANIA	5.401	6.4%	16.4%	5.0%
5	PAROS	4.761	5.6%	33.8%	31.2%
6	MIKONOS	4.718	5.6%	47.4%	-7.1%
7	RHODES	4.142	4.9%	16.9%	0.1%
8	MITILINI	3.950	4.7%	34.1%	9.7%
9	CHIOS	3.851	4.5%	38.9%	-0.4%
10	KERKYRA/CORFU	3.681	4.3%	36.6%	8.2%
11	KOS	3.325	3.9%	30.3%	1.7%
12	ALEXANDROUPOLIS	3.273	3.9%	40.3%	19.4%
13	NAXOS	3.086	3.6%	9.0%	3.0%
14	SAMOS	2.407	2.8%	19.6%	-4.1%
15	MILOS	2.266	2.7%	12.5%	1.1%
16	LIMNOS	1.498	1.8%	16.6%	-10.0%

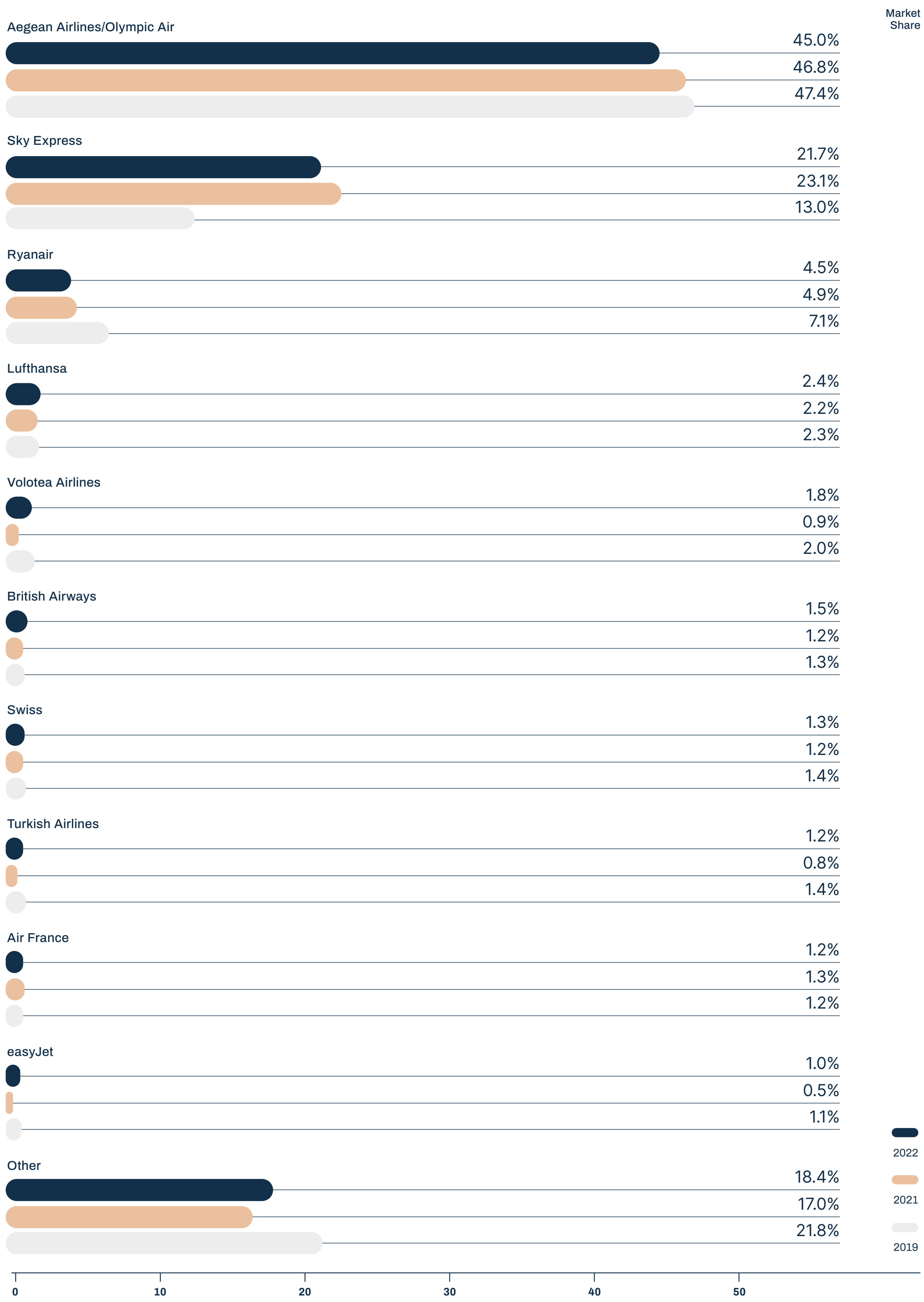
Top 10 Domestic Destinations for Scheduled Passenger Movements



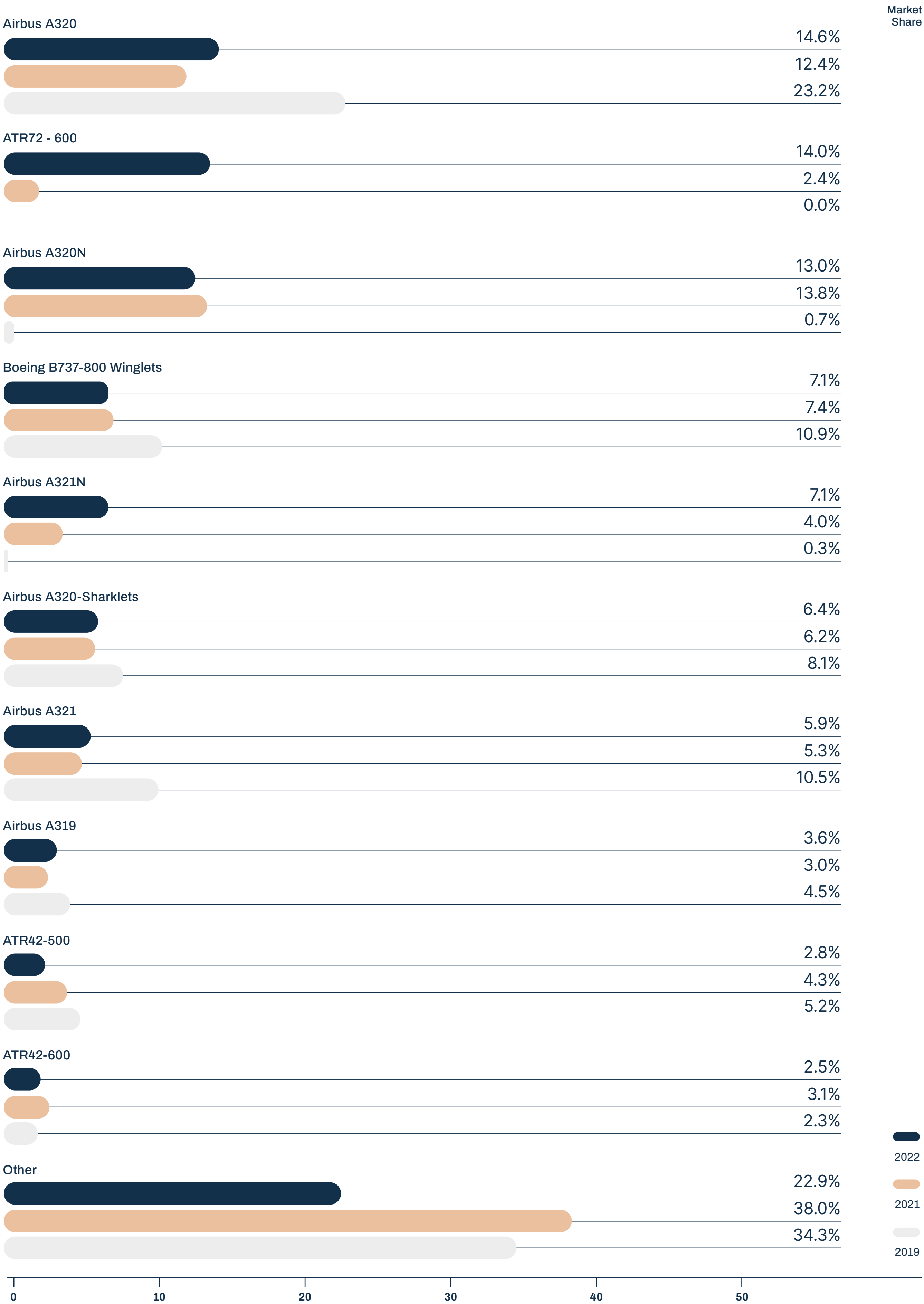
Ranking	City*	Scheduled & Charter Passenger A/C Movements 2022	Market Share 2022	% 2022 / 2021	% 2022 / 2019
17	KEFALLONIA	1.462	1.7%	36.6%	-6.4%
18	ZAKINTHOS	1.281	1.5%	10.4%	-28.1%
19	KARPATHOS	1.146	1.4%	14.8%	8.6%
20	IOANNINA	1.112	1.3%	9.0%	-39.9%
21	SKIATHOS	986	1.2%	13.1%	-5.9%
22	IKARIA	952	1.1%	-1.7%	-17.3%
23	KITHIRA	825	1.0%	13.2%	-7.7%
24	KAVALA	724	0.9%	24.0%	-30.0%
25	ASTYPALEA	584	0.7%	8.6%	14.3%
26	LEROS	572	0.7%	10.6%	-22.3%
27	SITIA	444	0.5%	0.0%	-3.1%
28	SYROS	441	0.5%	0.0%	-18.6%
29	SKIROS	441	0.5%	0.9%	-0.2%
30	KALIMNOS	416	0.5%	5.1%	6.1%
31	KASTORIA-KOZANI	298	0.4%	-0.3%	-16.8%
	TOTAL	**84.744**	**100.0%**	**28.1%**	**-3.4%**

* In the cases of domestic flights with intermediate stop(s), the cities included in the routing are presented together

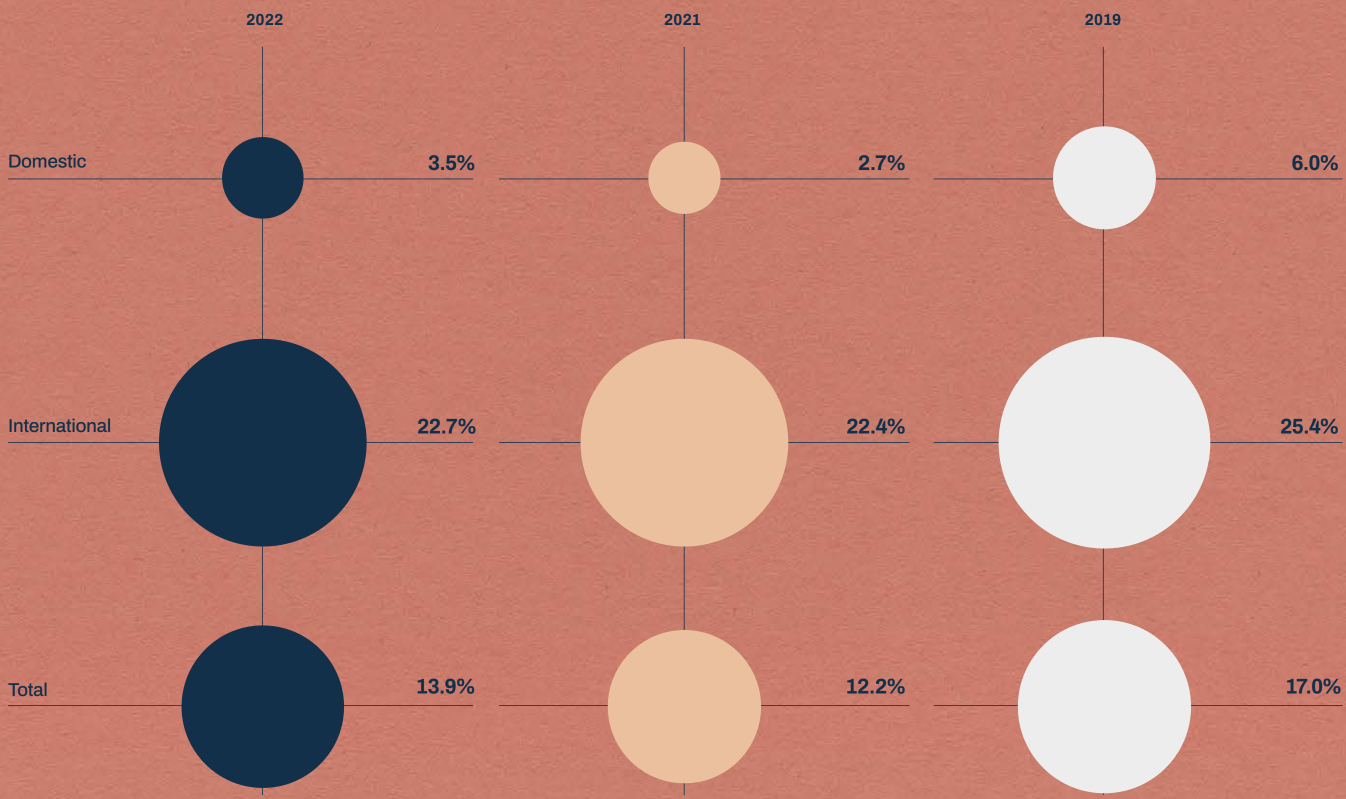
Top 10 Airlines According to Scheduled & Charter Passenger A/C Movements



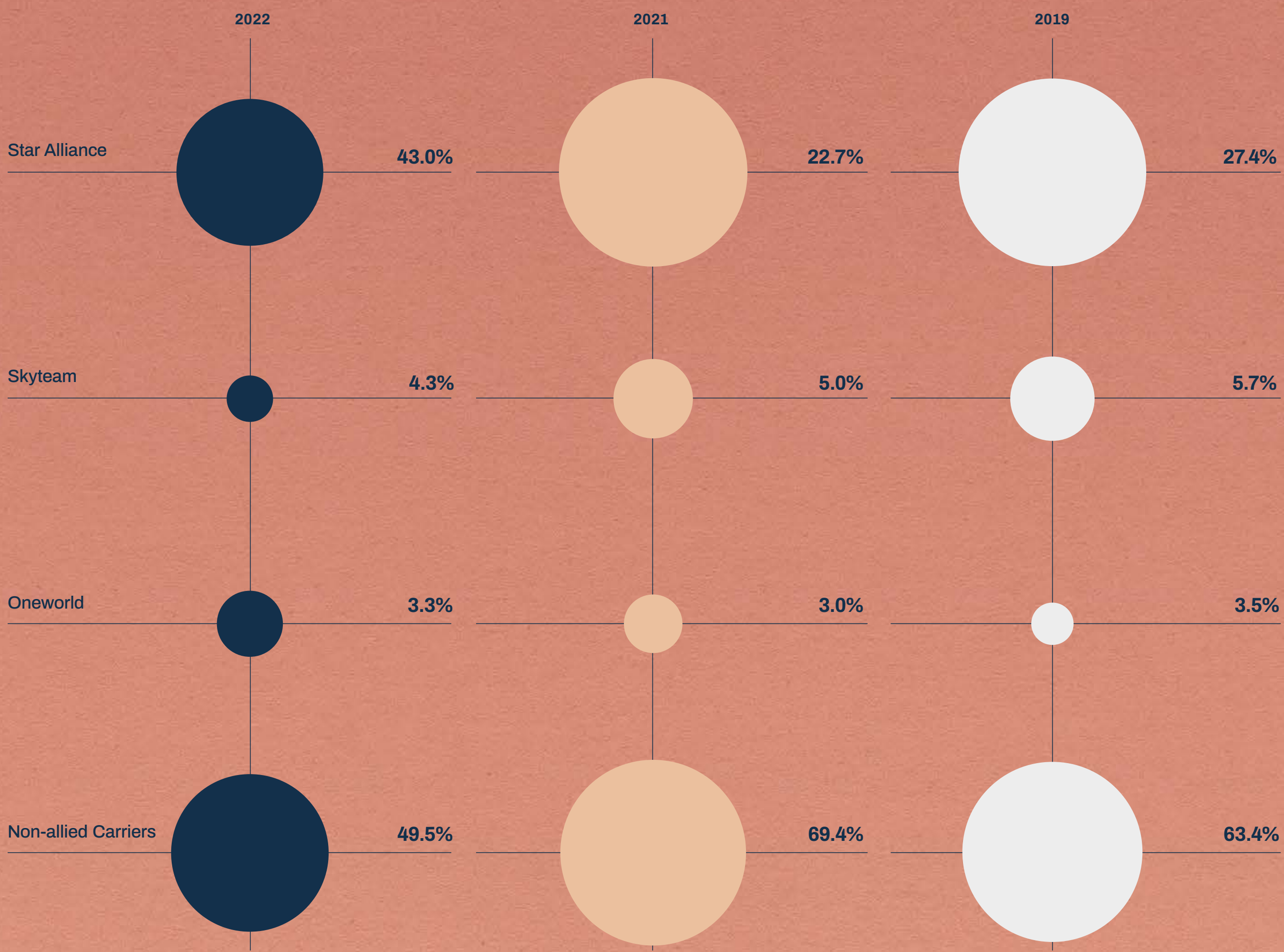
Top 10 A/C Types According to Number of Flights



Low-cost carriers' share in scheduled A/C Movements



Alliances' Market Share in Scheduled A/C Movements



Monthly Distribution of MTOW by Flight Type (in tonnes)

	COMMERCIAL					NON COMMERCIAL	GRAND TOTAL
	Scheduled Passenger	Charter Passenger	Scheduled Cargo	Charter Cargo	Other		
JANUARY	649,677	1,595	35,204	6,505	11,640	14,874	719,495
FEBRUARY	572,524	1,587	35,342	9,119	11,003	10,644	640,218
MARCH	741,276	2,952	41,896	1,815	13,891	13,982	815,813
APRIL	993,786	3,755	30,078	6,546	14,278	18,931	1,067,374
MAY	1,204,559	2,698	33,529	4,199	21,348	21,404	1,287,738
JUNE	1,376,476	2,624	33,115	3,145	32,412	33,971	1,481,743
JULY	1,548,260	1,132	26,800	6,061	38,831	39,850	1,660,933
AUGUST	1,560,722	1,316	27,960	2,498	32,949	29,474	1,654,918
SEPTEMBER	1,431,796	2,965	26,909	4,086	22,025	26,077	1,513,858
OCTOBER	1,270,732	4,538	25,577	3,829	21,394	27,830	1,353,901
NOVEMBER	863,915	2,117	30,464	4,107	11,988	17,441	930,031
DECEMBER	876,201	5,343	29,534	11,837	12,557	15,823	951,295
YEAR TOTAL	**13,089,922**	**32,620**	**376,407**	**63,748**	**244,317**	**270,301**	**14,077,315**

Peak and Average Daily A/C Movements

	Ranking	Day	Date	No of Flights
10 BUSIEST DAYS	1	FRIDAY	15/07/2022	898
	2	FRIDAY	29/07/2022	891
	3	MONDAY	01/08/2022	879
	4	FRIDAY	08/07/2022	865
	5	SUNDAY	24/07/2022	860
	6	SATURDAY	16/07/2022	859
	7	FRIDAY	22/07/2022	858
	8	SATURDAY	23/07/2022	855
	9	SUNDAY	07/08/2022	853
	10	SUNDAY	10/07/2022	853
30TH BUSIEST DAY	30	MONDAY	08/08/2022	822
AVERAGE DAY		SATURDAY	29/10/2022	585

Average Day = Day with a/c movements traffic closest to the average (213,351/365=585)

Daily A/C Movements Peaks

Busiest Days		Day	Date	No of Flights
DOMESTIC	ARRIVALS	FRIDAY	29/07/2022	209
	DEPARTURES	SATURDAY	06/08/2022	209
	TOTAL	**FRIDAY**	**29/07/2022**	**416**
INTERNATIONAL	ARRIVALS	FRIDAY	15/07/2022	241
	DEPARTURES	FRIDAY	15/07/2022	243
	TOTAL	**FRIDAY**	**15/07/2022**	**484**
TOTAL	ARRIVALS	FRIDAY	15/07/2022	448
	DEPARTURES	FRIDAY	15/07/2022	450
	TOTAL	**FRIDAY**	**15/07/2022**	**898**

4

TONNES
Up in the Sky

Total flown cargo uplift reached 101,553 tonnes, exceeding 2021 and 2019 levels and surpassing the 100,000 tonnes milestone for the first time since 2009

According to IATA's market analysis report, global air cargo traffic in 2022 declined by 8.3% compared to the extraordinary levels of 2021 (the second best annual performance since 1990). Still, volumes were close to the pre-pandemic level of 2019 with only a 1.6% reduction. The decline in the air cargo demand, evident since March, is attributed to a number of economic headwinds, such as high inflation, trade flow disruption due to the ongoing Ukraine war, and the slowdown of global trade growth. Global capacity was also below 2021 levels (-2.2%) while yields remained high.

At AIA, the total flown cargo uplift surpassed the 100,000 tonnes milestone for the first time since 2009, and reached 101,553 tonnes posting a 4.8% increase compared to 2021 and exceeding 2019 volumes by a considerable 7.3%.

The international sector was once again the main driver for this development (+5% compared to 2021 and +9.8% vs. 2019), while double-digit growth was achieved from May up to September. The rebound of international flights at a level of almost 90% of the 2019 traffic combined with the increased operation of cargo flights (+5.4% vs. 2019) provided the local market with the much-needed cargo capacity.

- The continuous increase of the international outbound traffic exhibited during recent years was again manifested in 2022, with a notable 19.4% increase compared to 2021 (+28.2 vs. 2019).
- International inbound volumes, on the other hand, returned close to 2019 levels, decreasing by 11.1% compared to 2021.
- International cargo transported on cargo aircraft gradually declined from the peaks noticed during the pandemic (-16.2% compared to 2021); it remained, however, well above 2019 levels (+17.8%).

The domestic sector remained at 2021 levels (+0.7%), still lagging behind by 22% from the 2019 traffic.

- Specifically, while domestic freight presented a modest 1.5% increase, domestic mail declined by 9.1% compared to 2021.
- Domestic volumes carried on freighter aircraft remained at the 2021 level (-0.2%), still up from the 2019 uplift by 9.2%.

Further market highlights include:

- International trucked cargo exhibited a further 33.6% increase during 2022 with legacy carriers, such as Lufthansa, American Airlines, and Air France increasing their market share from 11% to 26%, while the share of the three integrators (DHL, Fedex and UPS) declined to 74% from 86%.
- Ten airlines carried almost 80.5% of international freight traffic. These included DHL, Emirates, Aegean Airlines, Qatar Airways, UPS (Star Air), Turkish Airlines, American Airlines, Fedex, Air Canada, and United Airlines.
- Five airlines shared the domestic traffic volumes: Aegean Airlines, Sky Express, DHL, Swiftair Hellas, and Olympic Air.
- The integrators' market share, which reached new heights during the pandemic amounting to 56%, was cut back to 2019 levels (34%), suggesting that the belly capacity benefited more from the market growth.

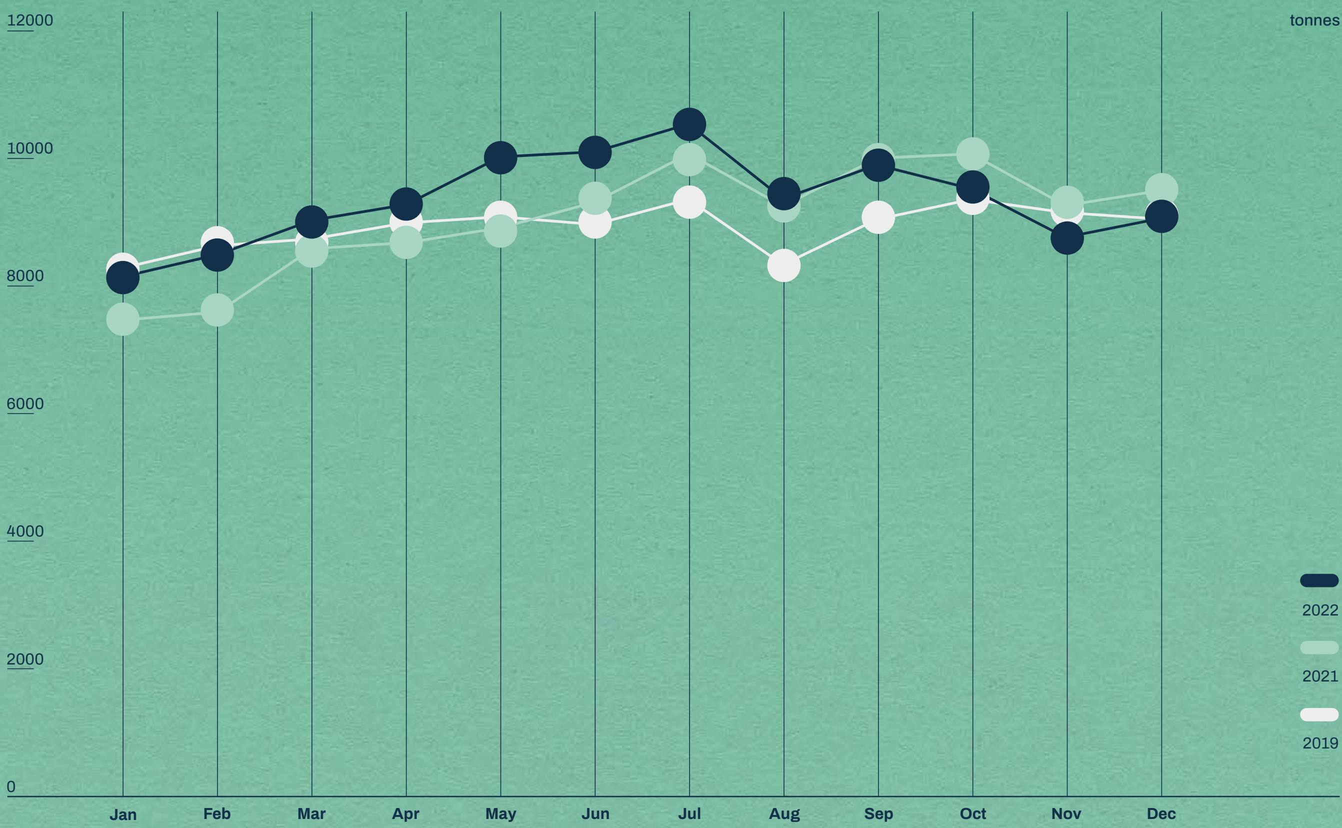
Lastly, 2023 is expected to be another challenging year. According to IATA's forecast, global air cargo volumes, yields, load factor, and revenues are expected to decline in 2023, yet some of them will remain above pre-pandemic levels. Air cargo capacity will grow primarily due to the increasing belly-hold capacity of passenger aircraft. At AIA, the new year got off to a slow start; however, figures are expected to gradually increase when all passenger airlines commence their new or additional services.

Monthly Cargo Uplift (flown)

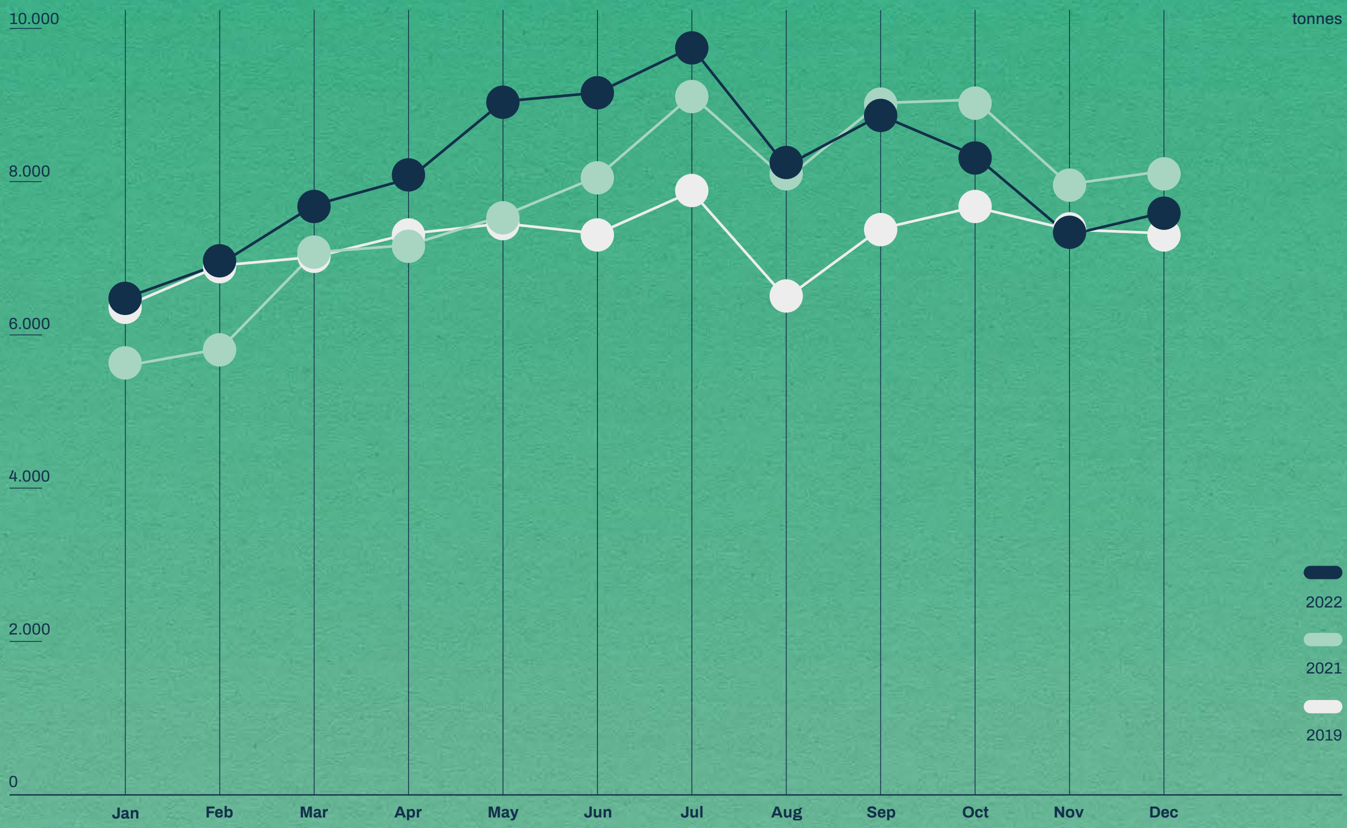
IN TONNES

	Freight	% 2022 / 2021	% 2022 / 2019	Mail	% 2022 / 2021	% 2022 / 2019	Total Cargo	% 2022 / 2021	% 2022 / 2019
JANUARY	6,486.7	15.9%	1.7%	351.6	6.4%	-45.3%	6,838.4	15.3%	-2.6%
FEBRUARY	6,926.3	19.1%	0.4%	377.2	35.3%	-36.7%	7,303.5	19.8%	-2.6%
MARCH	7,691.7	8.8%	9.7%	336.7	-7.7%	-46.4%	8,028.4	8.0%	5.1%
APRIL	8,030.9	12.1%	9.8%	329.9	-17.2%	-51.2%	8,360.9	10.5%	4.7%
MAY	9,037.5	19.7%	21.4%	334.0	1.7%	-50.2%	9,371.5	19.0%	15.5%
JUNE	9,149.4	13.6%	25.1%	327.2	-10.4%	-48.7%	9,476.7	12.5%	19.2%
JULY	9,739.8	6.9%	24.0%	326.0	-1.7%	-48.8%	10,065.8	6.6%	18.5%
AUGUST	8,198.3	2.2%	26.5%	286.0	-7.9%	-52.9%	8,484.3	1.8%	19.7%
SEPTEMBER	8,856.3	-1.7%	20.1%	343.2	1.6%	-49.9%	9,199.6	-1.6%	14.1%
OCTOBER	8,335.9	-8.0%	8.9%	359.4	-6.9%	-56.9%	8,695.3	-7.9%	2.4%
NOVEMBER	7,299.2	-8.3%	-0.9%	367.8	-6.3%	-56.2%	7,667.0	-8.2%	-6.6%
DECEMBER	7,590.3	-6.6%	3.7%	472.0	-11.9%	-37.3%	8,062.3	-6.9%	-0.1%
TOTAL 2022	**97,342.4**	**5.2%**	**12.6%**	**4,211.1**	**-3.4%**	**-48.7%**	**101,553.5**	**4.8%**	**7.3%**
MARKET SHARE	**96%**			**4%**			**100%**		

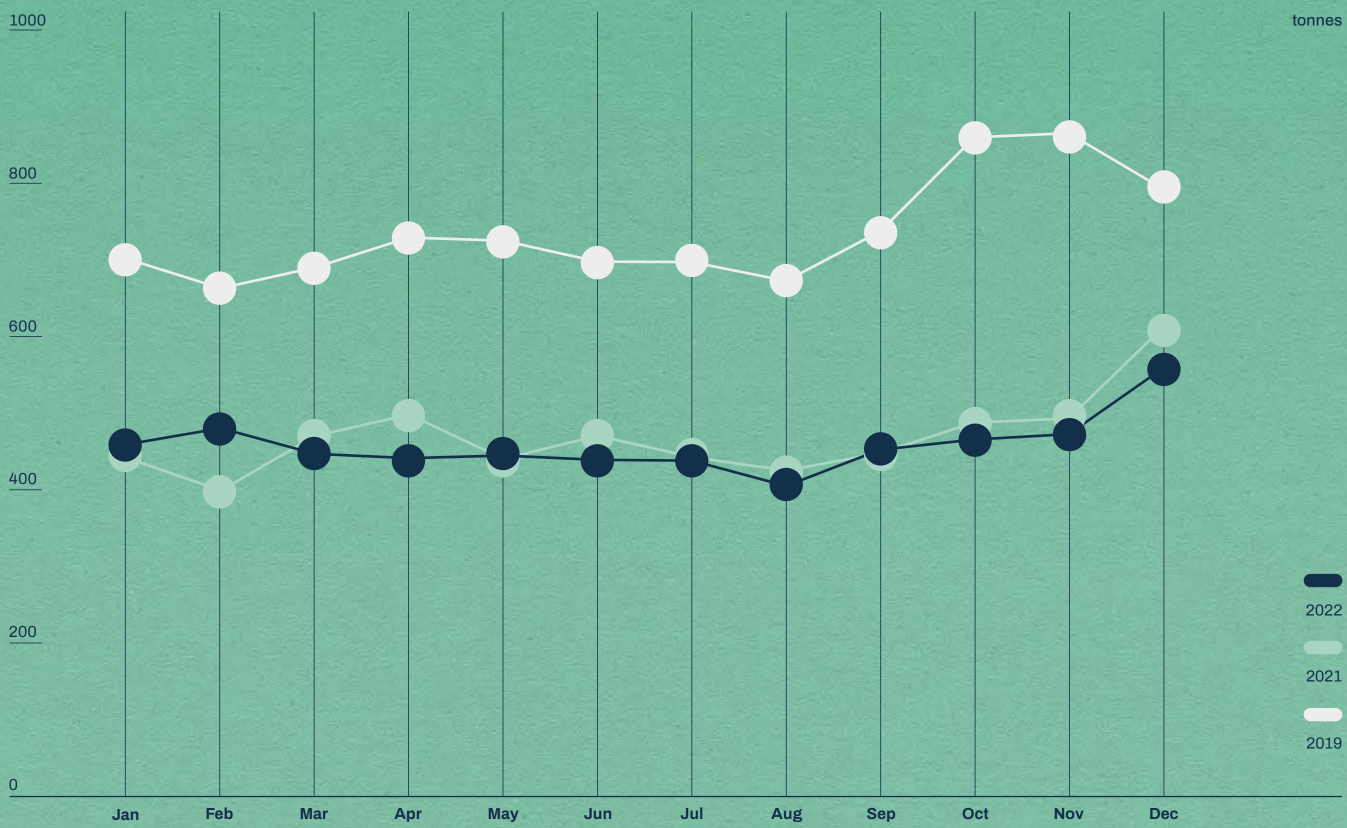
Total Cargo monthly uplift (flown)



Freight monthy uplift (flown)



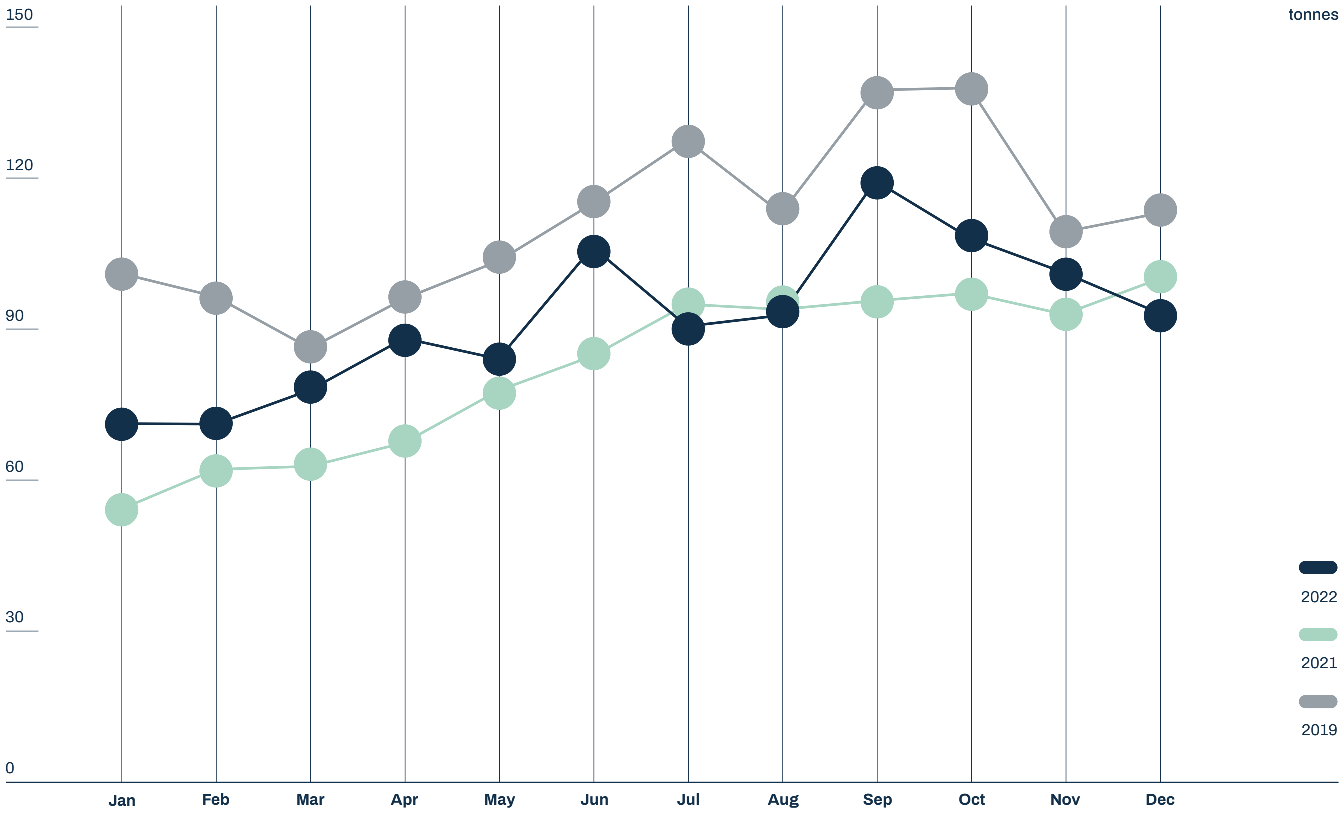
Mail monthly uplift (flown)



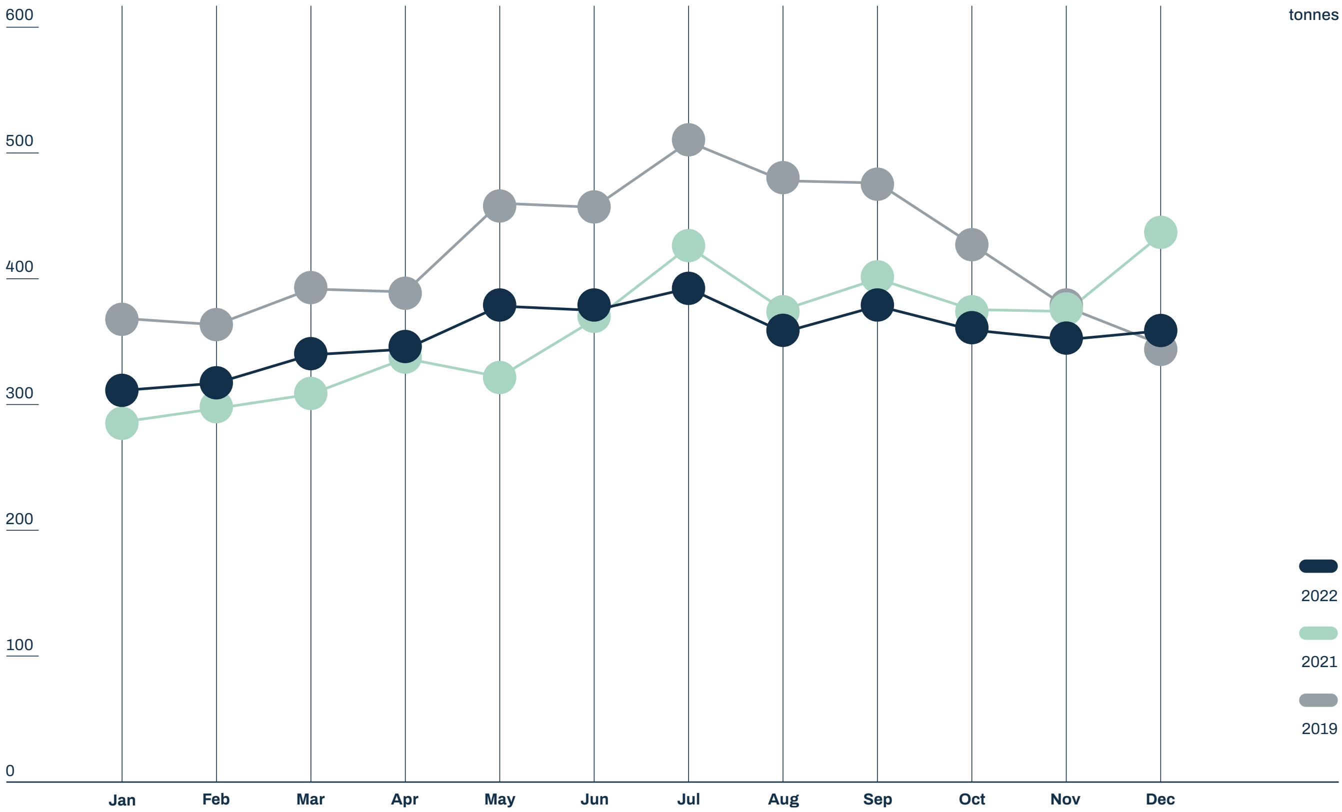
Domestic Cargo Uplift (flown)

International Cargo Uplift (flown)

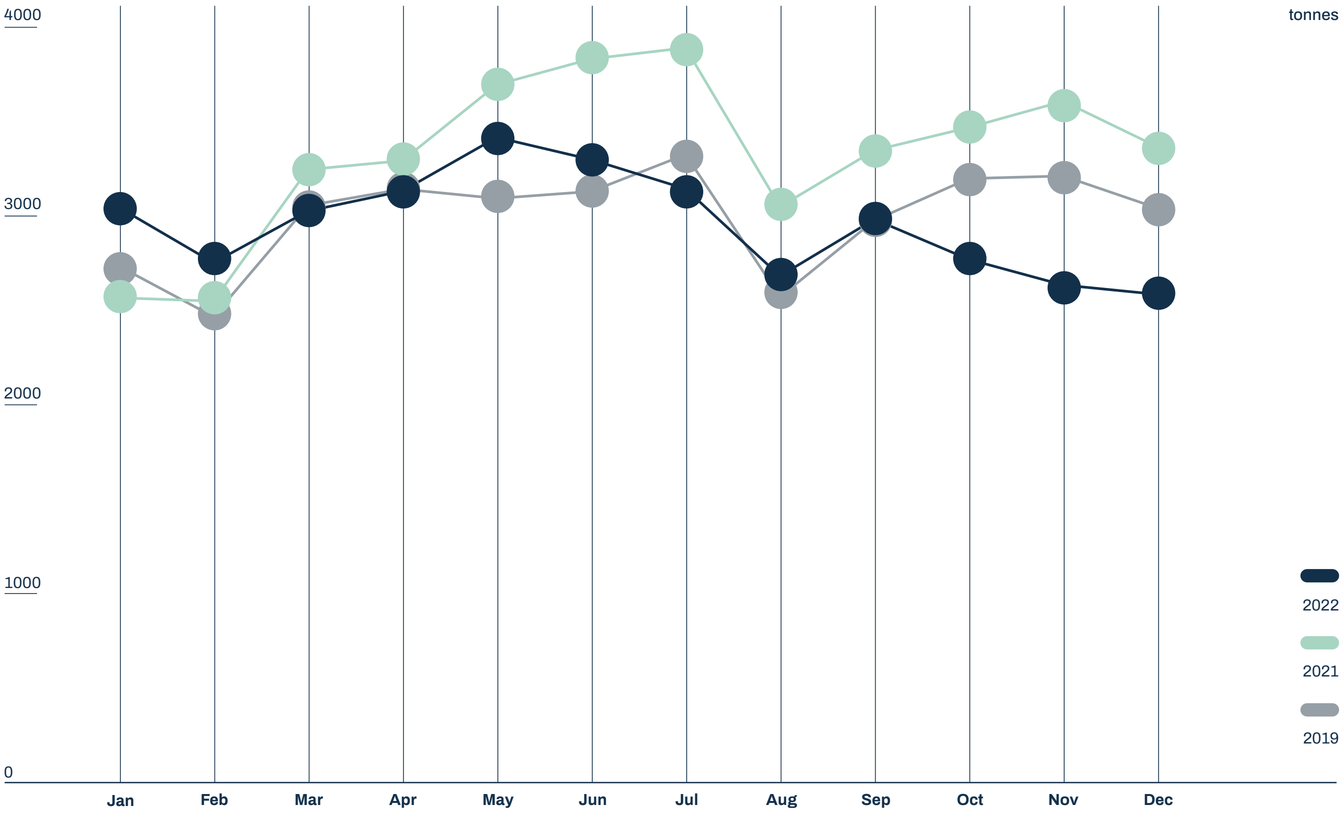
Domestic Inbound Freight (flown)



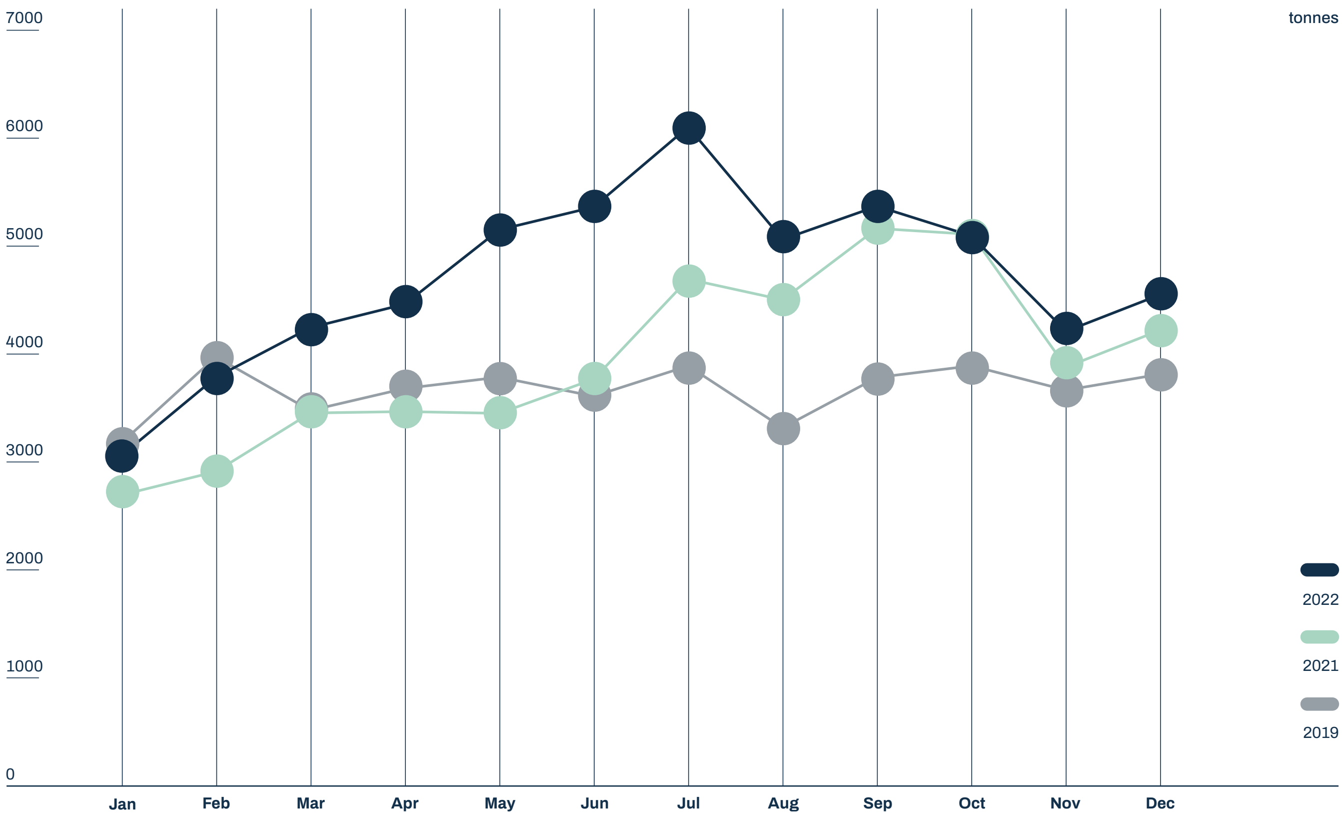
Domestic Outbound Freight (flown)



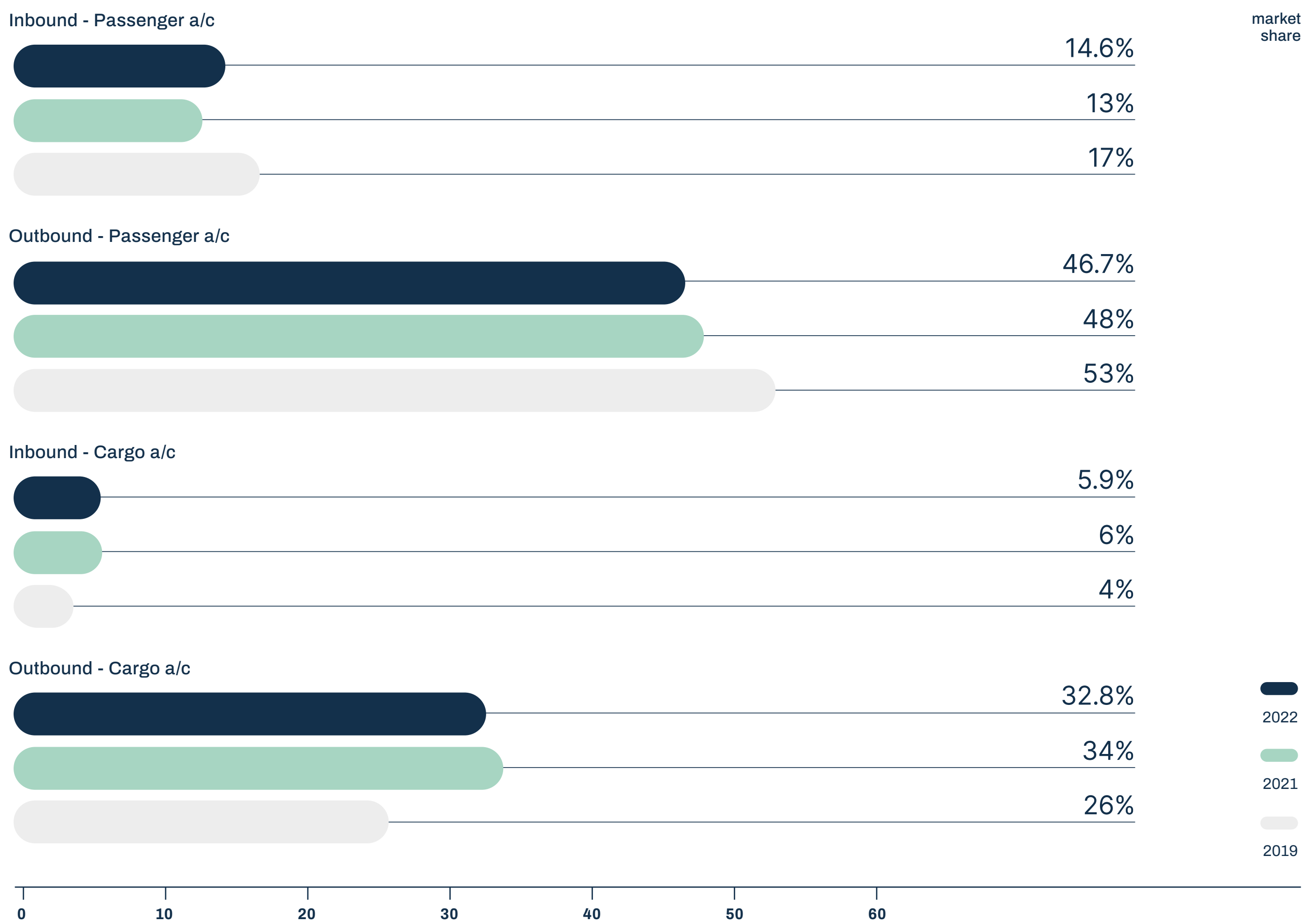
International Inbound Freight (flown)



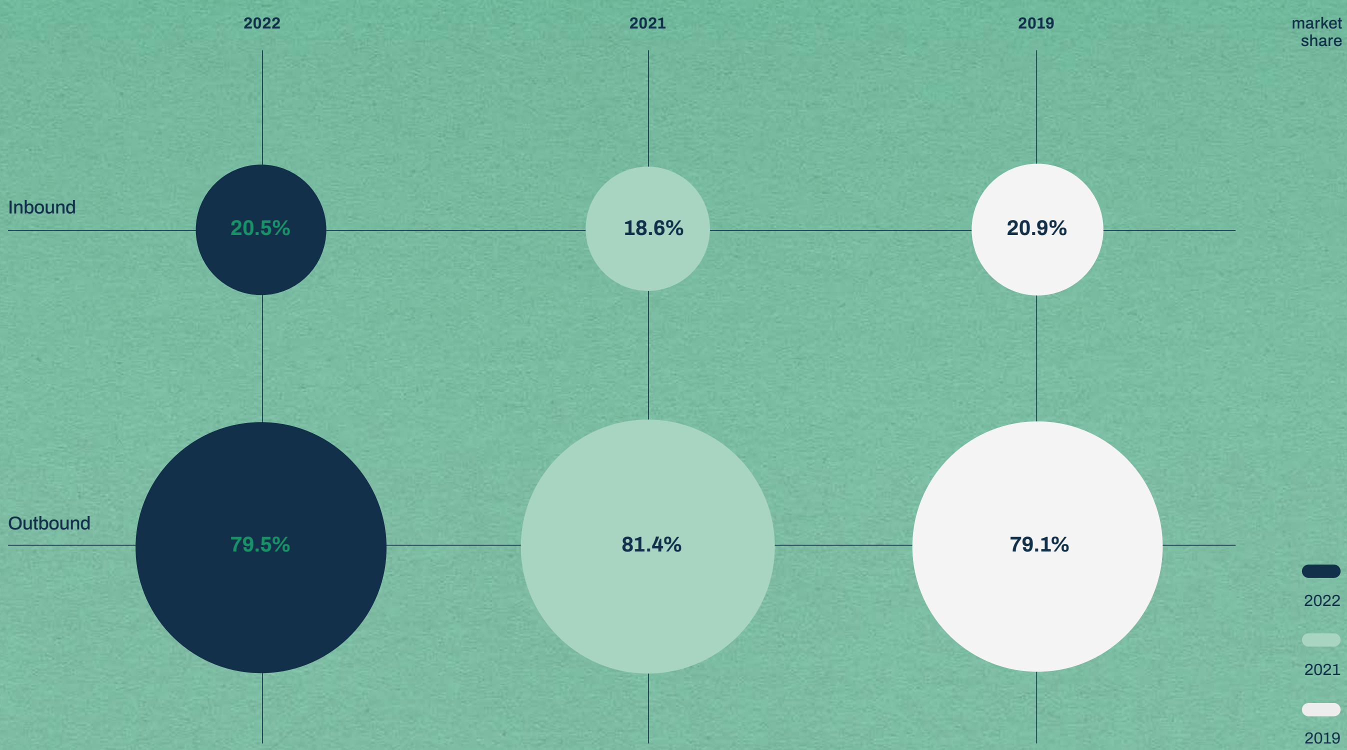
International Outbound Freight (flown)



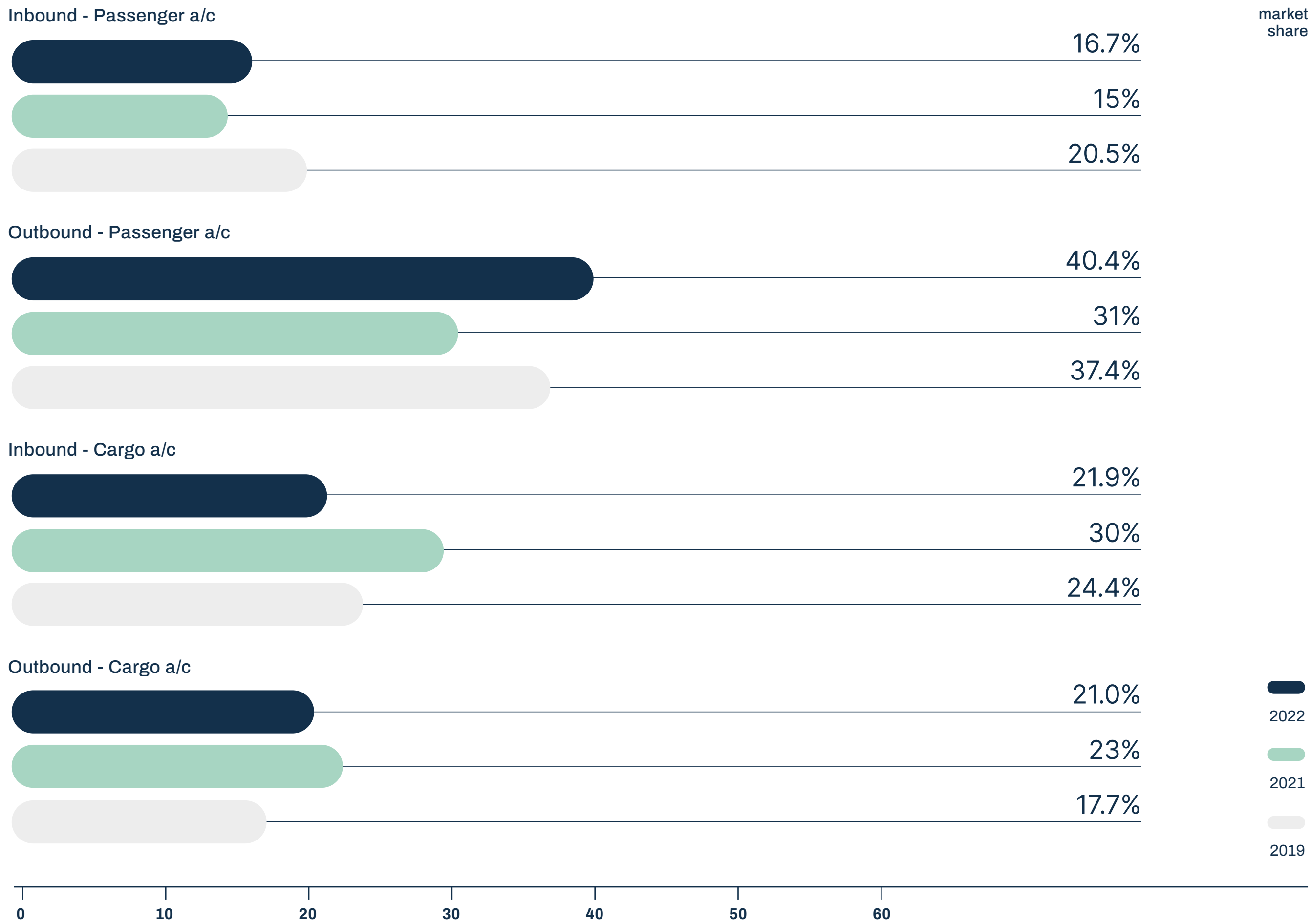
Structure of Domestic Freight Uplift (flown)



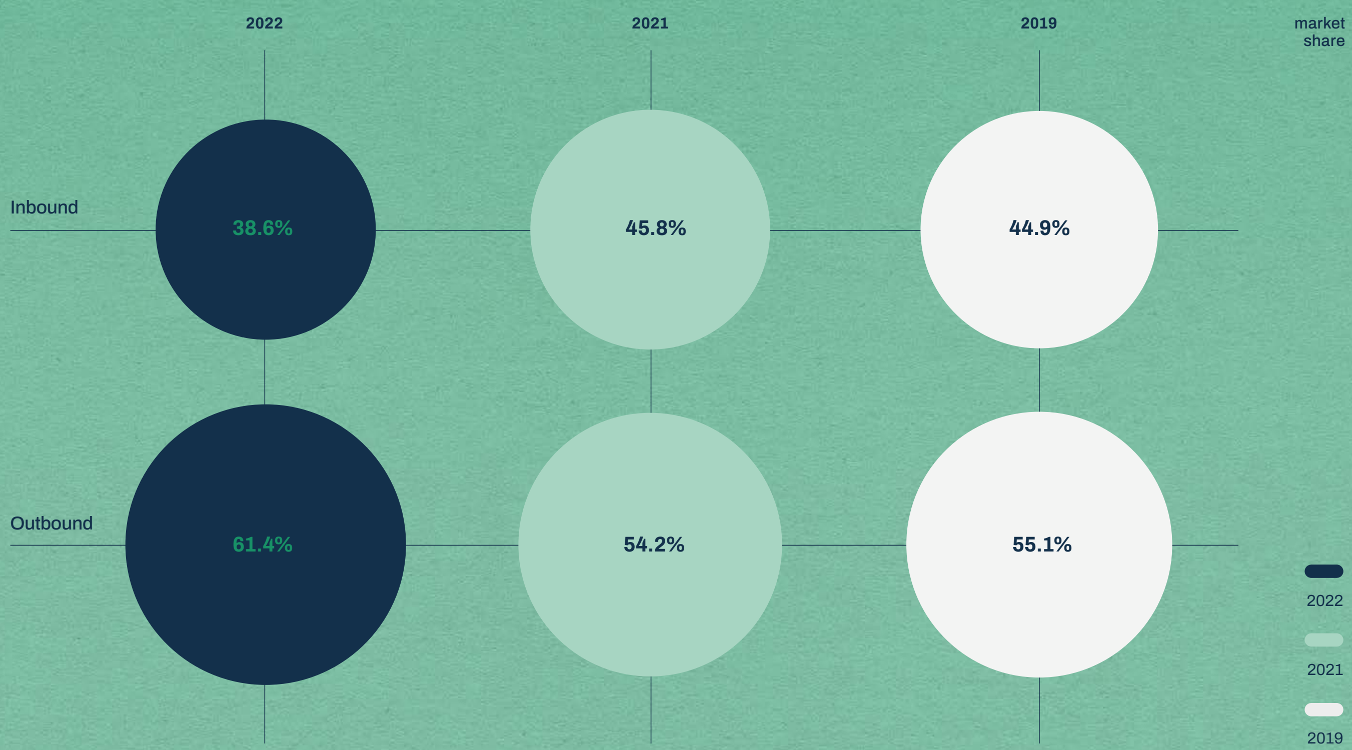
Domestic Freight Uplift (flown)



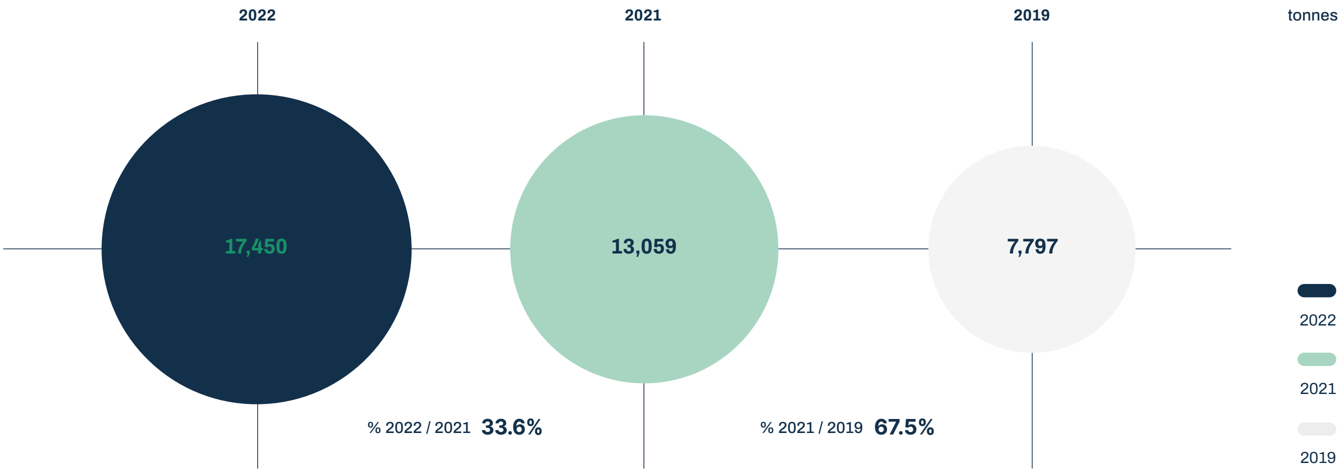
Structure of International Freight Uplift (flown)



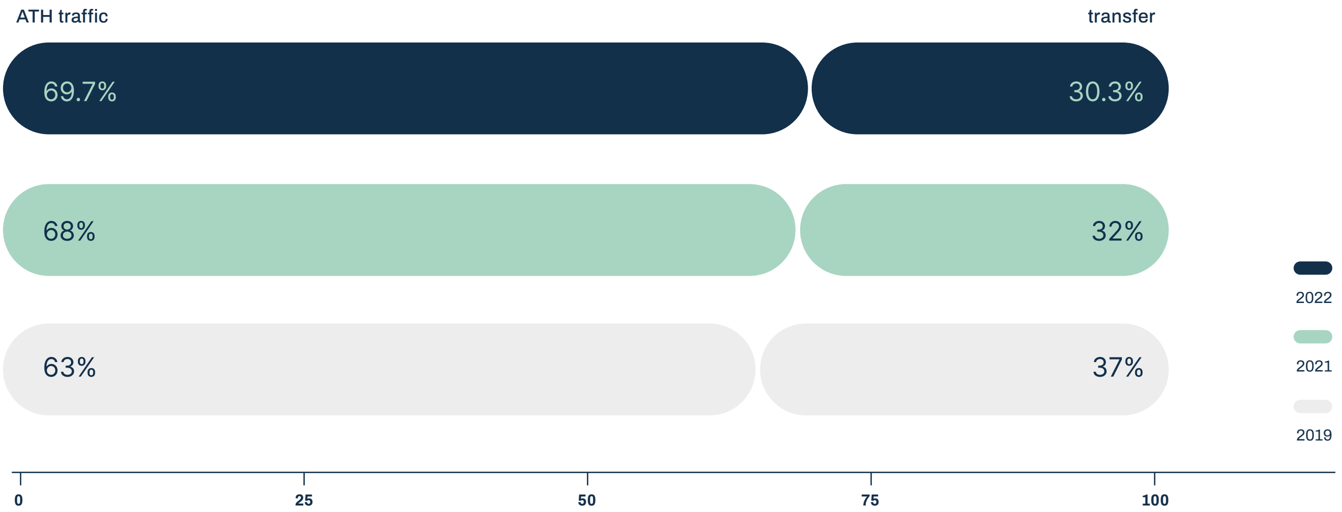
International Freight Uplift (flown)



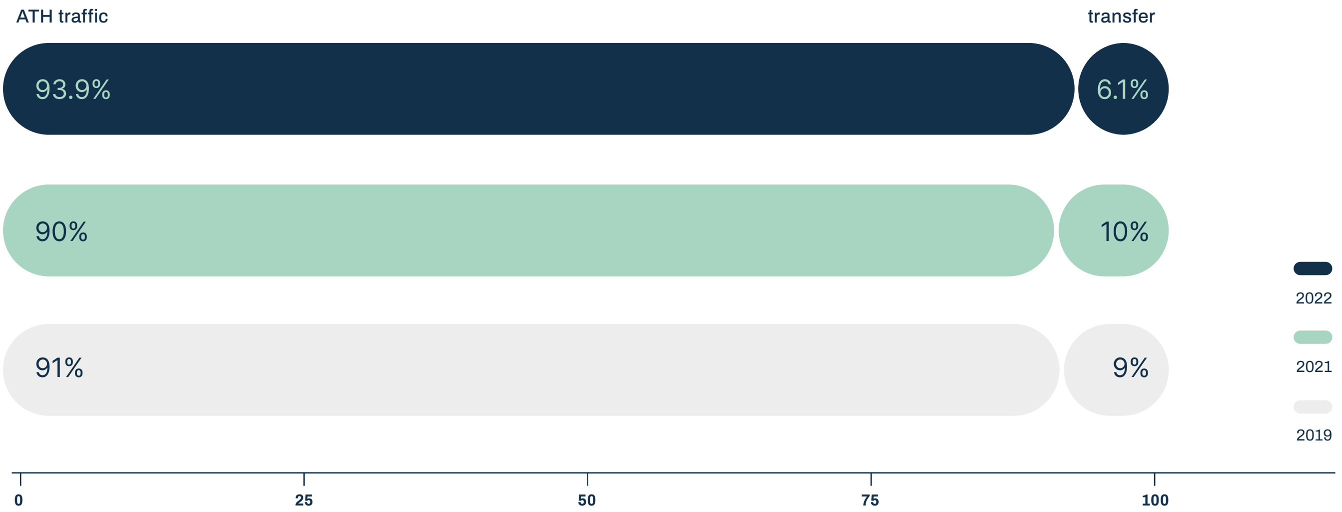
Road service - Cargo volumes



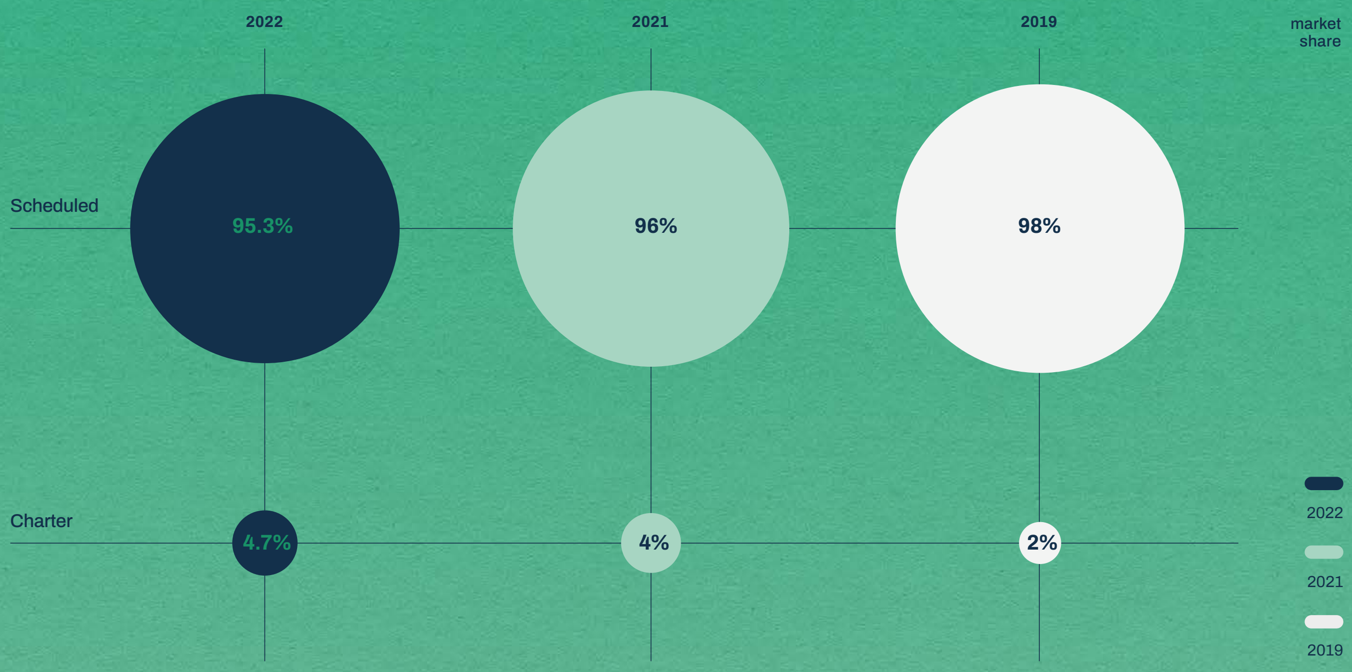
Total trucked freight - ATH vs. transfer traffic



Total flown freight - ATH vs. transfer traffic



Scheduled vs. Charter Cargo Uplift (flown)



Cargo Uplift (flown) - Top 10 Airlines

5

THE NETWORK
Worksheet

In 2022, Athens was directly connected with scheduled services to 143 destinations in 50 countries operated by a total of 66 carriers

In 2022, Athens was directly connected with scheduled services to 143 destinations (132 in 2021 and 157 in 2019), in 50 countries (48 in 2021 and 55 in 2019), operated by 66 carriers (62 in 2021 and 66 in 2019), including 25 low-cost carriers.

The resilience of the Athens market and the attractiveness of the city and the country overall resulted in a rapid recovery in passenger traffic, as well as impressive additions to the network during the challenging COVID years and the post-pandemic current era. Year 2022 was characterised by a strong return in network developments, adding seven new destinations and welcoming five new airlines which offer services and operate in Athens for the first time. Athens was connected to Bilbao with Aegean and Volotea; Birmingham with Jet2.com - a new airline for our Airport; Boston, the latest addition in the US network, by Delta; Florence with Aegean; Leipzig by Condor, another new airline for Athens; Niš with Air Serbia; and Turin with Volotea. In addition to Jet2.com and Condor, Athens welcomed Air Albania operating to Tirana, Bluebird offering scheduled PAX services to Tel-Aviv and Flyr operating to Oslo.

In addition to the above, in 2022 two airlines (Air Transat and Norwegian International) returned to Athens, while for a total of nine destinations that ceased being served during the pandemic, direct services were reinstated in 2022. As a result, compared to 2021, the new network additions totaled seven new airlines and 16 new destinations.

In 2022, AIA extended the pricing measures it had temporarily introduced during the previous period to mitigate the costs of operating airlines that had been severely affected during the lockdown periods and to support and encourage recovery of international flights. The Developmental Incentives' Scheme continued to apply in a fully transparent and non-discriminatory manner, with no major changes.

Once again, Athens Airport won first place in the highly competitive category of 10-17.5 million passengers in 2021, as voted by the airlines themselves, at the most prestigious annual meeting of the aviation industry "ROUTES WORLD 2022". Athens was once again awarded the first prize for the impressive growth of passenger traffic, and the Athens network's recovery and restoration of connectivity.

7 New Airlines 2022

Ait Albania	Bluebird	Flyr	Norwegian International
Air Transat	Condor	Jet2.com	

16 New Destinations 2022

Bilbao	Gothenburg	Nis	Split
Birmingham	Hanover	Nuremberg	Tunis
Boston	Ibiza	Palermo	Turin
Florence	Leipzig	Podgoriza	Valencia

32 Domestic Scheduled Destinations

32 Domestic Scheduled Destinations

Alexandroupolis	Karpathos	Leros	Samos
Astypalea	Kastoria	Limnos	Sitia
Chania	Kavala	Mikonos	Skiathos
Chios	Kefallonia	Milos	Skiros
Heraklion	Kerkyra/Corfu	Mitilini	Syros
Ikaria	Kithira	Naxos	Thessaloniki
Ioannina	Kos	Paros	Thira/Santorini
Kalimnos	Kozani	Rhodes	Zakinthos

66 Airlines Operating Scheduled Passenger Flights

Aegean Airlines	Brussels Airlines	Iberia	Sky Express
Aer Lingus	Bulgaria Air	Israir	Swiss International Air Lines
Aeroflot	Condor	ITA	Tarom Romania
Air Albania	Croatia Airlines	Jet2.com	Transavia Airlines
Air Baltic	Cyprus Airways	KLM	Transavia France
Air Canada	Delta Airlines	Lufthansa	TUI FLY Belgium
Air China	easyjet	MEA	Turkish Airlines
Air Europa	easyjet Europe	Norwegian Air Shutle	TUS Airways
Air France	easyjet Switzerland	Norwegian International	Ukraine International Airlines
Air Serbia	Egypt Air	Olympic Air	United Airlines
Air Transat	El Al Israel Airlines	Pegasus Airlines	Volotea Airlines
American Airlines	Emirates	Qatar Airways	Vueling Airlines
Arkia Isreali Airlines	Ethiopian Airlines	Royal Jordanian	Wizzair
Austrian Airlines	Etihad	Ryanair	Wizzair Abu Dhabi
Blue Air	Eurowings	Saudi Arabian Airlines	Wizzair UK
Bluebird	Flyr	Scandinavian Airlines	
British Airways	Gulf Air	Scoot	

6 Airlines Operating Scheduled Cargo Flights

ASL Airlines Belgium (formerly TNT Airways) (1)	Belgium
DHL Aviation	Germany
FedEx Express	Belgium
Star Air (on behalf of UPS)	Denmark
Qatar Airways (2)	Qatar
Swiftair Hellas	Greece

(1) Operation January-March 2022
(2) Operation April-June and November-December 2022

38 Airlines Operating Charter Passenger Flights

2Excel Aviation	Carpatair	Heston Airlines	Nord Wind
Aero4M	Comlux Aviation Malta	Iberia Express	Privilege Style
Air Explore	Copenhagen Airtaxi	Icelandair	Ryanair Sun
Air Horizon	Corendon Airlines	Intersalonica	Skyup Airlines
Air Mediterranean	Corendon Dutch Airlines	Jet Netherlands	Smartlynx Airlines Malta
Air Nostrum	Corsair	Jet Time	Titan Airways
Alba Star	Electra Airways	Klass Jet	Trade Air
Amelia	Enter Air	Lot Polish Airlines	Travel Service Airlines - Smartwings
Azerbaijan Airlines	Evelop Airlines	Marathon Airlines	
Balkan Holidays Air	Freebird Airlines	Neos S.P.A	

111 International Scheduled Destinations

Abu Dhabi
Addis Ababa
Alexandria
Amman
Amsterdam
Aqaba
Atlanta
Bahrain
Barcelona
Bari
Basel
Beijing
Beirut
Belgrade
Berlin
Bilbao
Birmingham
Bologna
Bordeaux
Boston
Bristol
Brussels
Bucharest
Budapest
Cairo
Catania
Chicago
Cologne
Copenhagen
Doha
Dubai
Dublin
Dubrovnik
Dusseldorf
Edinburgh
Eindhoven
Florence
Frankfurt
Geneva
Gothenburg
Hamburg
Hanover
Helsinki
Ibiza
Istanbul
Izmir
Jeddah
Katowice
Krakow
Kutaisi
Kyiv
Larnaca
Leipzig
Lille
Lisbon
London
Luxembourg
Lyon
Madrid
Malaga
Malta
Manchester
Marseille
Milan
Montpellier
Montreal
Moscow
Munich
Nantes
Naples
New York
Nice
Nis
Nuremberg
Oslo
Palermo
Paphos
Paris
Philadelphia
Podgoriza
Porto
Prague
Riga
Riyadh
Rome
Singapore
Skopje
Sofia
Split
Stockholm
Strasbourg
Stuttgart
Tallinn
Tbilisi
Tel Aviv
Tirana
Toronto
Toulouse
Tunis
Turin
Valencia
Venice
Verona
Vienna
Vilnius
Warsaw
Washington
Wroclaw
Yerevan
Zagreb
Zurich

70 International Charter Destinations

Ajaccio
Al Maktoum
Al-Ula
Amman
Amsterdam
Baku
Barcelona
Belfast
Belgrade
Berlin
Bologna
Bratislava
Bristol
Brussels
Bucharest
Budapest
Cairo
Clermont-Ferrand
Copenhagen
Dalaman
Dhaka
Doha
Dresden
East Midlands
Geneva
Helsinki
Istanbul
Karlovy Vary
Katowice
Kaunas
Krasnodar
Lahore
Lahr
Larnaca
Leeds Bradford
Ljubljana
Lyon
Madrid
Malaga
Malta
Memmingen
Milan
Moscow
Munich
Nantes
Nice
Oran
Paphos
Paris
Parma
Podgorica
Porto
Poznan
Prague
Rabat
Rennes
Reykjavik
Riyadh
Rovaniemi
Salzburg
Santiago de Compostela
Skopje
Split
Tbilisi
Tel Aviv
Valencia
Venice
Vienna
Vitoria
Warsaw

111 International Scheduled Destinations

6

EXERCISES *on Punctuality*

During 2022, delays of more than 15 minutes affected 33.5% of all departing flights, compared to 23% in 2021 and 31% in 2019

During 2022, delays of more than 15 minutes affected 33.5% of all departing flights, compared to 23% in 2021 and 31% in 2019. The percentage of delayed domestic scheduled passenger services, decreased from 30% in 2019 to 18.4% in 2021 and finally ended at 26.9% in 2022, while the percentage of delayed European departures amounted to 38.6%. The same value amounted to 27.8% in 2021 and 32.6% in 2019. The Intercontinental scheduled passenger services reached almost 41%, quite higher than 2021 and 2019, when they amounted to 25.6% and 26.7%, respectively. The average delay time of all departing flights was 41 minutes, close to 2021 levels with 38 minutes, while in 2019 it was 42. The average delay time of domestic scheduled passenger services was 38 minutes vs. 37 minutes in 2021 and 46 minutes in 2019, while for European scheduled passenger services it reached 41 minutes instead of 34 minutes in 2021 and 38 minutes in 2019. The average delay time of Intercontinental departures reached 50 minutes, close to 49 minutes in 2021 and 44 minutes in 2019.

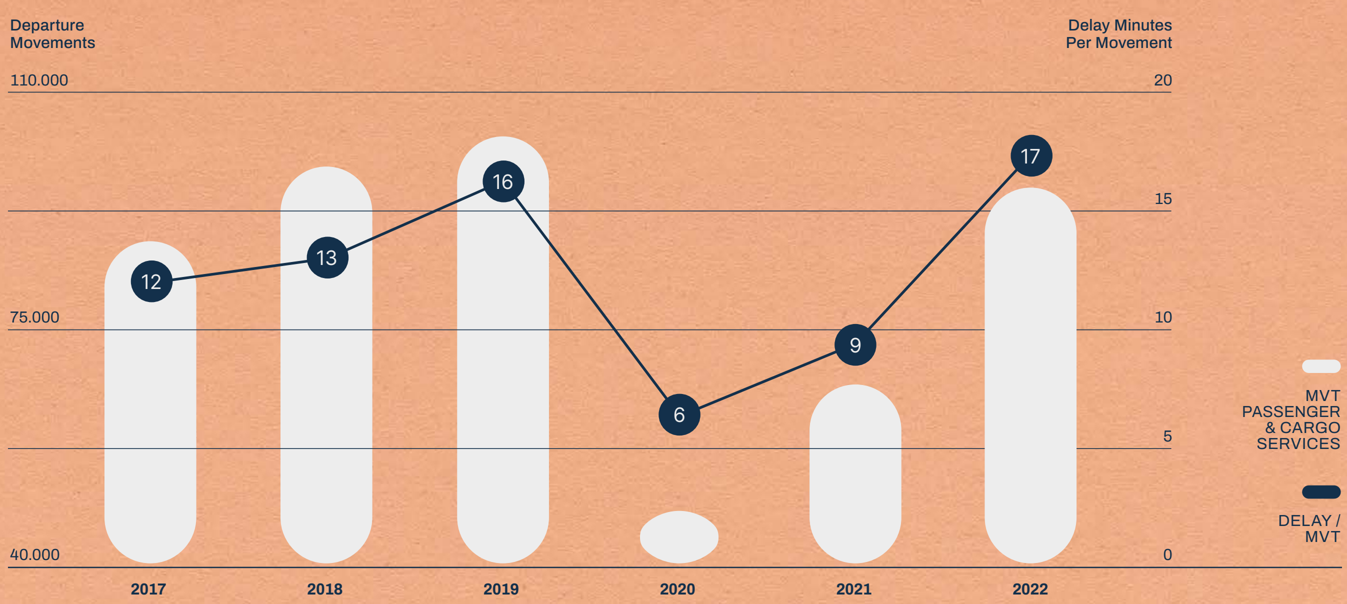
July was the month with the highest percentage of delayed departing flights, amounting to 57.2%, followed by August with 50.4%; the average delay time was 44 minutes in July and 41 minutes in August.

Reactionary reasons affected 45.13% of the delayed departures. Besides those, the primary reasons for delayed departures for the year 2022 were:
- "Air Traffic Flow Management" with 18.29%
- "Restrictions at the Airport of Departure" with 17.93%

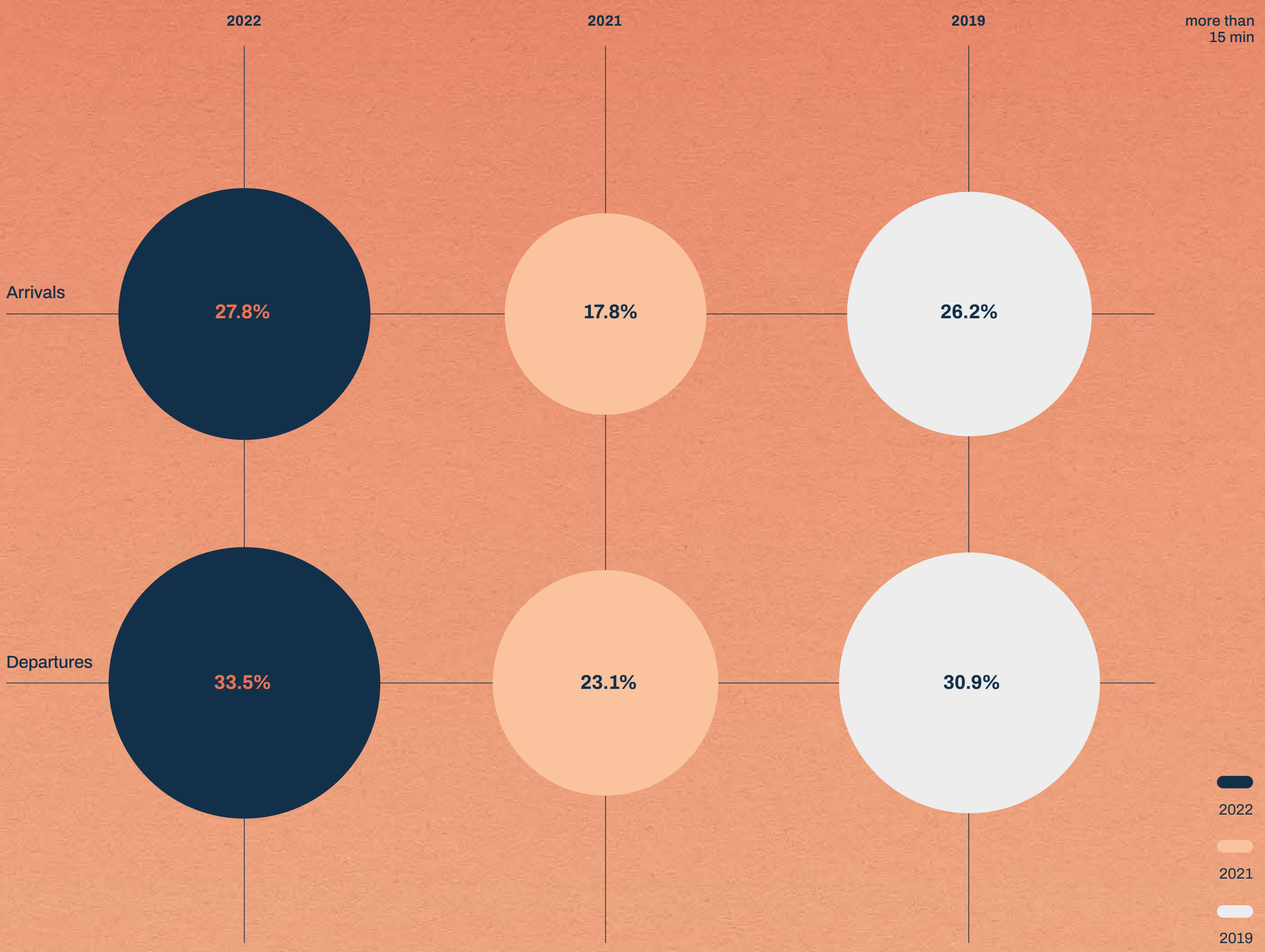
While only 1.49% of the delayed departures were attributed to "Airport Facilities".

The average delay time per movement in 2022 were 17 mm:ss.

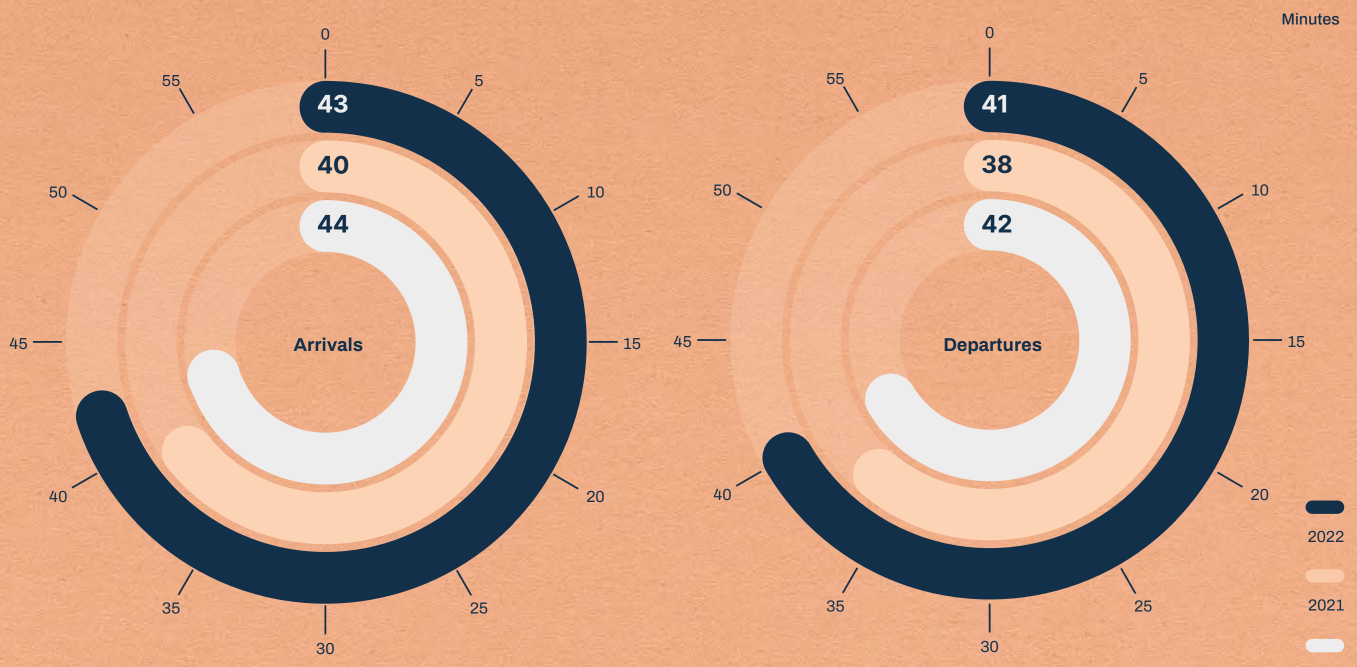
Departure Traffic & Average Delay per Movement for Passenger & Cargo Services



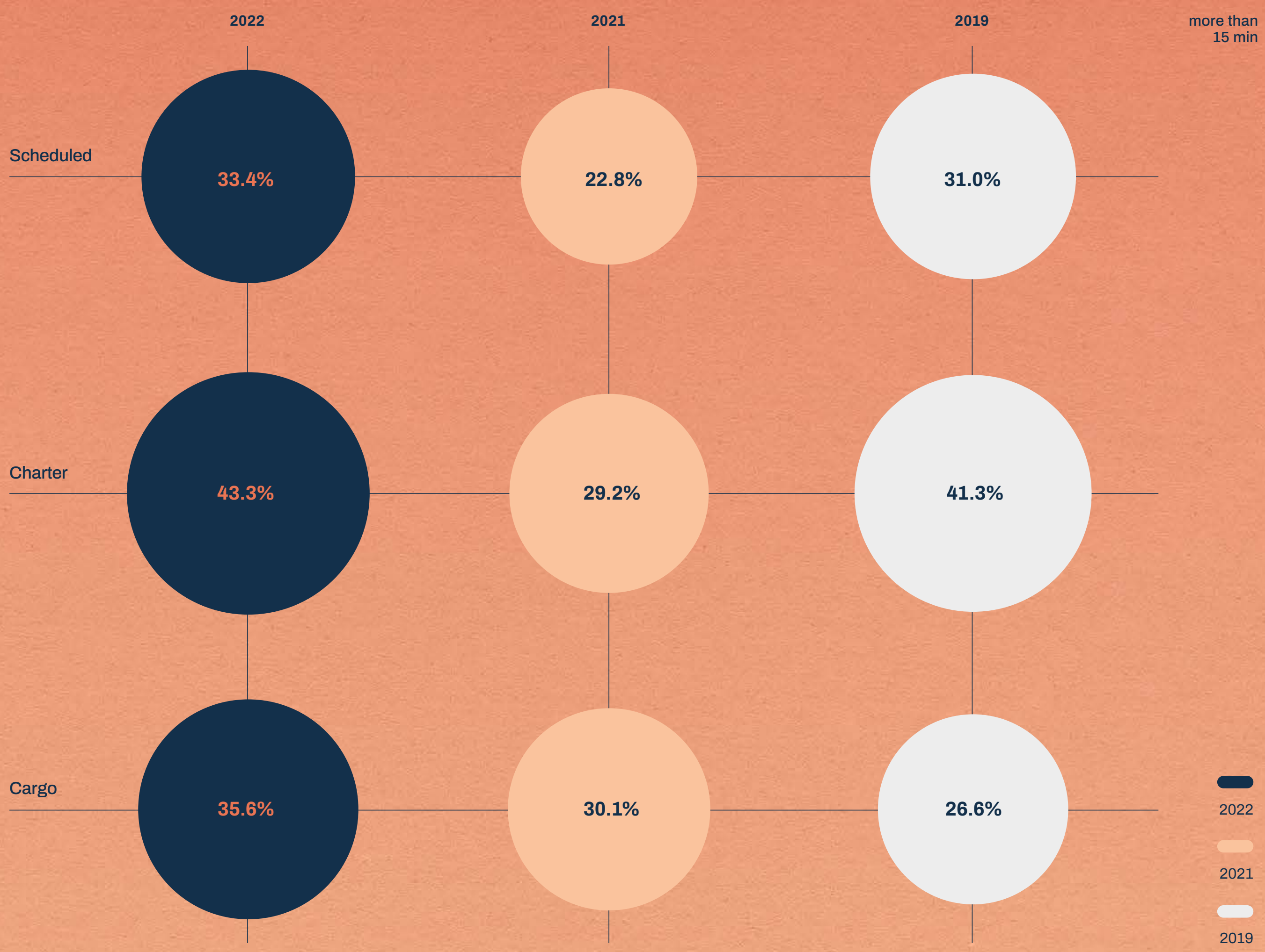
Proportion of Delayed Flights



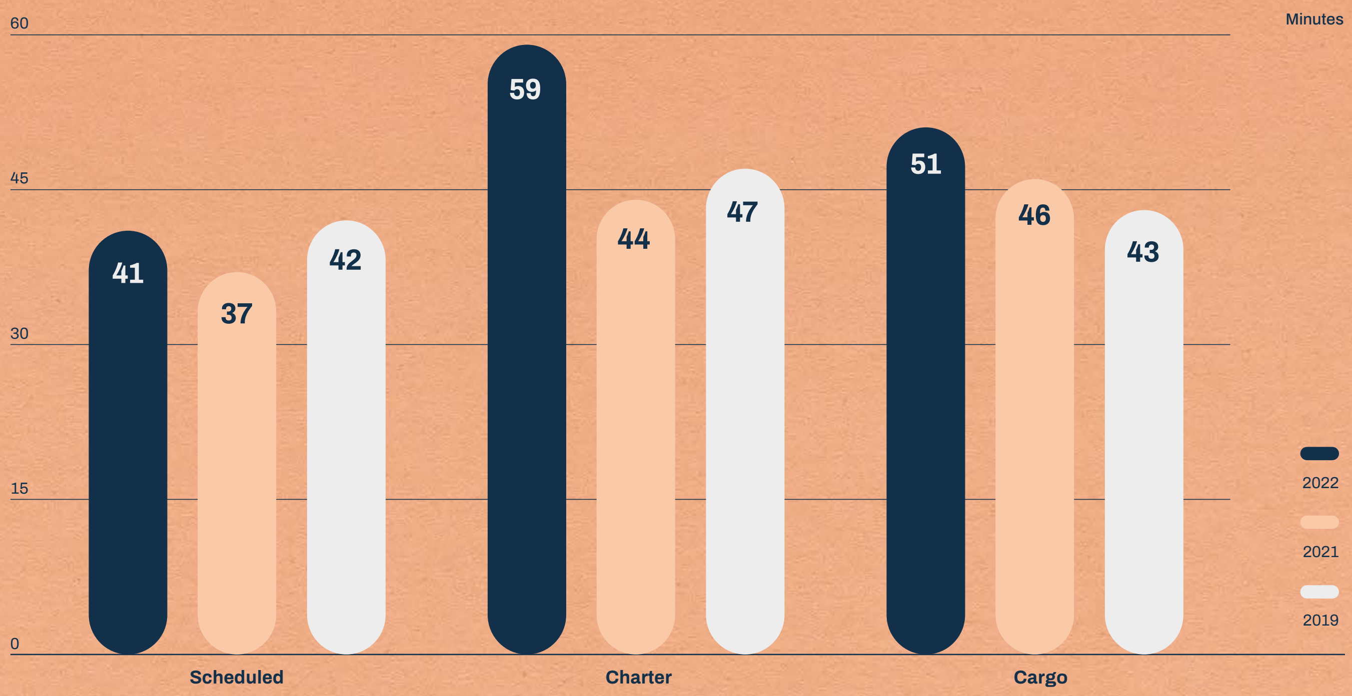
Average Delay per Delayed Flight



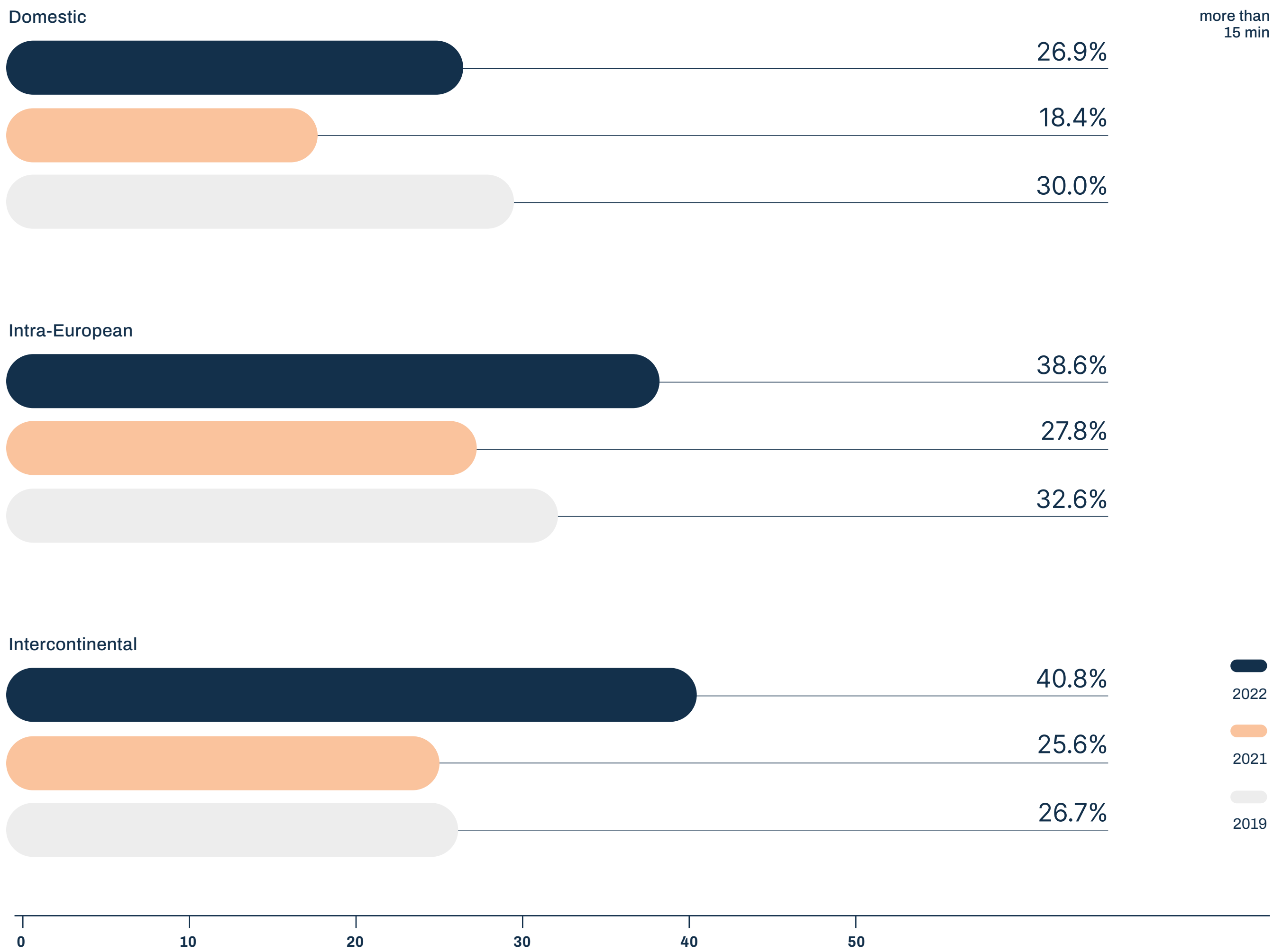
Proportion of Delayed Departures



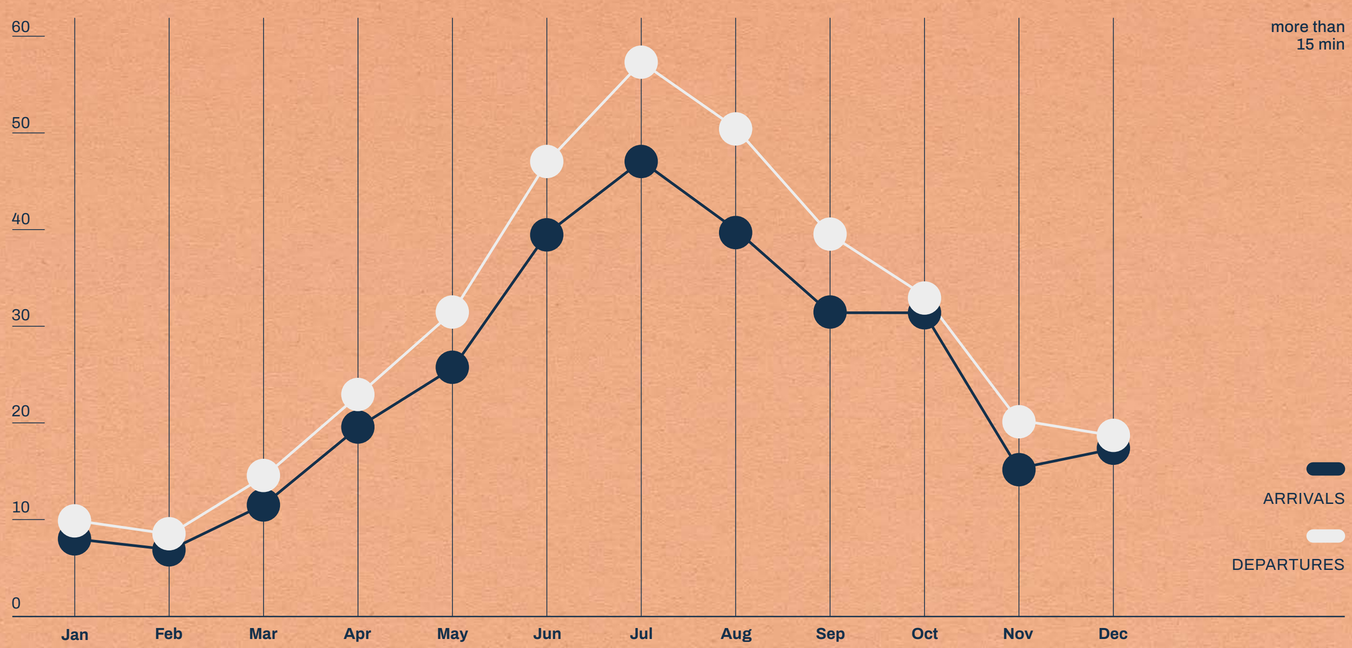
Average Delay per Delayed Departure



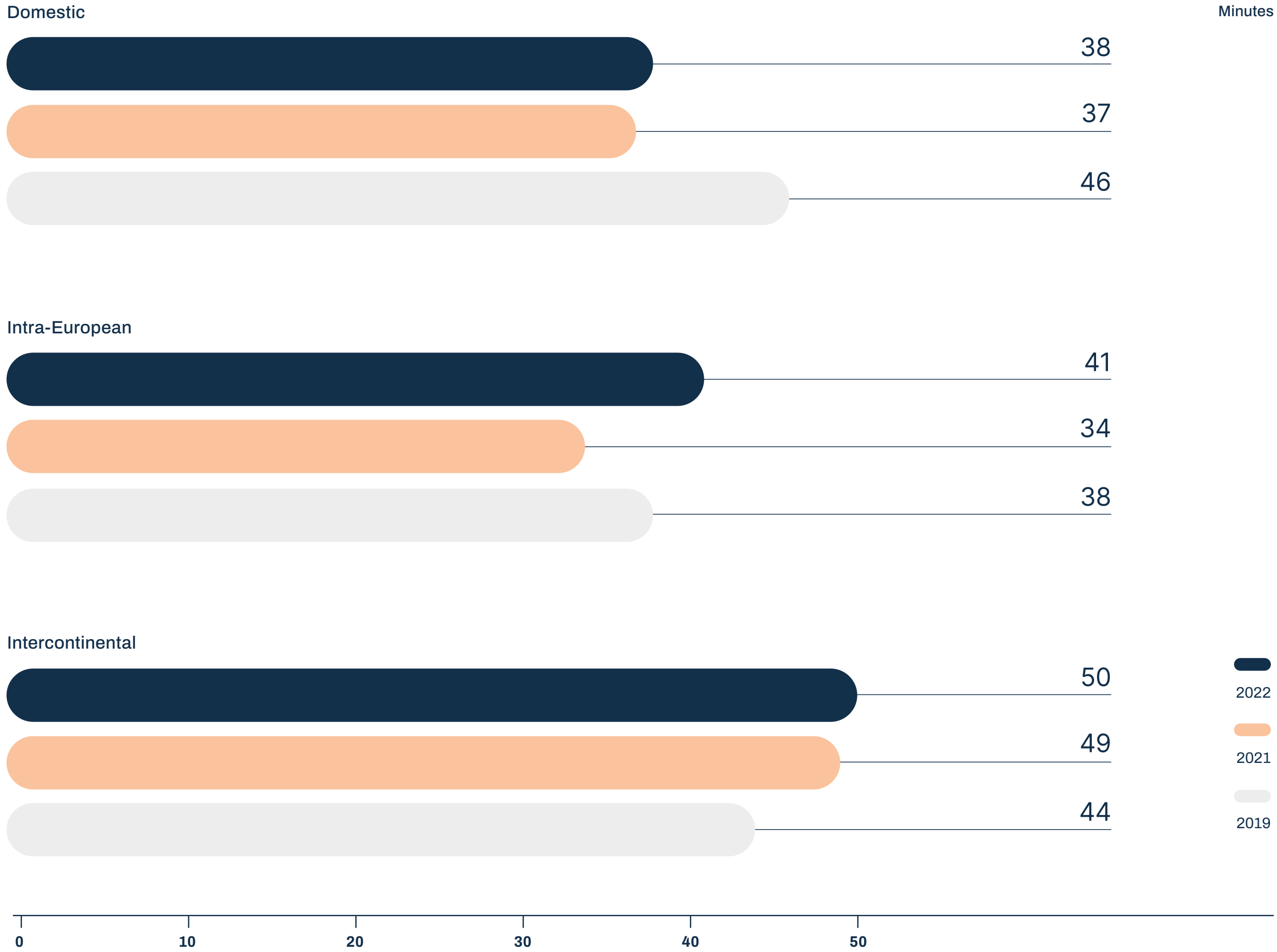
Departing Scheduled Flights / Proportion of Delayed Departures



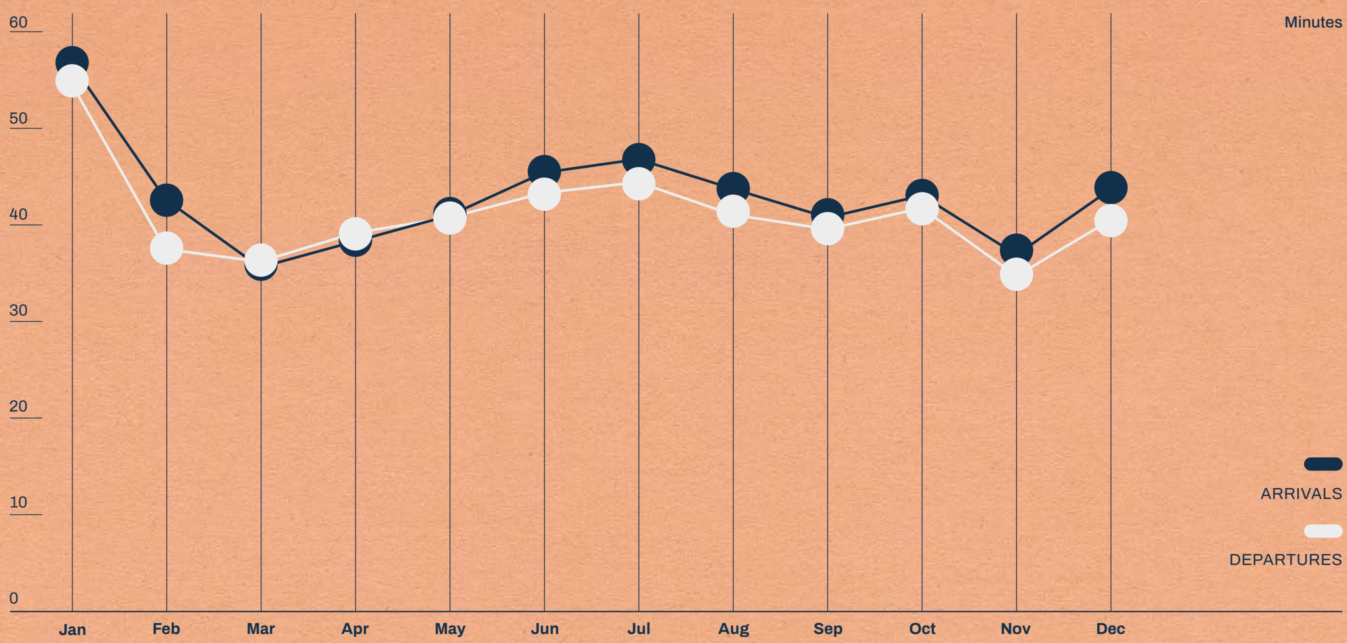
Proportion of Delayed Flights 2022



Departing Scheduled Flights / Average Delay per Delayed Departure



Average Delay per Delayed Flight 2022



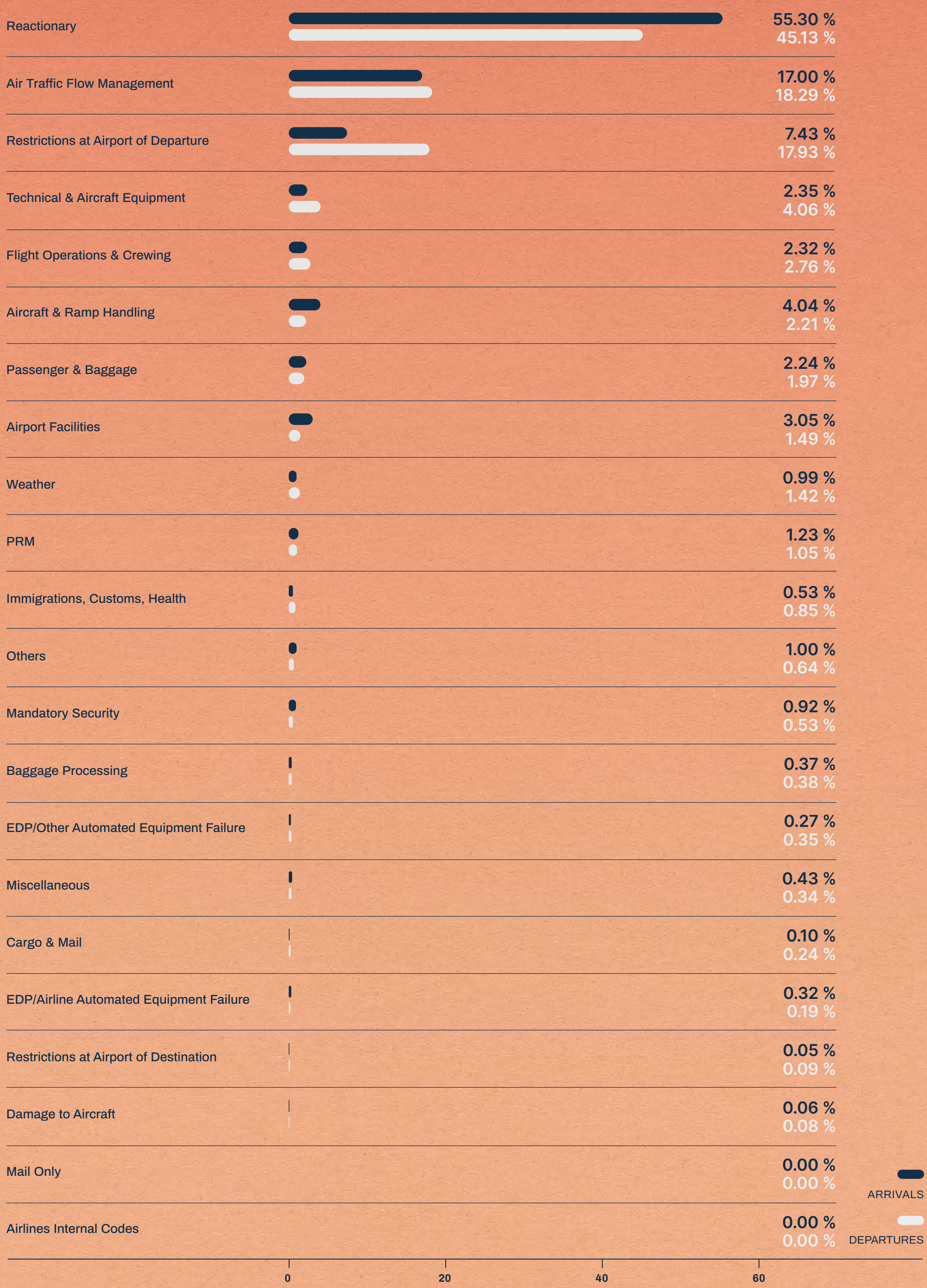
Monthly Puntcuality Statistics

		DEPARTING FLIGHTS		ARRIVING FLIGHTS	
	Main Events Affecting Punctuality	Proportion of Delayed Flights for more than 15 minutes	Average Delay (min) of Flights Delayed for more than 15 minutes	Proportion of Delayed Flights for more than 15 minutes	Average Delay (min) of Flights Delayed for more than 15 minutes
JANUARY	—	9.8%	54.8	7.9%	56.9
FEBRUARY	—	8.4%	37.4	6.8%	42.6
MARCH	—	14.4%	36.1	11.5%	35.5
APRIL	—	22.8%	39.1	19.5%	38.2
MAY	—	31.4%	40.7	25.6%	40.9
JUNE	—	46.9%	43.3	39.5%	45.4
JULY	—	57.2%	44.4	47.0%	46.8
AUGUST	—	50.4%	41.0	39.9%	43.7
SEPTEMBER	—	39.4%	39.5	31.3%	40.7
OCTOBER	—	33.1%	41.7	31.3%	43.0
NOVEMBER	—	20.2%	34.6	15.2%	36.8
DECEMBER	—	18.6%	40.5	17.2%	43.7
TOTAL	**—**	**33.5%**	**41**	**27.8%**	**43**

Proportion of Delay Reasons

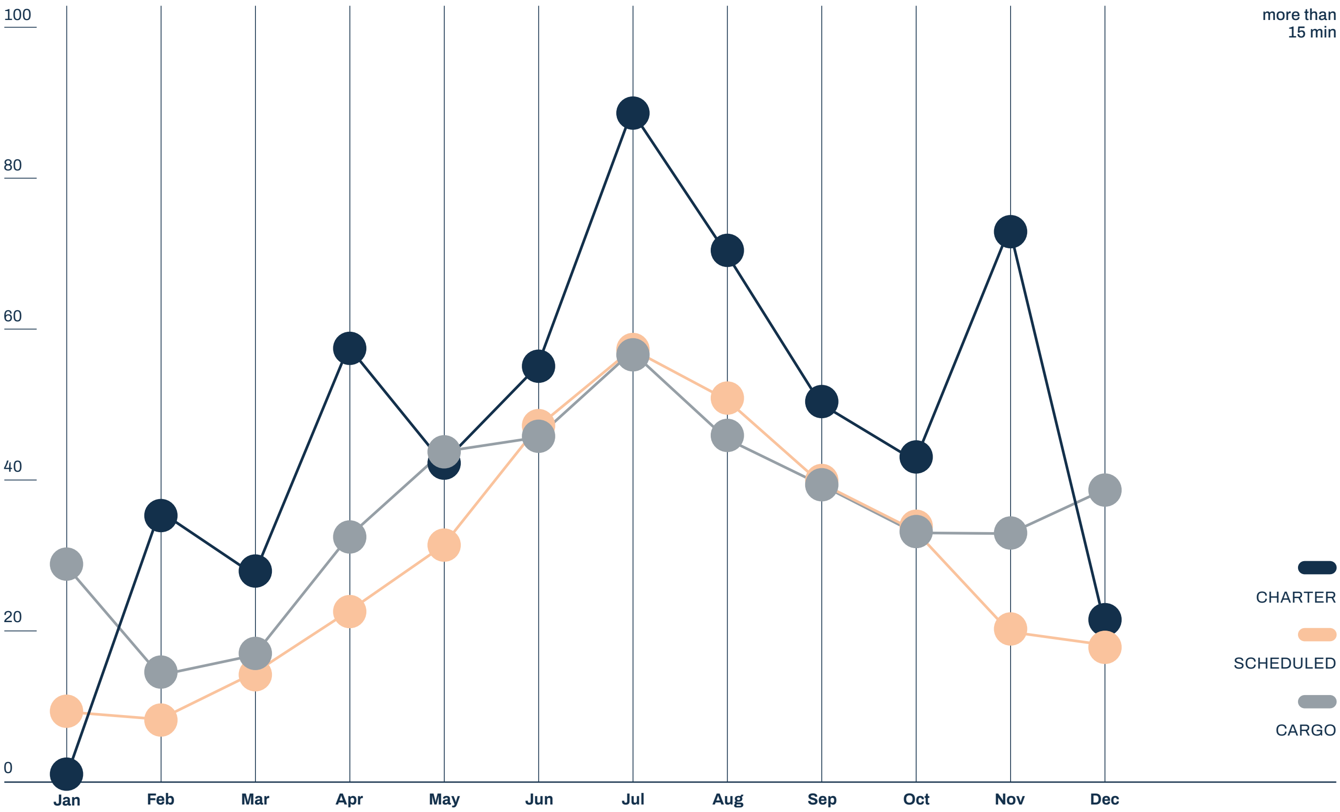
Reasons for Delay	Arrivals	Departures
REACTIONARY	55.30 %	45.13 %
AIR TRAFFIC FLOW MANAGEMENT	17.00 %	18.29 %
RESTRICTIONS AT AIRPORT OF DEPARTURE	7.43 %	17.93 %
TECHNICAL & AIRCRAFT EQUIPMENT	2.35 %	4.06 %
FLIGHT OPERATIONS & CREWING	2.32 %	2.76 %
AIRCRAFT & RAMP HANDLING	4.04 %	2.21 %
PASSENGER & BAGGAGE	2.24 %	1.97 %
AIRPORT FACILITIES	3.05 %	1.49 %
WEATHER	0.99 %	1.42 %
PRM	1.23 %	1.05 %
IMMIGRATIONS, CUSTOMS, HEALTH	0.53 %	0.85 %
OTHERS	1.00 %	0.64 %
MANDATORY SECURITY	0.92 %	0.53 %
BAGGAGE PROCESSING	0.37 %	0.38 %
EDP/OTHER AUTOMATED EQUIPMENT FAILURE	0.27 %	0.35 %
MISCELLANEOUS	0.43 %	0.34 %
CARGO & MAIL	0.10 %	0.24 %
EDP/AIRLINE AUTOMATED EQUIPMENT FAILURE	0.32 %	0.19 %
RESTRICTIONS AT AIRPORT OF DESTINATION	0.05 %	0.09 %
DAMAGE TO AIRCRAFT	0.06 %	0.08 %
MAIL ONLY	0.00 %	0.00 %
AIRLINES INTERNAL CODES	0.00 %	0.00 %
% OF DELAYED FLIGHTS FOR WHICH A DELAY REASON HAS BEEN REPORTED	**71.9%**	**89.4%**

Proportion of Delay Reasons

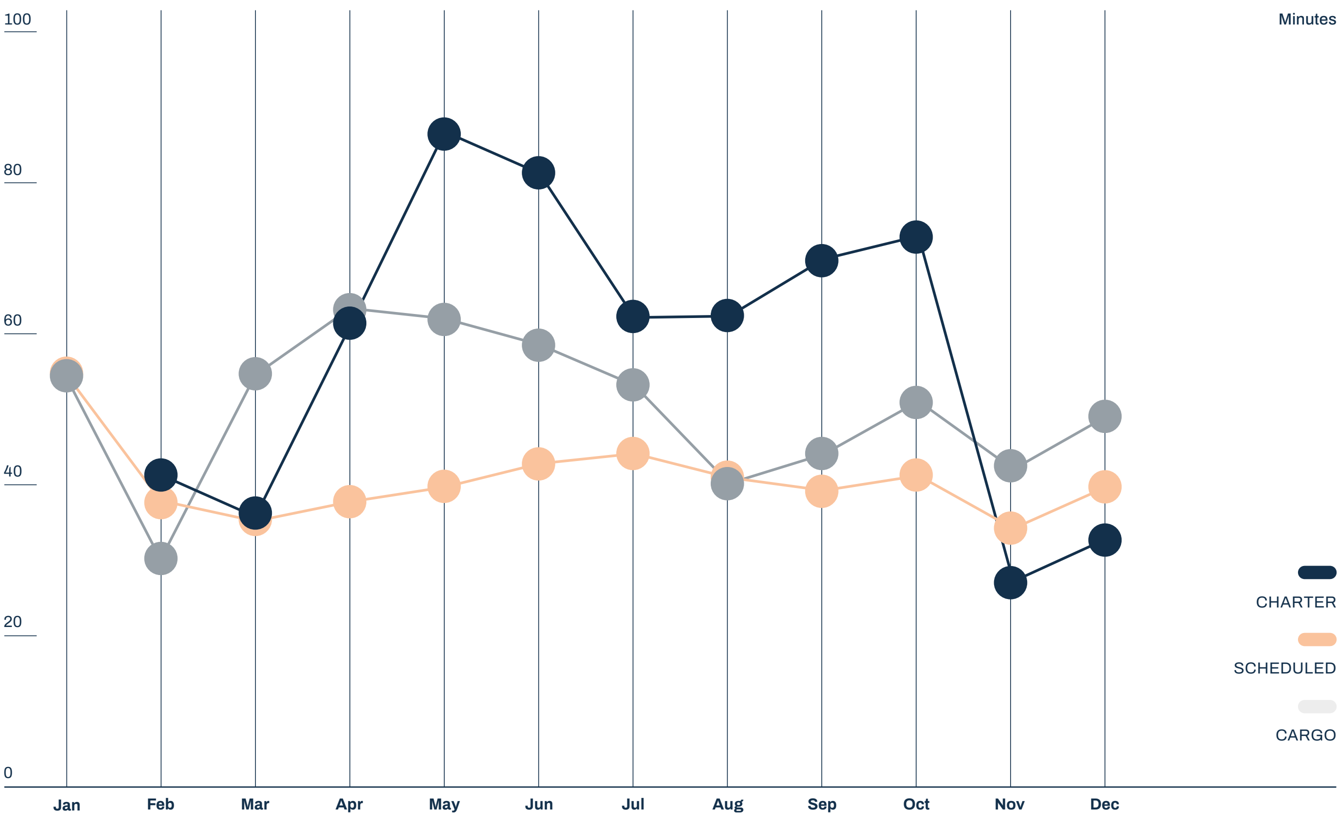


% of Times a Delay Reason is Allocated to a Delayed Flight

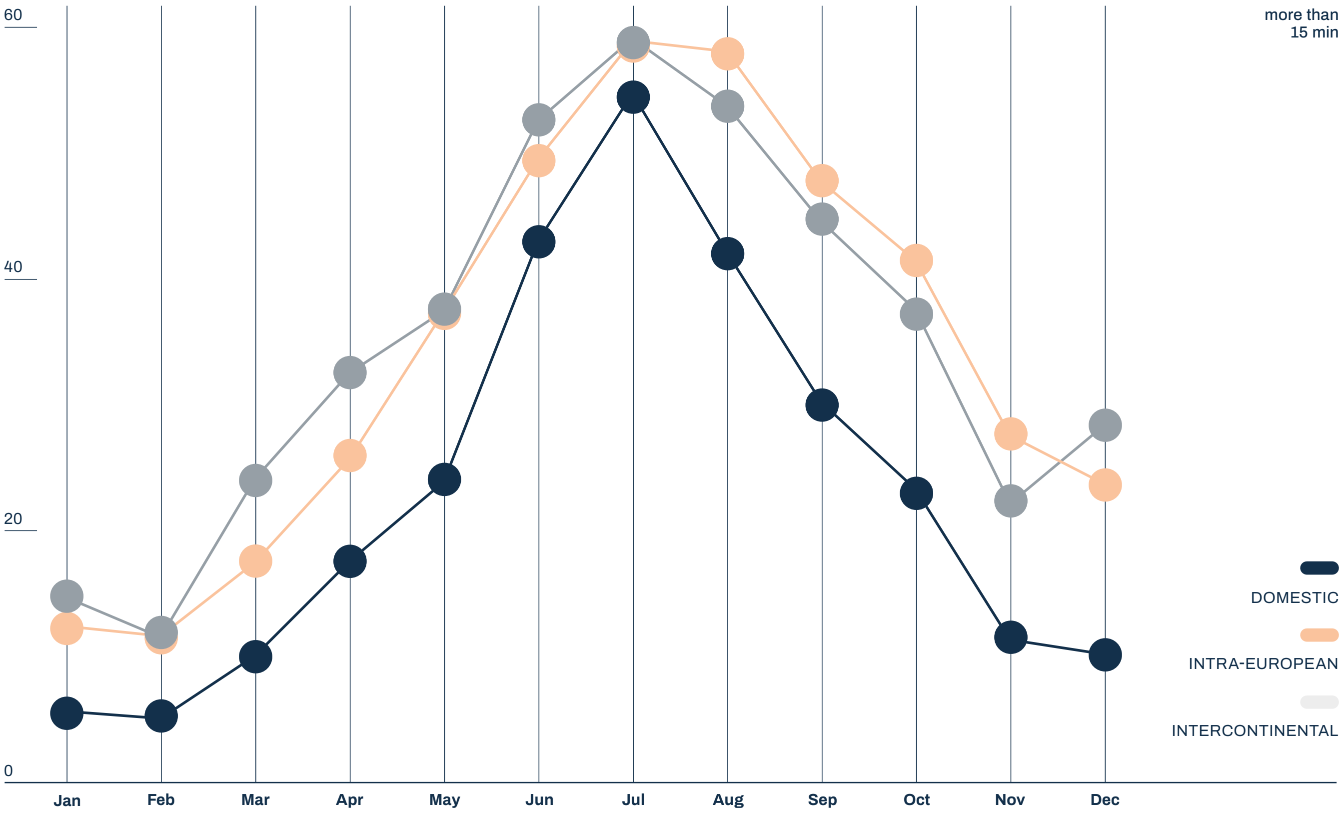
Proportion of Delayed Departures 2022 (More than 15 Minutes)



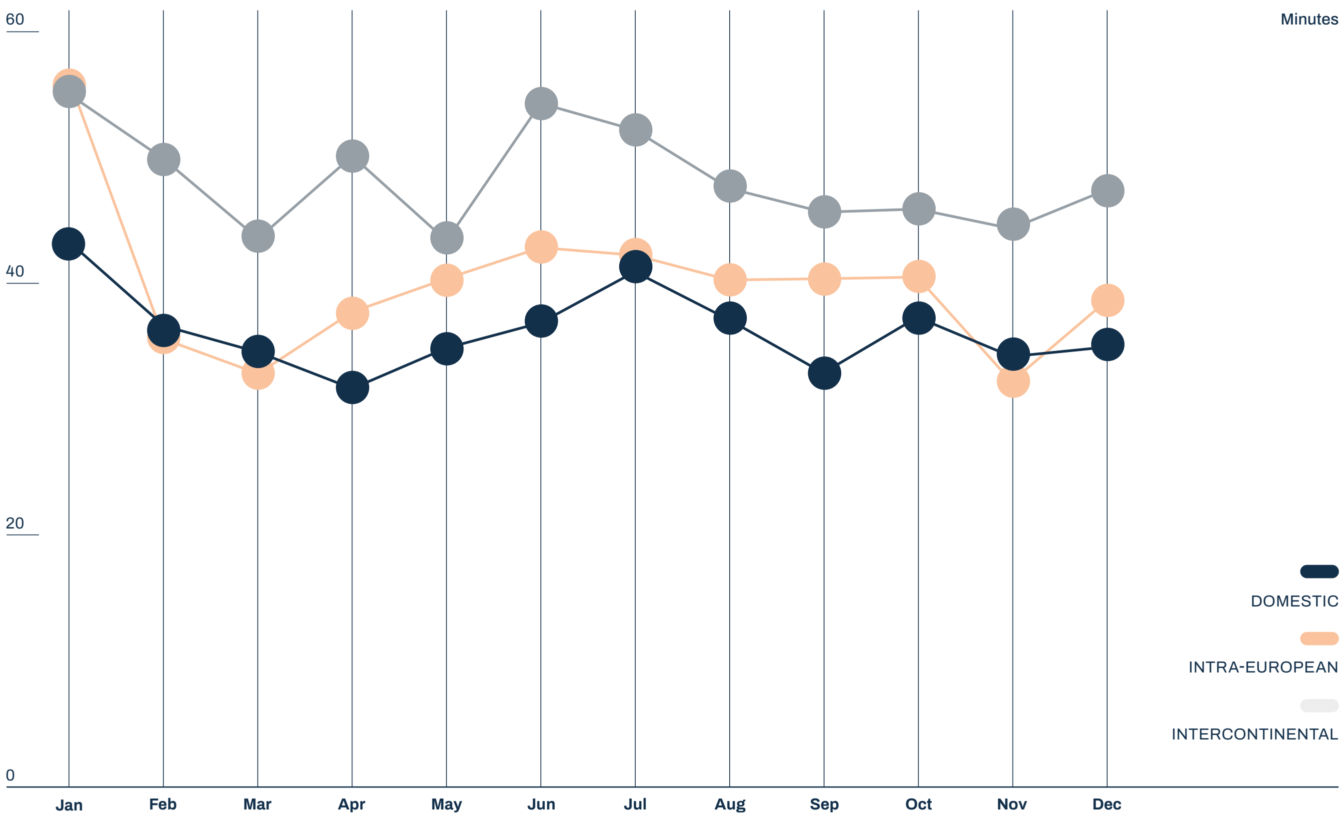
Average Delay per Delayed Departure 2022



Departing Scheduled Flights 2022 / Proportion of Delayed Flights per Region



Departing Scheduled Flights 2022 / Average Delay per Delayed Flight per Region



7

OUR GRADE *report*

In 2022, AIA managed to maintain high passenger satisfaction levels and relatively low queue waiting times, despite increased traffic volumes

Following the impact of the COVID-19 pandemic on passenger numbers and airport operations, AIA remains firm on its commitment to creating the optimum experience for the travelling public and maintains high levels of customer satisfaction, as highlighted in the results of the Airport Company's passenger survey, according to which passengers' appreciation of the Airport services was rated at 4.23 on a 5-point scale.

Within this concept, the Airport Company continuously monitors and evaluates the quality of service and passenger experience, through a number of channels, ranging from structured surveys to immediate feedback communication; also, through regular monitoring of queues at check-in, ticketing, passport control and security screening points. Analysing this data enables the Airport Company and its business partners to assess and further improve the level of the offered services.

Compared to the last three years, in a year competing with 2019, when passenger traffic set a record, there was a small decrease in queue waiting times at passport control, check-in and ticketing points, mainly during peak periods, while at security points the queue waiting time remained essentially the same.

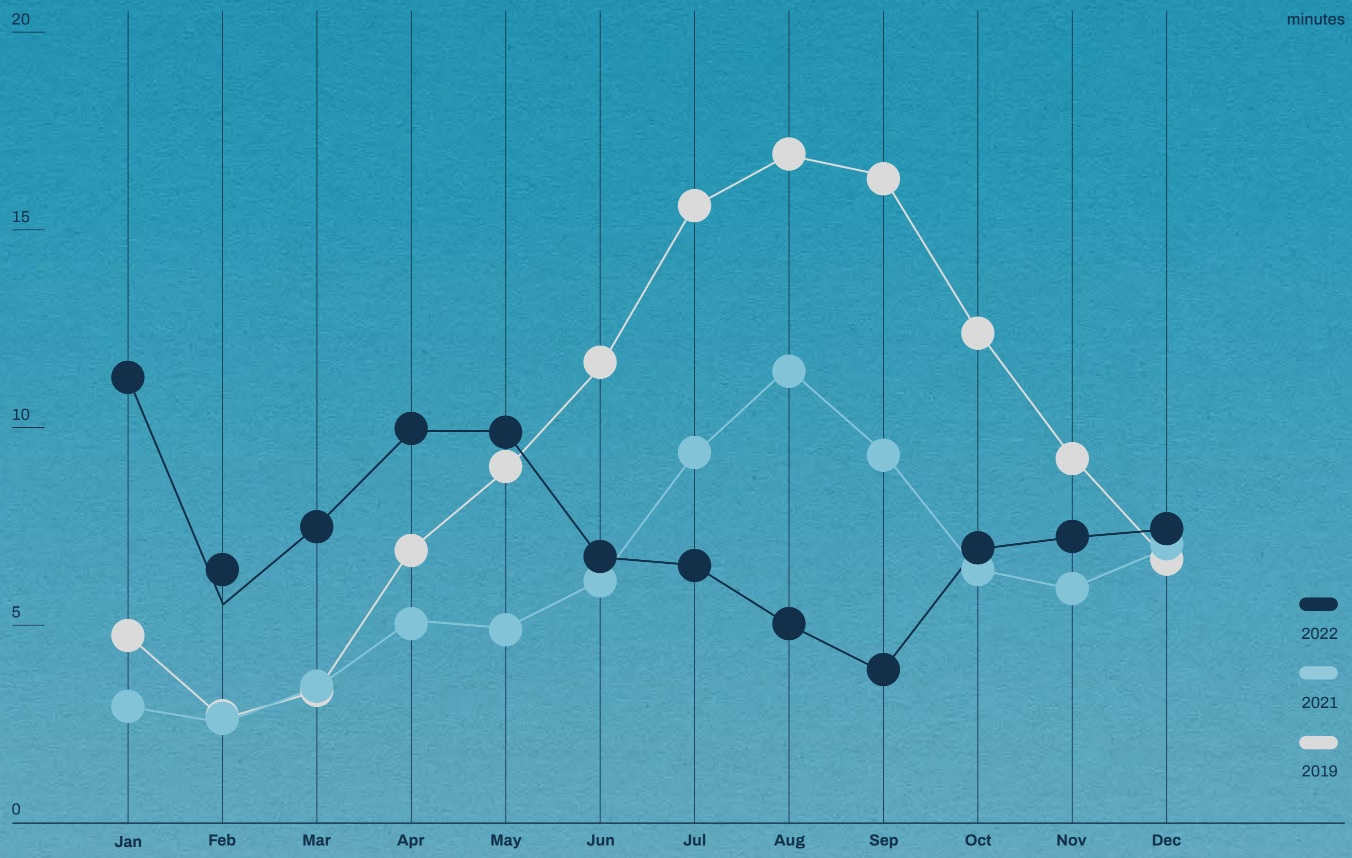
During a year of significant traffic recovery, AIA personnel continued to assist the travelling public during their stay in the Terminal areas, focusing on maintaining a smooth passenger experience. They also handled three major operational challenges, namely the snowfall emergency, the COVID-19 pandemic, and lost luggage during the summer period.

Furthermore, more than 5.1 million passenger and visitor queries were answered, up 67% vs. 2021 and 35% vs. 2019. The Airport Call Centre handled approximately 405,000 telephone inquiries with almost 92% of callers being served within 20 seconds. Almost 7,000 inquiries were received and processed electronically via the "Airport Info" service. The information provision load at the information desks (including roaming agents) amounted to 523 queries per hour.

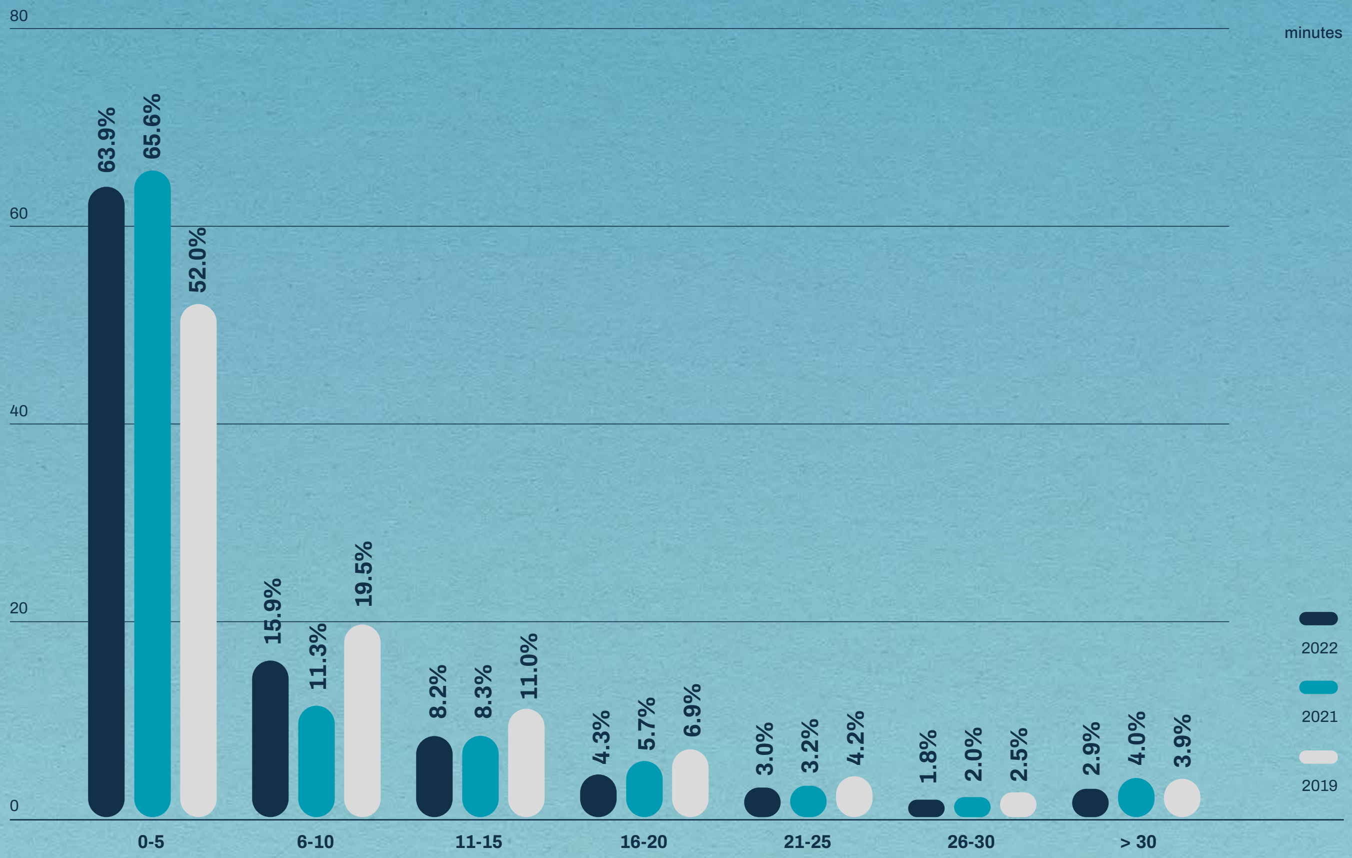
For the first four months of the year, COVID-19 pandemic-related public restrictions and regulations remained in place. AIA personnel helped reduce the impact on passenger flow, queue management, arrival, and transfer processes, monitor compliance with social distancing and mask usage requirements, while also facilitated the operation of specially allocated queueing and examination areas for COVID-19 within the terminal building.

Committed to continuously improving services offered to the travelling public, emphasis was also placed on passenger comment management, monthly analysing comments and communicating relevant information. In 2022, 3,123 comments from 1,014 passengers were received (vs. 1,442 comments from 883 passengers in 2021 and 6,098 comments from 2,362 passengers in 2019). The top dissatisfaction parameter was service for business class passengers at STB, while issues regarding the disruptions on baggage delivery and telephone response time from handlers during the summer period and pandemic-related issues were also on top of the list. A total of 406 letters of response were dispatched, out of which 95.1% were personalised. The average response time for the year was 8.1 days.

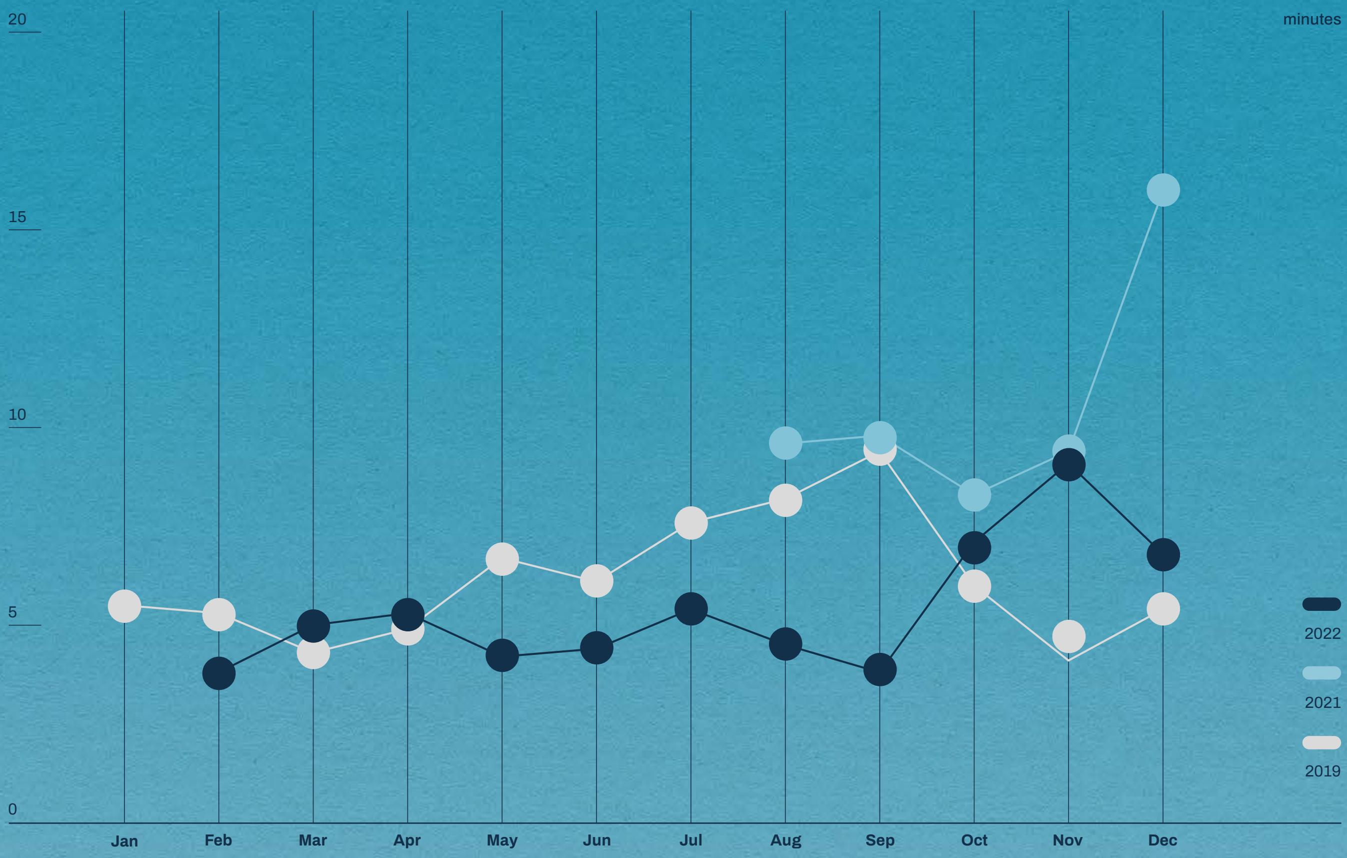
Check-in Queues - All Airlines / Average Check-in Queing Time per Month



Check-in Queues - All Airlines / Queuing Time Distribution

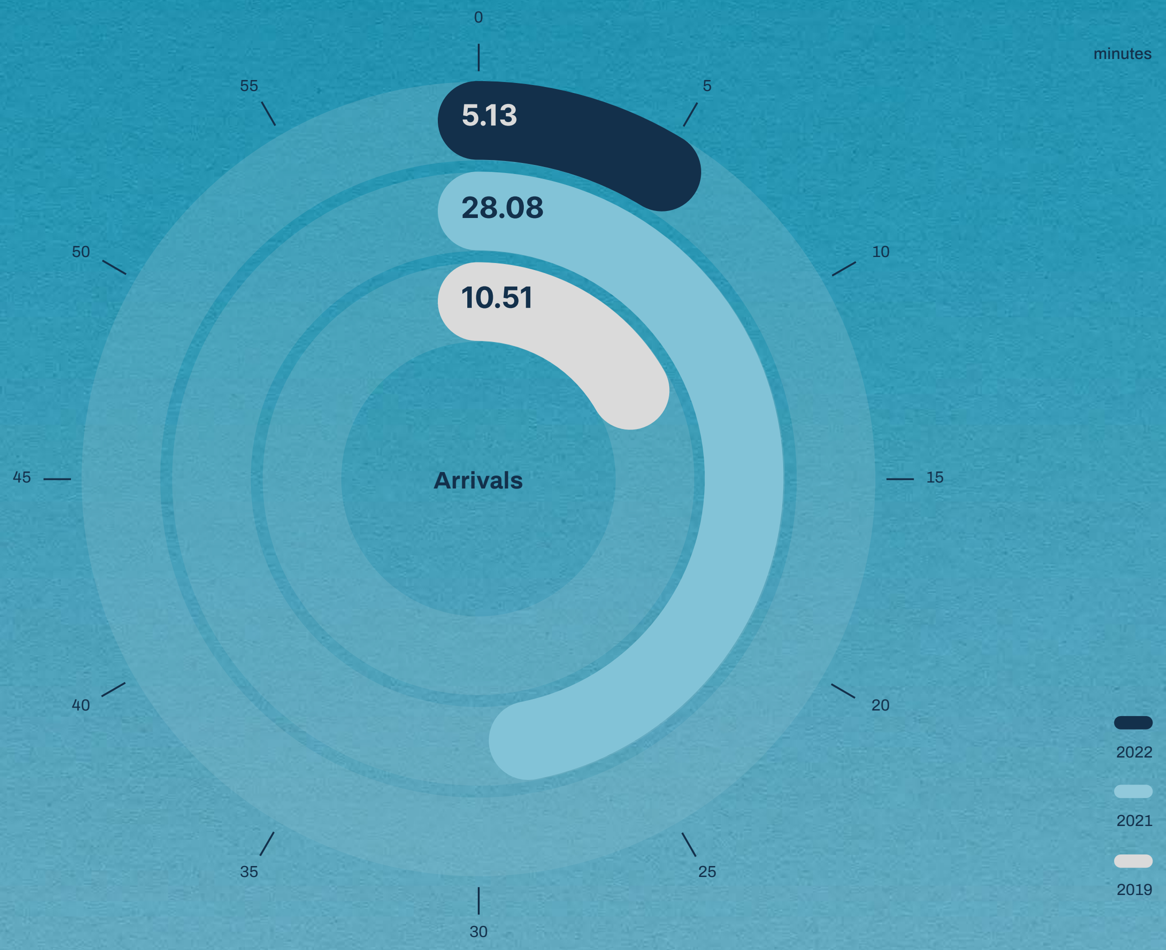


Ticket Desks Queues - All Airlines / Average Ticket Desk Queuing Time per Month

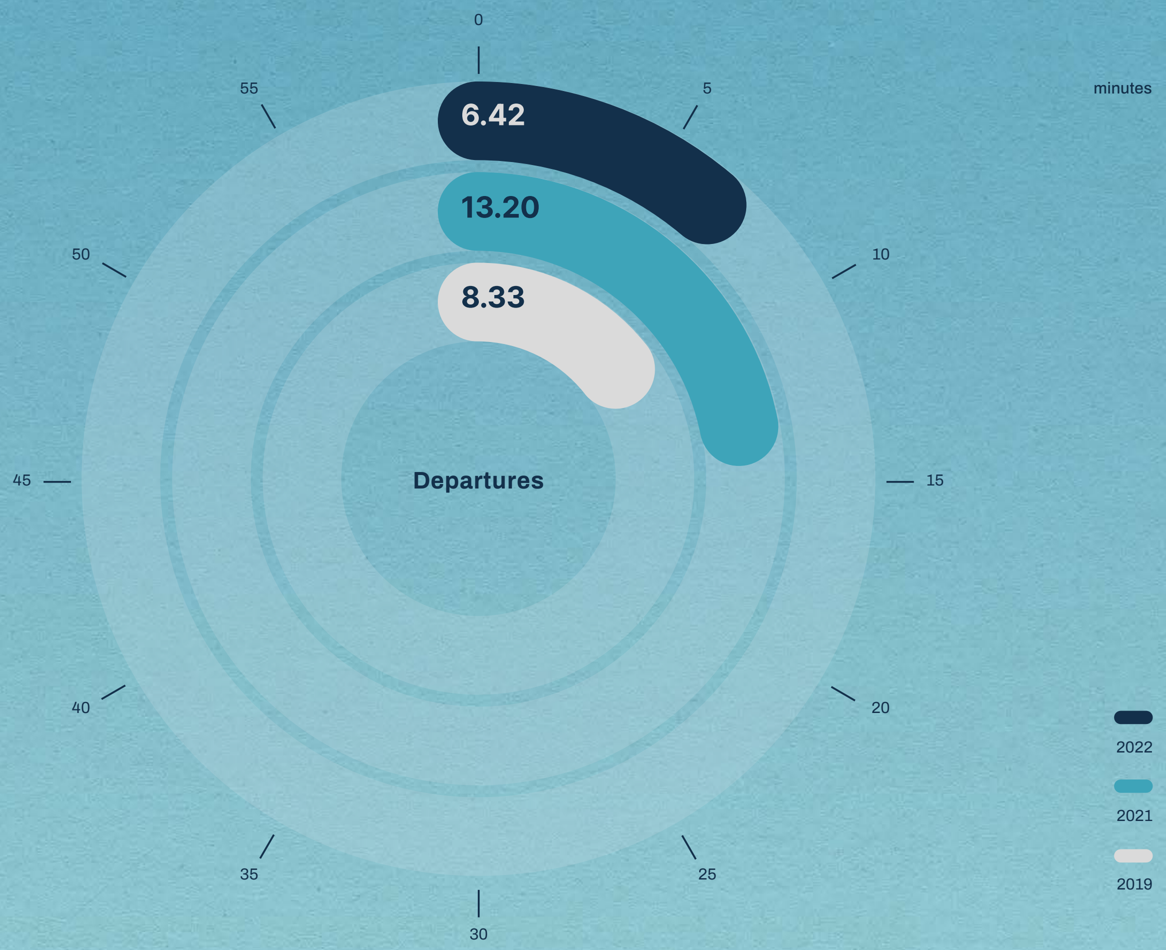


Security Screening (Passengers & Handbags) **/**
Average Queuing Time per Month (All Screening Points)

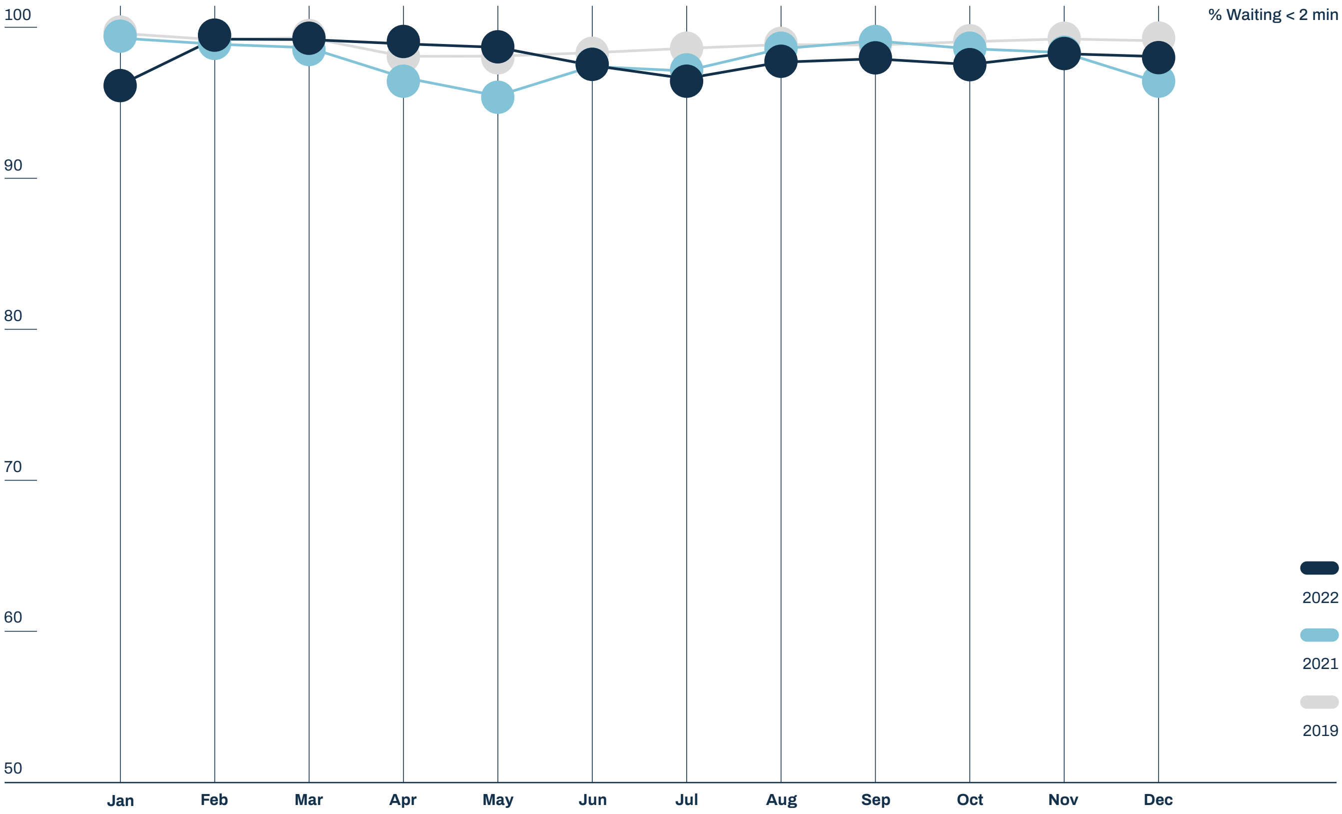
Passport Control at Arrivals / Average Queuing Time



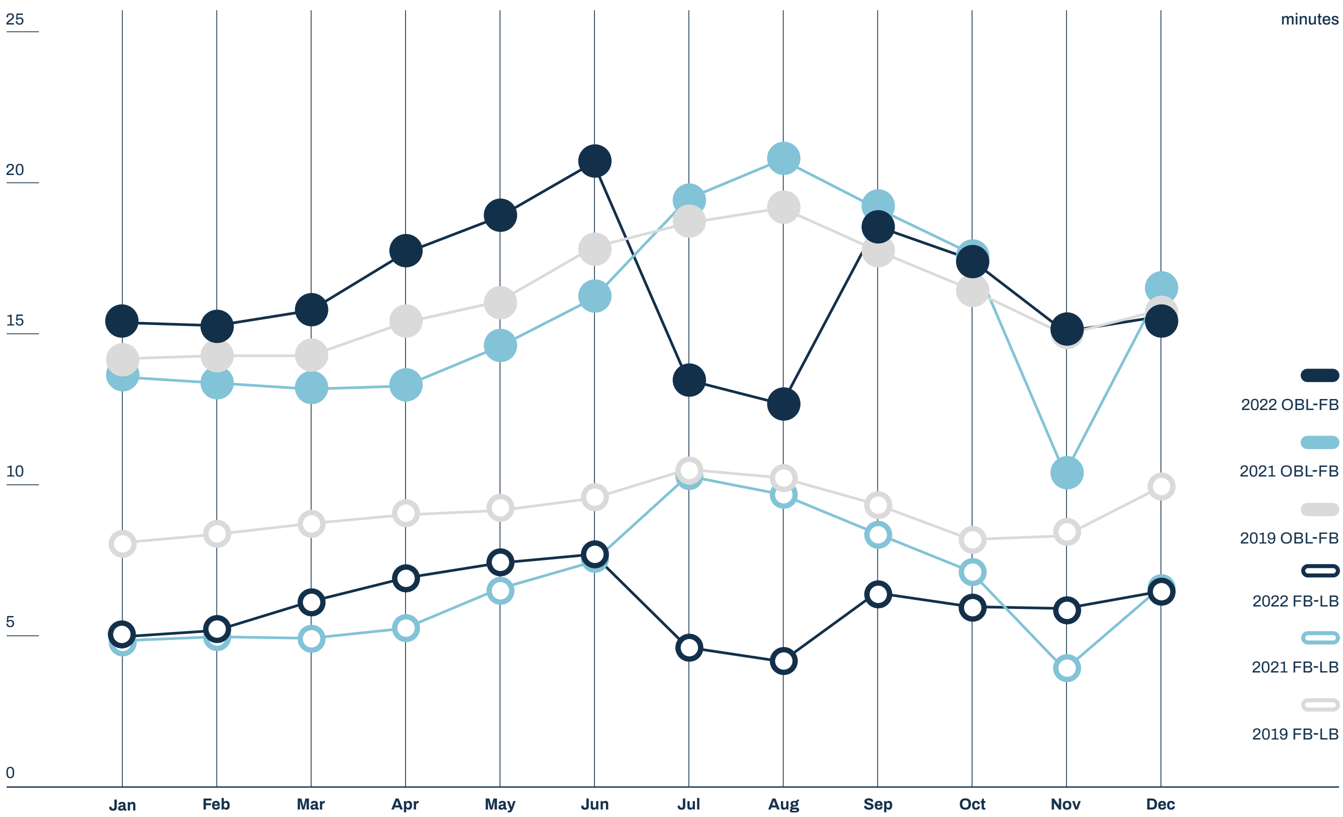
Passport Control at Departures / Average Queuing Time



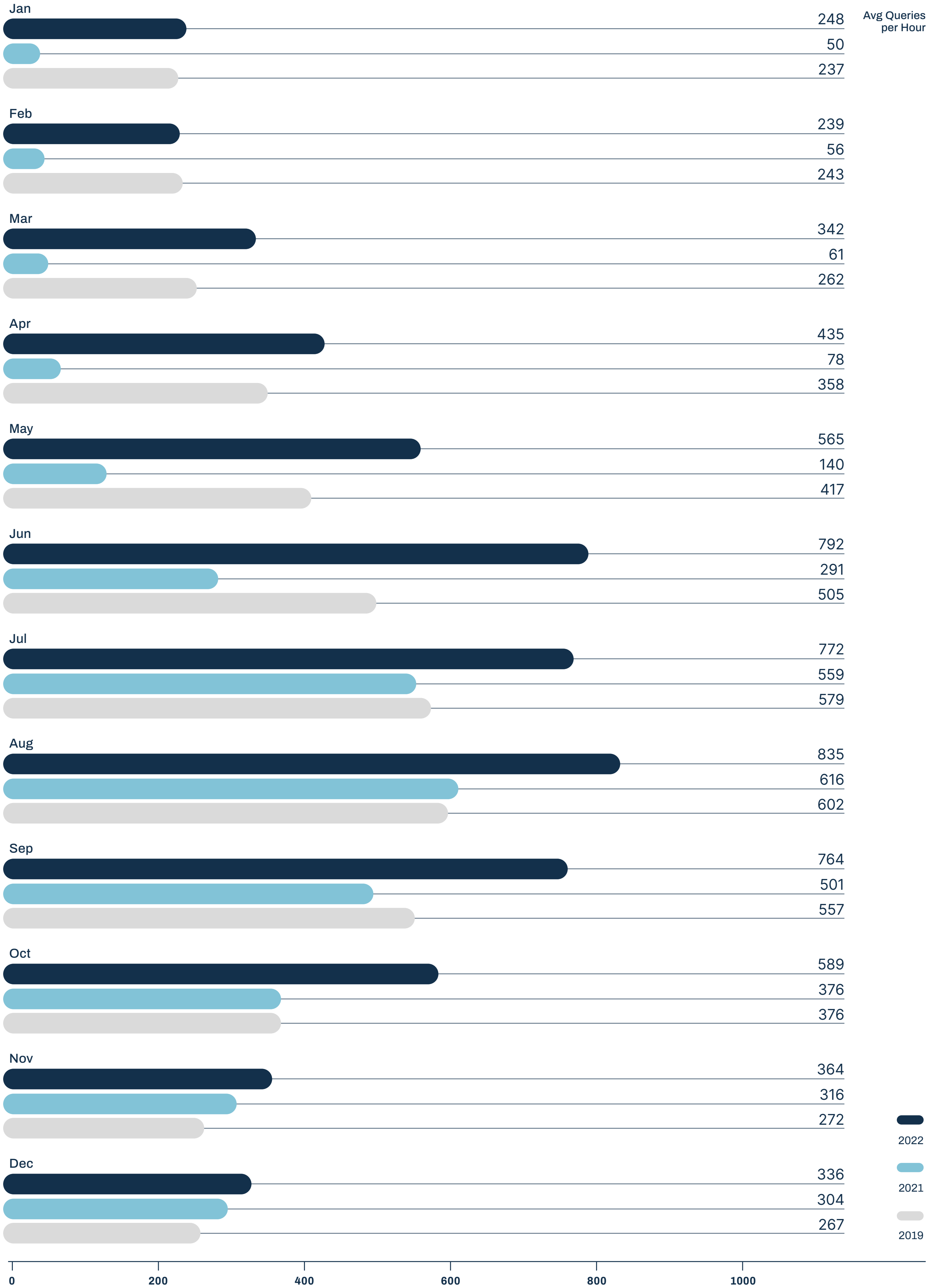
Call Centre Waiting Time Under 2 min



Baggage Delivery Service / Average Time for First and Last Bag from "on-blocks" Time



Information Provision / Queries at the Info Desks

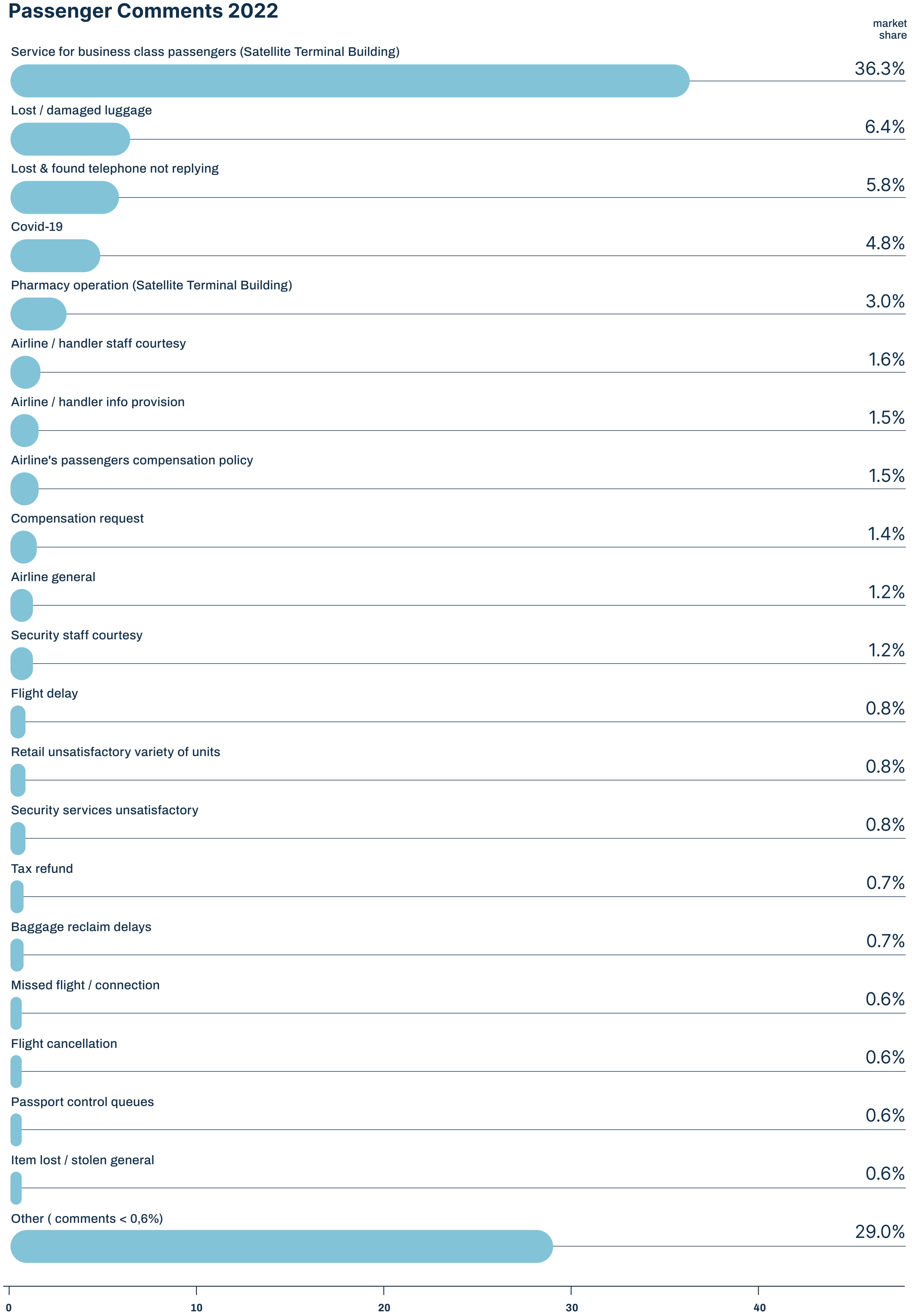


NOTE: Starting from 2007 statistics include mobile agents load. Starting from 16 March 2018 include also fast lane load. Starting from 08 April 2019 include also priority lane load.

Information Provision / Queries at the Info Desks

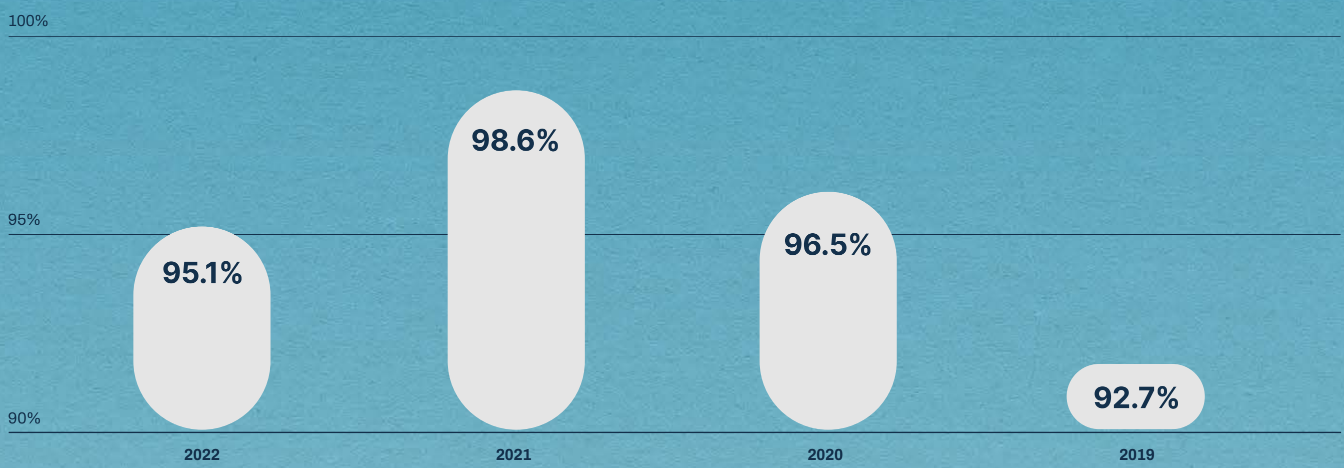
NOTE: Mobile statistics include mobile agents, fast lane & priority lane load.

Passenger Comments 2022

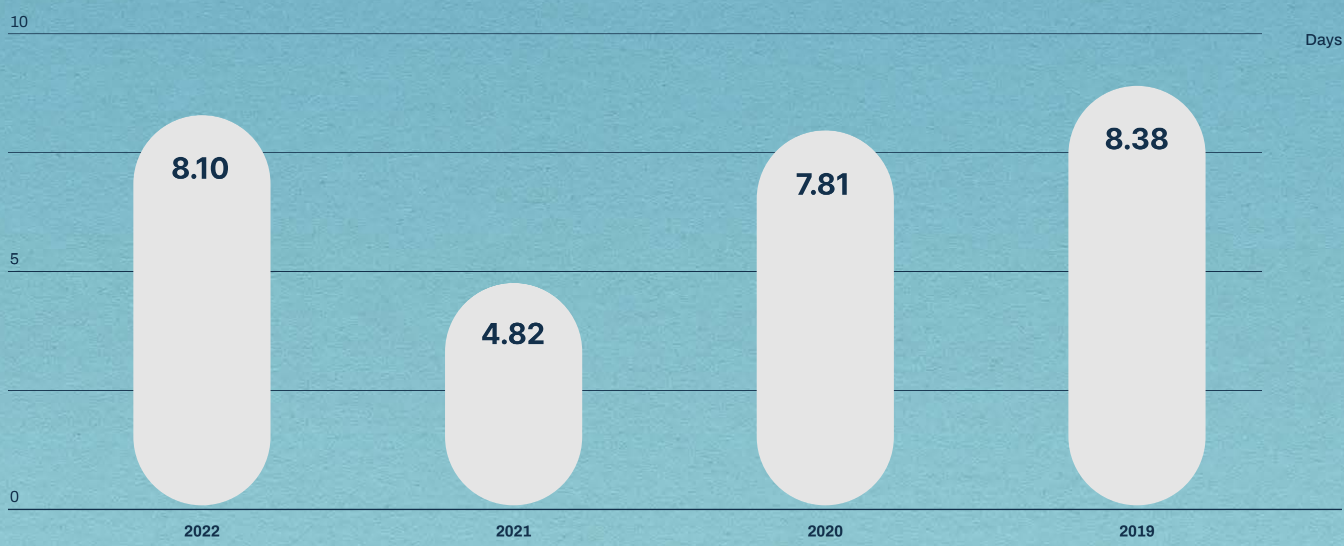


Total Comment Items

Customisation Rate



Avg Response Time



8

JOINING *the Passenger Dots*

Air travellers' profile in 2022 is mirroring that of 2019

In 2022, passengers travelling through Athens International Airport presented slight differences in their demographic and traveling profile compared to 2019, highlighting the fact that Athens air travel is returning to normality.

Comparably, the greatest variation is regarding the male passengers, who constitute 56% of the total traffic compared to 49% in 2019. A significant proportion of younger people continued to fly this year as well, continuing their latest trend to invest in experiences rather than consumables. The age group of 18-34 years old represented 31% of the traffic, with the average age being 41 years.

Foreign residents returned to 2019 levels and accounted for 64% of the passenger traffic, with the majority being from the EU (33%) and the rest of Europe (11%). Also, a slight increase was observed in the proportion of USA/Canada residents (12%) compared to 2019 (9%). Greek residents represented 36% of traffic, same as in 2019, with the same trend being apparent for Greek nationals (40%, the same as in 2019).

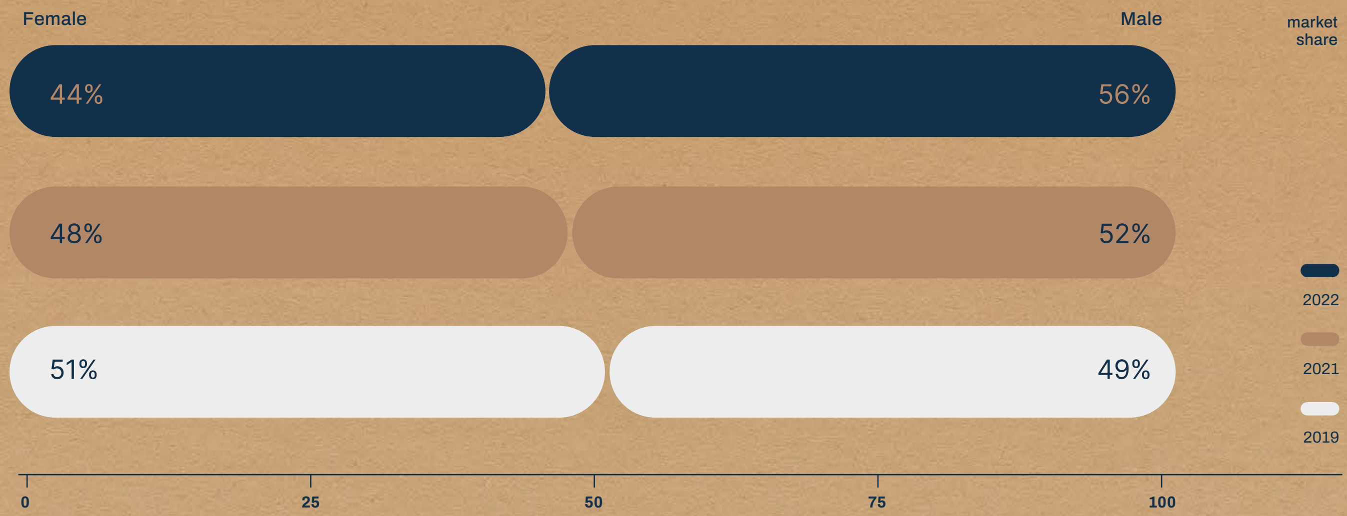
The frequency of travelling from Athens International Airport was 2.4 trips per year, slightly below 2019 (2.6 trips), due to some remaining travel restrictions. Foreign passengers stayed in Greece an average of eleven days, steadily increasing since 2019 (nine days) and three of those were spent in Athens, a little less than 2019 (four days). Greeks also spent eight days on average at their destination, as opposed to nine days in 2019.

In 2022, leisure travellers constituted 87% of passenger traffic, continuing the 2021 trend (81%) and surpassing 2019 levels (85%). "Holidays and tourism" remained the main factor behind travelling by 70% (75% in 2019) and "Visiting Friends and Relatives" (VFR) continued to prove its resilience through the crisis with 26% (30% at 2021 and 21% 2019). At the same time, business travelling decreased to 13% compared to both 2019 (15%) and 2021 (19%), business meetings being the most common reason for business travelling (88% as opposed to 73% in 2019).

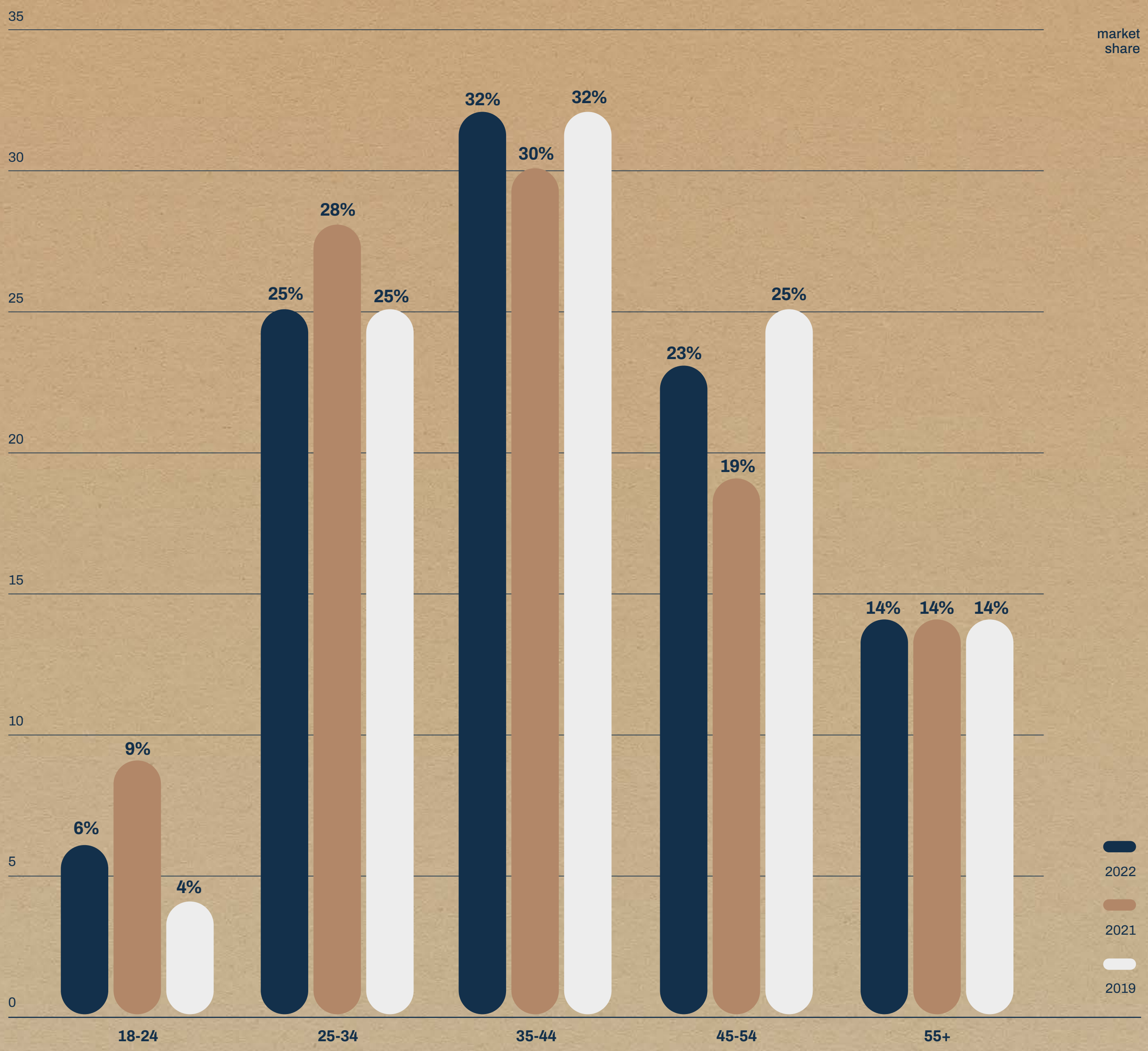
Booking via the airlines' websites was still the most popular mean of booking with 71%, however, lower than 2019 (73%) or especially 2021 (83%). On the contrary, the reservation period is much shorter than 2019 and passengers purchased their tickets on average 39 days in advance (60 days in 2019), revealing perhaps some uncertainty regarding the air travel conditions. The trend was evident both for foreign residents who booked their air trip 47 days prior to departure (72 days in 2019) and to a lesser degree for Greeks who reserved their tickets 30 days before travelling (40 days in 2019).

Transfer passengers remained at a similar level as in 2019 (17% of total traffic as opposed to 19% in 2019). Transferring between a domestic and an international destination is following the same trend (86% the same as 2019). The top domestic destinations for transfer passengers were Santorini (22%) and Mikonos (12%). The top international destination for transfer passengers was the USA (15%), followed by Germany and France, which represented 11% and 9% of connecting passengers, respectively.

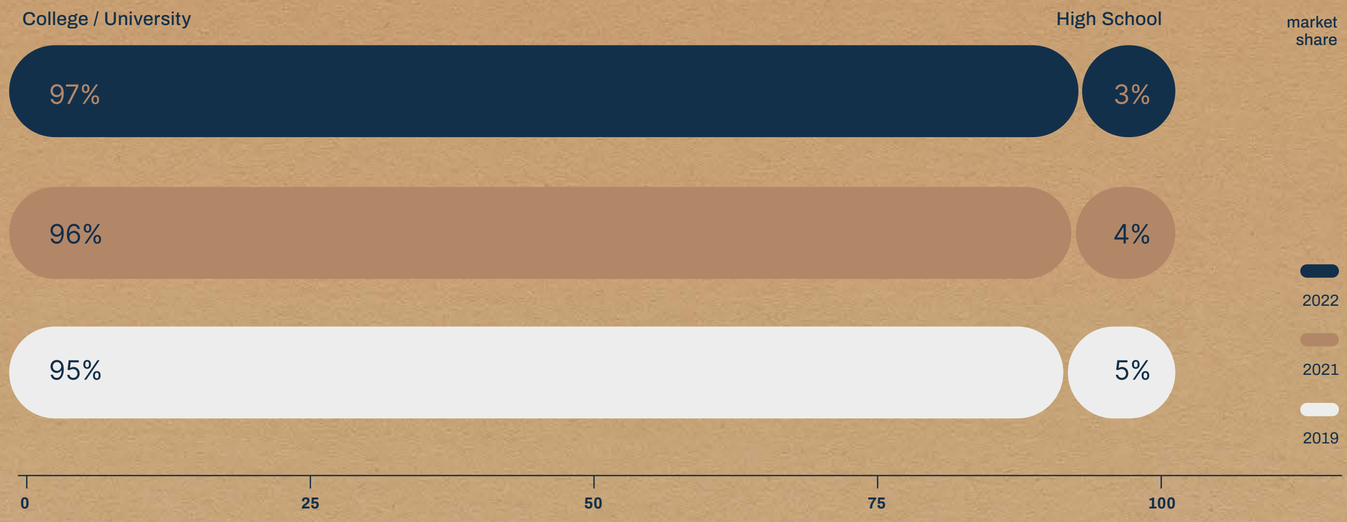
Gender


Female
Male
market share
44%
56%
48%
52%
51%
49%
2022
2021
2019
0
25
50
75
100

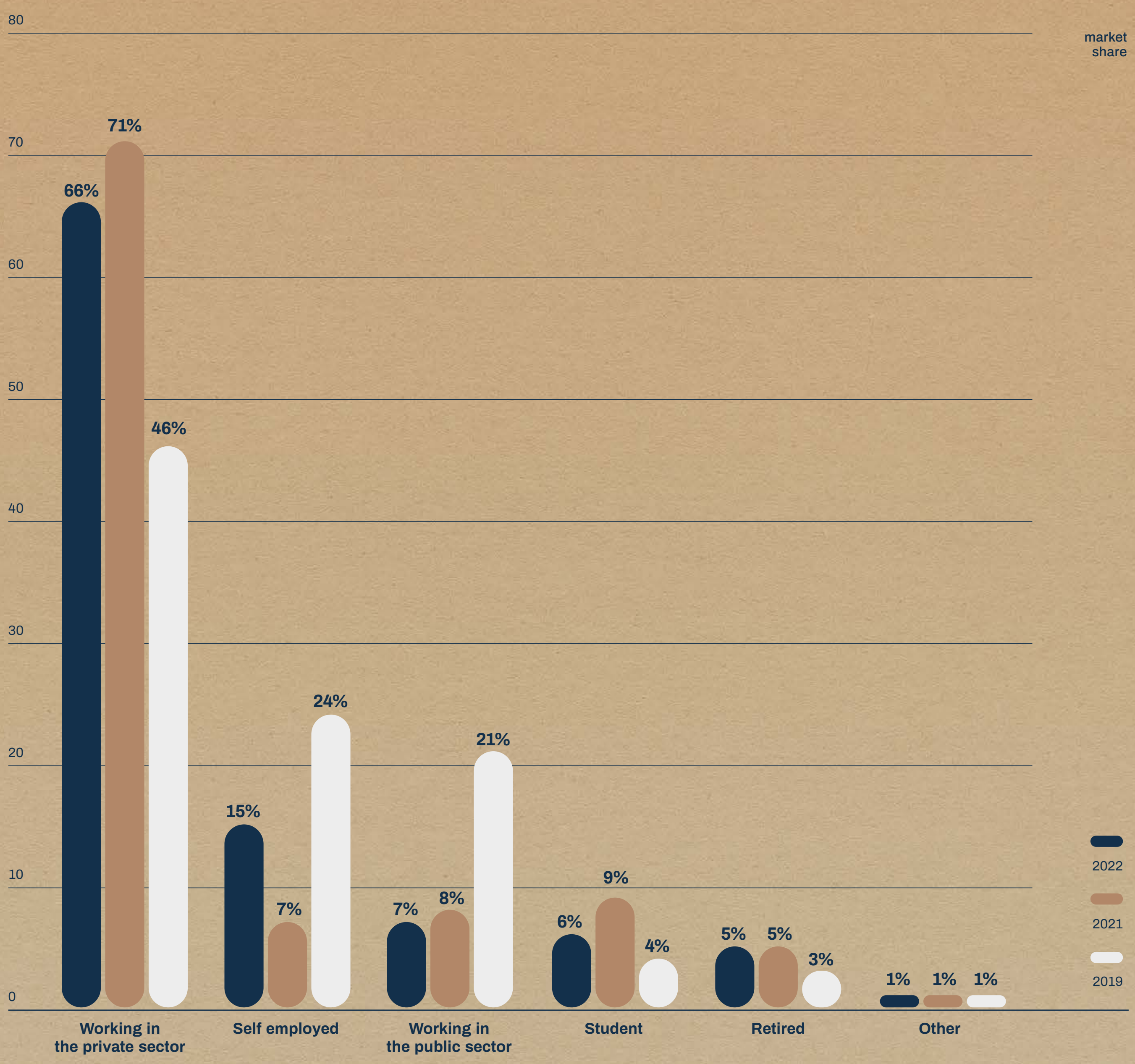
Age


market share
35
30
25
20
15
10
5
0
6%
9%
4%
25%
28%
25%
32%
30%
32%
23%
19%
25%
14%
14%
14%
18-24
25-34
35-44
45-54
55+
2022
2021
2019

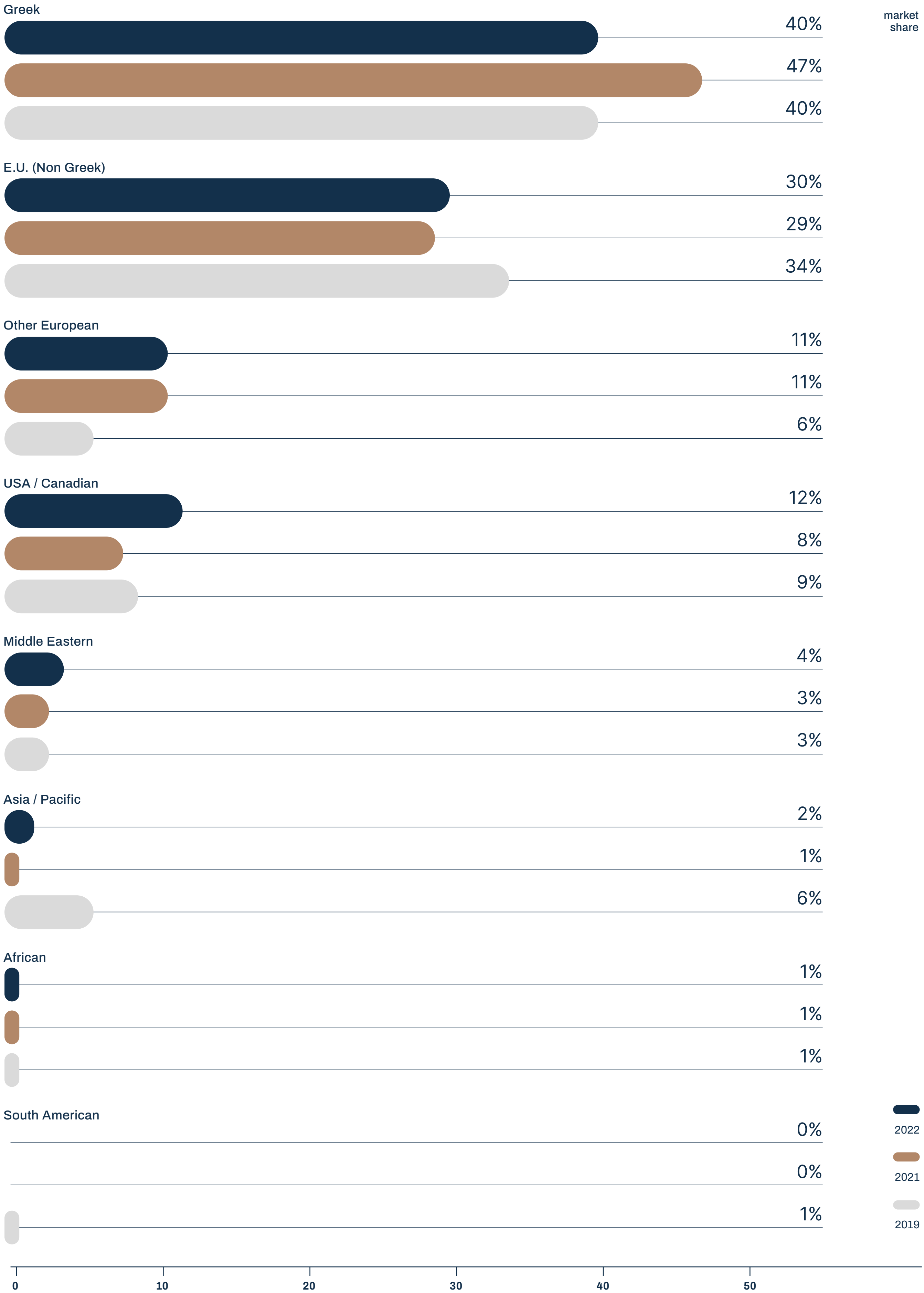
Education



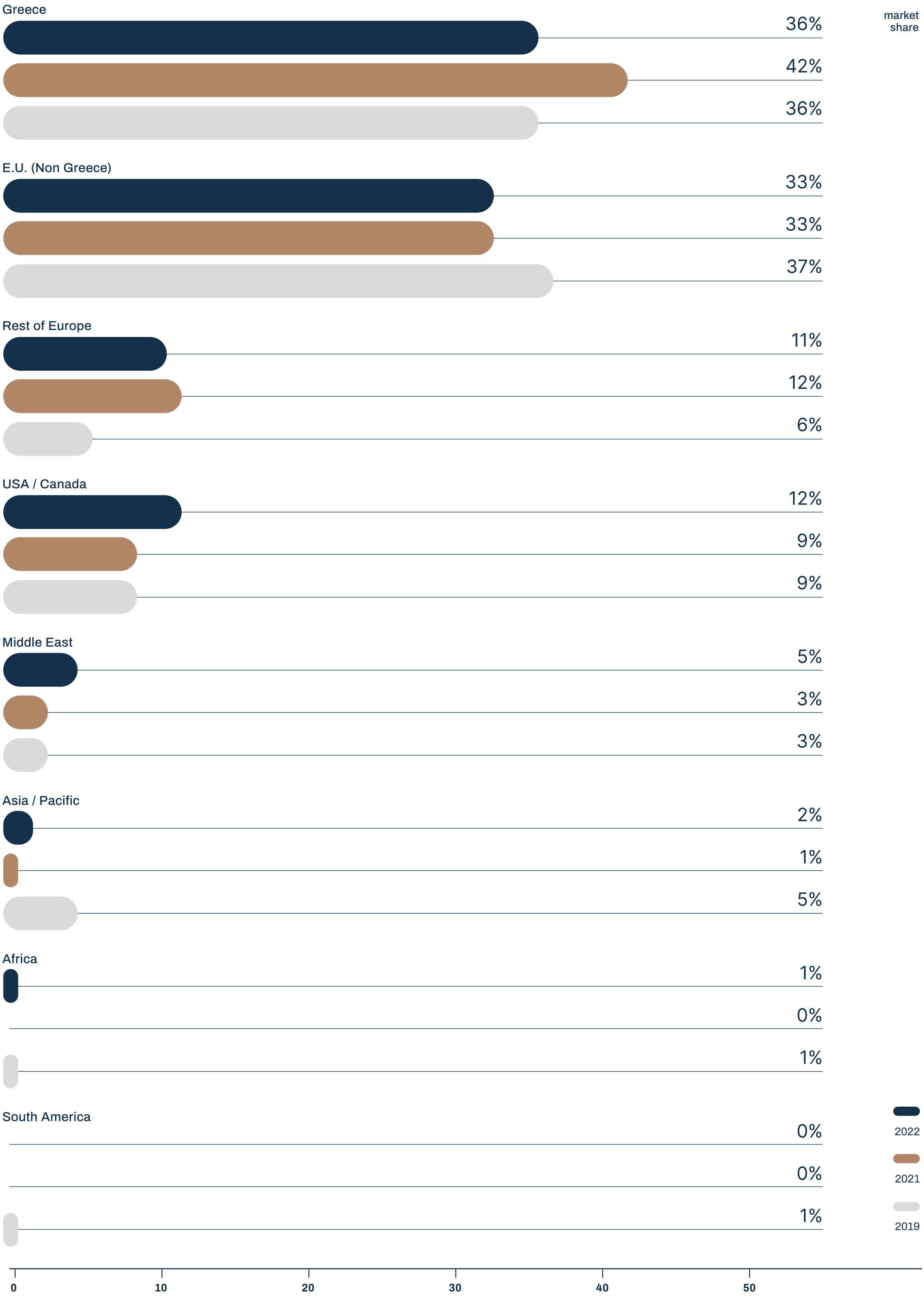
Occupation



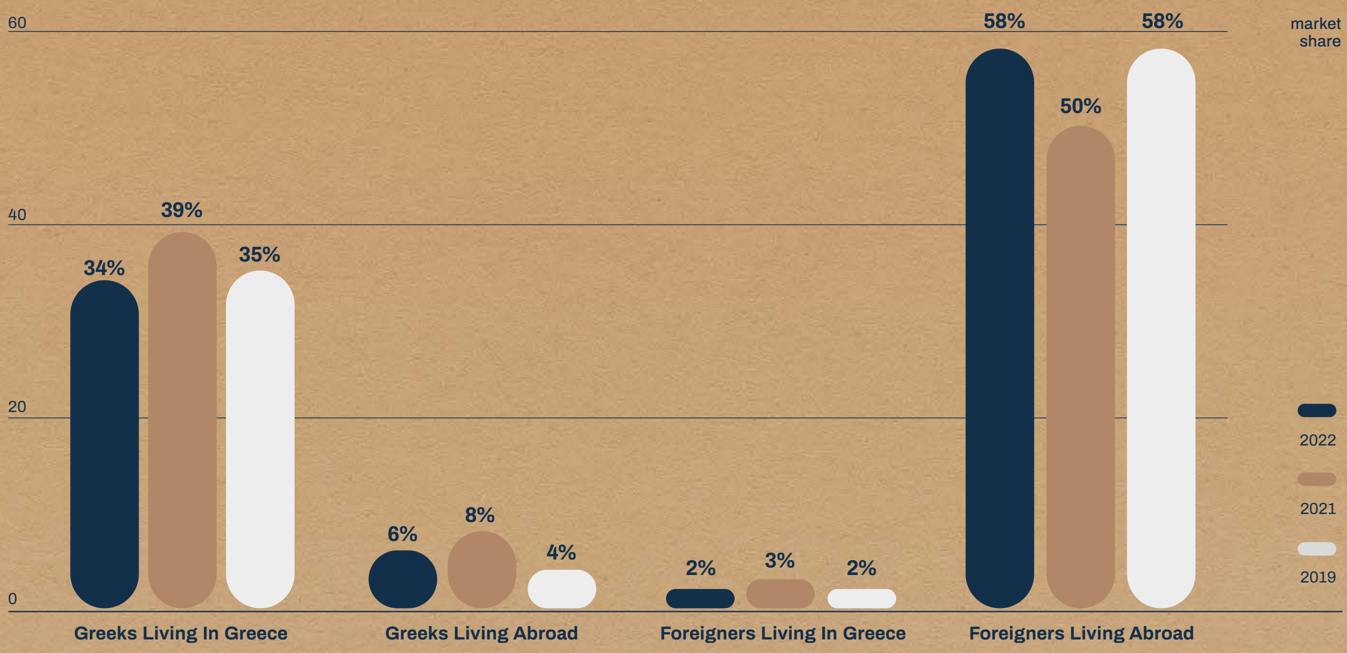
Main Nationality



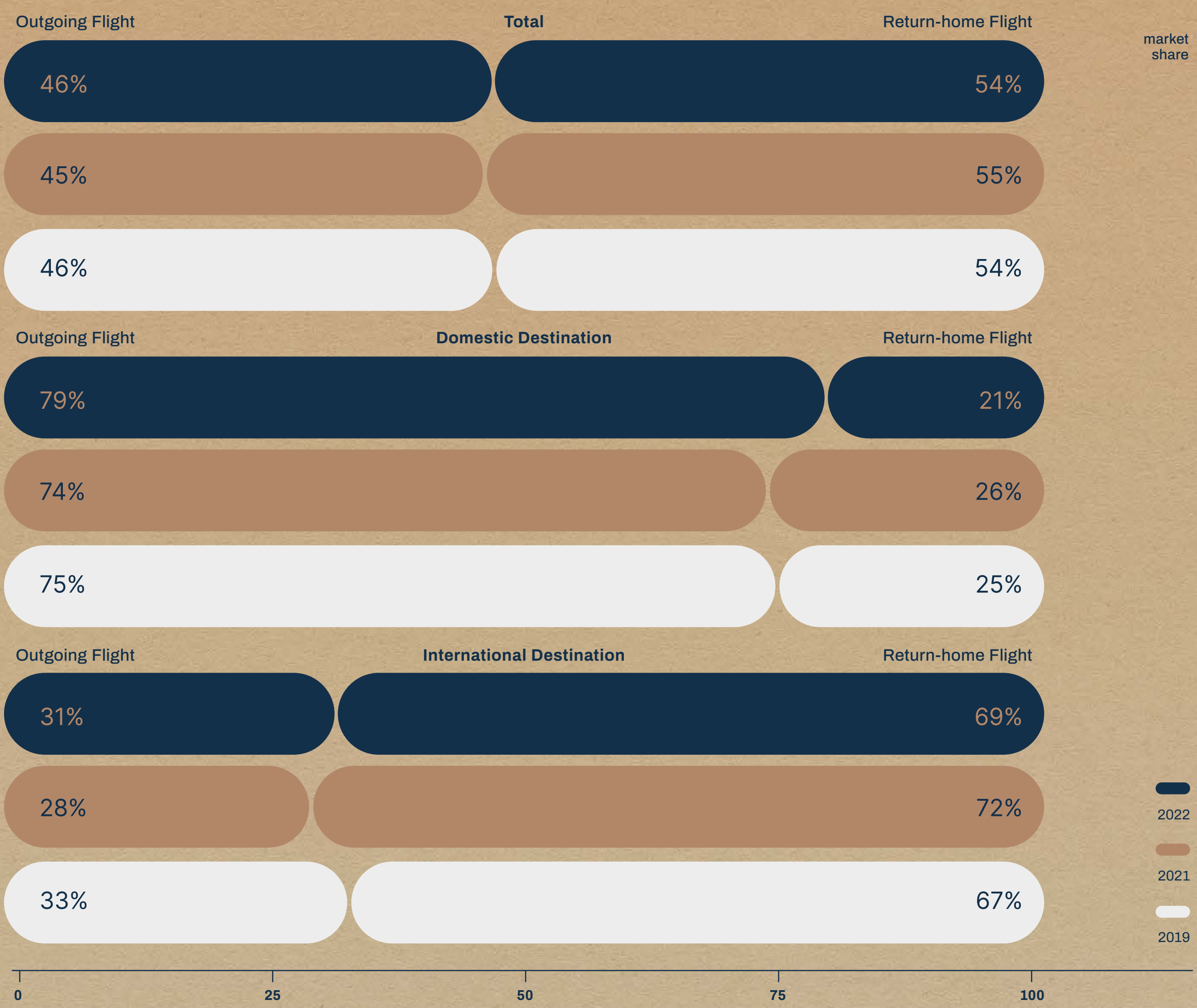
Main Residence



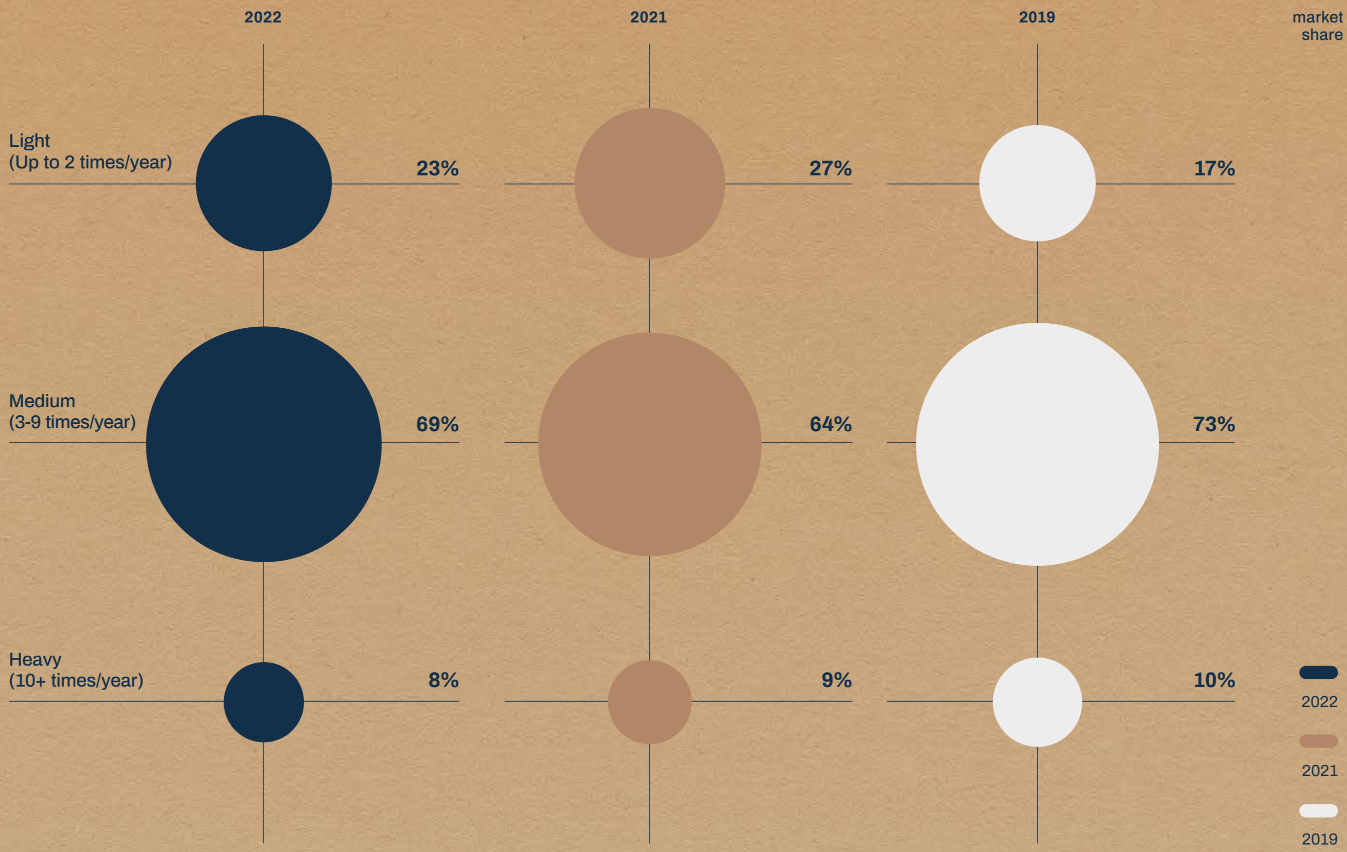
Origin



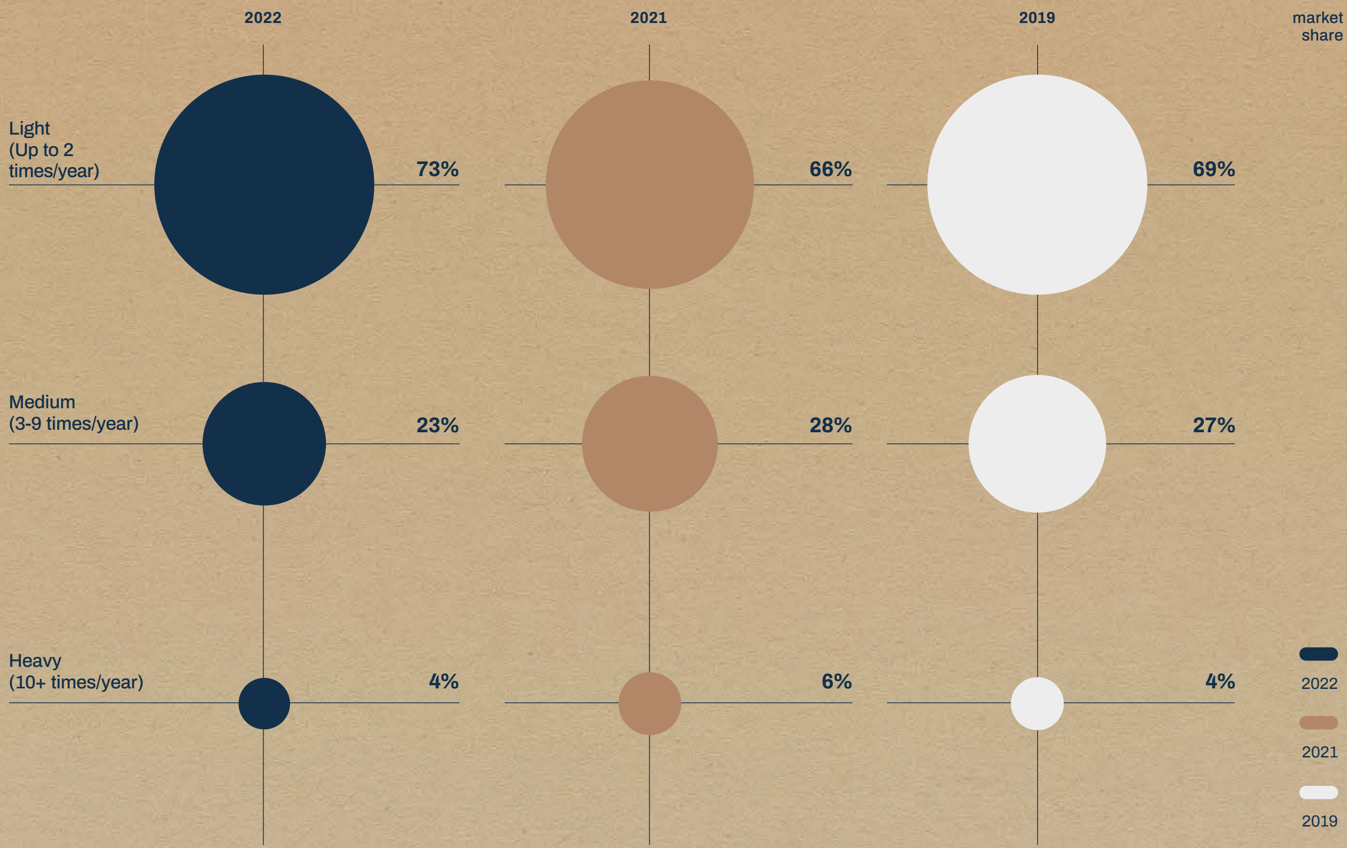
Outgoing vs. Return-home Flight



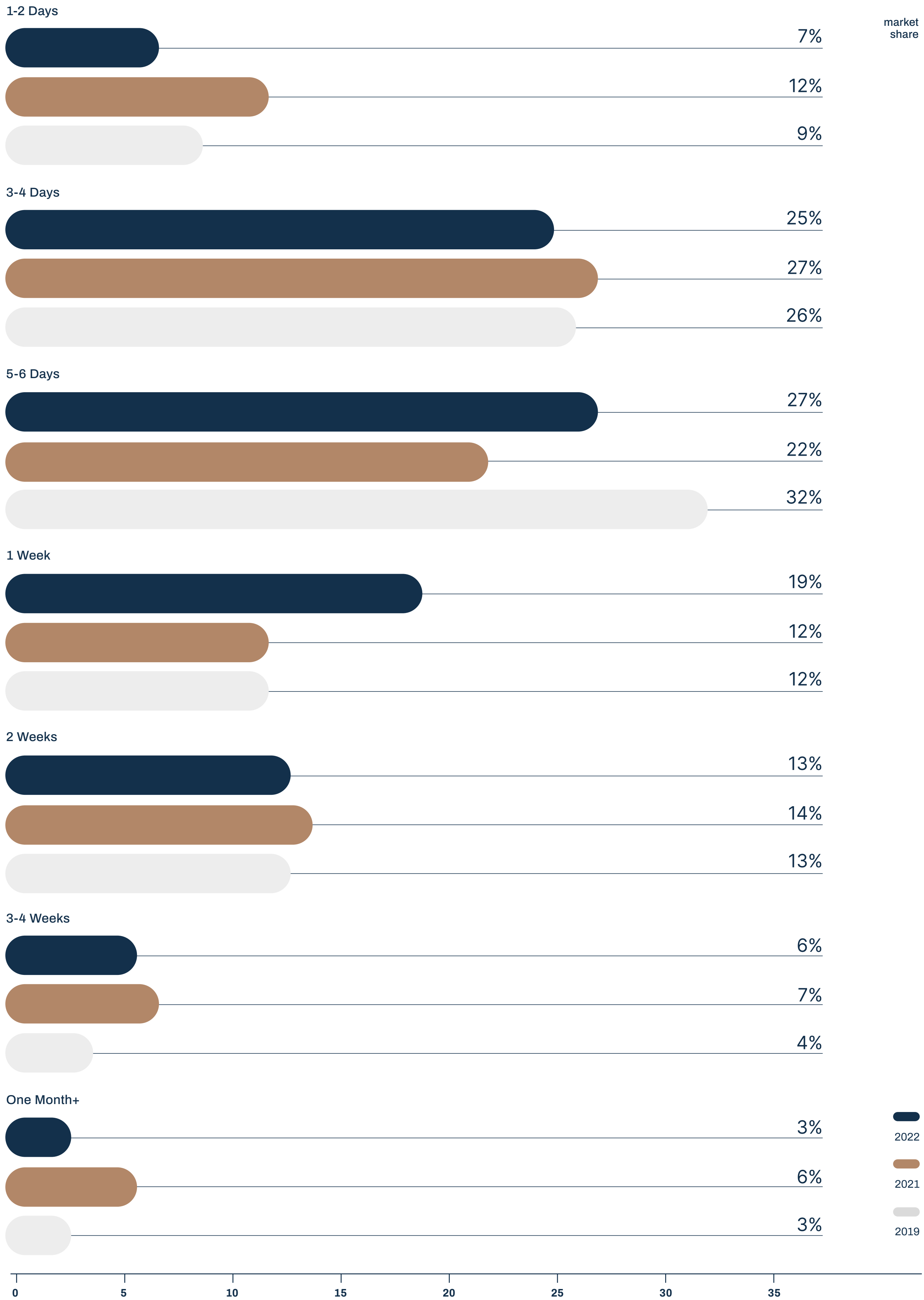
Frequency of Travelling



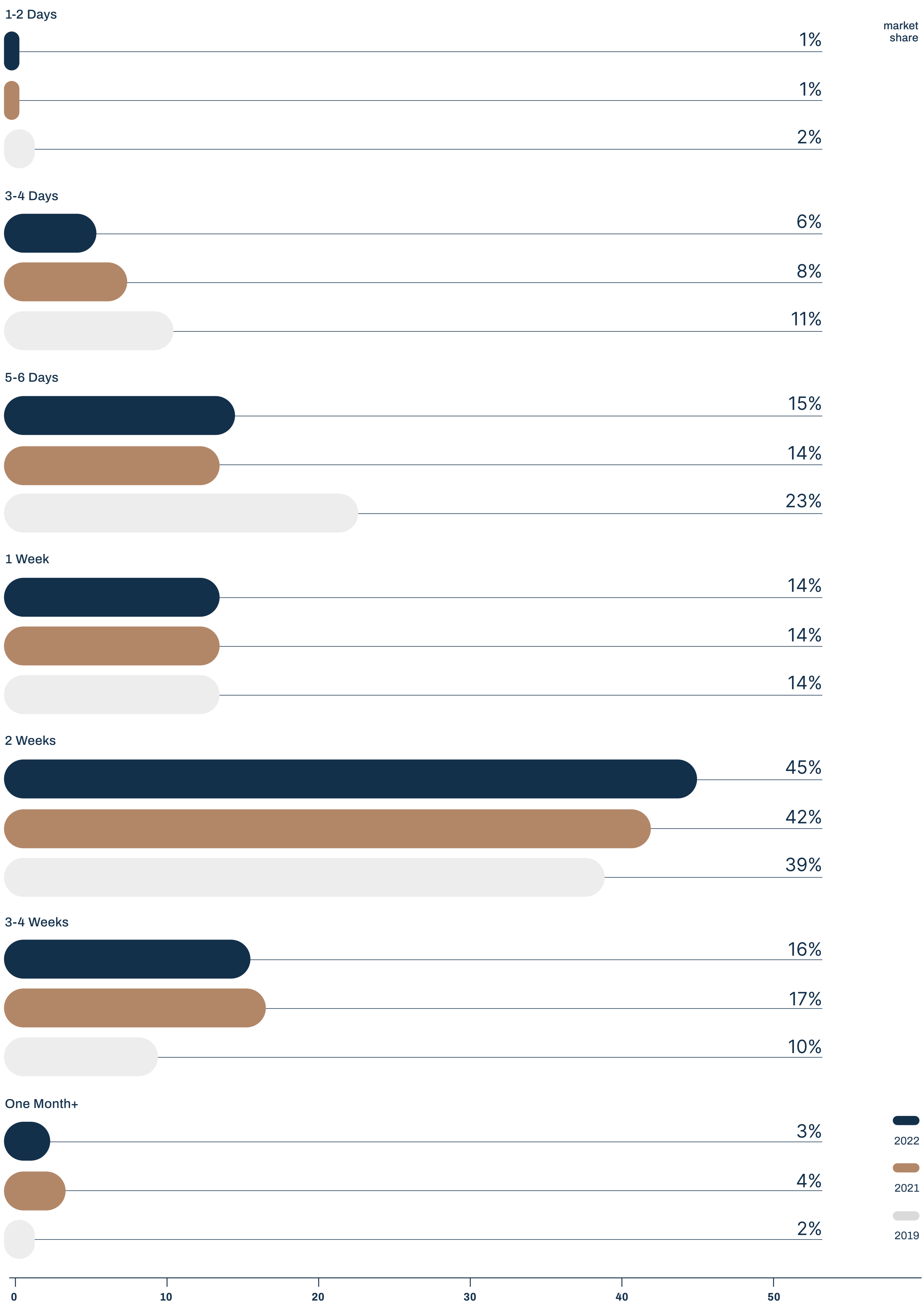
Frequency of Travelling to/from Athens



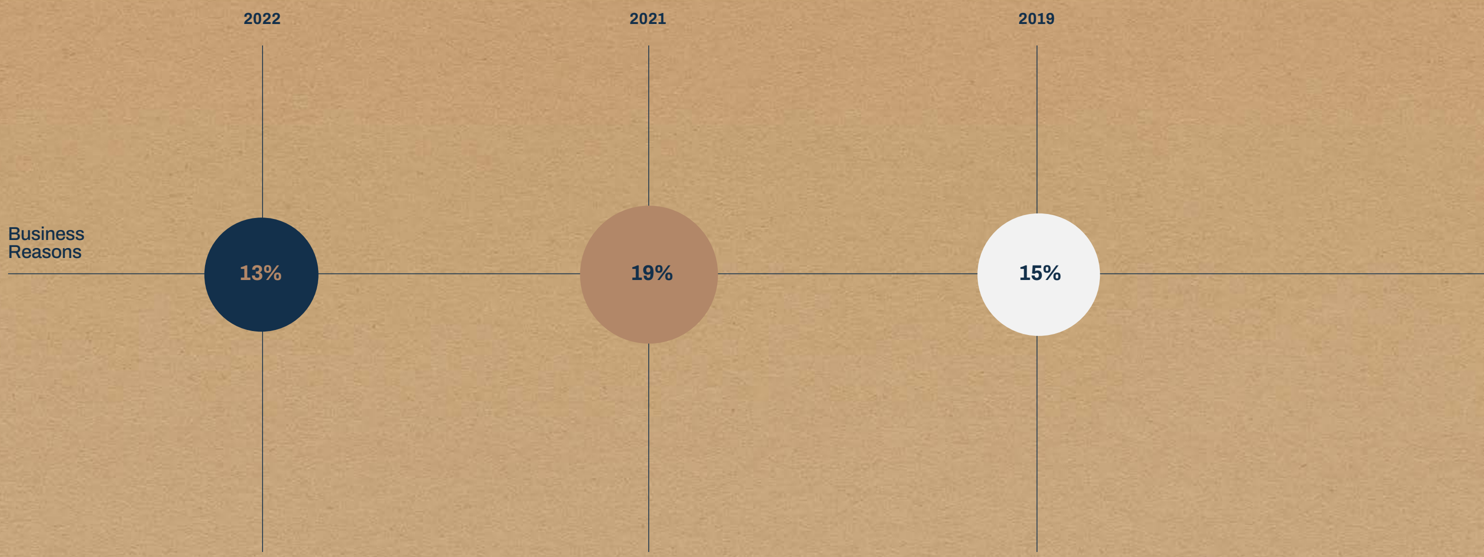
Trip Length - Greek Residents



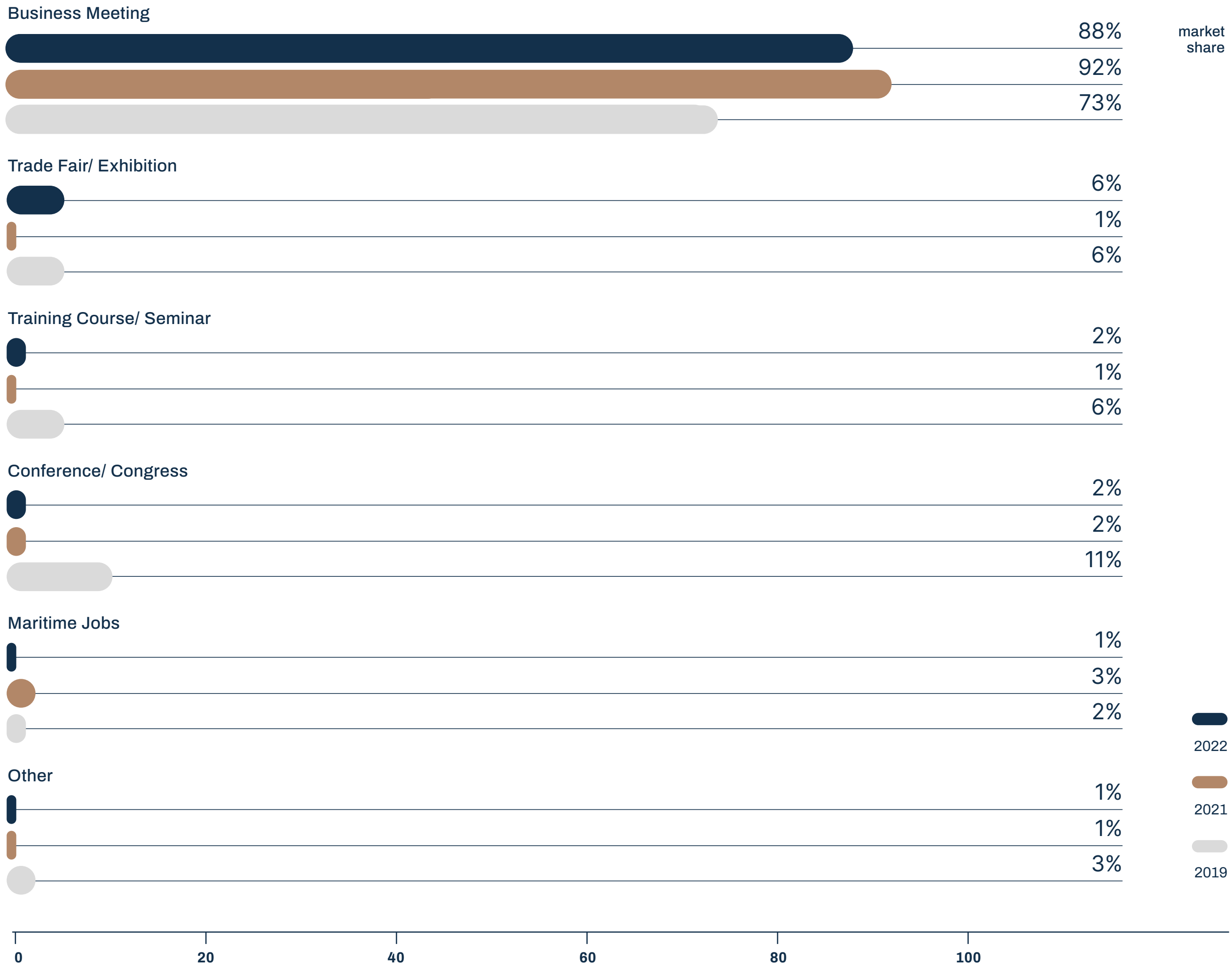
Trip Length - Foreign Residents

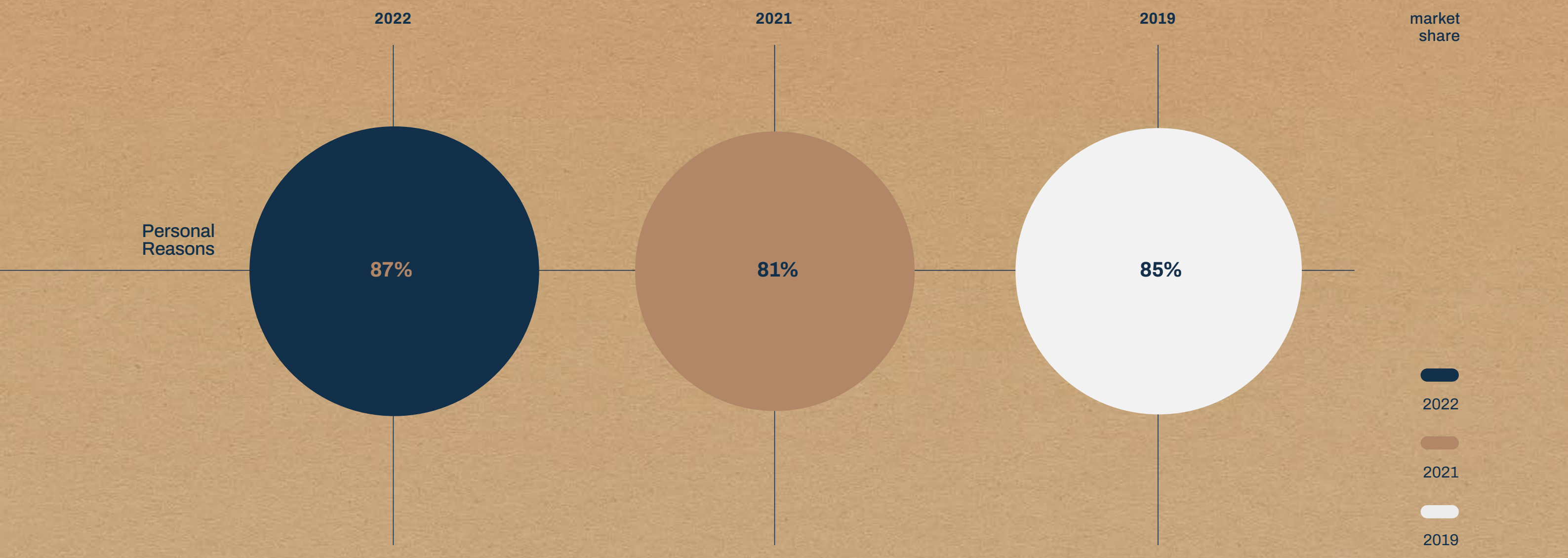


Purpose of Trip

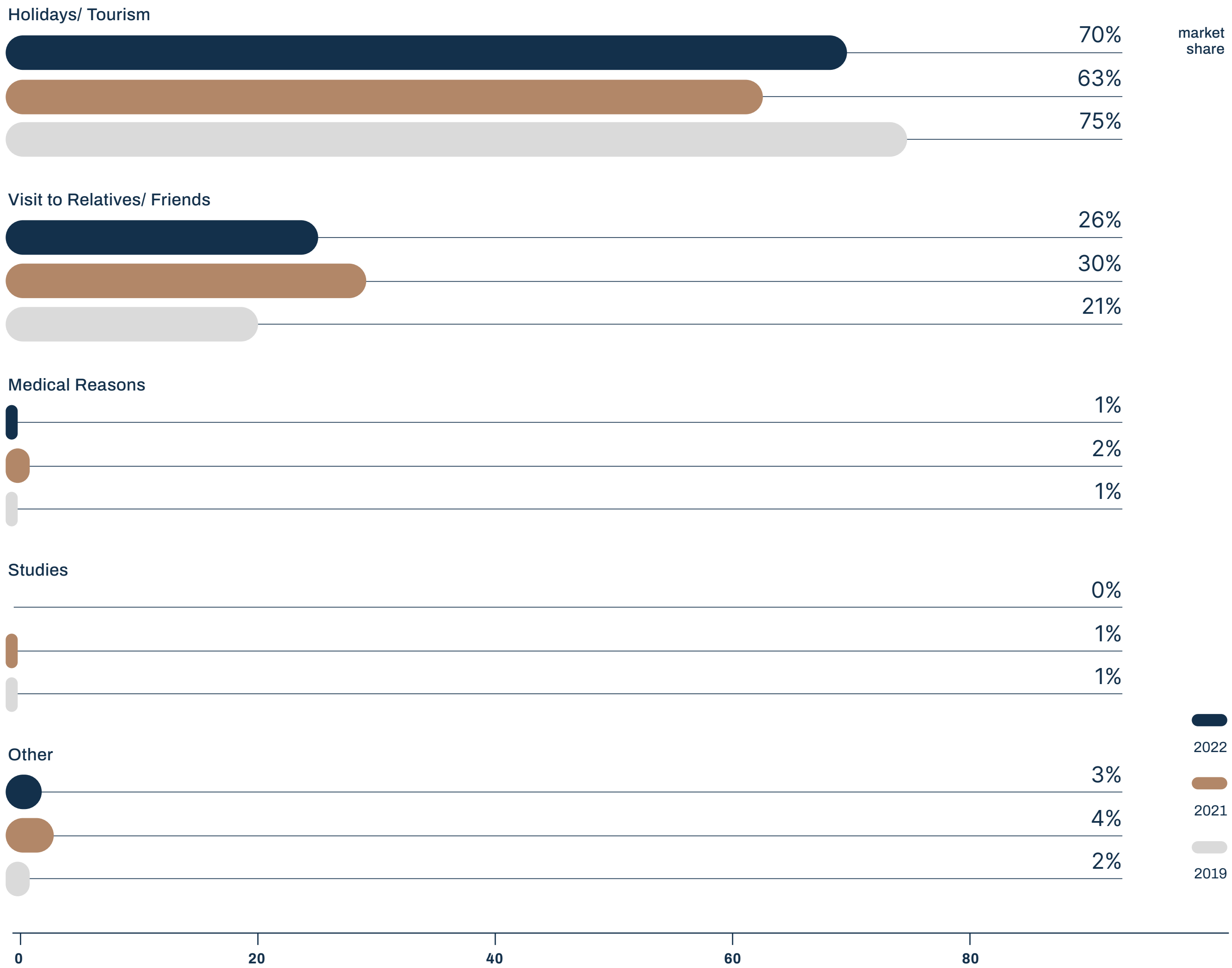


Business Reasons for Travelling

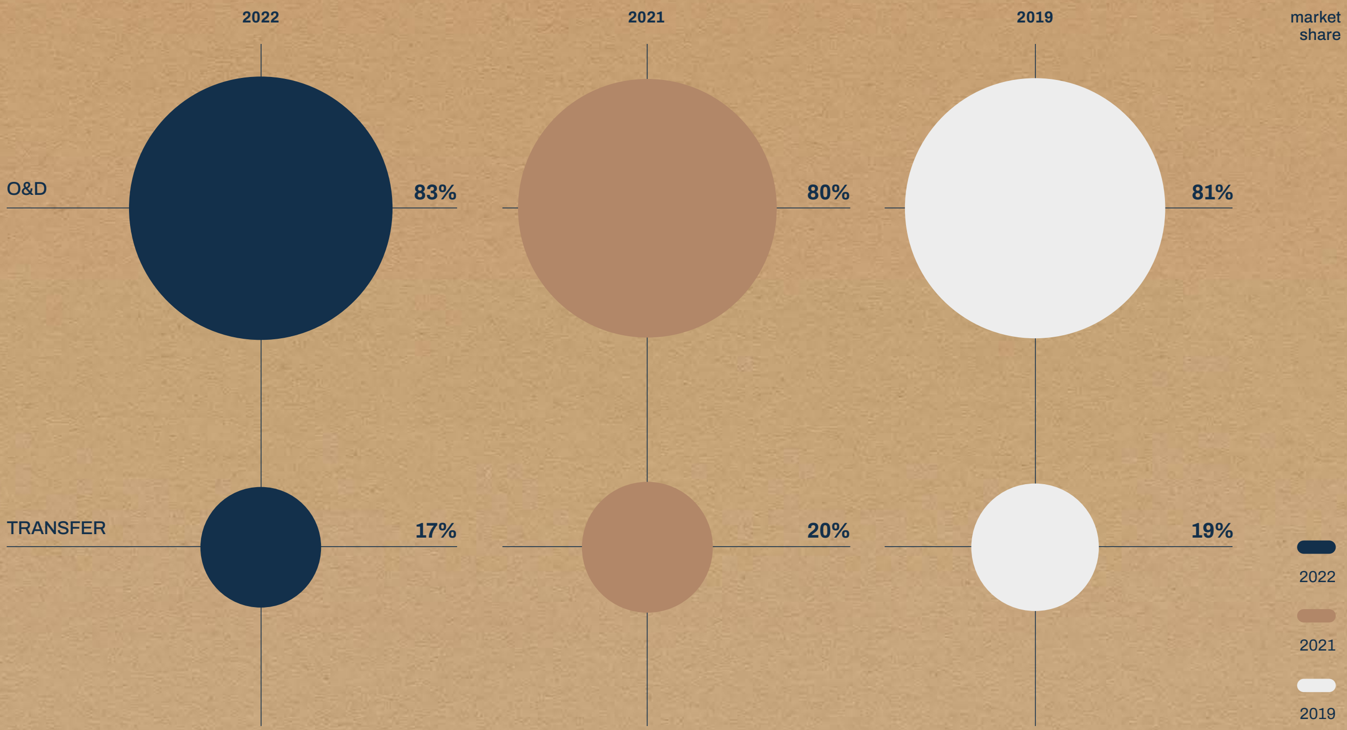




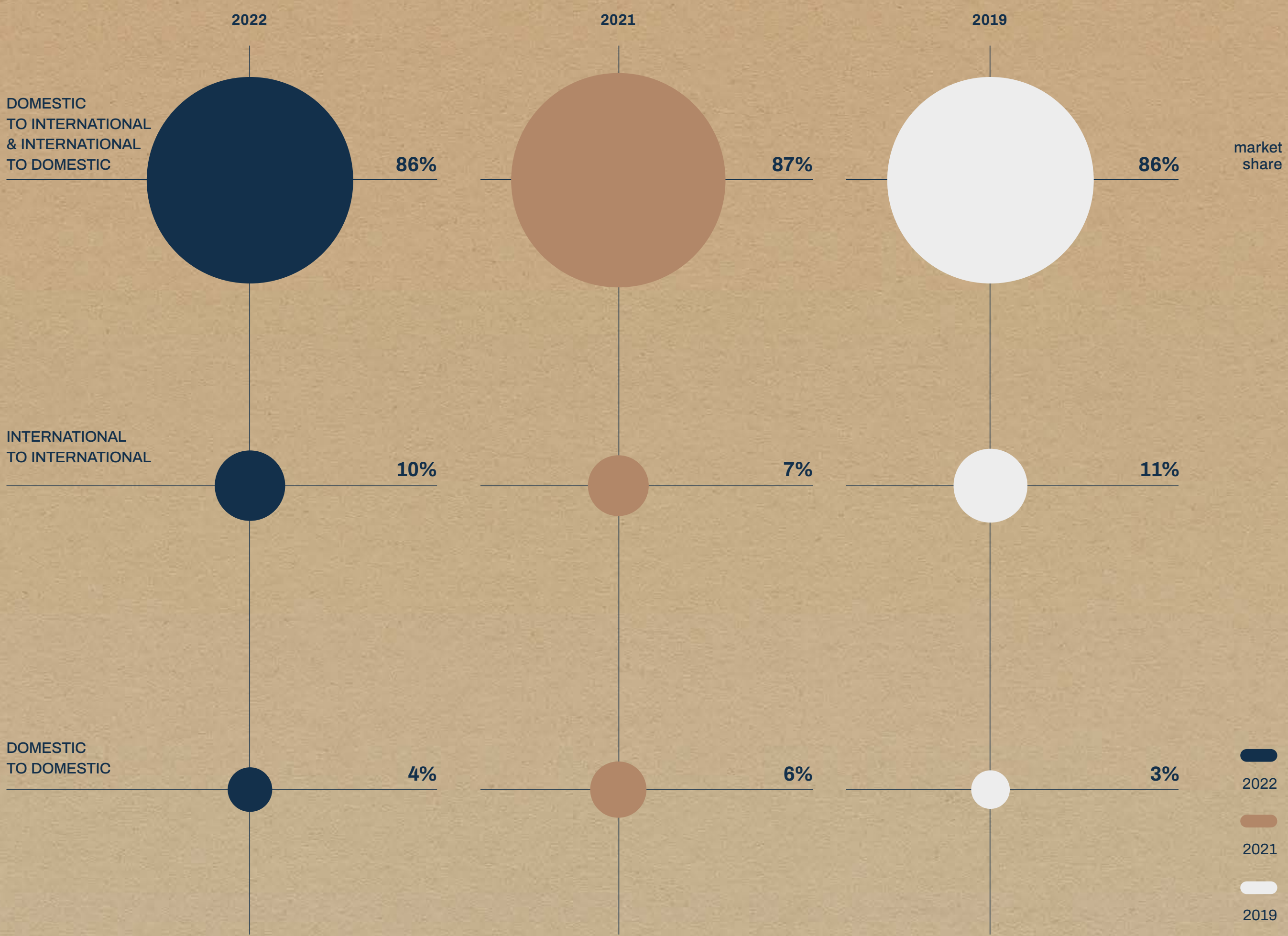
Personal Reasons for Travelling



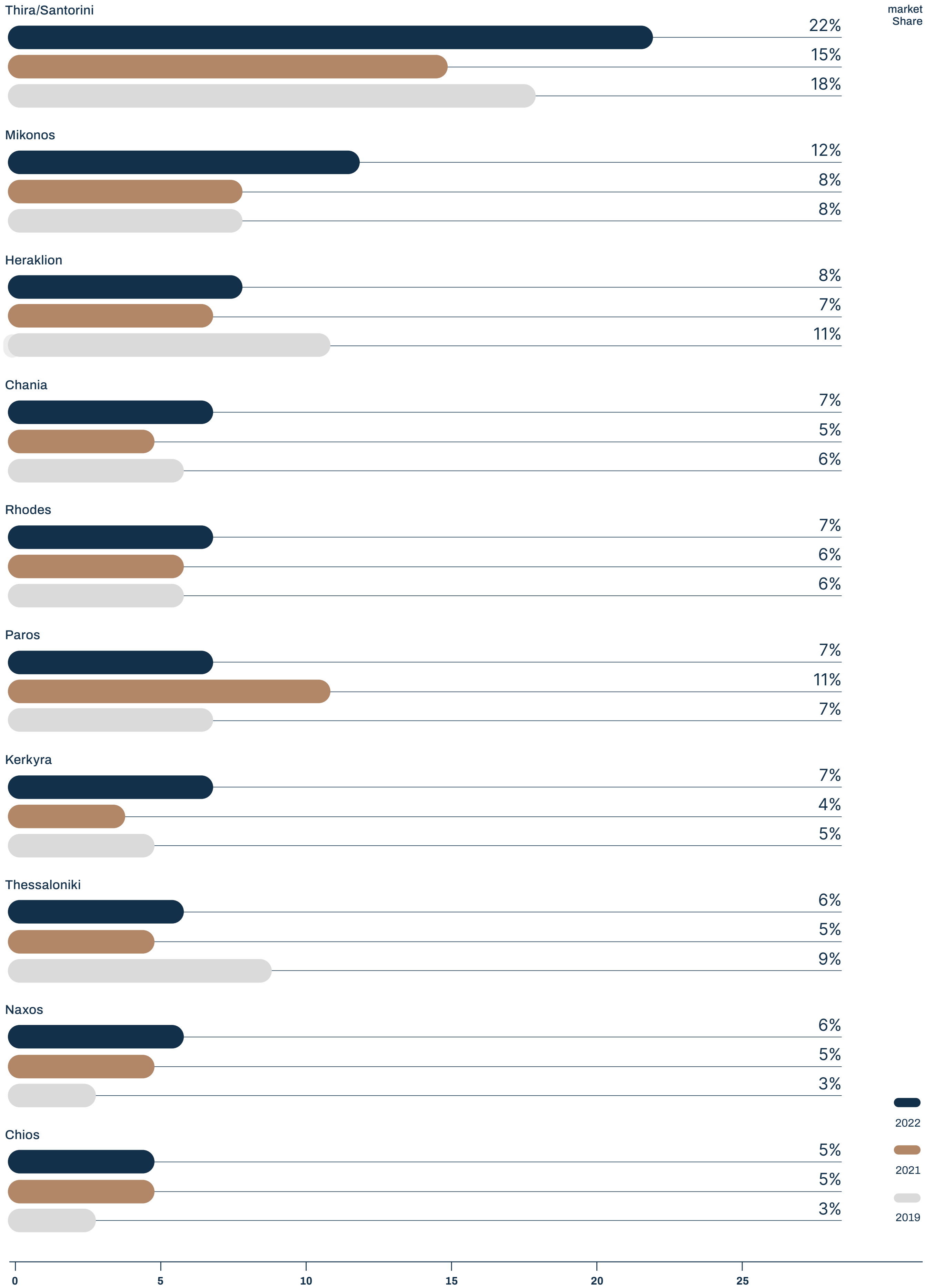
Transfer Passengers



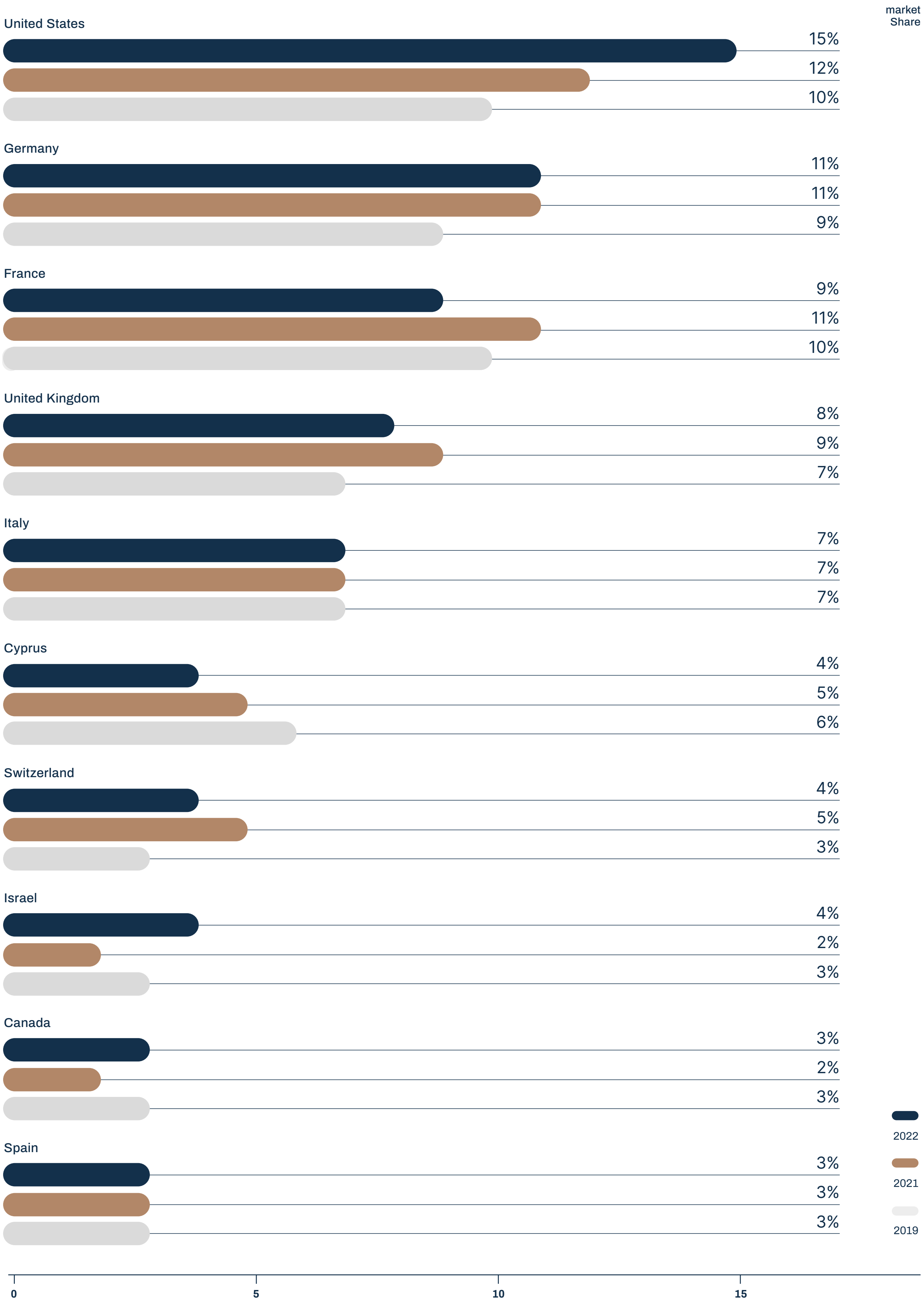
Movement of Transfer Passengers



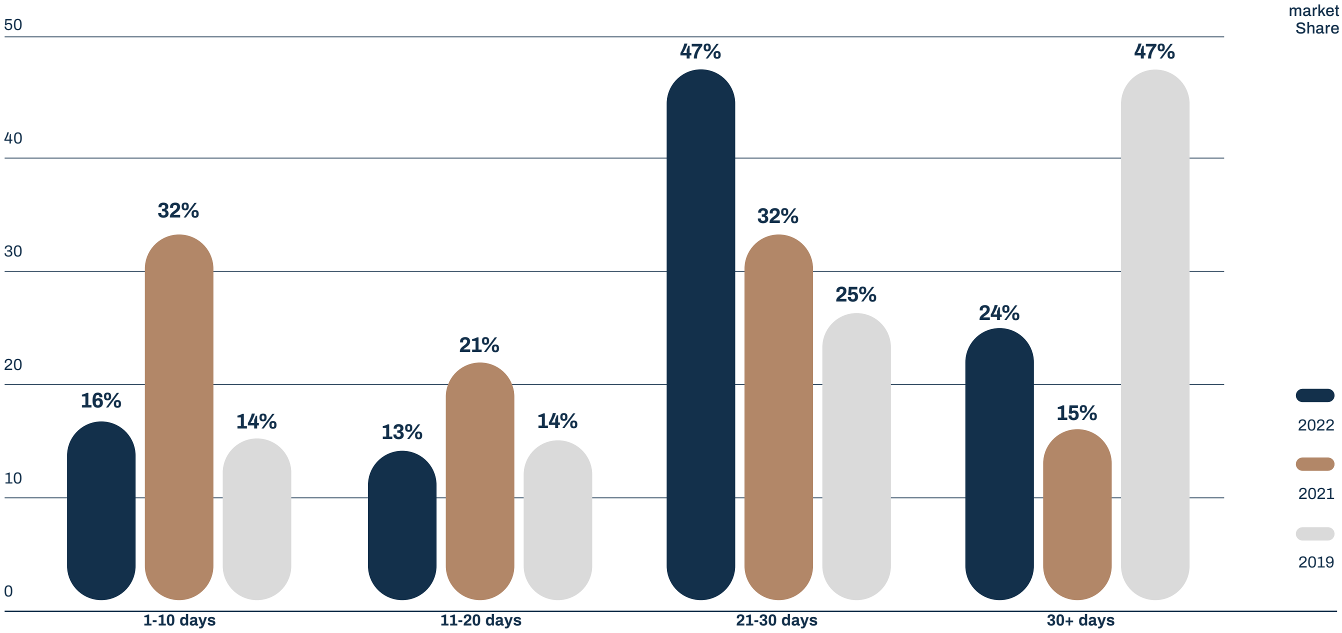
Top Domestic Destinations of Transfer Passengers



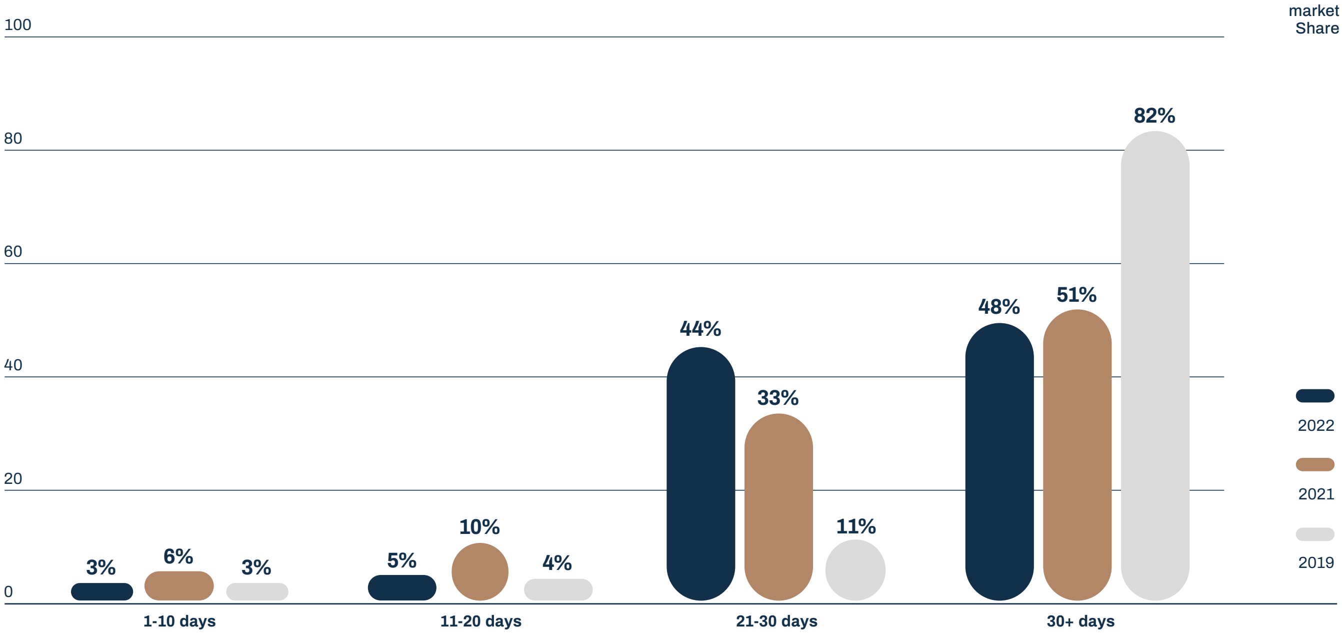
Top International Destinations of Transfer Passengers



Reservation Period Greek Residents



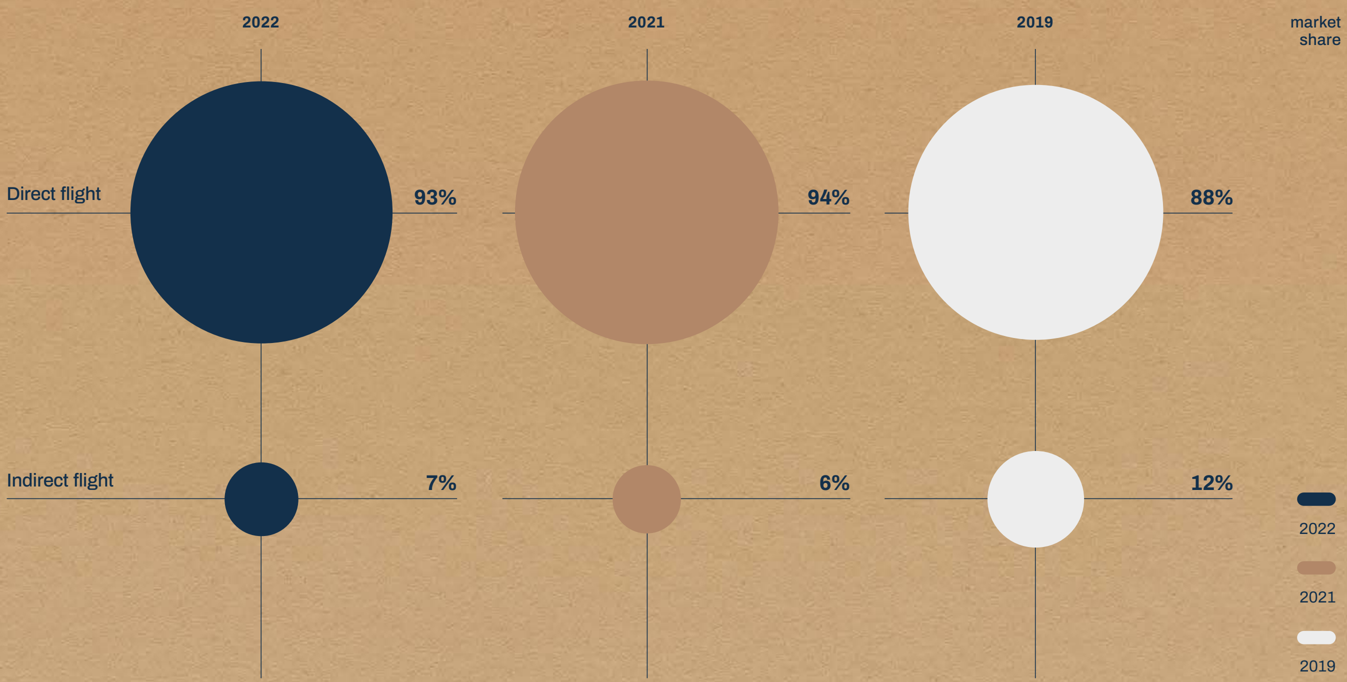
Reservation Period Foreign Residents



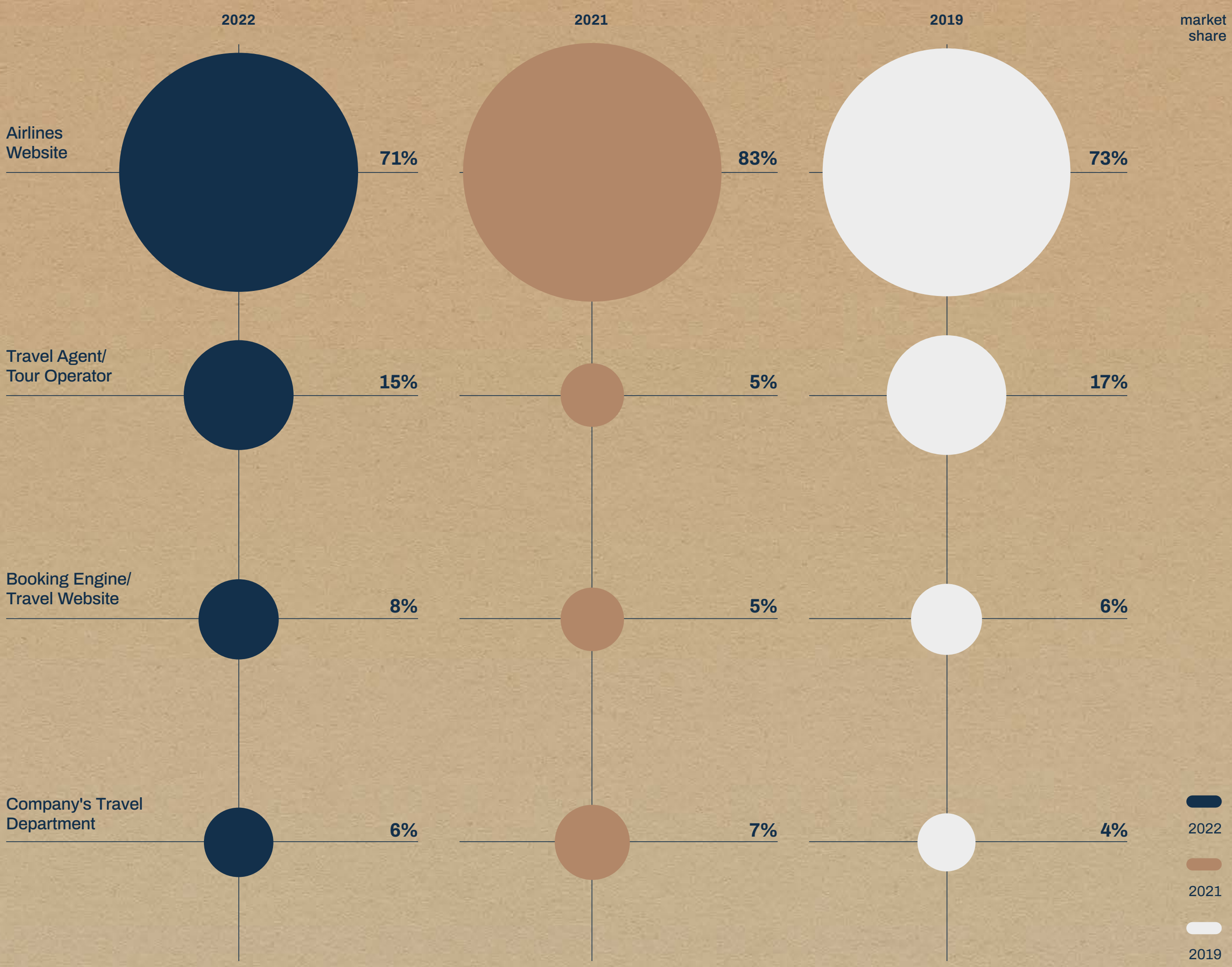
Ticket booking before departure

	2022			2021			2019		
	Average	Greek Residents	Foreign Residents	Average	Greek Residents	Foreign Residents	Average	Greek Residents	Foreign Residents
TICKET BOOKING BEFORE DEPARTURE	41 DAYS	30 DAYS	47 DAYS	34 DAYS	23 DAYS	43 DAYS	60 DAYS	40 DAYS	72 DAYS

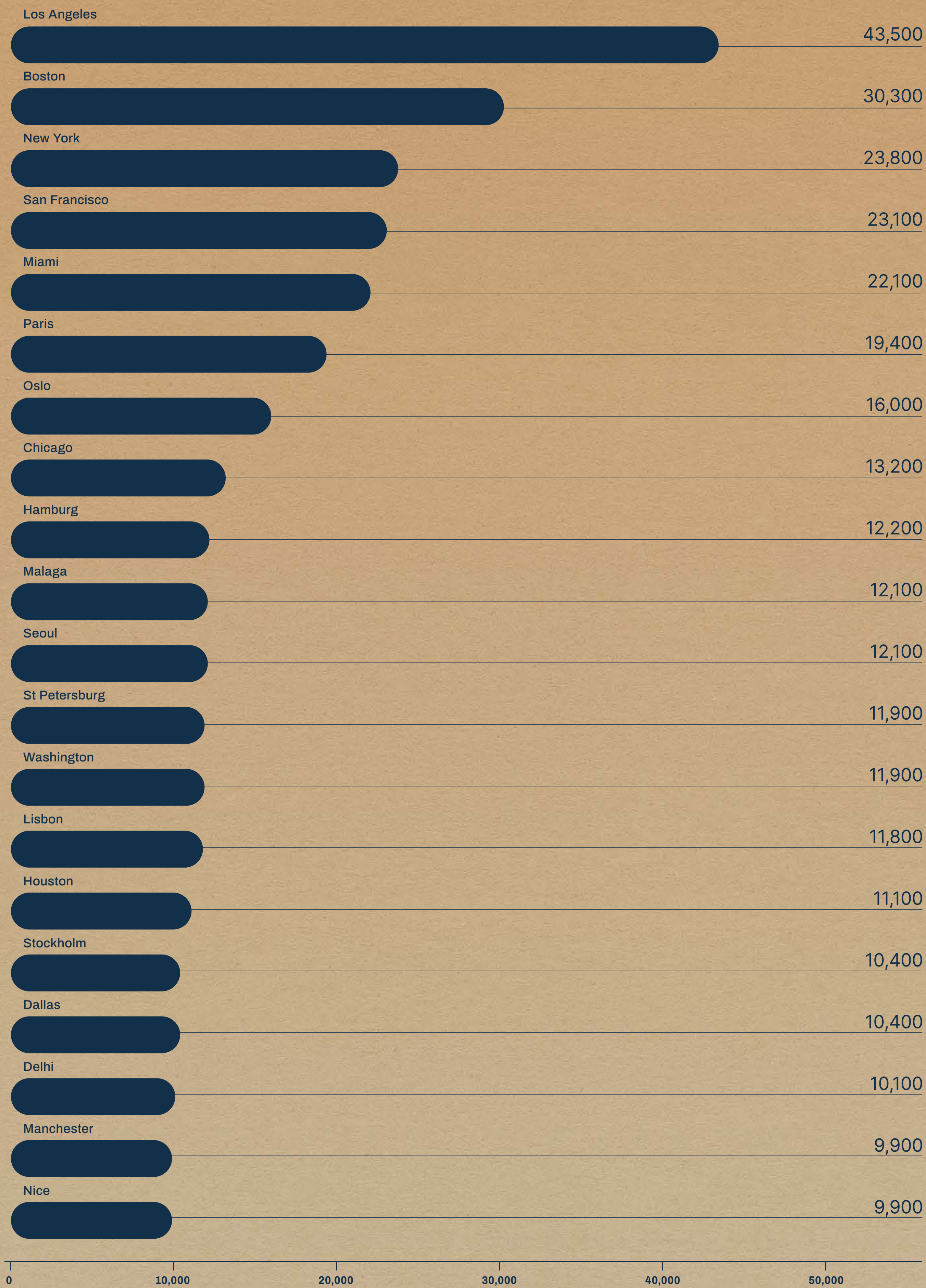
Direct vs. Indirect Flight to Final International Destination



Ticket Booking



Main Indirect International Destinations



9

ADDING *tourists*

Incoming visitors' volume approached 2019 levels indicating that recovery is close!

Incoming visitors reached 5.6 million arrivals at the Athens International Airport in 2022, indicating that recovery is "around the corner". The good performance of foreign visitors was mainly attributed to holidaymakers that preferred the country this year, too, followed by "visiting friends & relatives", which still remained a strong motive for travelling. Leisure traffic reached 5.2 million visitors, only 11% behind 2019 volumes.

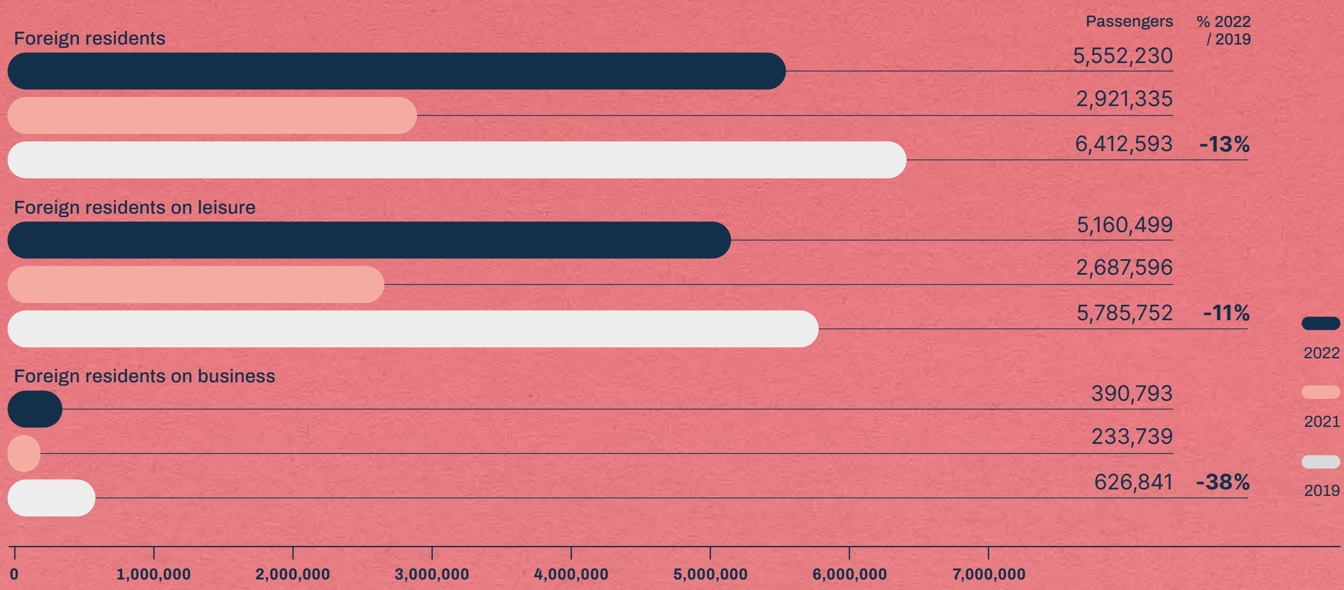
In 2022, Europe was the main market for incoming travellers, followed by America, at similar to 2019 levels. On a regional level, Western Europe was the core source of visitors, indicating, however, a slight downward trend. On the other hand, the country seemed attractive to Eastern European countries, which showed a preference for air travel to Greece, after the pandemic era. The main countries of leisure traffic were the United States, the United Kingdom and Germany, while ASP market lagged behind 2019 levels due to the ongoing travel restrictions.

This year, ¼ of the incoming passengers that reached Athens transferred to a domestic destination via Athens International Airport, with this share to demonstrate a decrease compared to previous years. For those who transferred to other Greek destinations for leisure purposes, Santorini remained on top of the favourable spots, followed by Mikonos and Paros, reminding us of the 2019 holiday pattern. Incoming visitors spent only three days on average visiting the capital, enjoying 12 days on average in the rest of the country.

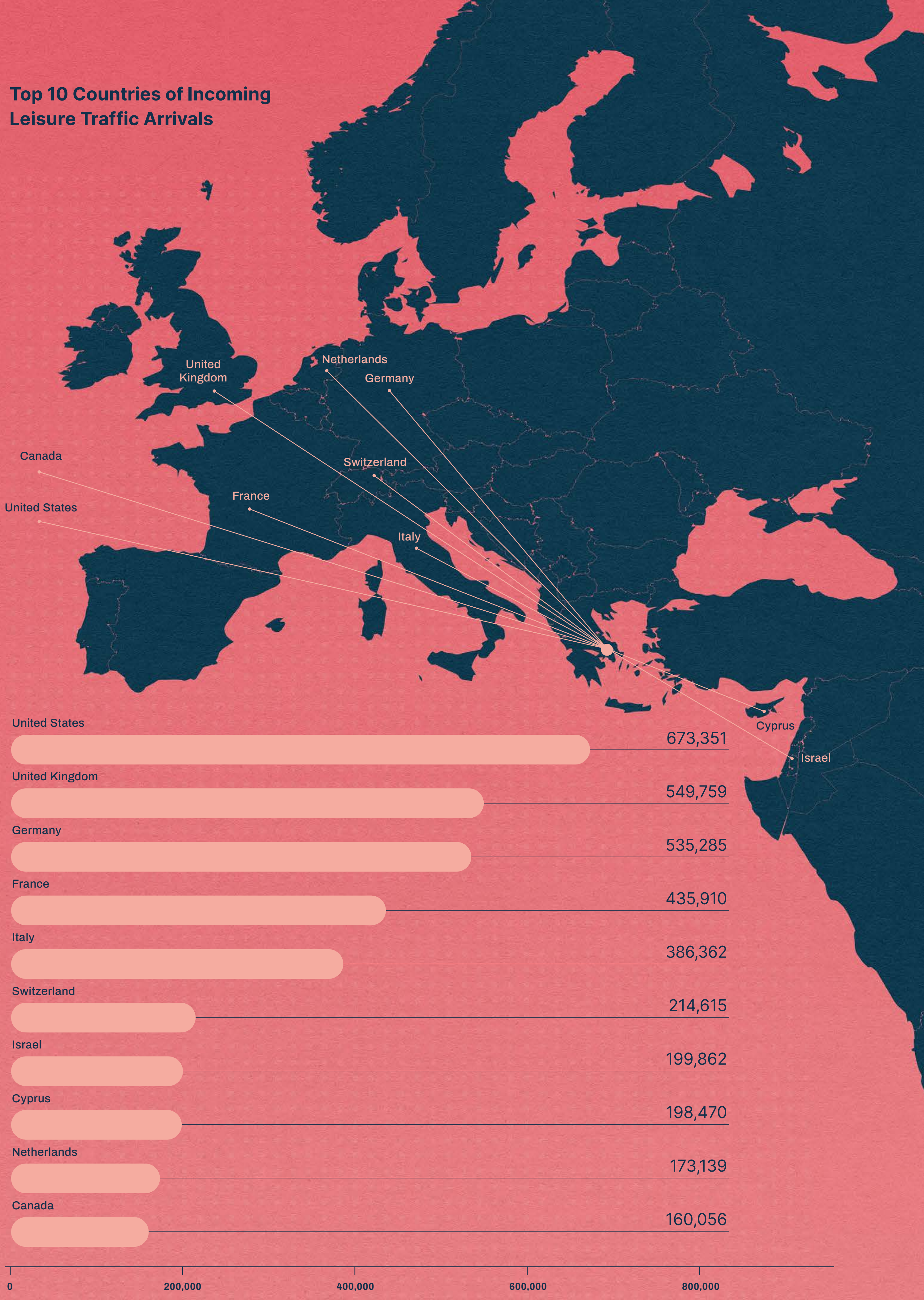
Business incoming traffic shifted rather slowly, with incoming business traffic still showing more than a 38% drop compared to 2019. Passengers flying for business originated mainly from European countries and stayed in Athens for six days. Following a similar pattern with leisure visitors, the development of business travellers from Eastern European countries was an encouraging sign.

Greek residents seem to be confident to travel again beyond boarders, either for leisure or business. Approximately two million Greek residents flew to international destinations, only 15% below 2019 levels. Italy, the United Kingdom, and Cyprus were the top international destinations for Greeks, while their trip abroad lasted for an average of 10 days for leisure and six days for business purposes.

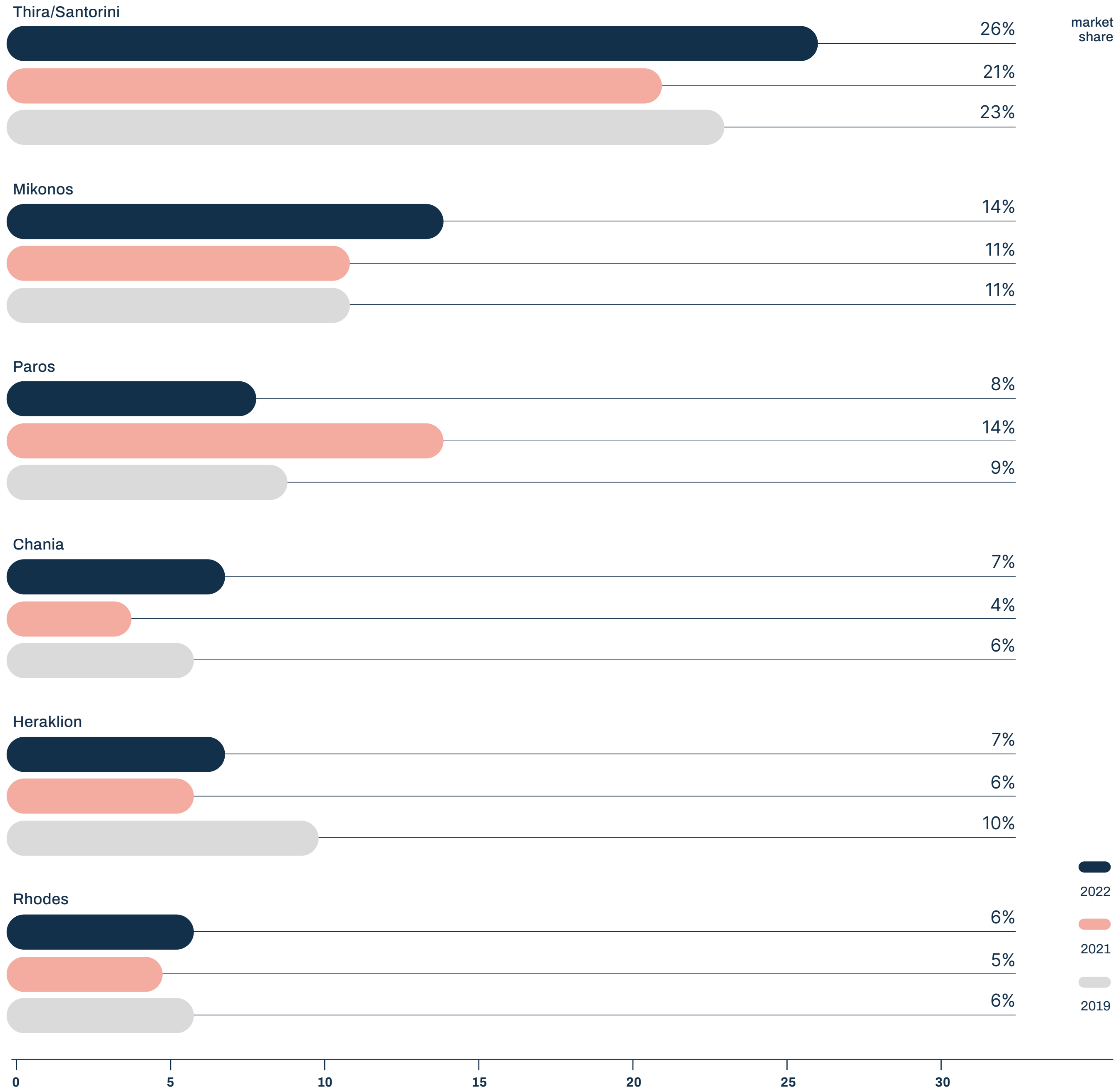
Incoming Passenger Development



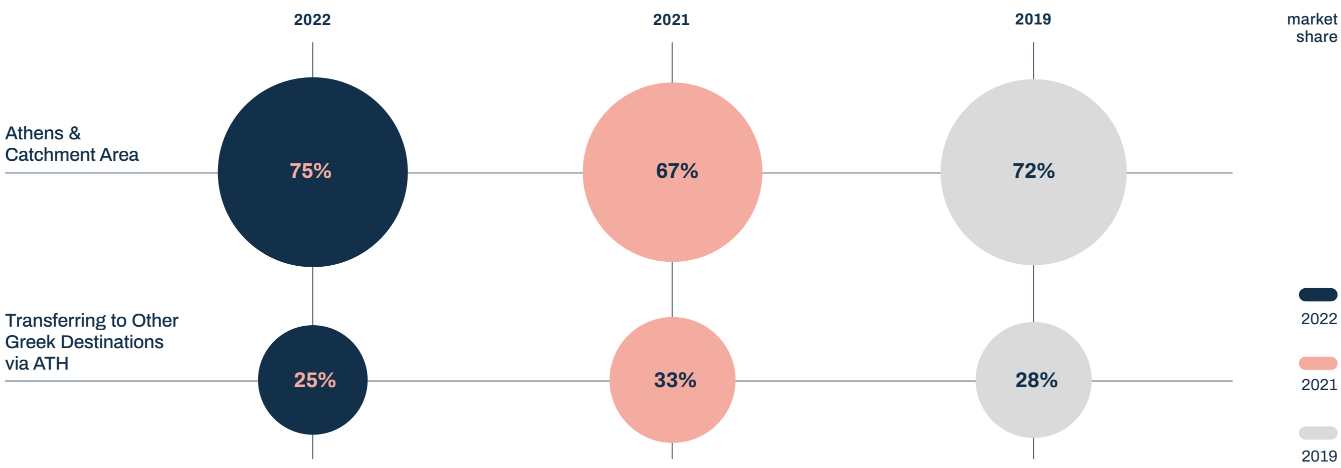
Top 10 Countries of Incoming Leisure Traffic Arrivals



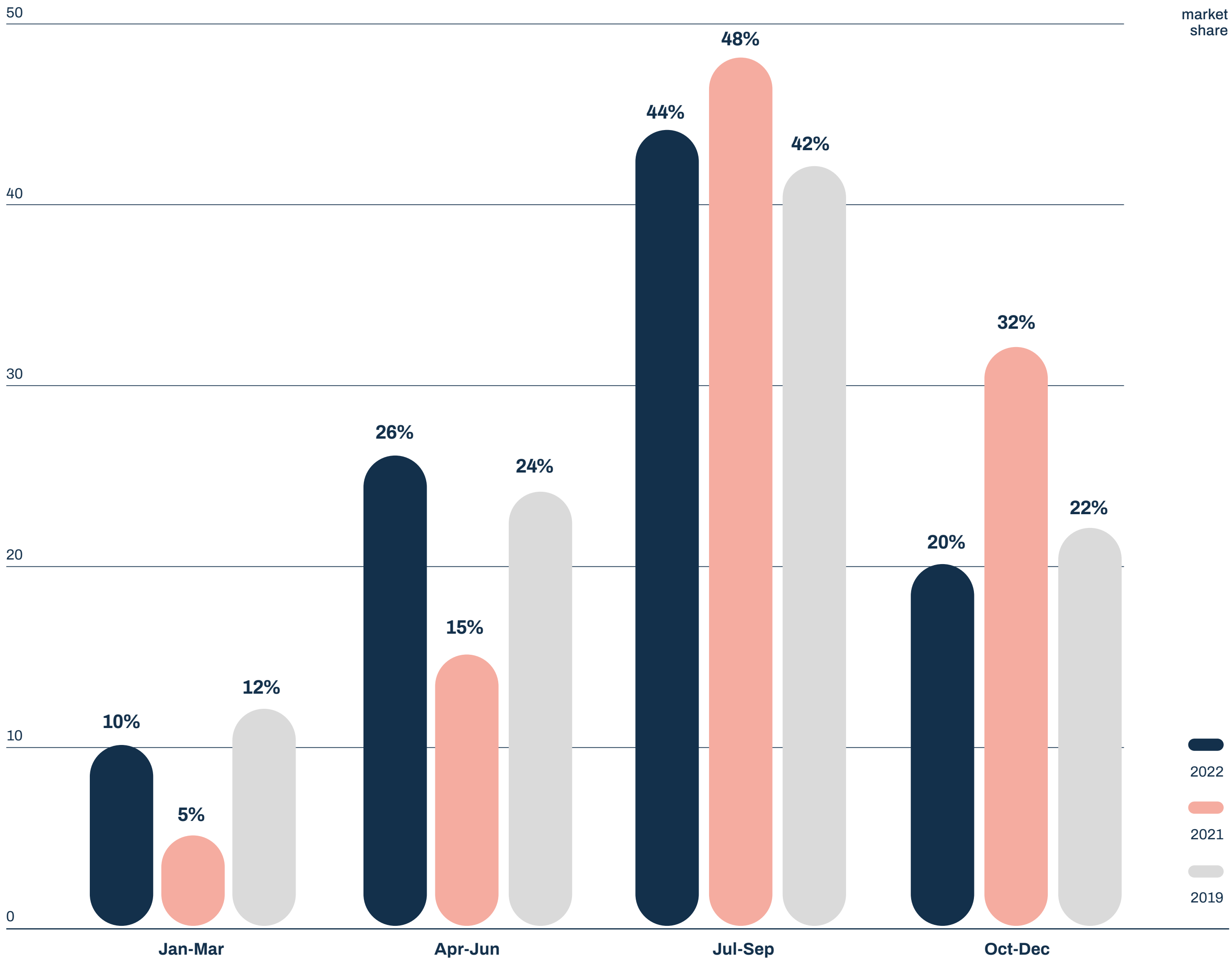
Top Incoming Leisure Traffic Destinations in Greece via Athens



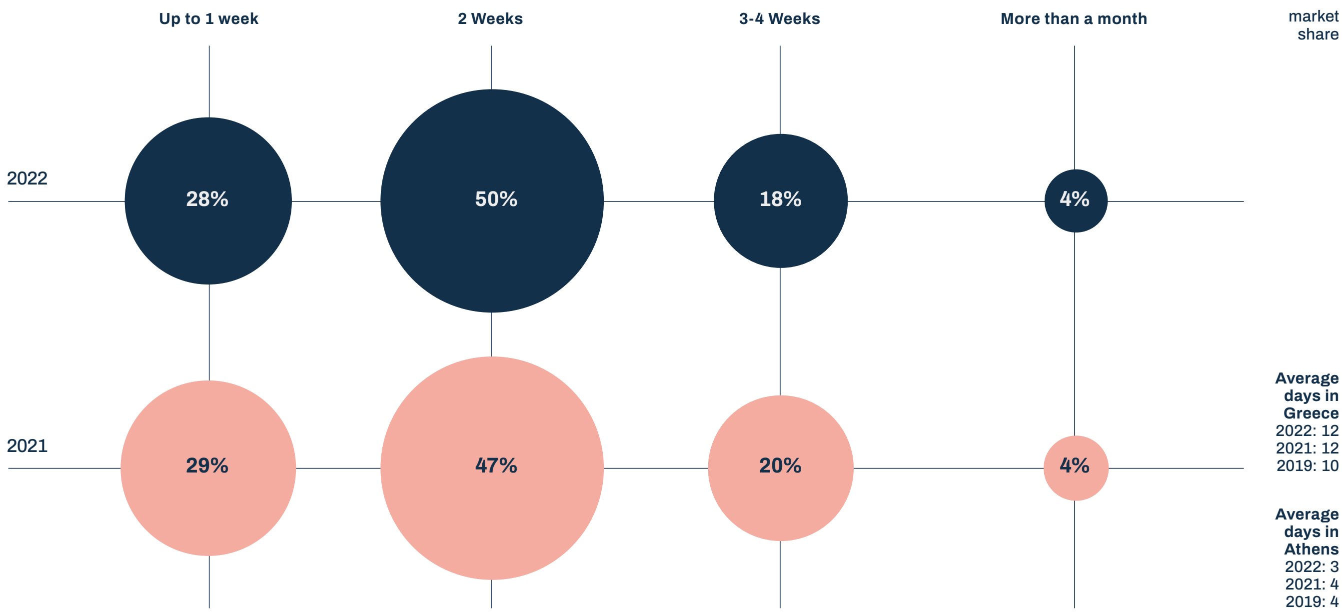
Incoming Leisure Traffic Visiting Athens & Catchment Area



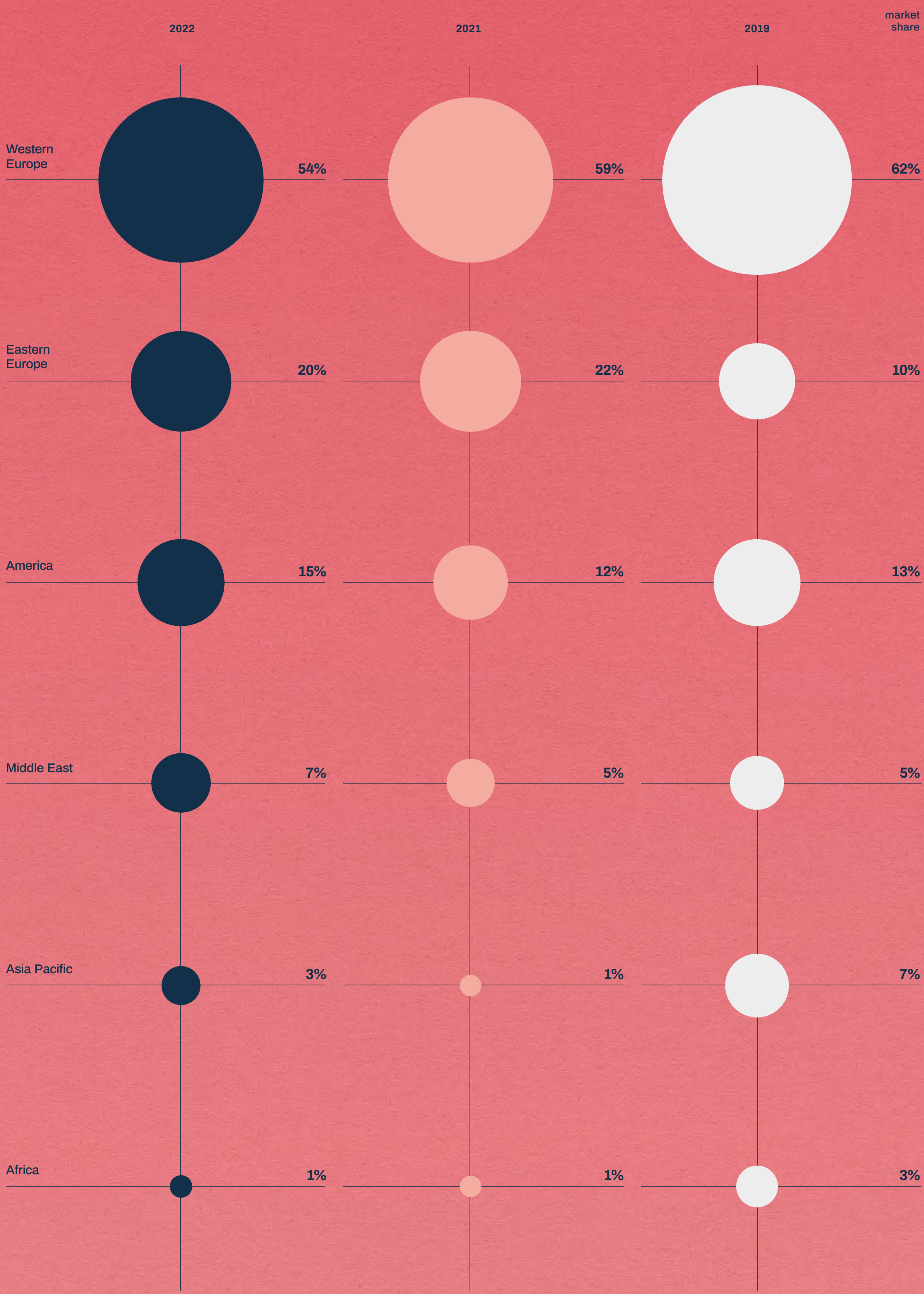
Seasonality of Incoming Leisure Traffic Arrivals



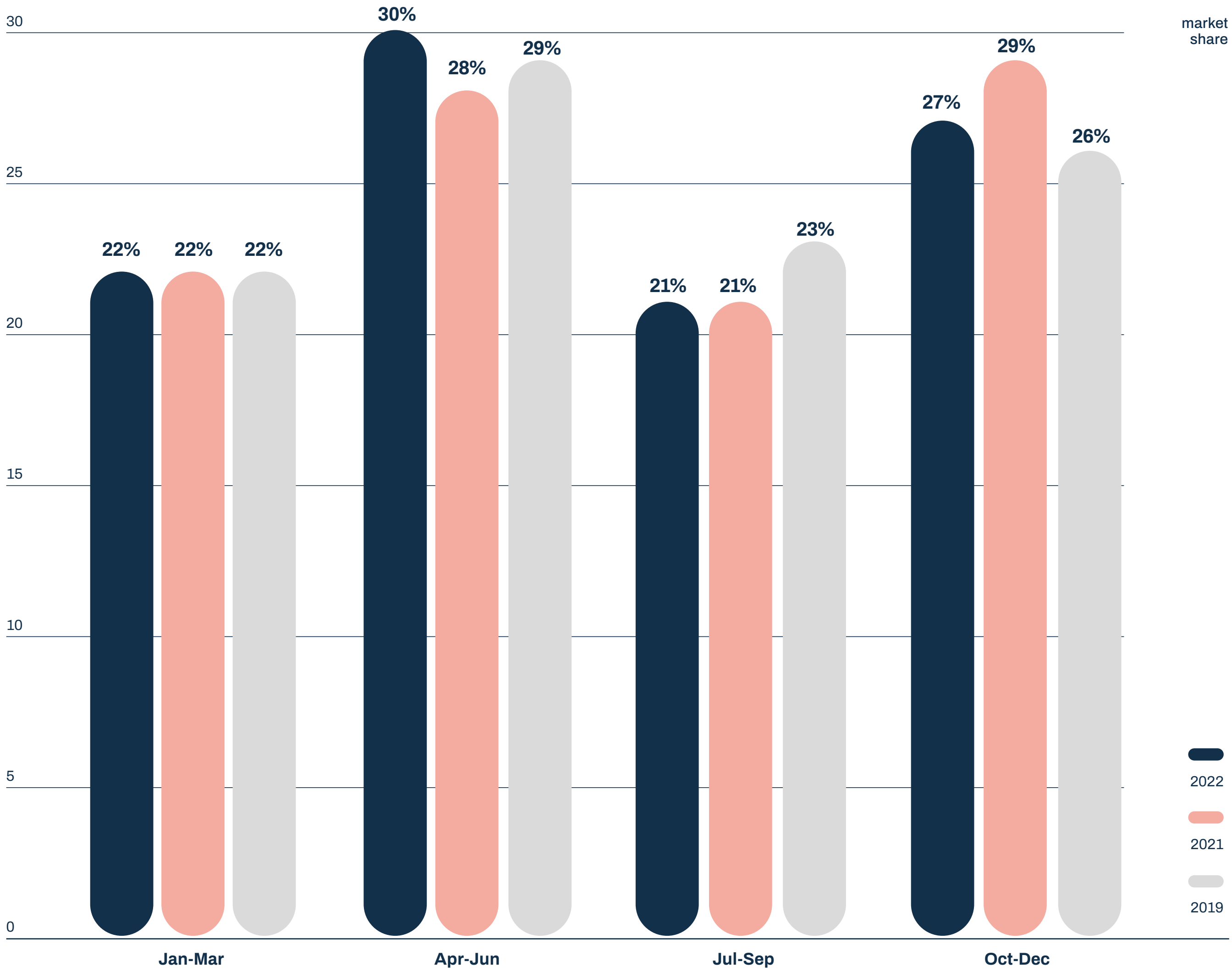
Length of Stay in Greece - Incoming Leisure Traffic



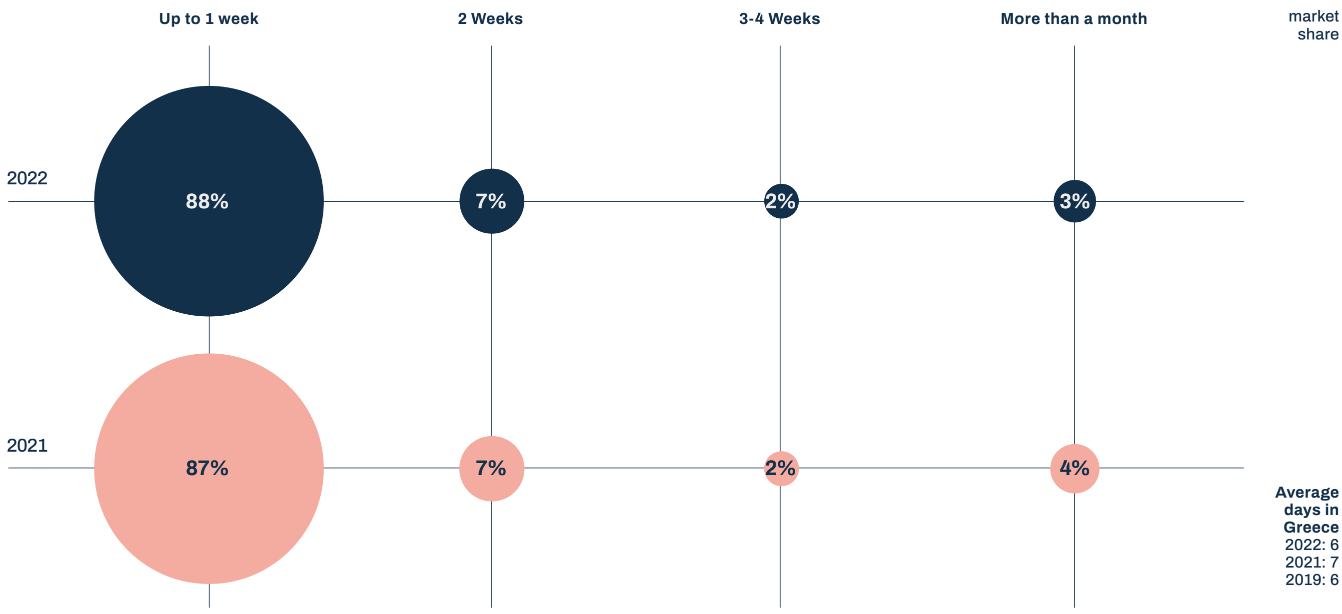
Incoming Leisure Traffic Arrivals per Geographical Region



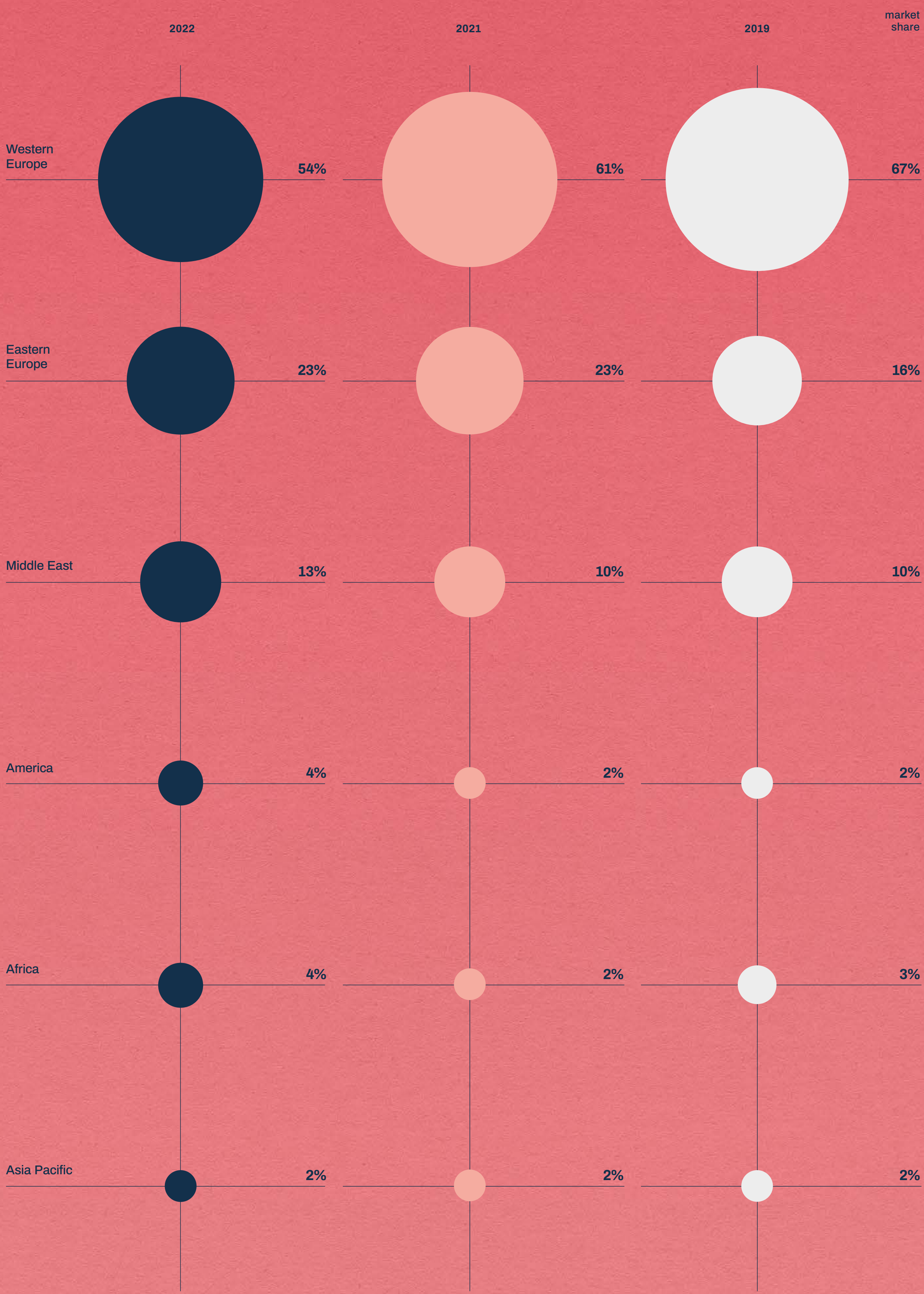
Seasonality of Incoming Business Traffic Arrivals



Length of Stay in Greece - Incoming Business Traffic

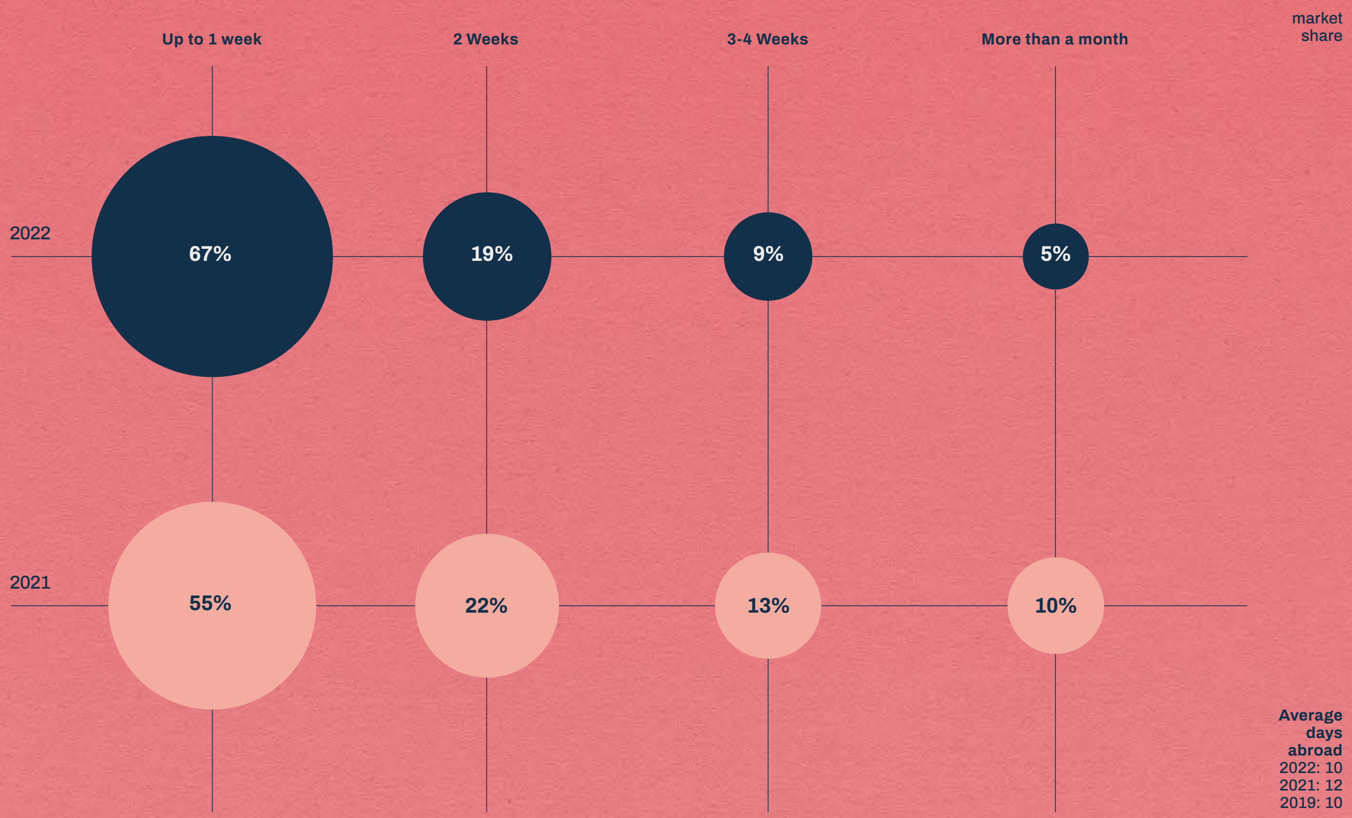


Incoming Business Traffic Arrivals per Geographical Region



Seasonality of Greek Leisure Traffic Departures

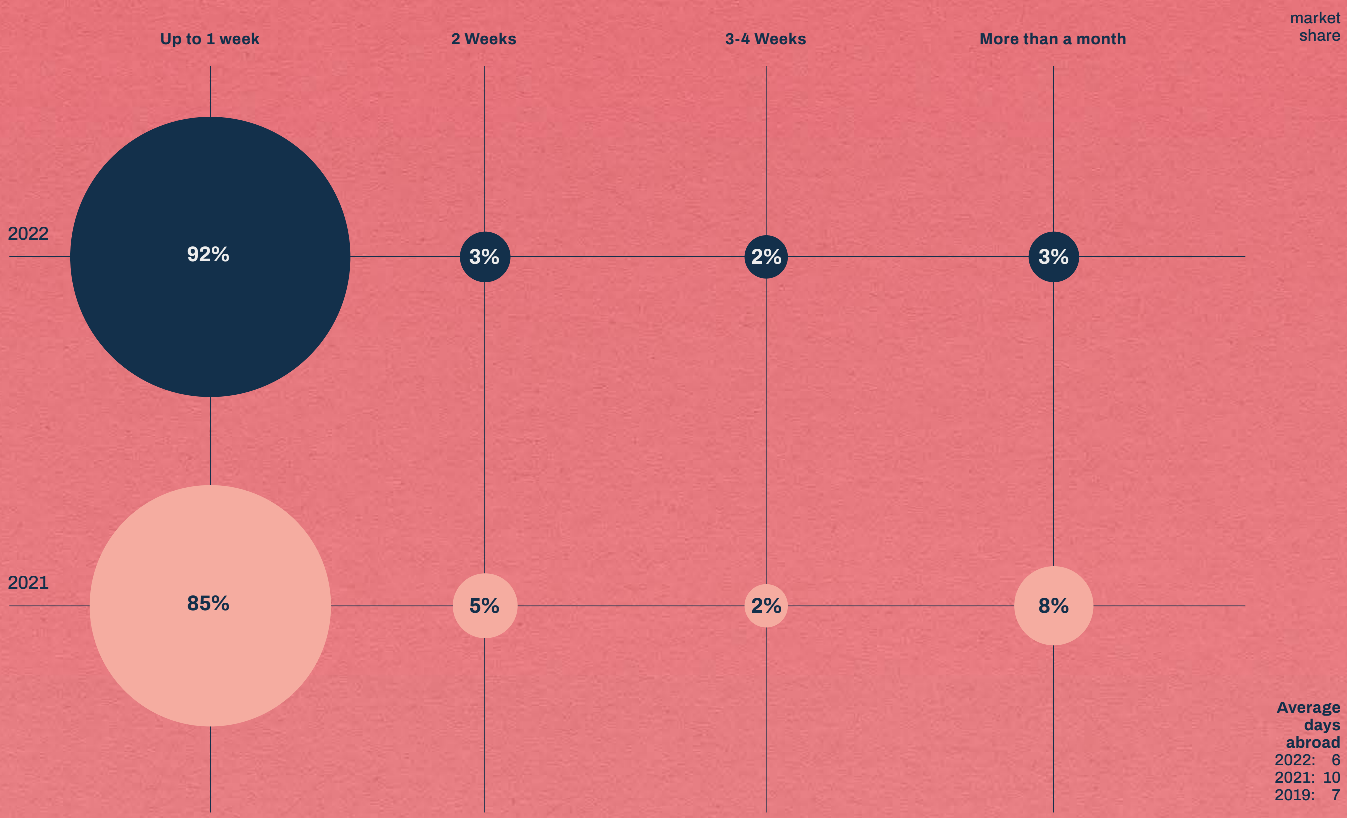
Length of Stay Abroad - Greek Leisure Traffic

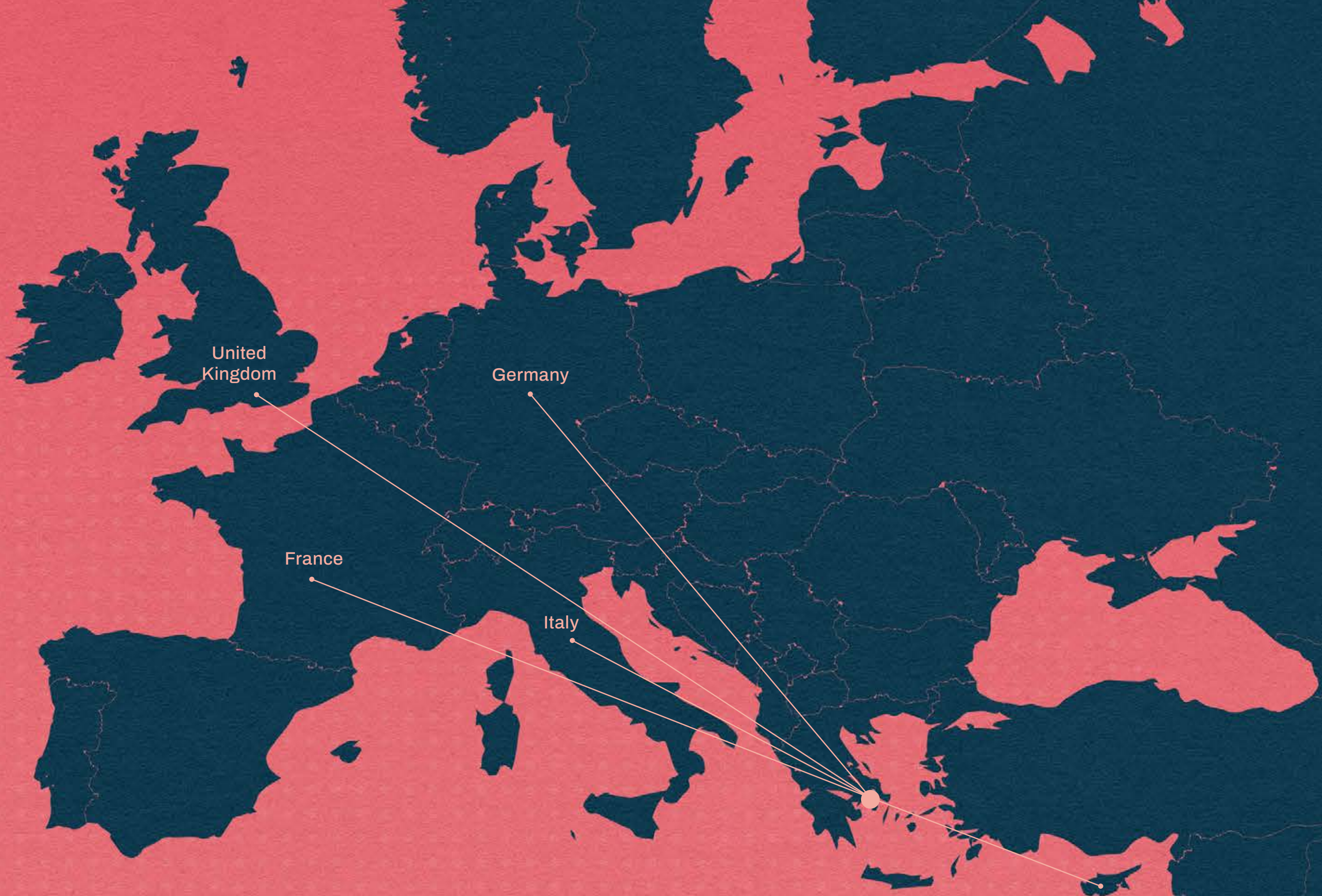


Average days abroad
2022: 10
2021: 12
2019: 10

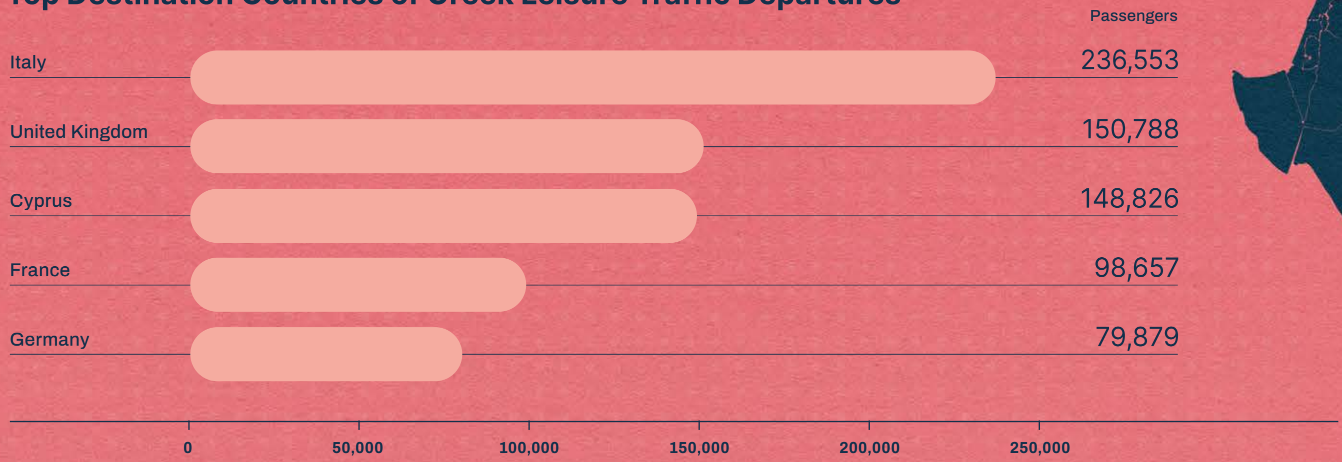
Seasonality of Greek Business Traffic Departures

Length of Stay Abroad - Greek Business Traffic

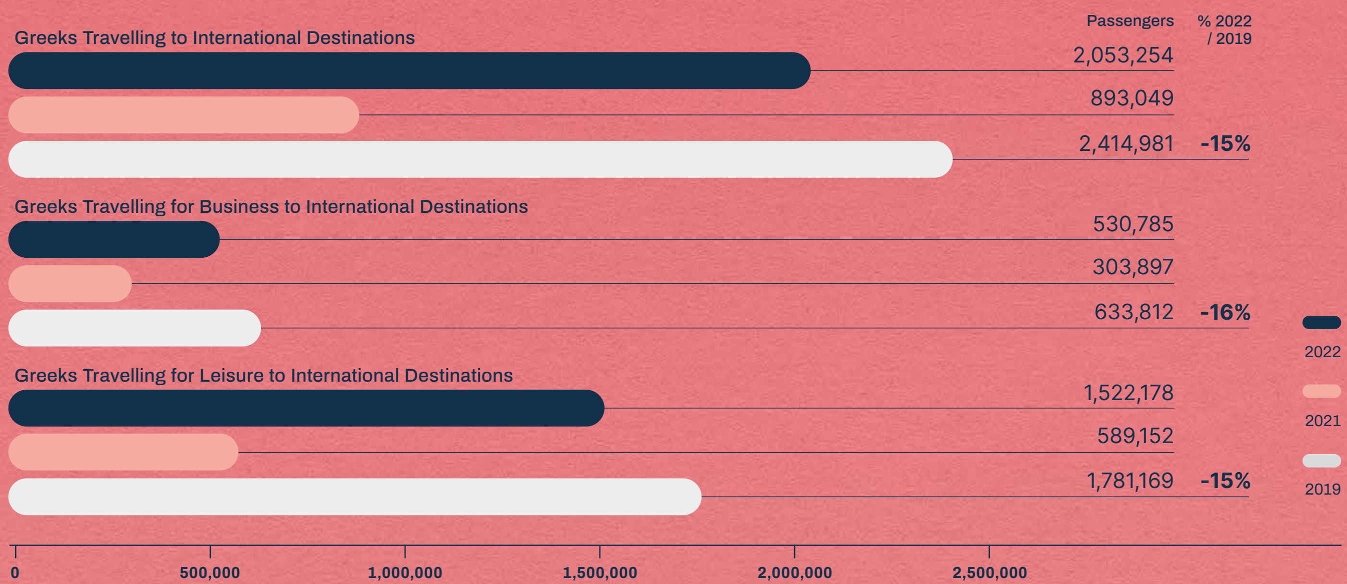




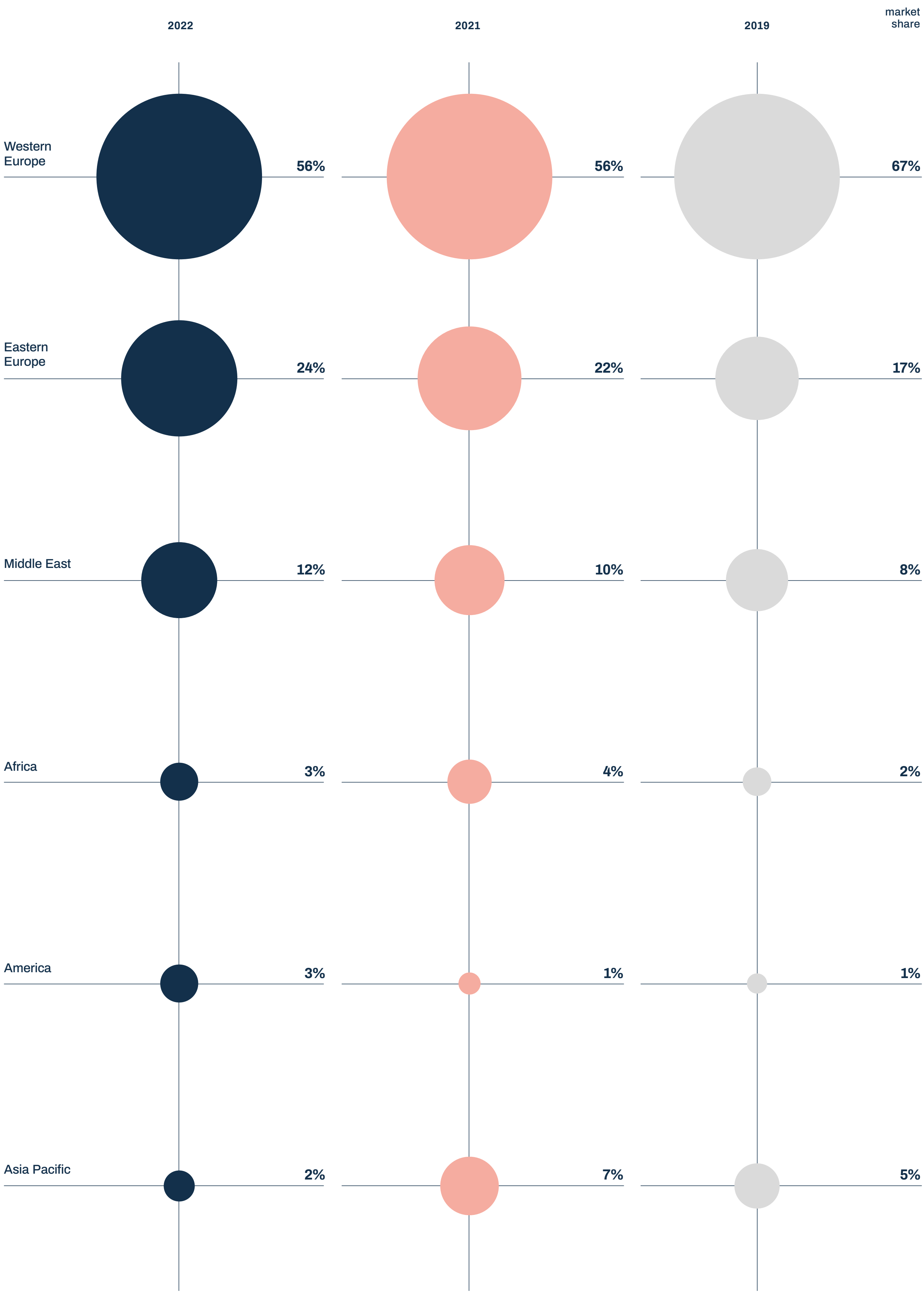
Top Destination Countries of Greek Leisure Traffic Departures



Greek Outgoing Passengers Development



Greek Business Traffic Departures per Geographical Region



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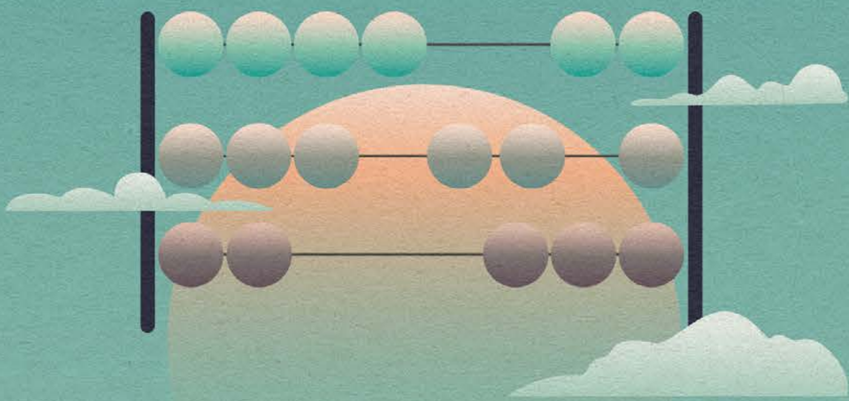


GREEK
Arithmetic

The Greek aviation market almost fully recovered the losses due to the Covid-19 pandemic, reaching 63.6 million in 2022, only 1% below 2019

During 2022, the Greek aviation market almost fully recovered the losses due to the Covid-19 pandemic, reaching 63.6 million, only 1% (or approximately half a million) below the 2019 levels. This favourable outcome was mainly driven by the international traffic's evolution, which reached and slightly exceeded the 2019 levels by 0.4% (approx. 200 thousand passengers), while domestic passengers lagged the 2019 volumes by 4.5%.

Looking into the Greek peripheral airports, which in their majority rely on seasonal incoming leisure traffic, it is noted that overall they achieved to surpass the pre-Covid 2019 passenger throughput by 6%, with international traffic growing by 9%, whereas domestic traffic was 4% below 2019. This outcome reflects the sharp traffic recovery observed in Europe during summer 2022, with high demand for summer holiday travel, following the lifting of travel restrictions.

It is noteworthy that out of the top 10 Greek airports, only Athens and Thessaloniki, the two major Greek airports that heavily rely on year-round services and domestic traffic, saw a reduction in their international and total passenger traffic in 2022.

Athens International Airport's market share in passenger traffic was 36% in 2022, below the respective 40% market share in 2019 and slightly up compared to the 34% market share in 2021.

In 2022, commercial aircraft movements in the Greek sky amounted to 523 thousand, only 0.7% below the 2019 levels. Similarly with passenger traffic, international operations exceeded the 2019 levels, whereas domestic services lagged by 2.4%.

Passenger Traffic of Main Greek Airports

	DOMESTIC COMMERCIAL PASSENGERS				INTERNATIONAL COMMERCIAL PASSENGERS			
City	**2022**	**2021**	**% 2022 / 2021**	**% 2022 / 2019**	**2022**	**2021**	**% 2022 / 2021**	**% 2022 / 2019**
ATHENS	7,339,806	4,600,257	59.6%	-5.1%	15,221,504	7,665,818	98.6%	-14.2%
HERAKLION	1,234,436	784,202	57.4%	-6.0%	6,821,740	4,175,017	63.4%	4.8%
THESSALONIKI	1,922,112	1,240,631	54.9%	-7.9%	3,985,673	2,199,075	81.2%	-13.1%
RHODES	706,937	516,533	36.9%	-8.3%	5,103,309	2,832,028	80.2%	13.8%
CORFU	344,025	213,841	60.9%	5.4%	3,387,134	1,829,853	85.1%	21.5%
CHANIA	677,542	451,296	50.1%	1.9%	2,585,990	1,339,917	93.0%	19.0%
KOS	260,110	173,825	49.6%	-5.9%	2,485,027	1,399,689	77.5%	9.5%
SANTORINI	1,059,410	561,427	88.7%	-12.3%	1,649,296	983,706	67.7%	64.0%
ZAKINTHOS	90,228	57,533	56.8%	104.5%	1,807,538	952,846	89.7%	9.7%
MYKONOS	488,568	283,240	72.5%	-6.1%	1,157,704	765,118	51.3%	24.5%
OTHER GREEK AIRPORTS	2,125,866	1,541,476	37.9%	3.0%	3,139,899	1,418,250	121.4%	4.2%
TOTAL GREECE	**16,249,040**	**10,424,261**	**55.9%**	**-4.5%**	**47,344,814**	**25,561,317**	**85.2%**	**0.4%**

Aircraft Movements of Main Greek Airports

	DOMESTIC COMMERCIAL AIRCRAFT MOVEMENTS				INTERNATIONAL COMMERCIAL AIRCRAFT MOVEMENTS			
City	**2022**	**2021**	**% 2022 / 2021**	**% 2022 / 2019**	**2022**	**2021**	**% 2022 / 2021**	**% 2022 / 2019**
ATHENS	85,893	72,925	17.8%	-6.7%	103,230	81,007	27.4%	-18.5%
HERAKLION	9,766	8,936	9.3%	-17.2%	43,786	30,630	43.0%	6.3%
THESSALONIKI	18,344	15,127	21.3%	0.4%	28,655	20,864	37.3%	-11.7%
RHODES	7,182	6,938	3.5%	13.7%	32,974	20,897	57.8%	21.8%
CORFU	4,317	3,826	12.8%	21.7%	22,128	16,634	33.0%	22.9%
SANTORINI	11,054	6,828	61.9%	-8.4%	12,013	8,652	38.8%	69.4%
CHANIA	6,231	5,497	13.4%	6.0%	16,313	10,449	56.1%	25.1%
KOS	4,228	3,646	16.0%	5.8%	16,708	10,365	61.2%	19.2%
MYKONOS	6,009	4,837	24.2%	5.3%	10,232	10,340	-1.0%	33.9%
ZAKINTHOS	1,703	1,625	4.8%	85.3%	11,336	7,666	47.9%	11.8%
OTHER GREEK AIRPORTS	46,637	41,418	12.6%	2.0%	23,971	14,715	62.9%	5.9%
TOTAL GREECE	**201,364**	**171,603**	**17.3%**	**-2.4%**	**321,346**	**232,219**	**38.4%**	**0.5%**

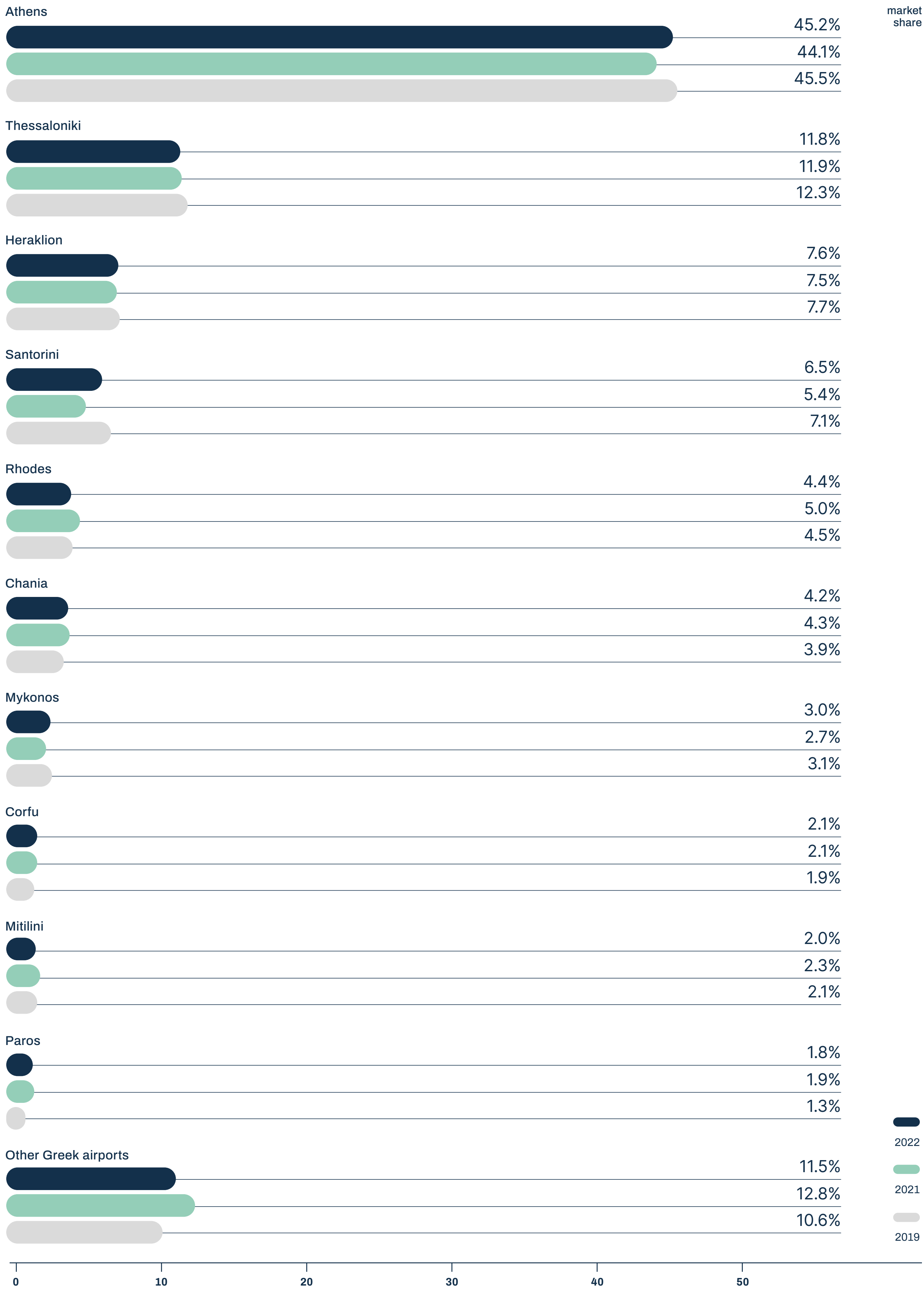
TOTAL COMMERCIAL PASSENGERS

2022	2021	% 2022 / 2021	% 2022 / 2019
22,561,310	12,266,075	83.9%	-11.5%
8,056,176	4,959,219	62.4%	3.0%
5,907,785	3,439,706	71.8%	-11.4%
5,810,246	3,348,561	73.5%	10.5%
3,731,159	2,043,694	82.6%	19.8%
3,263,532	1,791,213	82.2%	15.0%
2,745,137	1,573,514	74.5%	7.8%
2,708,706	1,545,133	75.3%	22.3%
1,897,766	1,010,379	87.8%	12.2%
1,646,272	1,048,358	57.0%	13.5%
5,265,765	2,959,726	77.9%	3.7%
63,593,854	**35,985,578**	**76.7%**	**-0.9%**

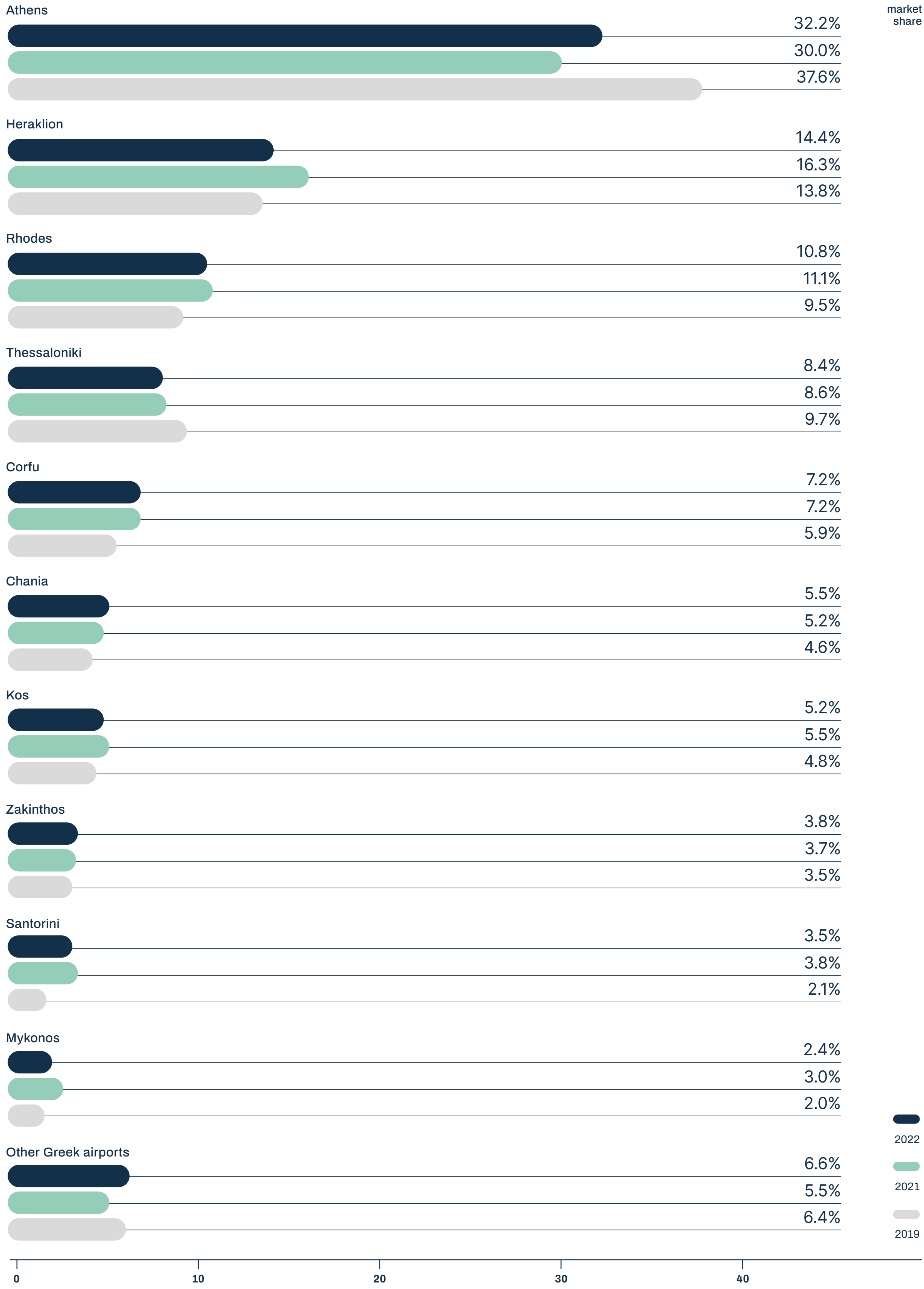
TOTAL COMMERCIAL AIRCRAFT MOVEMENTS

2022	2021	% 2022 / 2021	% 2022 / 2019
189,123	153,932	22.9%	-13.5%
53,552	39,566	35.3%	1.0%
46,999	35,991	30.6%	-7.3%
40,156	27,835	44.3%	20.2%
26,445	20,460	29.3%	22.7%
23,067	15,480	49.0%	20.4%
22,544	15,946	41.4%	19.1%
20,936	14,011	49.4%	16.2%
16,241	15,177	7.0%	21.7%
13,039	9,291	40.3%	17.9%
70,608	56,133	25.8%	3.3%
522,710	**403,822**	**29.4%**	**-0.7%**

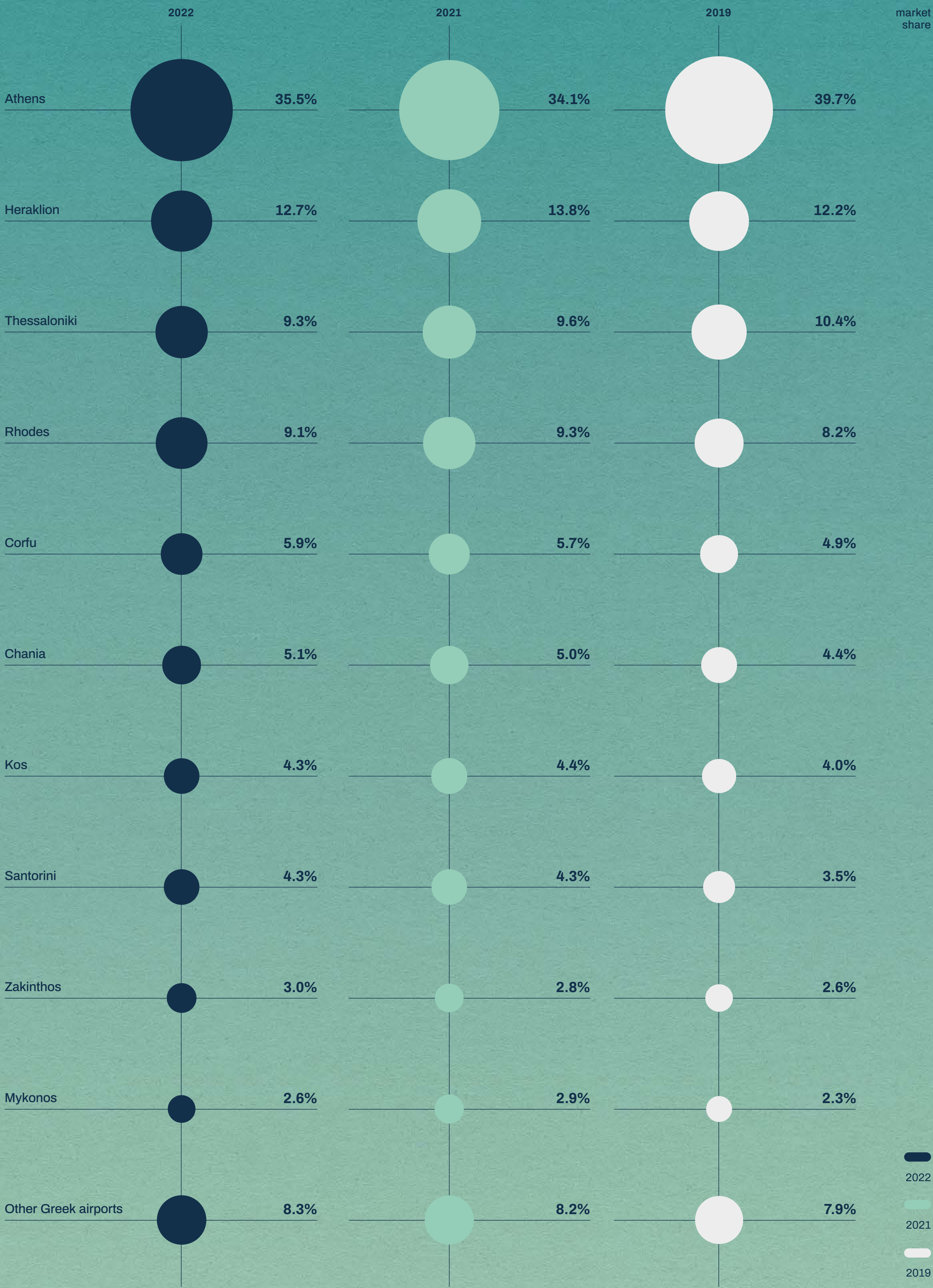
Top 10 Greek Airports According to Domestic Passenger Traffic



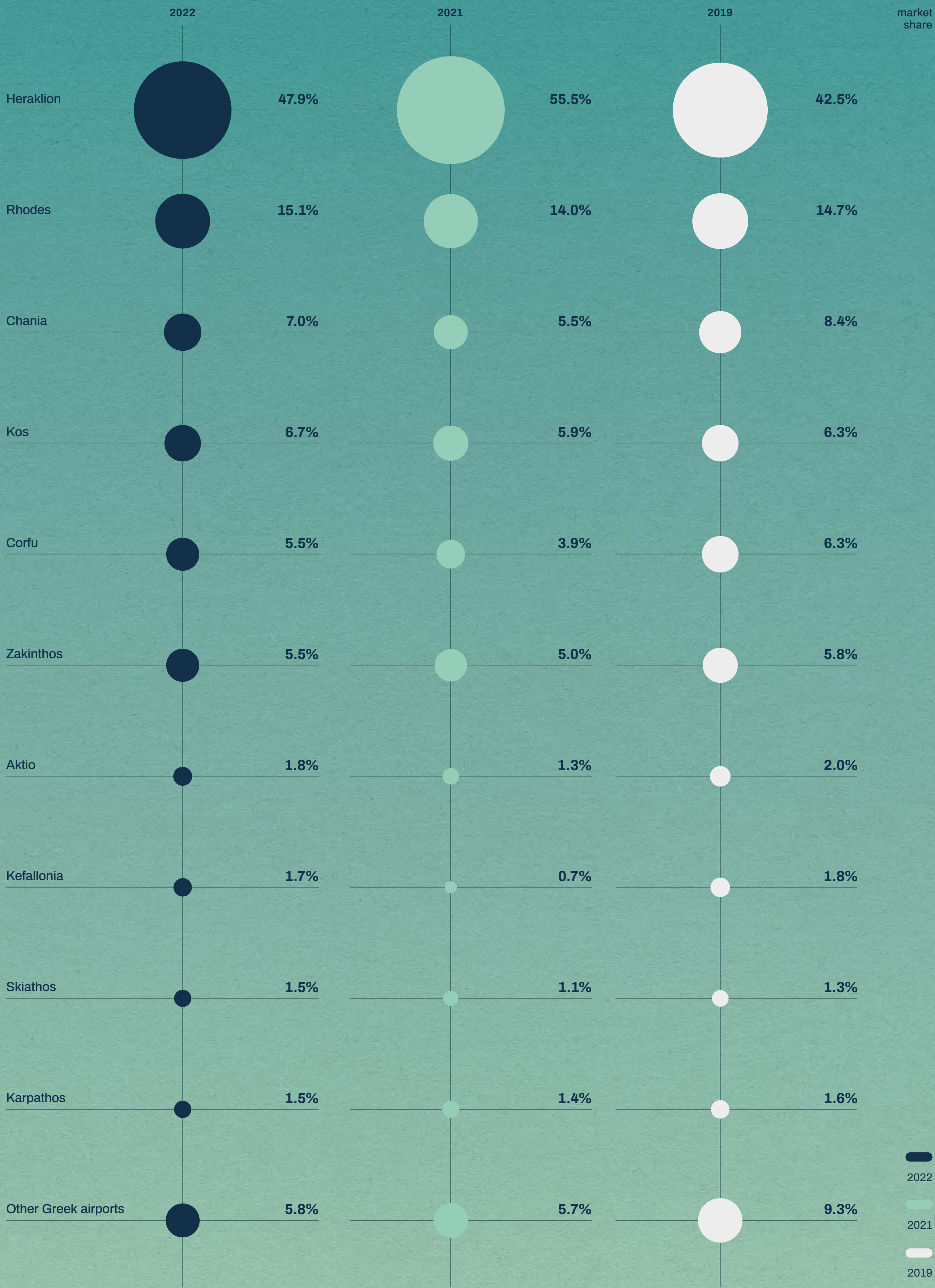
Top 10 Greek Airports According to International Passenger Traffic



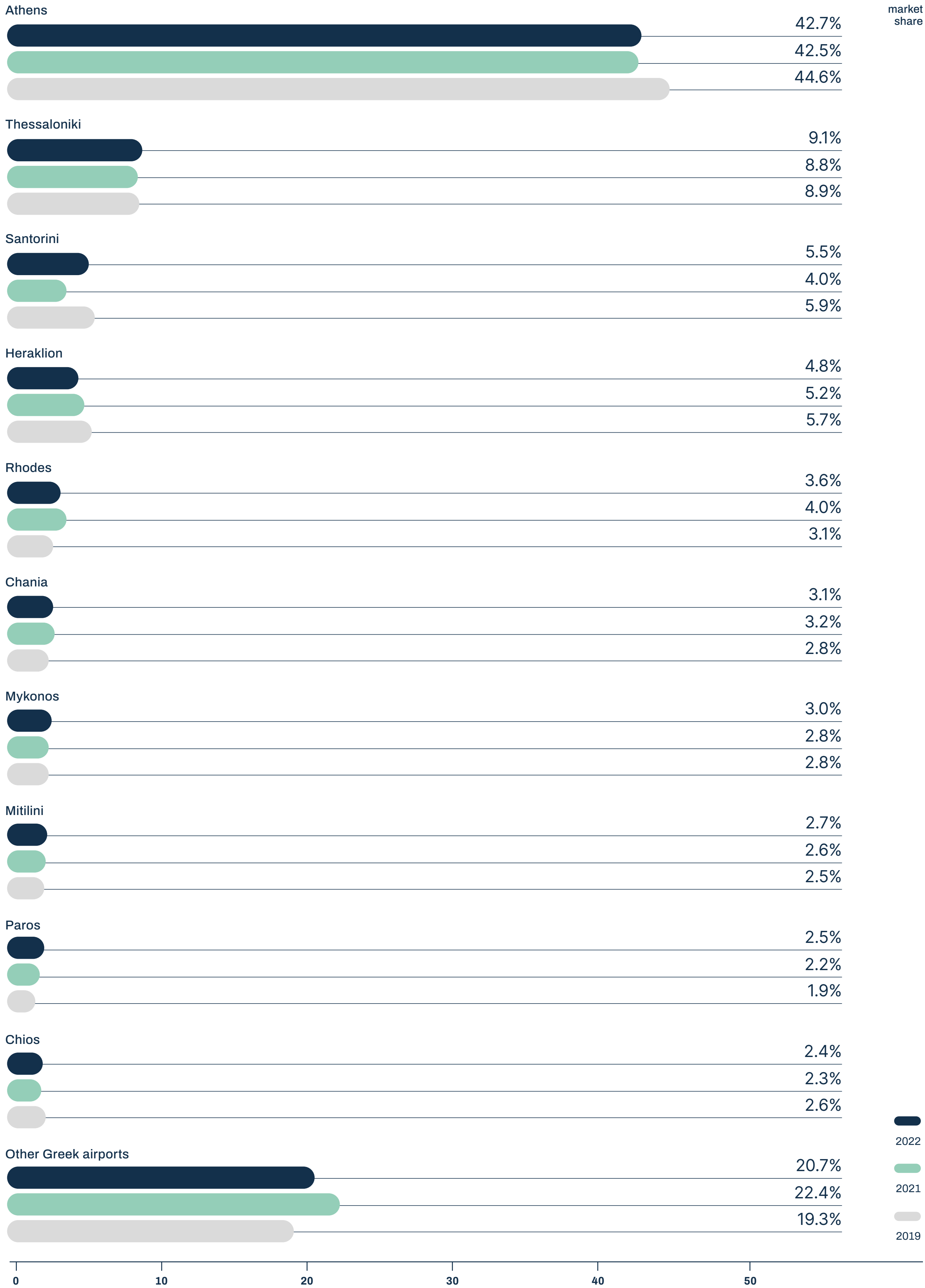
Top 10 Greek Airports According to Total Passenger Traffic



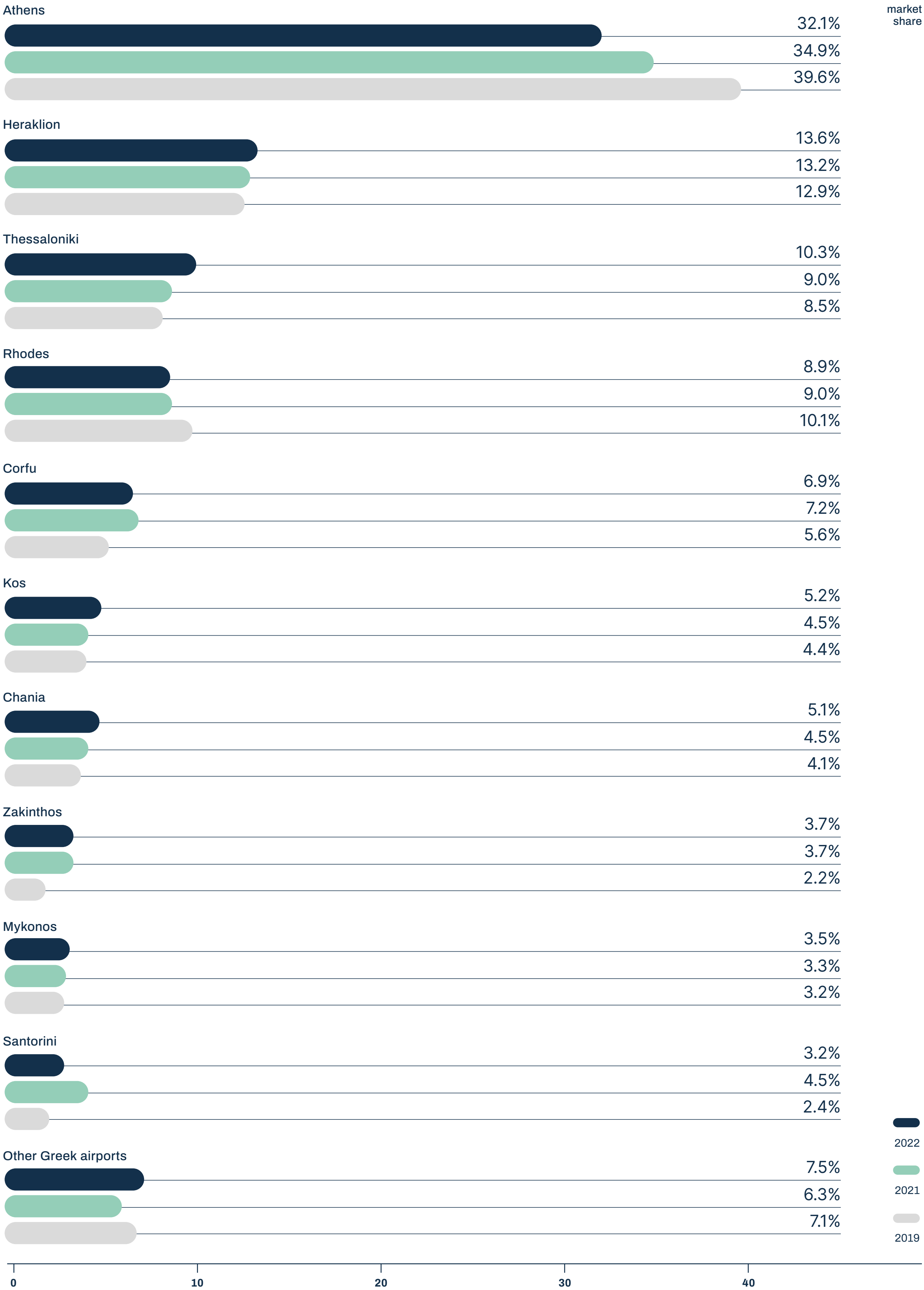
Top 10 Greek Airports According to International Charter Passengers



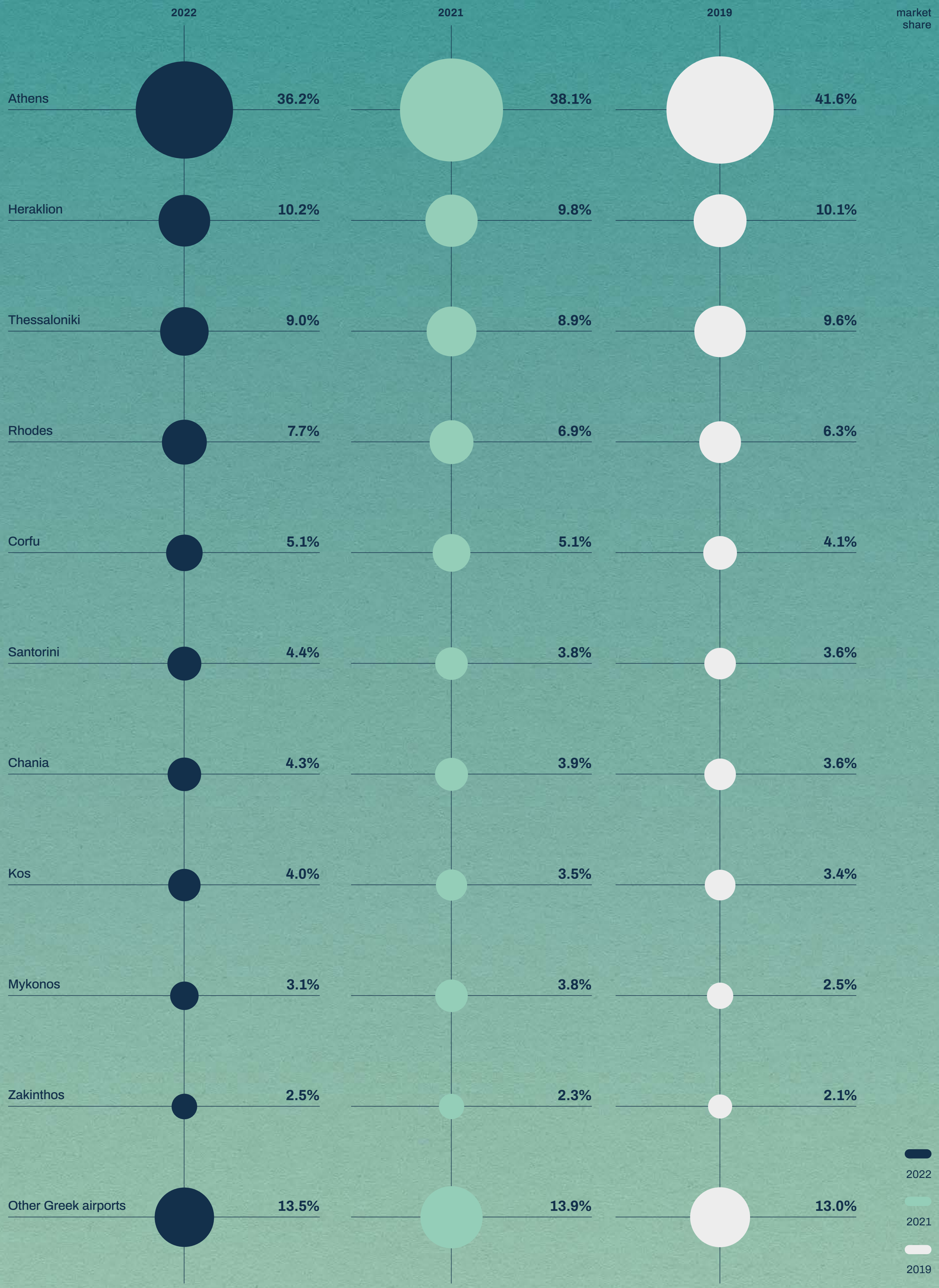
Top 10 Greek Airports According to Domestic Aircraft Movements



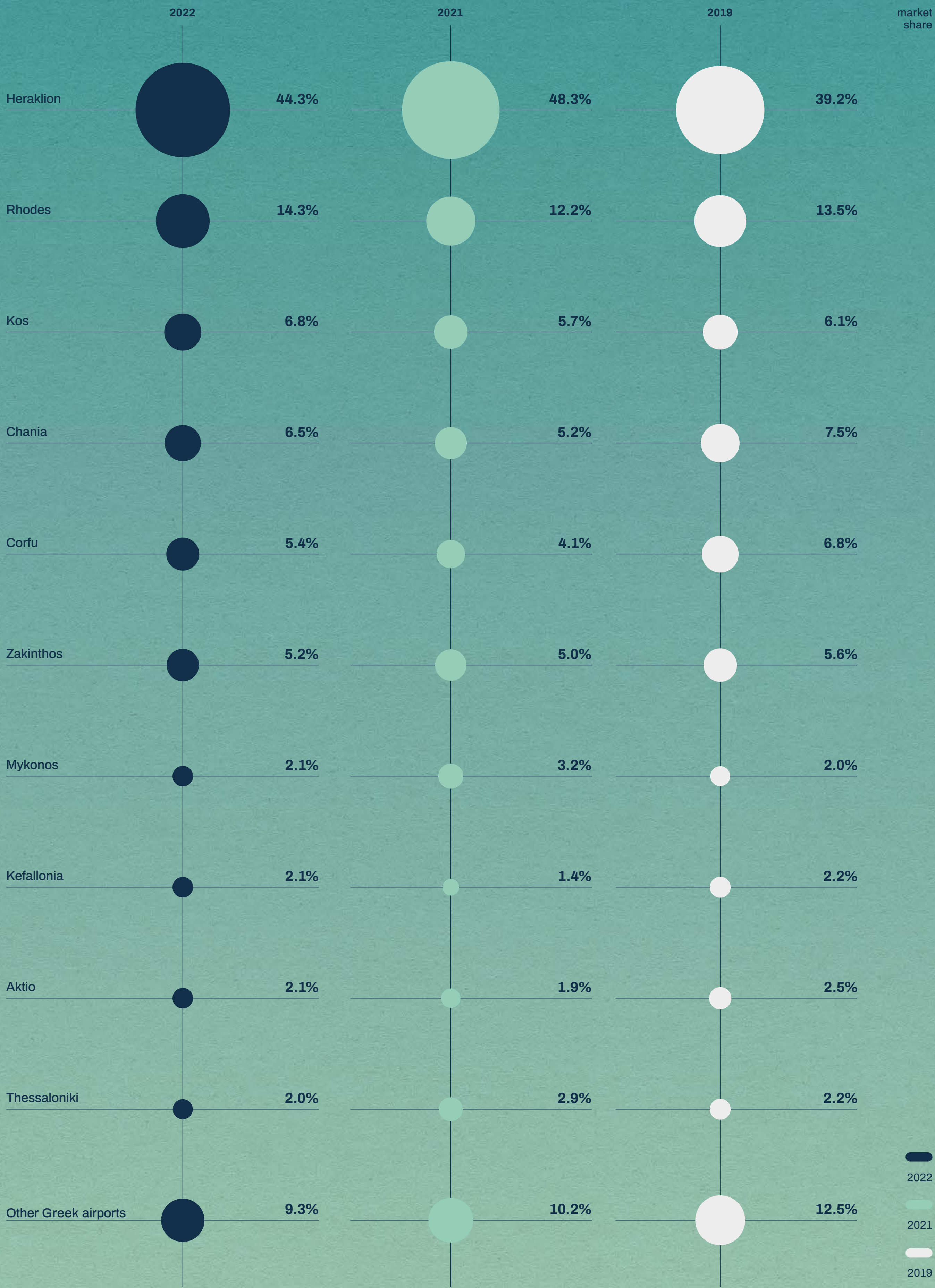
Top 10 Greek Airports According to International Aircraft Movements



Top 10 Greek Airports According to Total Aircraft Movements



Top 10 Greek Airports According to International Charter Movements



11

EUROPE
plus the World

2022 was a recovery year for the aviation industry worldwide, with global air passenger traffic reaching 74% of the 2019 levels

The year 2022 was characterised by an overall robust traffic recovery worldwide, with global air passenger traffic gaining momentum due to the lifting of travel restrictions and passengers' strong willingness to travel.

IATA has estimated that global passenger traffic (Revenue Passenger Kilometers or RPKs) was 64.4% above 2021 levels and 31.5% below 2019, while the air transport industry in 2022 is forecast to post a loss of nearly USD 7 billion, with the North America being the only profitable region.

The Airports Council International (ACI) reports that, despite strong headwinds, the industry is continuing to recover. With the removal of travel restrictions and quarantine requirements for vaccinated travellers in 2022, there has been an upsurge in demand across many markets.

Global passenger traffic ended the year at 74% of the 2019 levels. However, in 2022, recovery in passenger volumes remained uneven across the globe. Latin American-Caribbean markets reached 93% of the 2019 levels, presenting the strongest recovery trend of 2022. North America also exhibited a fast recovery, reaching in 2022 89% of the pre-COVID-19 levels, while passenger traffic in Africa has recovered to 82% of the 2019 levels. The Middle East achieved 80% of the 2019 levels, whereas traffic in Asia-Pacific claimed only 49% of the 2019 level, below the global average due to lasting travel restrictions in the region. Europe witnessed a significant surge in passenger traffic during Q2 and Q3 2022 that resulted in the continent recording 79% of 2019 passenger traffic levels in 2022.

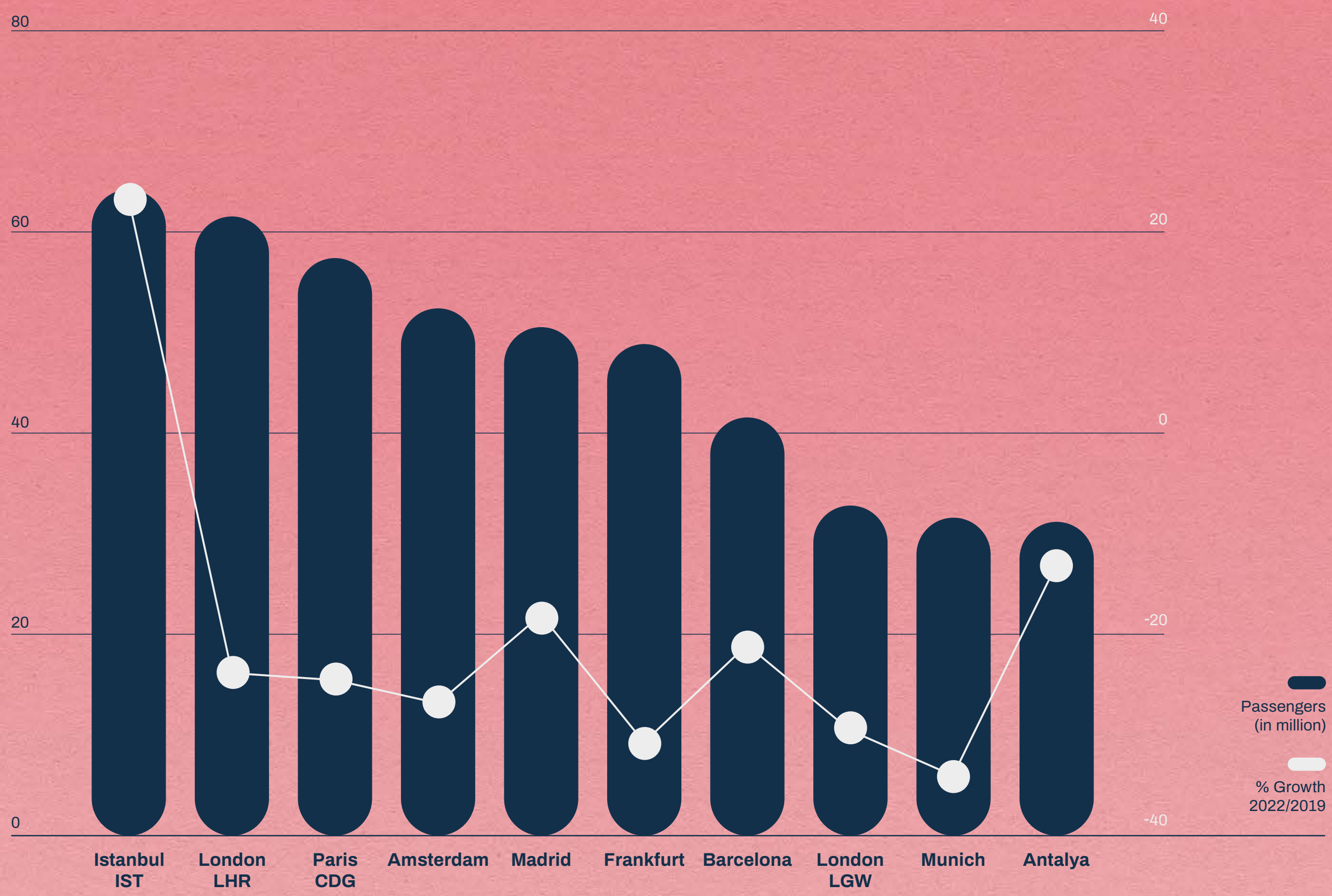
The passenger traffic evolution of the top 10 European airports during 2022 signifies the heterogeneous recovery levels observed between different markets. More specifically, following two years of rapid recovery, Istanbul IST was the only airport of the top-10 list that exceeded the 2019 levels by an impressive +23%, retaining the 1st place it had gained in 2021. London Heathrow and Paris CDG were in the 2nd and 3rd positions, respectively, both still being 24% below the pre-COVID-19 2019 levels.

Regarding traffic development at major European airports (above 10mppa in 2019) in the course of 2022, Athens International Airport, similarly to 2021, recovered faster than most peer airports both in terms of passengers and movements, with an 11% and 9% decline compared to 2019, well above the European average decline that was at -23% and -22%, respectively.

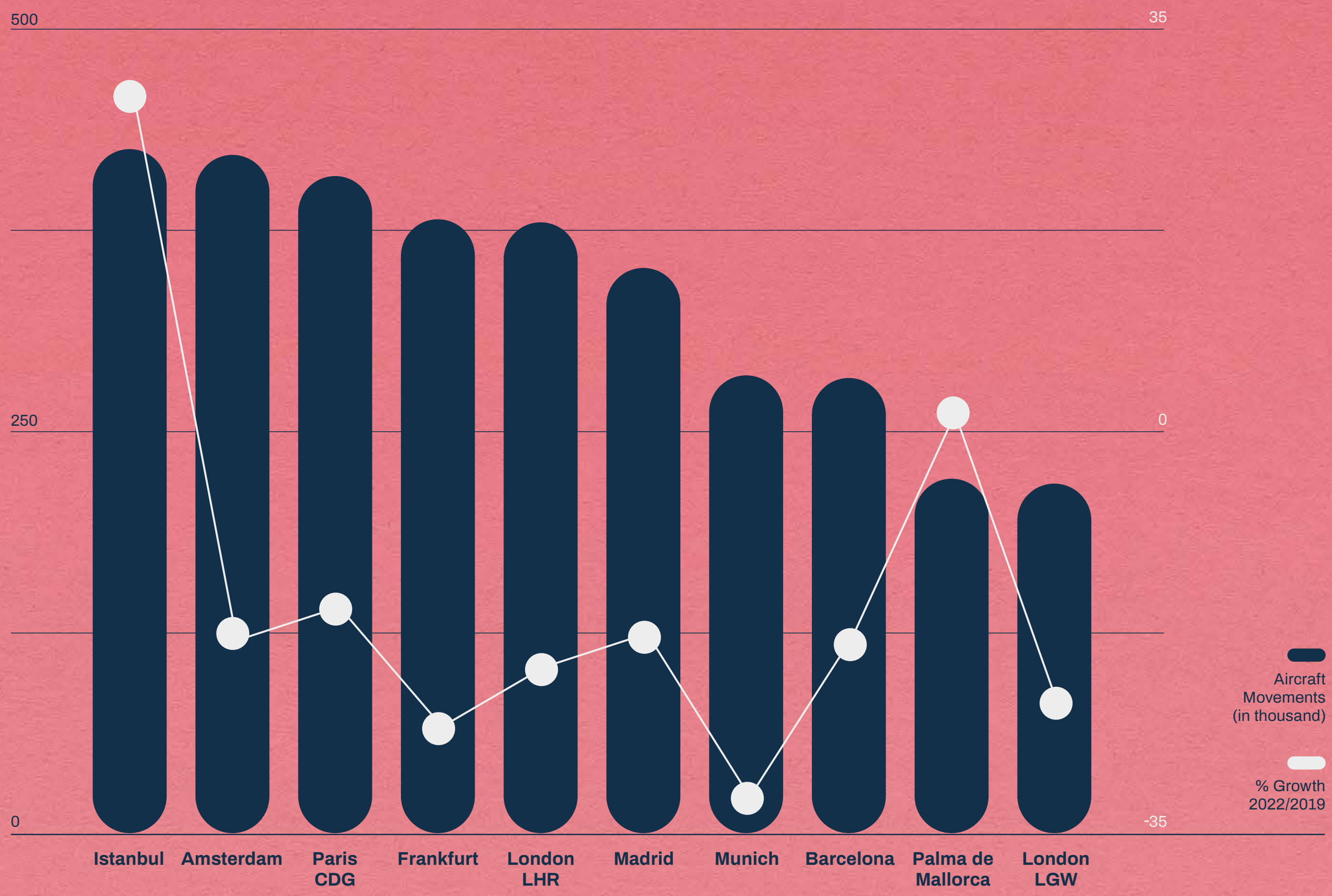
Worldwide Traffic Development by Geographical Region

Region	Total 2022 Passenger Traffic	% 2022 / 2021	% 2022 / 2019	Total 2022 Cargo (tonnes)	% 2022 / 2021	% 2022 / 2019	Total 2022 Aircraft Movements	% 2022 / 2021	% 2022 / 2019	Number of airports
AFRICA	161,716,036	63.8%	-17.6%	2,005,626	3.2%	-11.8%	2,271,161	32.4%	-14.8%	124
ASIA/PACIFIC	1,122,699,366	29.8%	-51.4%	35,348,521	-10.8%	-9.3%	10,204,145	10.0%	-38.2%	180
EUROPE	1,802,485,327	95.3%	-20.9%	20,596,433	-6.5%	-0.4%	18,175,081	38.7%	-16.8%	492
LATIN AMERICA/ CARRIBEAN	571,378,417	48.0%	-6.5%	5,328,407	2.4%	3.3%	6,141,724	25.3%	-10.9%	238
MIDDLE EAST	262,471,430	117.8%	-19.7%	6,861,365	-8.6%	-15.9%	1,983,070	51.3%	-11.1%	21
NORTH AMERICA	1,709,732,145	34.0%	-11.4%	35,409,585	-3.9%	9.8%	25,705,888	10.6%	-8.7%	172
ACI TOTAL	**5,630,482,721**	**53.5%**	**-26.2%**	**105,549,938**	**-6.7%**	**-1.7%**	**64,481,069**	**20.4%**	**-17.5%**	**1,227**

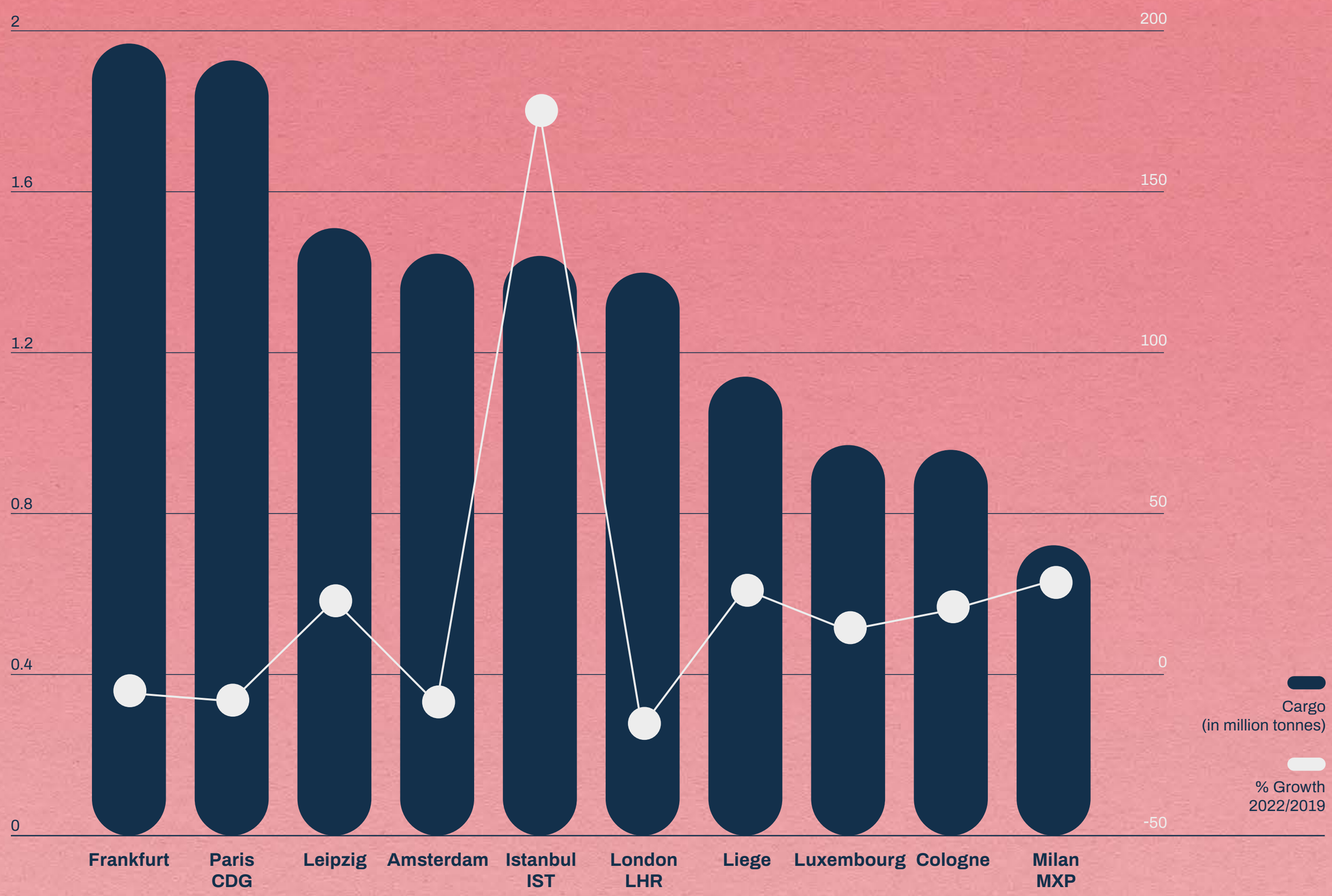
Top 10 European Airports According to Passenger Traffic



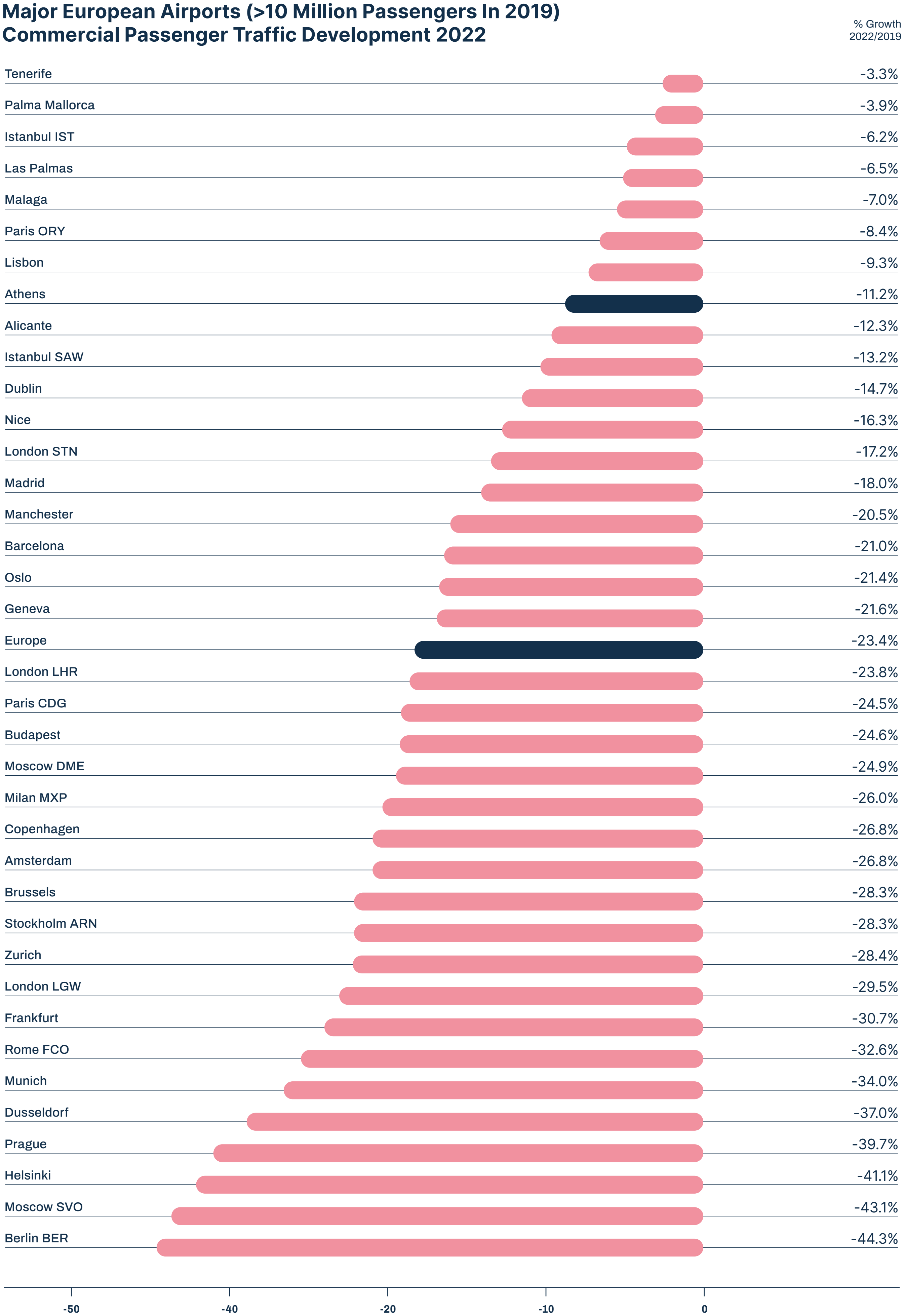
Top 10 European Airports According to Aircraft Movements



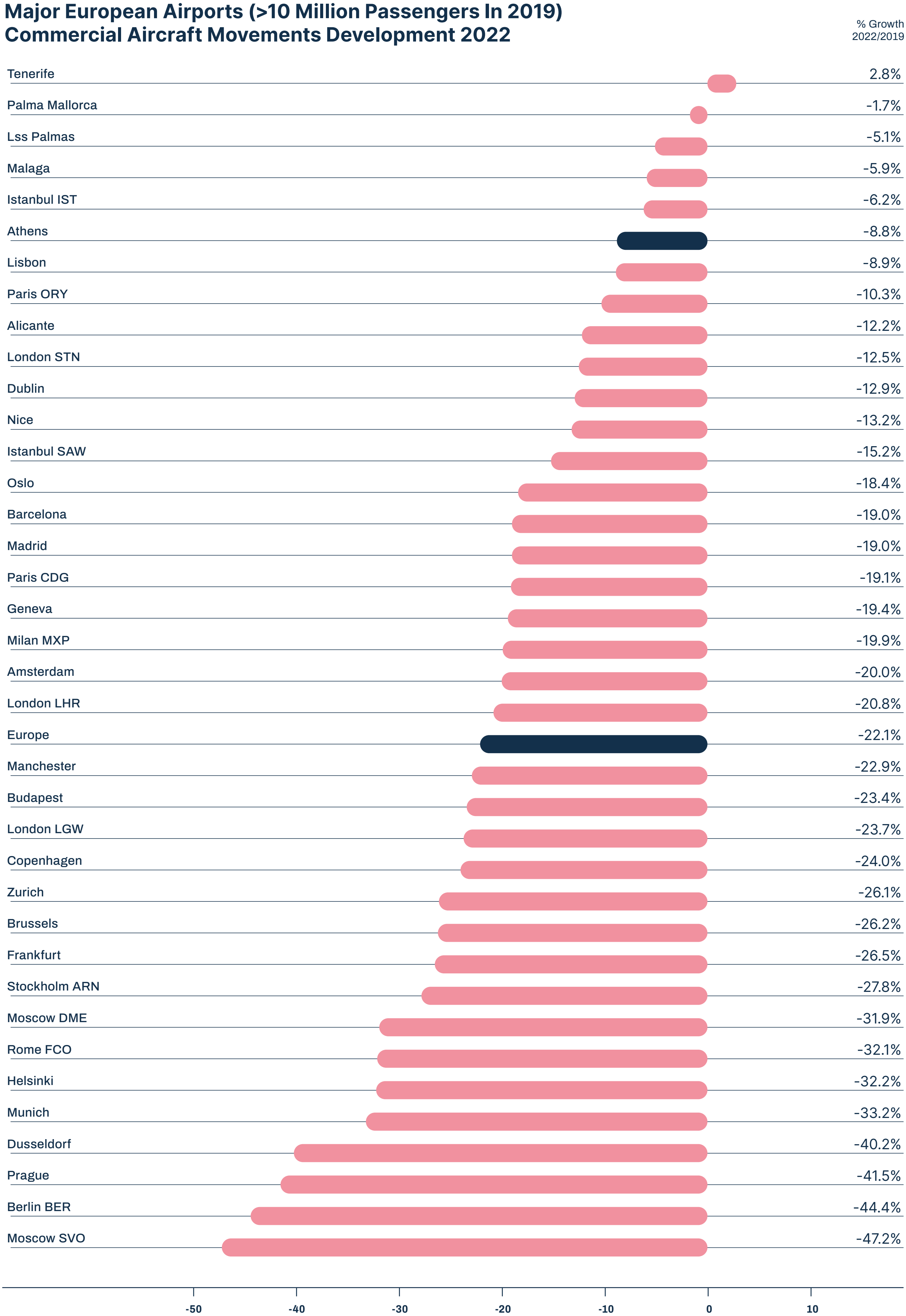
Top 10 European Airports According to Cargo Uplift



Major European Airports (>10 Million Passengers In 2019) Commercial Passenger Traffic Development 2022



Major European Airports (>10 Million Passengers In 2019)
Commercial Aircraft Movements Development 2022



AIR
Vocabulary

Passenger And Flight Statistics

- The origin and destination of a flight are defined according to the flight's first origin/last destination.
- A passenger's origin/destination is defined according to the point of embarkation/disembarkation.
- Classification into Intra/Extra-Schengen for passengers and flights is designated according to the flight's last origin/first stop.
- Geographical regions are defined per the ACI classification.
- Transit Passengers are defined as passengers arriving at and departing from the airport with the same flight number without leaving the airport's transit area (direct transit).
- Terminal Passengers are arriving and departing passengers, transit passengers excluded.
- All statistical traffic data is measured in UTC and Land/Airborne times.
- Traffic data for the Greek peripheral airports are based on the preliminary traffic results per the Hellenic Civil Aviation Authority (HCAA). The total number of Greece's domestic flights and passengers is double-counted (included in both the airport of origin and the destination airport).
- Traffic statistics for worldwide and European airports are per ACI preliminary traffic results, based on data provided by more than 1,000 airports around the globe. Charts on major European airports' benchmarking are based on ACI's rapid data exchange programme.

Exercises On Punctuality

- A flight is characterised as Delayed if it departs/arrives (off-/on- blocks) 16 or more minutes after the scheduled time of departure/arrival.
- The Average Delay is calculated in minutes among delayed flights.
- Delay reasons are classified according to IATA Delay Codes, as declared by the airlines and/or handling agents. Statistics presented in this report should be treated with caution due to the limited number of delayed flights for which a delay reason is declared.

Joining The Passenger Dots – Adding Tourists

- Passenger profile and tourism development data derive from the "Passengers' Survey", which Athens International Airport conducts as of 2001, aiming to investigate Athens passengers' demographic and travelling profiles and pinpoint changes over the years. The survey's annual sample consists of 40,000 interviews of departing passengers taken at the Airport's departure gates daily.
- Passenger volumes presented in the "Adding Tourists" chapter correspond to passenger arrivals for foreign residents and passenger departures for Greek residents.

Our Grade Report

- Service Performance relates to:
- Capturing passengers/visitors' perceptions of the level of services offered (passenger comment management process);
- Measuring actual performance in critical areas (service performance indicators).
- Service Performance indices reflect areas of service and facilities affecting a passenger's perception of the service level within the Airport premises.
- Thus, quantifiable indices have been established and monitored for several services offered by either the Airport Company or a third party (airlines/handlers), in line with AIA's Corporate Quality programme. These indices enable accurate monitoring of the service level, support benchmarking, and allow initiatives to improve performance. Evaluating passenger-oriented services rendered by AIA or third parties is possible through the productive cooperation of the Company's departments.

Check-in and Security Queues

- Queuing time refers to the time elapsing from the moment a passenger stands in line until they reach the service point. Measurements are taken seven days a week between 06:00 and 22:00 hours.

Baggage Reclaim

- Measuring time between aircraft on-blocks until first bag delivery (Obl-Fb) and between first-bag delivery and last-bag delivery (Fb-Lb) is a standard method among international airports for assessing baggage reclaim performance and approximates the level of service provided.

Info Desk

- Although the info-desk queries index is not a measure of service performance, it does connote the effect passenger traffic has on the information counters.

Call Centre

- AIA's call centre statistics are produced by the Report Manager, who provides historical statistical reporting and information on all contact centre activities. These statistics can be retrieved in ten-second intervals. Service level is also extracted, i.e., the percentage of incoming service calls answered by the service group within a specified time, representing how well the contact centre performs. The specified time for AIA's service level is set at 20 seconds, which is the time between the end of the introductory message and the agent's response.

Passenger Comments

- In compliance with Article 10 of the ACI-Europe Airport Voluntary Commitment, Athens International Airport has established an integrated Passenger Complaint Management System.

* *All figures presented in this report refer to the year 2022 unless otherwise stated.*

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