

2021 First-Half Update

European Airports Traffic & Financial Performance

September 2021



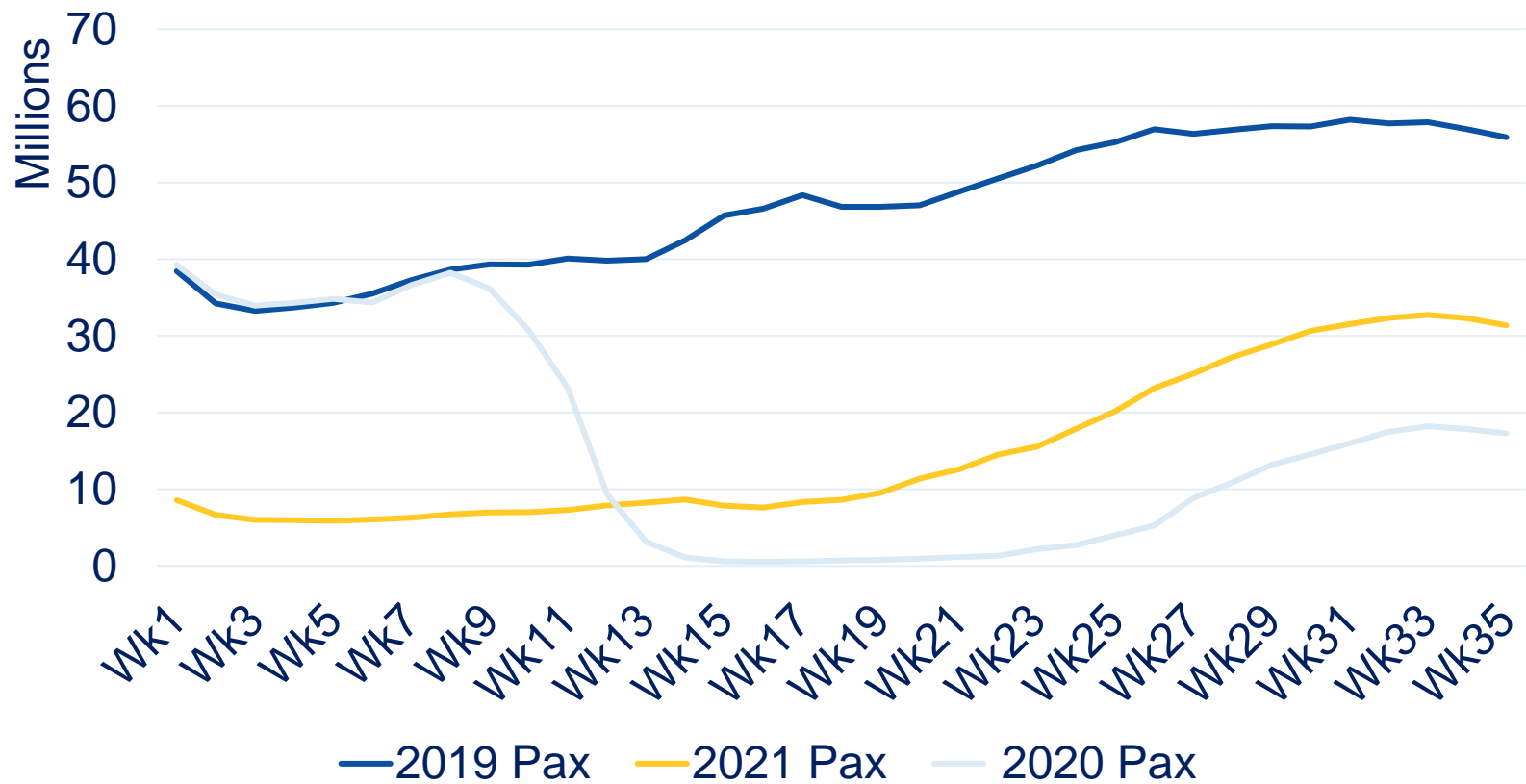


TRAFFIC



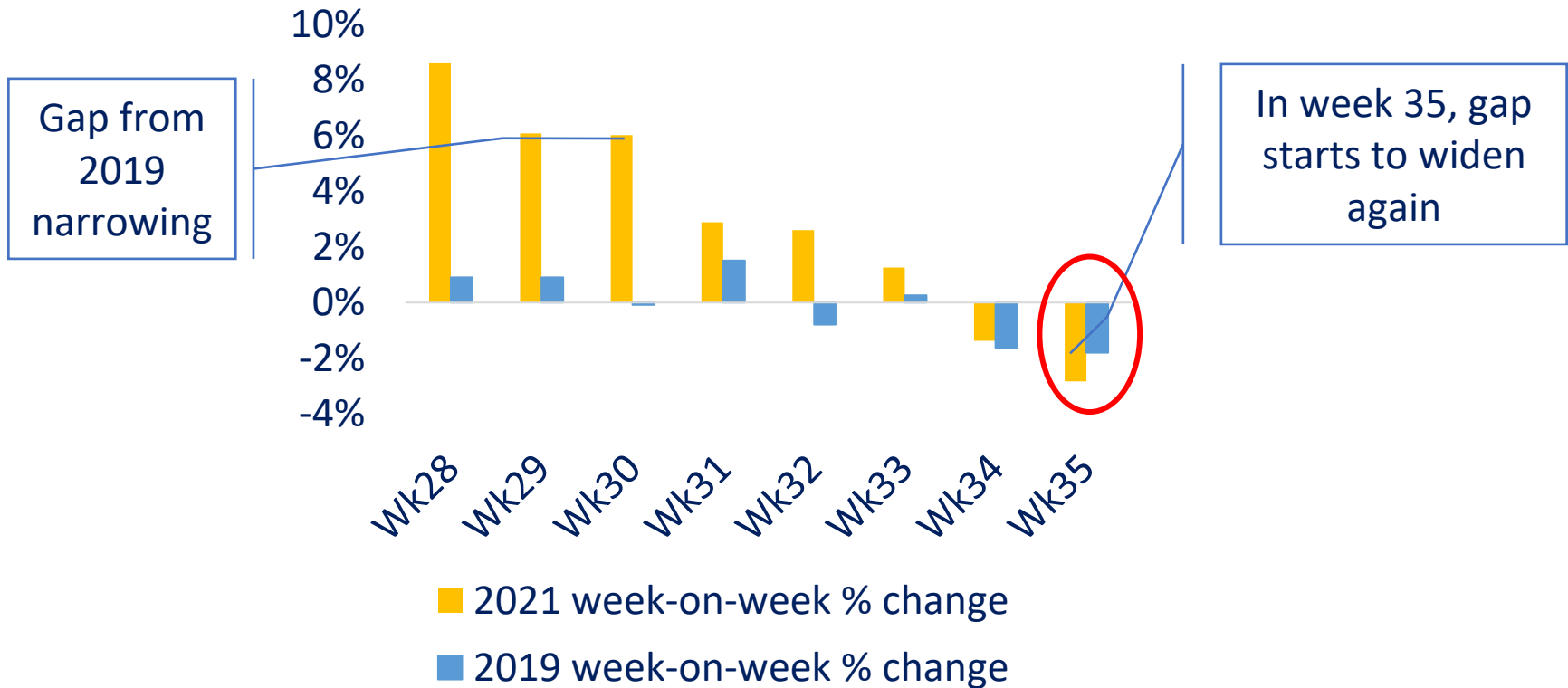
2021 recovery peaked in August; turned down again in week 35 compared to 2019 levels

Passengers travelling through European airports, weeks 1 - 35



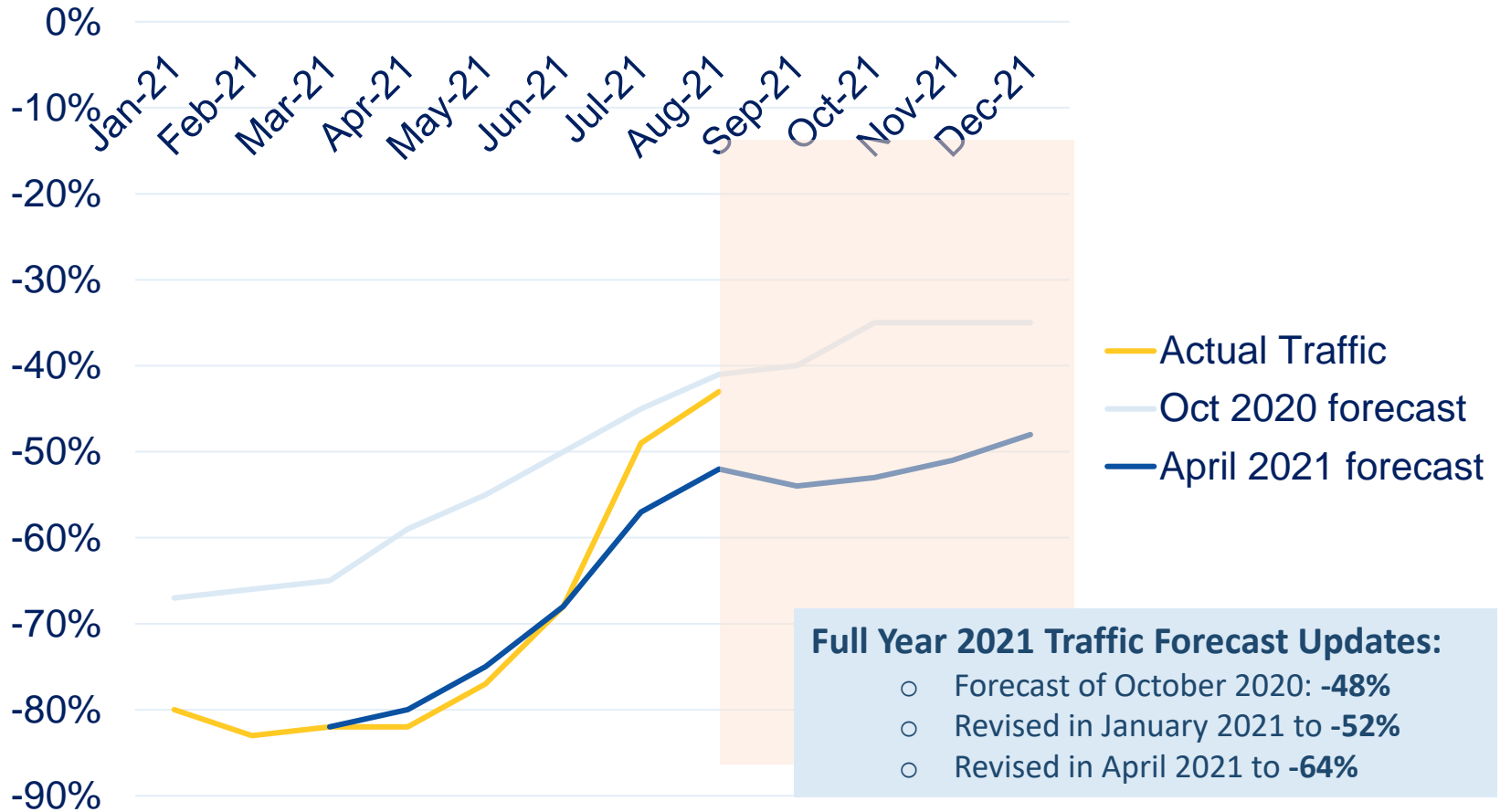
Summer weeks show velocity of changes in passenger traffic

Change week-on-week in Airport Passenger Traffic



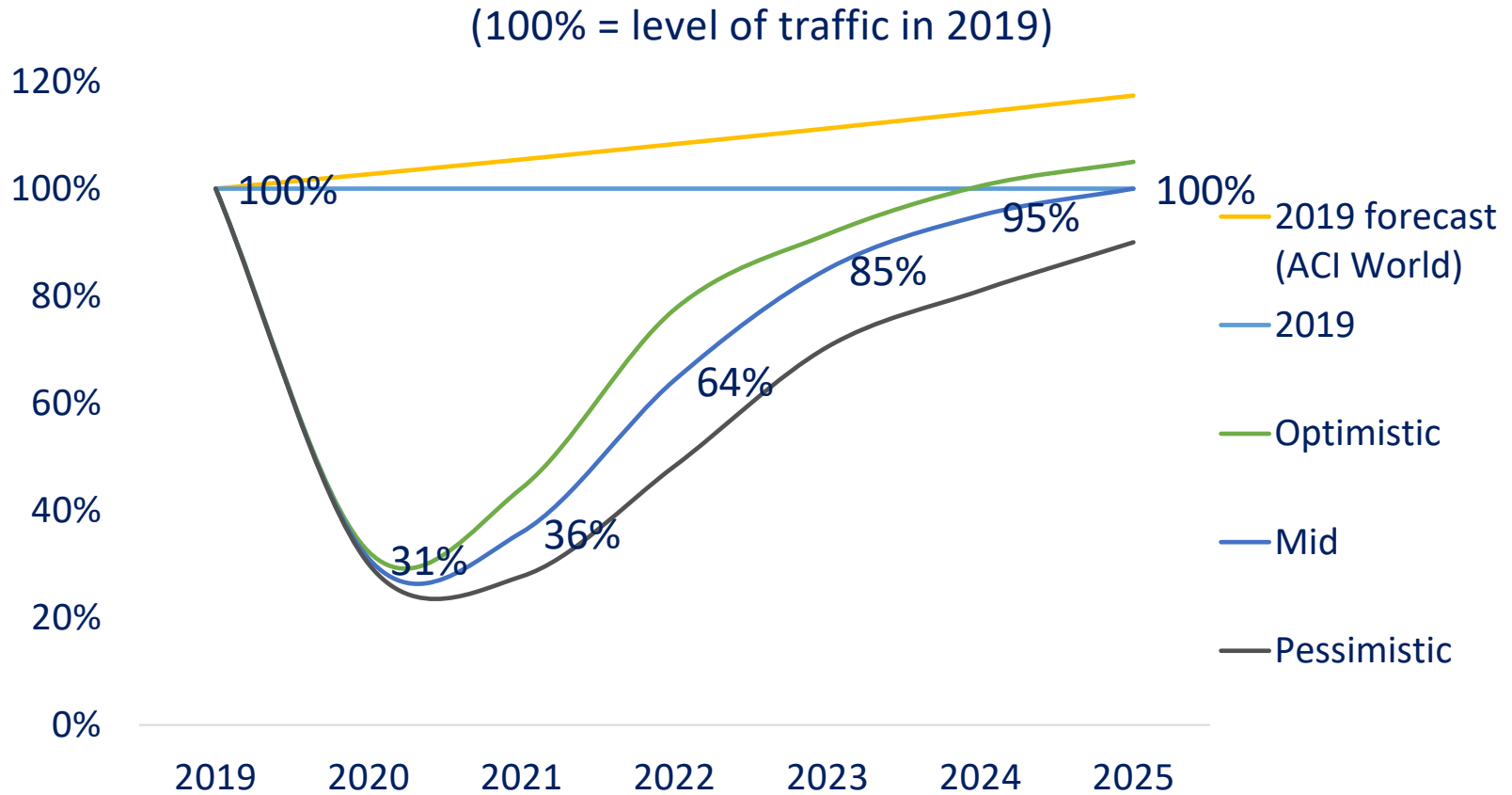
Scenario-building for future remains complex

COVID-19 Rates + Travel Restrictions + Consumer Confidence = ???



Airport Passenger Traffic Forecast Scenarios

Europe region





FINANCIALS



→ Financial Summary

Key metrics indexed to 100 in 2019

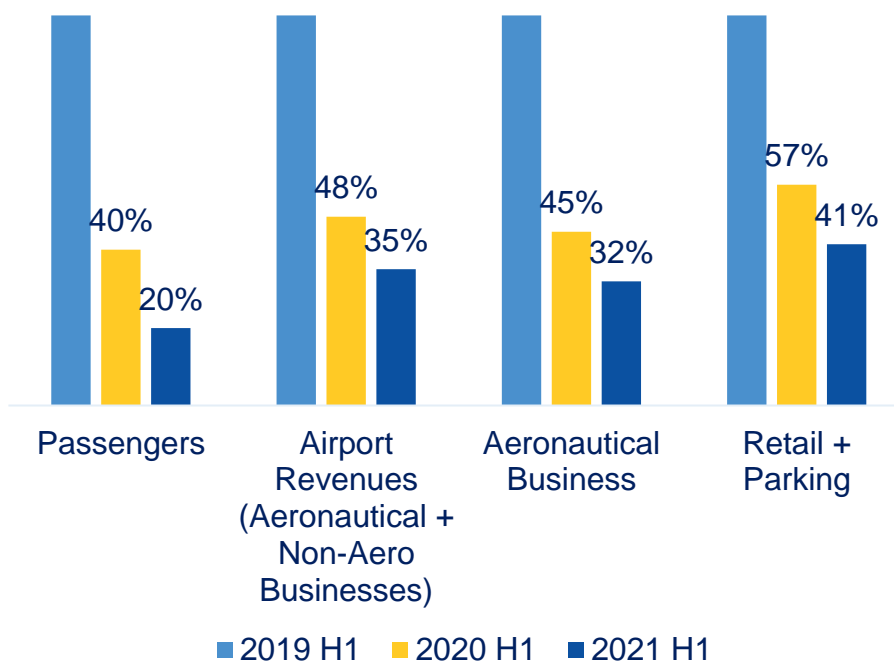
- 1) More debt. A lot more debt.
- 2) Staff costs down by 25% (but largely because of state schemes)
- 3) Costs driven down (materials & consumables reduced partially)
- 4) Airport revenue below break-even levels
- 5) Aeronautical revenue at unity with traffic (-78%)



Revenues continue to erode – H1 2021 worse than 2020

- 1) Across all airport businesses, revenues have decreased.
- 2) During the first half of 2021, revenues were lower than the same period in 2020, and significantly below 2019 half-year results.
- 3) Traffic-related income, which accounts for most of airports' revenues, decreased by -65%

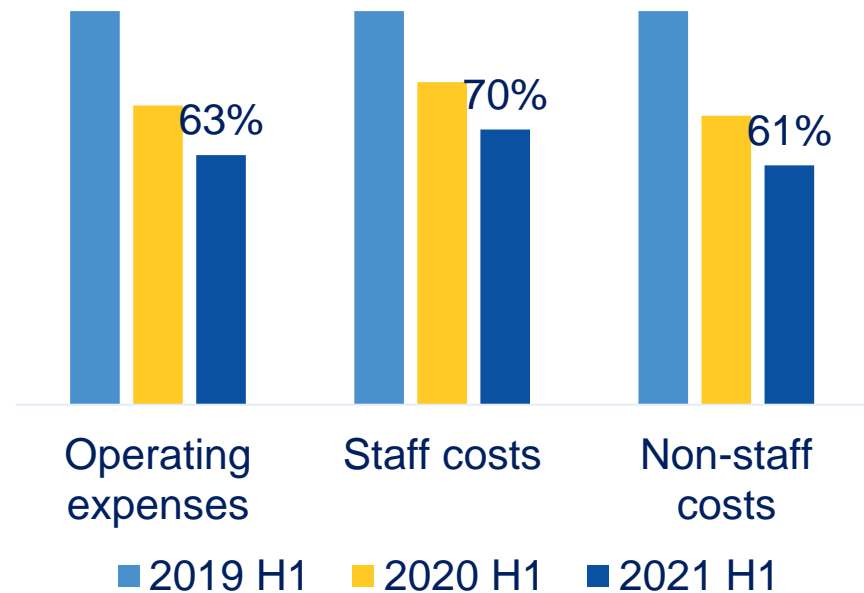
Revenues Half-Year, as % of 2019



→ Cost controls benefiting from state employment support schemes

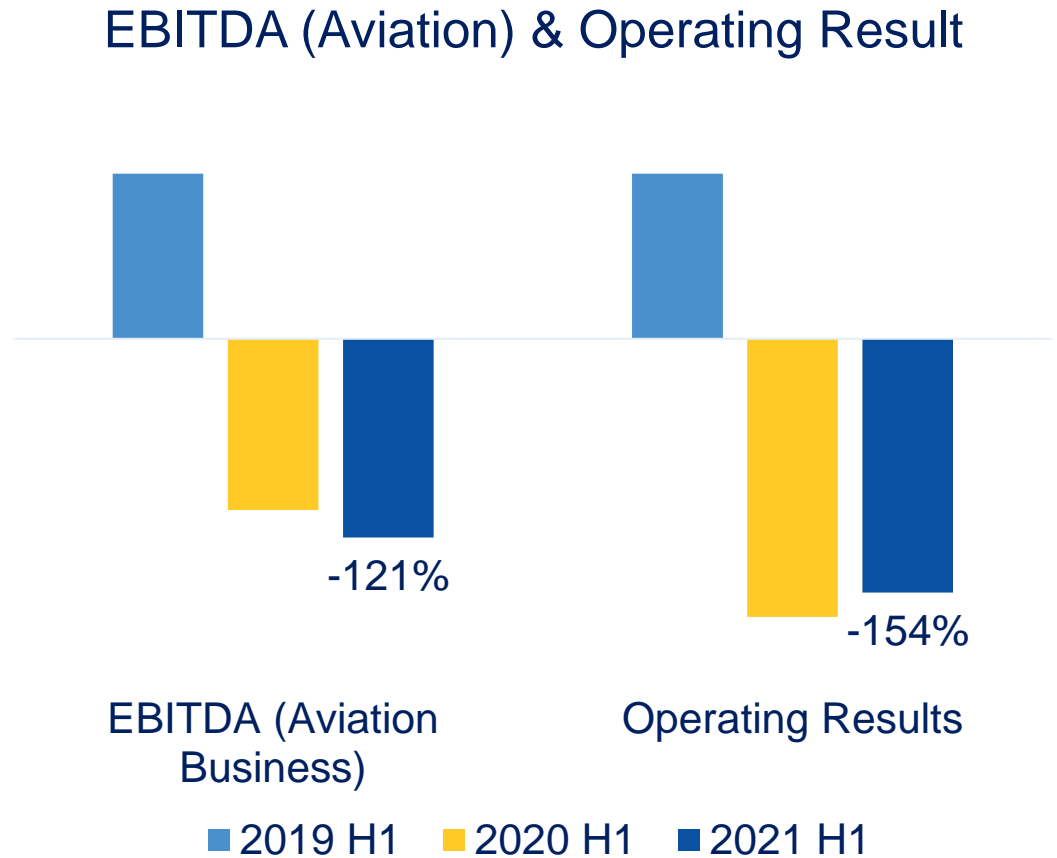
- 1) Overall Operating Expenses reduced by -37%; a cost-to-traffic elasticity of 0.5
- 2) Staff expenses reduced -30%; while employment protected through salary support schemes
- 3) Non-staff costs reduced by nearly 40% through reduction in utilities (closing of infrastructure) & consummables

Costs Half-Year, % of 2019



➔ Negative results for another 6-month period

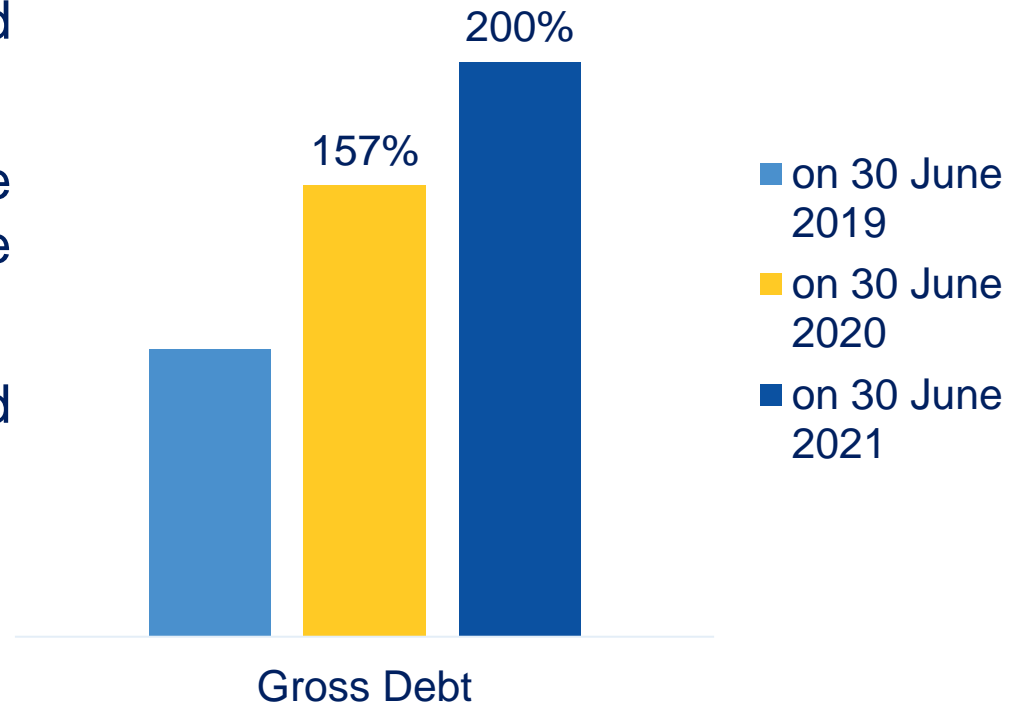
- 1) Airports continue to have to remain open to service communities despite continued losses
- 2) Operating results seeing a marginal improvement as managerial actions take effect



→ Debt has doubled over 2019 half-year end

- 1) Airports are financing operations through cash reserves and taking additional debt
- 2) Weakened balance sheets will increase cost of financing
- 3) Future increased financial costs

Gross Financial Debt

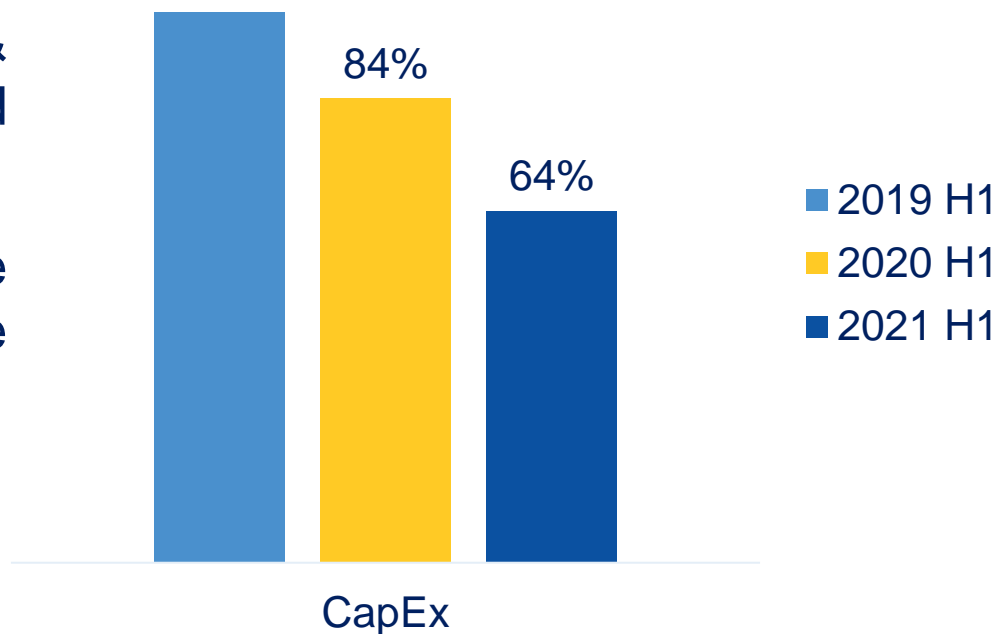




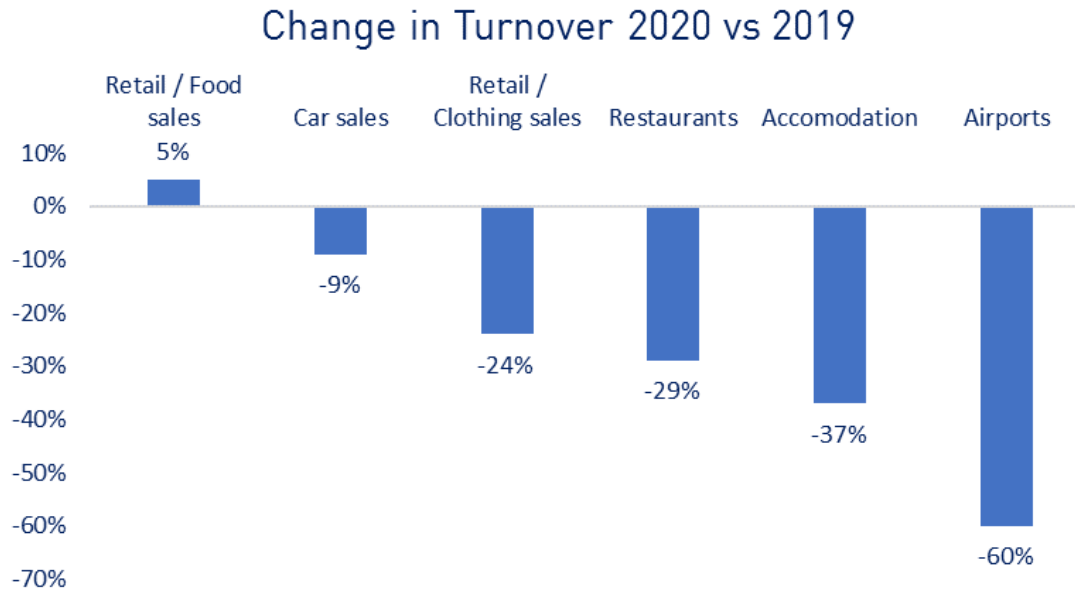
Investment inadequate to fill future capacity demands & meet sustainability obligations

- 1) CapEx down by 1/3
- 2) Ongoing CapEx includes security works & maintenance and replacement
- 3) Ability to meet future demand will be challenged

Capital Expenditure (% of 2019 levels)



→ Airports hardest hit

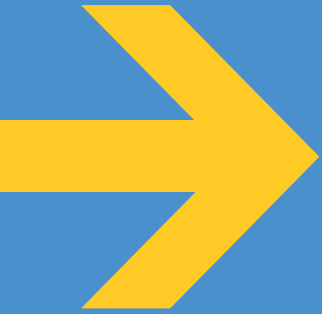


All data from Eurostat Short-term Business Statistics; Airport turnover data reported by airports and aggregated by ACI EUROPE



Additional information

- Airport passenger traffic data is reported by European airports to ACI EUROPE (<https://www.aci-europe.org/european-airports-passenger-traffic>)
- Half-year airport results are estimated from the sample of European airports which publish half-year results: AENA, Avinor, Bologna Airport, Copenhagen Airports, Fraport, Groupe ADP, Heathrow Airport, Schiphol Group, SEA Milano, Vienna Airport, Zurich Airport.
- Only revenue from the airports in the European region are considered (international airport business revenues are excluded).



THANK YOU

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