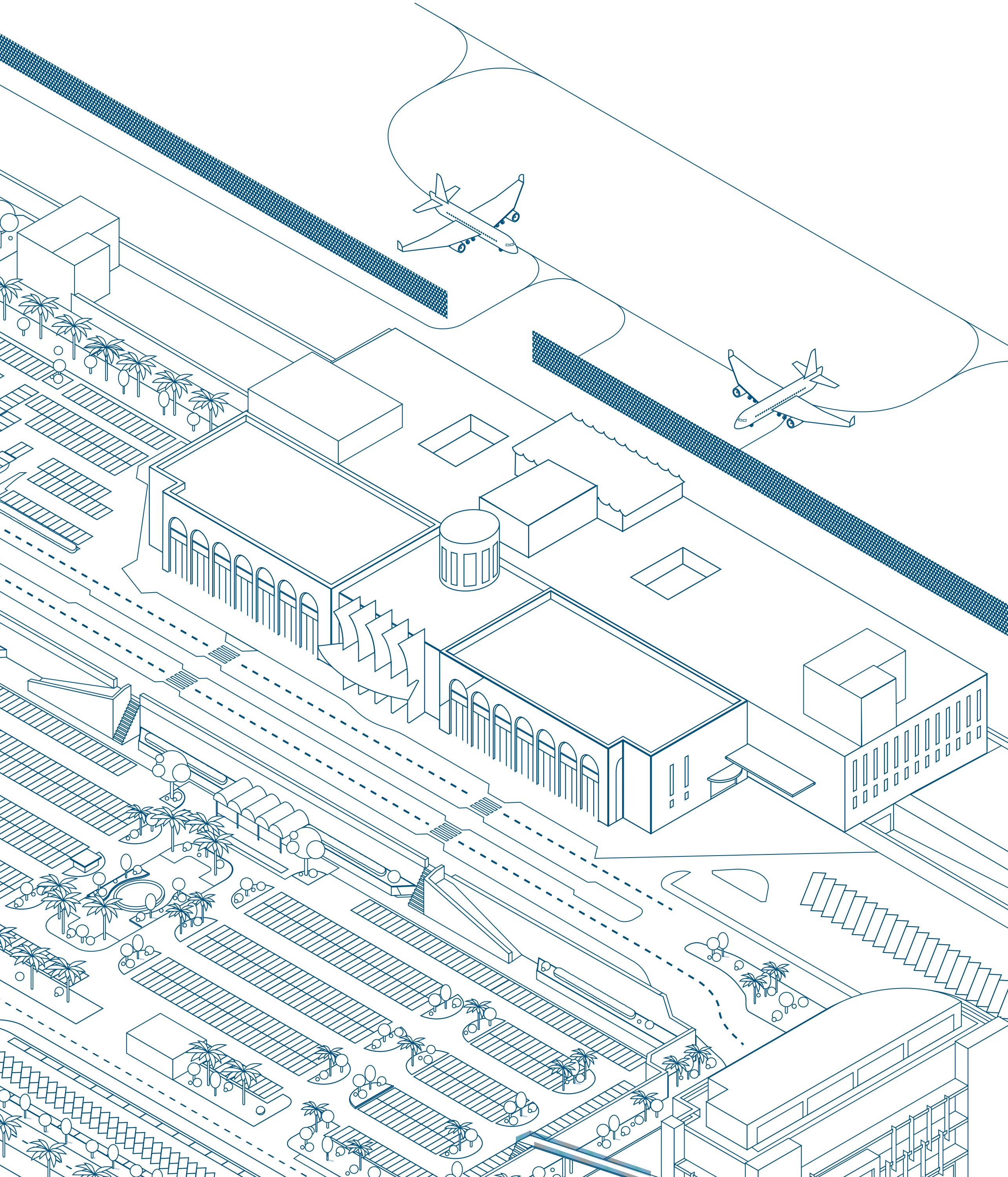
Malta International Airport p.l.c.

2024



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ANNUAL REPORT 2024

INTRODUCTION

KEY DATA

Industry Indicators	2024	+/-	2023	+/-	2022
Passengers (in million)	8.9	14.8%	7.8	33.4%	5.9
Flight movements	58,773	14.4%	51,353	29.1%	40,355
Seat occupancy (in %)	86.0%	0.8 pp	85.2%	2.7 pp	82.5%
MTOW (in million tonnes)	2.3	13.3%	2.0	17.6%	1.6
Cargo (in tonnes)	23,624	14.4%	20,644	17.6%	17,552

(EUR mn)	2024	+/-	2023	+/-	2022
Total Revenue	142.9	18.8%	120.2	36.6%	88.0
thereof Aviation Revenue	99.1	20.4%	82.4	41.2%	58.3
thereof Non-Aviation Revenue	43.7	15.5%	37.9	27.6%	29.7
EBITDA	87.1	15.8%	75.2	37.0%	54.9
EBITDA Margin (in %)	60.9%	(1.6 pp)	52.1%	0.2 pp	62.4%
EBIT	72.3	15.4%	62.7	44.1%	43.5
EBIT Margin (in %)	50.6%	(1.5 pp)	52.1%	2.7 pp	49.4%
Net Profit/(Loss)	46.3	15.0%	40.3	3.7%	38.9
ROCE (in%)*	23.5%	0.0 pp	23.5%	6.5 pp	17.0%
Cash (incl. term deposits & treasury bills)	64.9	(15.0%)	76.4	11.2%	68.7
Equity	212.8	11.5%	190.9	11.7%	170.9
Balance Sheet Total	370.1	11.9%	330.6	15.9%	285.1
Capital Expenditure	68.4	54.5%	44.3	256.2%	12.4
Taxes on Income	25.8	17.8%	21.9	660.9%	2.9
Average Employees (No.)	471.0	12.9%	417.0	17.5%	355.0

*2022: 12MN TAX CREDIT NOT INCLUDED IN ROCE CALCULATION

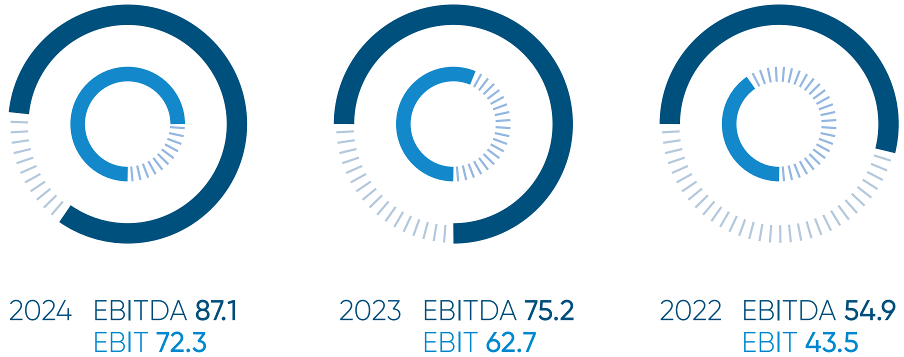
Stock Market Indicators	2024	+/-	2023	+/-	2022
Shares outstanding (in million)	135.3	0.0%	135.3	0.0%	135.3
P/E ratio	17.0	(12.1%)	19.3	(4.5%)	20.2
Earnings per share (in EUR)	0.342	14.8%	0.298	3.8%	0.287
Net Dividend (in EUR per share)	0.18	20.0%	0.15	25.0%	0.120
Net Dividend Yield (in %)	3.1%	0.5 pp	2.6%	0.5 pp	2.1%
Pay-out Ratio (in % of Net Profit)**	52.6%	2.2 pp	50.4%	(10.1 pp)	60.4%
Market capitalisation (in EUR million)	784.7	0.9%	778.0	(0.9%)	784.7
Stock price as at Year End (in EUR)	5.80	0.9%	5.75	(0.9%)	5.80
Stock Price - Low (in EUR)	5.50	3.8%	5.30	(4.5%)	5.55
Stock Price - High (in EUR)	6.15	2.5%	6.00	(0.8%)	6.05
Market weighting (in %)	16.2%	0.8 pp	15.4%	4.0 pp	11.4%

**RECOMMENDATION TO THE ANNUAL GENERAL MEETING FOR THE REPORTING PERIOD

	2024		2023		2022
ROE (Net Profit/Average Equity)	23.0%		22.3%		25.7%
ROE (Net Profit/Equity at YE)	21.8%		21.1%		22.7%

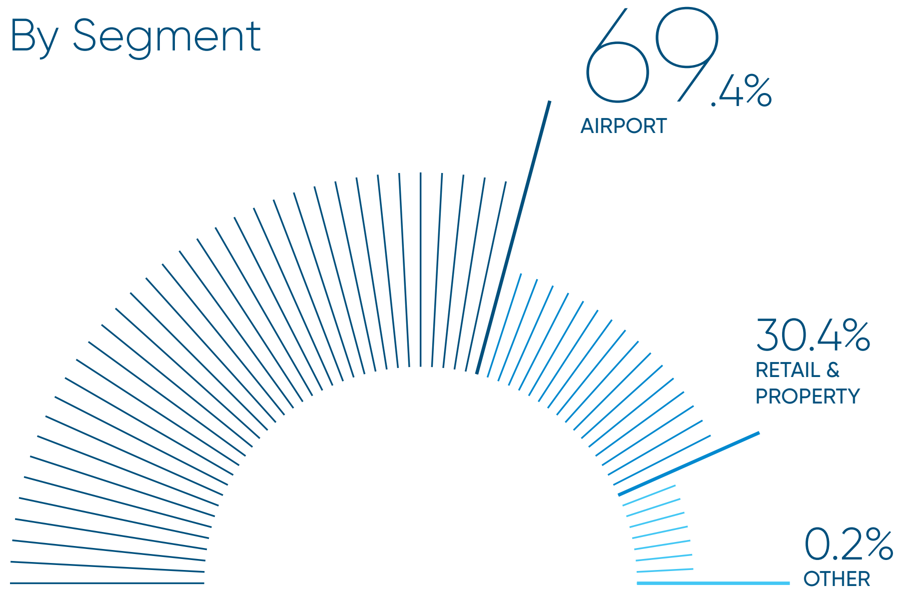
EBITDA & EBIT

In € Million



REVENUE

By Segment



A LOOK BACK AT A RECORD YEAR

Q1

Completed all infrastructural works on Runway 23-05

Awarded the ASQ Best Airport Award for our Company's performance in 2023

Q2

Made interactive wayfinding kiosks available to guests

Installed a new baggage reclaim belt

Q3

Winner of ACI Europe's Best Airport Award (5-10 Million Passengers)

Completed the shell structure for the new VIP Terminal

Officially integrated Apron 8 South in aeronautical charts

Launched the Company's first Net Zero Carbon Plan

Celebrated the Malta Airport Foundation's 10th anniversary

Announced an interim net dividend of €0.06 per share

Q4

Accredited at Level 4 in ACI's Customer Experience Programme

Accredited at Level 3 in ACI's Carbon Accreditation Programme

Joined the Hidden Disabilities Sunflower programme

Welcomed the 8 millionth passenger of 2024

Held an emergency simulation exercise with stakeholders

Commenced the excavation work for SkyParks Business Centre II

Installed six new CT scanners at the Central Security Screening Area

01

CHAIRMAN'S MESSAGE

It is with great satisfaction that we reflect on a strong year for Malta International Airport. Building on the momentum of previous years, the Company achieved remarkable results in 2024, further cementing its position as a key driver of connectivity and economic growth for the Maltese Islands.

Passenger traffic volumes have maintained their upward trend, with movements surpassing the eight million milestone for the first time in the airport's history. This achievement is a testament to sustained demand for travel and Malta's growing appeal as a destination, particularly in the shoulder months.

The airport's robust traffic performance was also complemented by a healthy financial position, allowing us to press ahead with a strategic €345 million investment programme for the coming five years, which will ensure Malta International Airport's long-term success.

The ongoing terminal expansion project, which remains among our top priorities, will significantly increase our capacity while continuing to elevate the passenger journey. The first phase of improvements is now complete, having introduced six new CT scanners to facilitate the screening of departing passengers and rethought the incoming journey of arriving guests. The Company's focus is now shifting towards the eastward extension of the terminal building, while also continuing to bolster our airfield infrastructure, with works on Apron 8 South nearing completion.

We also remain focused on diversifying the Company's revenue streams, with investments in growing our retail and property portfolio set to enhance the airport's commercial offering over the next few years. Significant progress has already been achieved in this regard, with our new VIP Terminal set to welcome its first guests in a matter of weeks, while we look forward to seeing our vision for the SkyParks Business Centre II development start to take shape later in the year.

Sustainability continues to be at the heart of our long-term strategy. As we embark on ambitious projects, we are ensuring that environmental considerations are integrated into our plans. Our commitment to becoming a net zero carbon airport by 2050 remains steadfast, and in the coming months, Malta International Airport will reach the next important milestone in our roadmap, as it attains carbon-neutral status.

Your continued trust and support as shareholders, stakeholders and partners have been instrumental in our success. I extend my sincere gratitude to the airport team, whose unwavering commitment has been key to our achievements. Looking ahead, we remain confident in our ability to navigate the evolving aviation landscape while positioning Malta International Airport for sustained growth and excellence.

MR NIKOLAUS GRETZMACHER
Chairman

IL-MESSAĠĠ TAĊ-CHAIRMAN

Huwa ta' sodisfazzjon kbir għalija li nirrifletti dwar sena b'saħħitha għall-Ajruport Internazzjonali ta' Malta. Hekk kif kompliet tibni fuq it-tkabbir tas-sena ta' qabel, il-Kumpanija kisbet riżultati importanti fl-2024 u kompliet issaħħaħ il-pożizzjoni tagħha bħala waħda mill-muturi ewlenin għall-konnettività u t-tkabbir ekonomiku tal-Gżejjer Maltin.

Il-volumi fit-traffiku tal-passiġġiera baqa' jesperjenza tkabbir, bil-moviment tal-passiġġiera jaqbeż it-tmien miljun għall-ewwel darba fl-istorja tal-ajruport. Dan ir-riżultat huwa xhieda tad-domanda kontinwa għall-ivvjaġġar u l-attrazzjoni dejjem tikber ta' Malta bħala destinazzjoni, inkluż fix-xhur normalment inqas impenjattivi.

Ir-riżultati robusti fit-traffiku kienu wkoll akkumpanjati minn pożizzjoni finanzjarja soda u li bis-saħħa tagħha stajna nkomplu bil-programm ta' investiment strateġiku ta' €345 miljun għall-ħames snin li ġejjin u li se jkun qed jiżgura s-suċċess fit-tul għall-Ajruport Internazzjonali ta' Malta.

Fost il-prijoritajiet tagħna jibqa' l-proġett tat-tkabbir tat-terminal, li se jkun qed iżid il-kapaċità tagħna b'mod sinifikanti filwaqt li se jkompli jtejjeb il-vjaġġ tal-passiġġiera fl-ajruport. L-ewwel fażi ta' dan it-titjib issa hija lesta, hekk kif installajna sitt CT scanners ġodda biex niffaċilitaw il-proċess tas-sigurtà għall-passiġġiera li jkunu se jħallu Malta, filwaqt li ħdimna wkoll sabiex intejbu l-esperjenza tal-passiġġiera mal-wasla tagħhom f'pajjiżna. Sadanittant, il-Kumpanija tefgħet ħarsitha fuq it-tkabbir tat-terminal lejn in-naħa tal-Lvant, filwaqt li qed inkomplu nsaħħu l-infrastruttura fuq il-mitjar, bix-xogħlijiet fuq Apron 8 South issa kważi lesti.

Apparti t-tisħiħ tal-infrastruttura, bqajna naħdmu biex inkomplu niddiversifikaw il-mezzi ta' dħul tal-kumpanija. L-investiment fit-tkabbir tal-portafoll tal-proprjetà u n-negozju tagħna mistenni jkompli jsaħħaħ il-varjetà kummerċjali tal-ajruport fis-snin li ġejjin. F'dan ir-rigward, diġà rajna progress sostanzjali, hekk kif it-terminal ġdid VIP se jilqa' l-ewwel viżitaturi fi ftit ġimgħat oħra, filwaqt li ninsabu ħerqanin biex, aktar tard fis-sena, jibda wkoll l-iżvilupp ta' SkyParks Business Centre II.

Is-sostenibbiltà tibqa' fil-qalba tal-istrateġija tagħna għas-snin li ġejjin. Qegħdin nassiguraw li l-konsiderazzjonijiet ambjentali jkunu integrati fil-pjanijiet tagħna hekk kif nibdew proġetti kbar u ambizzjużi. L-impenn tagħna huwa li nilħqu l-istatus net zero sal-2050 u fix-xhur li ġejjin, l-Ajruport Internazzjonali ta' Malta mistenni jilħaq mira ambjentali oħra fl-istrateġija tiegħu, jiġifieri n-newtralità karbonika.

Il-fiduċja u l-appoġġ kontinwu tagħkom l-azzjonisti u l-imsieħba tagħna kienu strumentali għas-suċċess li ksibna. Nixtieq nuri wkoll l-apprezzament tiegħi lit-tim kollu tal-ajruport, għax bl-impenn kontinwu tiegħu kien iċ-ċavetta tal-kisbiet tagħna. Aħna u nħarsu 'l quddiem, ninsabu kunfidenti fil-kapaċità tagħna li nibqgħu naddattaw f'settur tal-avjazzjoni dejjem jinbidel, filwaqt li nżommu l-Ajruport Internazzjonali ta' Malta fit-triq ta' tkabbir sostenibbli u ta' eċċellenza.

MR NIKOLAUS GRETZMACHER
Chairman

CEO'S REVIEW

2024 was an unprecedented year. Not only did Malta International Airport welcome a record 8.96 million passengers and generate revenues of just under €143 million, but we also gained momentum with our large-scale projects. Busier operations necessitated the recruitment of more people whose fresh ideas and new skills strengthened the Company's institutional knowledge. Our team of almost 500 employees was the driver of the Company's various successes, particularly the recognition received from Airports Council International (ACI) for outstanding service.

2024 became the seventh consecutive year for which we were recognised as one of the best eight European airports among 119 counterparts. Our ranking was based on departing guests' feedback regarding the core elements of the airport journey. Our airport received above-average scores for indicators such as terminal ambiance, staff courtesy and cleanliness, showing that despite handling an unprecedented number of guests, the team did not compromise on our value of service excellence.

Sustainable growth remained at the core of Malta International Airport and the government's joint traffic development strategy, with the key aim being the promotion of the Maltese Islands as a year-round destination. This strategy enticed a number of our partner airlines to extend their operations from summer into the winter months, helping the off-peak season grow by 21% to outpace the 12% increase in traffic recorded in summer.

The Maltese Islands' growing popularity was evident in ACI's 2024 traffic report, with the annual traffic growth rate of 15% putting Malta in the lead among its southern European peers, including Italy, Greece and Spain. To ensure that Malta continues to stand out in the competitive Mediterranean market by offering exceptional experiences that start and end right at our airport, we pressed forward with the modernisation and expansion of the airport infrastructure, with a capital expenditure of €68 million.

Perhaps the proudest moment in terms of investment milestones was seeing Apron 8 South become integrated into aeronautical charts in August 2024, as the first phase of this project was concluded in line with our timelines. Another feather in our cap was the installation of new CT scanners at security with an investment of €3 million, making us one of the first European airports to take the plunge. Our security frontliners received extensive training to master the cutting-edge functionalities of these machines, ensuring that, as far as is currently permitted by the European Commission, these scanners are being used to their full extent.

Another area of the terminal that has received significant upgrades is the Baggage Reclaim Hall, which is now directly linked to the airfield through the recently inaugurated Schengen Arrivals Corridor. The ongoing revamp of this hall is part of the westward expansion of our terminal, which started out as a project to address the requirements of the European Union's Entry/Exit System but has developed into a much larger undertaking that will allow us to give guests a better welcome to Malta.

In addition to the changes happening inside the main terminal building, a new VIP Terminal started taking shape, with the structure being finalised in the third quarter of 2024. Within our non-aviation segment, revenues from our VIP products were among the fastest growing compared to 2023, largely due to an increase in one-time visits to the La Valette lounge. The VIP Terminal's inauguration later this year will be a game changer for our VIP offering, as the growing number of guests who are seeking exclusivity when travelling will be treated to a reimagined experience.

Equally important were our sustainability-related investments, with the preparatory works for the installation of our largest photovoltaic plant yet commencing in the last quarter of 2024. Once commissioned, this system will more than double our airport's clean energy generation capacity, greatly supporting us in achieving net zero carbon status by 2050. The Company's roadmap to this time-critical environmental goal was published last year, in line with our commitment to publicising our action plan as signatories to ACI's Net Zero Resolution.

2024 was also a milestone year for the Malta Airport Foundation, an independently administered organisation that has helped us invest funds directly into Malta's tourism product for the past decade. With a special interest in the restoration of art and monuments, safeguarding our seas and enhancing Valletta's offering, the Malta Airport Foundation has become a force to be reckoned with in the sphere of heritage protection. I would like to thank the Foundation's Board members, past and present, for accepting to use their expertise to ensure that the Foundation leaves an indelible impact we can be proud of.

The achievements of 2024 are a testament to our commitment to creating enduring value, and consistently prioritising long-term returns over short-term gains. As we look forward to the continued implementation of our €345 million investment programme for 2025-2029, and with further growth on the horizon, we remain optimistic about the future of our Company. Alongside the Company's Board of Directors and the Management team, I remain firmly committed to turning promising prospects into tangible results that benefit all our stakeholders, particularly our shareholders.

ALAN BORG
CEO

RENDIKONT TAL-KAP EŻEKUTTIV

Is-sena 2024 kienet waħda bla preċedent. L-Ajruport Internazzjonali ta' Malta laqa' numru rekord ta' passiġġieri li laħħaq it-8.96 miljun u ġġenera dħul ta' kważi €143 miljun. Barra minn hekk, sar progress ġmielu fir-rigward ta' bosta proġetti kbar. Biex inlaħħqu mar-ritmu mgħaġġel tas-sena impjegajna aktar persuni, li bl-ideat friski u l-ħiliet ġodda tagħhom komplew isaħħu l-għarfien kollettiv tal-Kumpanija. It-tim tagħna, li kien jgħodd kważi 500 ruħ, kien tabilħaqq il-mutur tas-suċċessi varji li ksibna, partikolarment ir-rikonoxximent mogħti minn Airports Council International (ACI) għal servizz eċċezzjonali.

L-2024 kienet is-seba' sena konsekuttiva li għaliha ġejna rikonoxxuti bħala wieħed mill-aqwa tmien ajruporti Ewropej minn fost 119-il kompetitur. Dan ir-rikonoxximent ingħatalna abbażi ta' feedback dwar l-elementi prinċipali tal-esperjenza fl-ajruport miġbur minn għadd ta' passiġġieri qabel it-tluq tagħhom minn Malta. L-ajruport tagħna kiseb punti 'l fuq mill-medja Ewropea f'diversi indikaturi, fosthom l-atmosfera fit-terminal, il-kortesija tal-istaff u l-indafa. Dawn ir-riżultati juru biċ-ċar li minkejja jiem impenjattivi liema bħalhom, it-tim dejjem żamm quddiem għajnejh il-valur tagħna tal-għoti ta' servizz eċċellenti.

It-tkabbir sostenibbli baqa' fil-qalba tal-istrateġija konġunta għall-iżvilupp tat-traffiku tal-Ajruport Internazzjonali ta' Malta u l-Gvern, b'mira importanti ta' din l-istrateġija tkun li tiġi indirizzata l-istaġjonalità. Għal darba oħra din l-istrateġija tat ir-riżultati mixtieqa, hekk kif għadd ta' linji tal-ajru li kienu joperaw fis-sajf estendew l-iskedi tagħhom fix-xhur tax-xitwa. Dan għen sabiex in-numru ta' passiġġieri li vjaġġaw fix-xhur tax-xitwa żdied b'21%, u b'hekk sebaq iż-żieda ta' 12% irreġistrata fl-istaġun tas-sajf.

Dan kollu jixhed żieda fil-popolarità tal-Gżejjer Maltin bħala destinazzjoni. Ikkonferma wkoll dan ir-rapport tat-traffiku għall-2024 ta' ACI, fejn b'żieda annwali fin-numru ta' passiġġieri ta' 15%, Malta spiċċat fuq quddiem nett fost grupp ta' pajjiżi fin-Nofsinhar tal-Ewropa, li jikludi l-Italja, il-Greċja u Spanja. Sabiex Malta tkompli tispikka minn fost il-kompetituri Mediterranji tagħha jeħtieġ li tkompli toffri esperjenzi eċċezzjonali. Nemmnu li dawn l-esperjenzi jinkludu wkoll il-wasla u t-tluq mill-Ajruport Internazzjonali ta' Malta, u għalhekk komplejna nimmodernizzaw u nsaħħu l-infrastruttura tal-ajruport b'nefqa kapitali ta' €68 miljun.

Forsi l-aktar mument sodisfaċenti fir-rigward tal-investimenti tagħna kien meta Apron 8 South ġie integrat fil-mapep aeronawtiċi f'Awwissu 2024, hekk kif intemmet l-ewwel fażi ta' dan il-proġett f'konformità mal-iskadenzi li stabbilixxejna. Mument ieħor li għamilna kburin kien meta installajna scanners għall-iskrining tas-sigurtà b'nefqa ta' €3 miljun, biex b'hekk l-ajruport tagħna kien fost l-ewwel fl-Ewropa li għamel dan l-investiment. L-uffiċjali tas-sigurtà tagħna ngħataw taħriġ estensiv sabiex il-potenzjal ta' dawn il-magni jiġi sfruttat, dejjem fi ħdan il-limiti imposti mill-Kummissjoni Ewropea bħalissa.

Min ivvjaġġa reċentement żgur intebaħ bil-bidliet li qegħdin isiru fis-sala minn fejn jinġabru l-bagalji, tant li issa hija servuta minn kuritur li ħoloq rotta ġdida għall-passiġġieri li jaslu Malta minn pajjiż taż-Żona Schengen. It-titjib li qiegħed isir hawnhekk huwa parti mill-espansjoni tat-terminal tagħna lejn in-naħa tal-Punent, proġett li beda sabiex nitħejjew għas-Sistema ta' Dħul/Ħruġ tal-Unjoni Ewropea, iżda li tana l-opportunità nimirħu lil hinn minn dan l-għan primarju sabiex inkomplu ntejbu l-mod kif nilqgħu lill-passiġġieri f'pajjiżna.

Minbarra dawn il-bidliet fil-binja prinċipali tat-terminal, tajna wkoll bidu għall-kostruzzjoni ta' VIP Terminal ġdid, bl-istruttura tkun iffinalizzata fit-tielet kwart tas-sena 2024. Minn fost l-attivitajiet tan-negozju li mhumiex marbuta mal-avjazzjoni, id-dħul mill-prodotti VIP tagħna kiber b'waħda mill-aktar rati mgħaġġla meta mqabbel mal-2023. Dan it-tkabbir kien prinċipalment dovut għal żieda fin-numru ta' passiġġieri li għamlu użu mis-sala La Valette matul is-sena inkwistjoni. L-inawgurazzjoni tal-VIP Terminal aktar tard din is-sena se jkompli jtejjeb il-prodott VIP tagħna, billi joffri livelli ogħla ta' lussu u esklussività lil numru akbar ta' persuni li qegħdin ifittxu tali esperjenzi meta jivvjaġġaw.

Daqstant ieħor importanti kienu l-investimenti li qegħdin jgħinuna noperaw b'mod aktar ambjentalment responsabbli. Fl-aħħar kwart tal-2024 bdejna nwittu t-triq għall-installazzjoni tal-akbar impjant fotovoltajku tal-Ajruport Internazzjonali ta' Malta sa issa, li ser itejjeb il-kapaċità tagħna li niġġeneraw l-enerġija nadifa u b'hekk jgħinna nilħqu l-istatus net zero għall-karbonju sal-2050. L-azzjonijiet li beħsiebha tieħu l-Kumpanija sabiex tilħaq din il-mira urġenti ġew ippubblikati s-sena li għaddiet, bħala parti mill-impenji ambjentali tagħna bħala firmatarji tar-Riżoluzzjoni Net Zero tal-ACI.

Is-sena 2024 kienet ukoll waħda importanti għall-Malta Airport Foundation, organizzazzjoni amministrata b'mod indipendenti li, għal dawn l-aħħar għaxar snin, għenet lill-Kumpanija tinvesti direttament fil-prodott turistiku ta' Malta. Sa mit-twaqqif tagħha fl-2014, il-Fondazzjoni ffukat b'mod partikolari fuq ir-restawr tal-arti u mkejjen storiċi, il-protezzjoni tal-ibħra tagħna u t-titjib ta' dak li għandha x'toffri l-Belt Valletta, biex b'hekk saret organizzazzjoni rispettabbli fil-qasam tal-ħarsien tal-wirt ta' pajjiżna. Hawnhekk nixtieq nirringrazzja lil dawk li aċċettaw li jkunu parti mill-Bord ta' din il-Fondazzjoni matul is-snin, u li bl-għarfien tagħhom għenu lill-Fondazzjoni tħalli impatt li jagħmilna kburin.

Il-kisbiet tal-2024 huma frott l-impenn tagħna li noħolqu valur dejjiemi billi b'mod konsistenti nipprijoritizzaw ir-riżultati għat-tul fuq dawk immedjati. Hekk kif ser inkomplu nimplimentaw il-programm ta' investiment ta' €345 miljun għas-snin 2025-2029 u nħejju ruħna għal aktar tkabbir, ninsabu ottimisti dwar il-futur tagħna. Flimkien mal-Bord tad-Diretturi tal-Kumpanija u l-maniġment, inwegħedkom li ser inkompli naħdem sabiex dawn il-prospetti sbieħ indawruhom f'riżultati konkreti li minnhom igawdu l-partijiet interessati kollha, b'mod partikolari l-azzjonisti tagħna.

ALAN BORG
Kap Eżekuttiv

CORPORATE GOVERNANCE

Malta International Airport p.l.c.'s corporate governance structures are designed to ensure that suitable and appropriate checks and balances are in place.

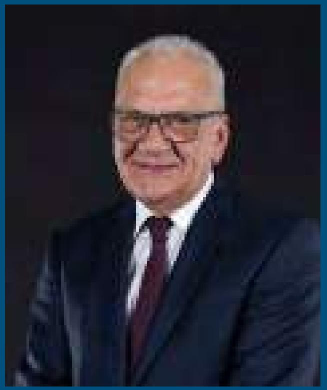
The Board is composed of a maximum of five non-executive directors and three executive directors. This balance is entrenched in the Company's Memorandum and Articles, which requires that the Chief Executive Officer is an ex officio director and allows for two other senior Company executives to sit on the Board.

The Board assigns specific responsibilities to a number of committees, notably the Executive Committee, which is headed by the Chief Executive Officer, and the Audit Committee, each of which operates under formal terms of reference.

The members of the Board of Directors for the year under review were:

MR NIKOLAUS GRETZMACHER
Chairman

MR ALAN BORG
Chief Executive Officer



MR KARL DANDLER
Chief Financial Officer

MS RITA HEISS
Non-Executive Director

DR WOLFGANG KOEBERL
Non-Executive Director

MR FLORIAN NOWOTNY
Non-Executive Director

DR CORY GREENLAND
Non-Executive Director

DR LOUIS DE GABRIELE
Company Secretary

EXECUTIVE COMMITTEE

The Executive Committee's members are the Chief Executive Officer, who heads the Committee, the Chief Financial Officer, the senior vice presidents and the heads of department who report directly to the Chief Executive Officer.

The Executive Committee has met 37 times during the year under review.

The members of the Executive Committee for the year under review were:

MR PATRICK MURGO

Senior Vice President of Safety and Security, Fire Services and Procurement

MR IAN MAGGI

Senior Vice President of Innovation and Technology

ING. MARTIN DALMAS

Senior Vice President of Operations and Business Continuity

MS TINA LOMBARDI

Senior Vice President of Commercial Development and Strategy

MR ALEX CARDONA

Senior Vice President of Traffic Development, Customer Services and Administration

ING. KEVIN ALAMANGO

Senior Vice President of Technical Services

MS ALEXIA AQUILINA

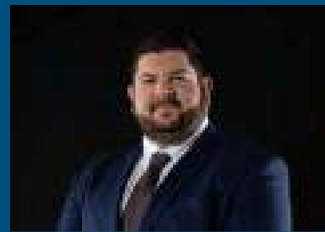
Head of People and Culture

MR ROBERT MIZZI

Head of Aerodrome Safety and Compliance

MS JUSTINE BALDACCHINO

Head of Sustainability and Analytics



MR GAYLE LYNN CALLUS

Head of Retail and Property, Marketing and Communications

Served as committee member until 24 January 2024

MR THOMAS ABELA GATT

SkyParks Business Centre General Manager

Served as committee member from 7 February until 17 July 2024

OUR COMPANY STRATEGY

Our mission is to offer our guests an experience that is equal parts safe and delightful. One of our top priorities is to maintain a safe airport environment that inspires confidence in air travel for our guests. On the other hand, we also believe in making the airport experience a delightful and memorable one, allowing our guests to enjoy the best start or end to their travels.

Guided by our vision to offer the best airport experience in Europe, we continually invest in a well-designed, safe and efficient airport that meets and exceeds the needs and expectations of our guests.

In addition, and by way of diversifying our business model from our core aviation business, the Company is to continue investing in its retail and property segment, capitalising on the SkyParks Business Centre brand.

Therefore, our twin strategy of constantly enhancing the guest experience and diversifying our business model is how we, as a company, can achieve sustainable growth while delivering attractive shareholder returns.

Finally, supporting our people and their talents is fundamental to reaching our strategic objectives. The latter, together with our pursuit of constant innovation, from our internal modus operandi to our business model and strategy, is the ultimate way in which we can compete and remain market leaders.

MISSION

Our mission is to operate Malta's airport in a sustainable manner, provide an enjoyable and safe visitor experience, and deliver value to our stakeholders.

VISION

Our vision is to offer the best airport experience in Europe that consistently seeks to delight our guests.

OUR VALUES

To ensure that Malta International Airport is positioned for long-term success as we continue to operate an ethical, efficient and sustainable business, we integrate our core values of integrity, sustainability, teamwork, service excellence and empowerment into all aspects of our operations, from informing the mindset of our frontliners to providing direction in decision-making at higher levels.

INTEGRITY

We embrace the highest standards of integrity in all our actions, particularly honesty and commitment.

SERVICE EXCELLENCE

We want our people to provide excellent service to each and every guest. We aim to be caring and meticulous in everything we do and continually seek to exceed our visitors' expectations.

EMPOWERMENT

We want to provide our employees with all the support, trust, resources, autonomy and recognition that they need in order for them to become responsible and accountable for their actions and accomplish their goals and succeed.

TEAMWORK

We seek to build the success of this Company on the teamwork of our people and collaboration with our airport and tourism partners in order to satisfy the needs of our guests.

SUSTAINABILITY

We cherish sustainable strategies that balance the interests of the community on which we have an impact, the environment and our economic performance over the long term.

02

ANNUAL REPORT 2024

EMPOWERING OUR PEOPLE

EMPOWERING OUR PEOPLE

02

OUR PEOPLE

At Malta International Airport, our people are at the heart of our success. The Company remains steadfast in its commitment to attracting, developing and retaining top talent, ensuring that employees are equipped with the tools and opportunities they need to thrive.

471
AVERAGE NUMBER OF EMPLOYEES

7.9 YEARS
AVERAGE LENGTH OF SERVICE

39.2 YEARS
AVERAGE AGE OF EMPLOYEES

TURNOVER RATE 2024
11.6%

318 MALE EMPLOYEES

162 FEMALE EMPLOYEES

By fostering a supportive and engaging work environment, we continue to position ourselves as an employer of choice within our industry. A key pillar of this commitment is our focus on employee well-being, which extends beyond professional growth to encompass a holistic approach to workplace satisfaction. Through initiatives that promote both physical and psychosocial well-being, internal recognition programmes, and a culture that values open communication, we strive to create a workplace where employees feel motivated, valued and empowered.

In line with these efforts, the Company implemented a Health, Safety, Environment and Quality (HSEQ) management system in 2024. This system promotes best practices for organisations to foster a safe, healthy and environmentally friendly working environment. It also facilitates compliance with the numerous logistical and regulatory requirements of the airport's civil works projects section through automation and digital tools, ensuring that the highest levels of occupational health and safety are observed.

To maintain a clear understanding of employee sentiment, the Company conducts an Annual Employee Survey, providing valuable insights into the workforce's experiences, expectations and areas for improvement. The following section presents key findings from the 2024 survey, reflecting how Malta International Airport's ongoing investment in its people is shaping a stronger and more engaged workforce.

KEY INSIGHTS FROM THE 2024 EMPLOYEE SURVEY

The Annual Employee Survey was conducted between 15 October and 21 October 2024, providing all employees with the opportunity to share their feedback. A total of 401 employees participated in the survey, resulting in a strong 82% response rate, reflecting higher overall engagement than in the previous year.

In our 2024 employee survey, we saw notable improvements in the following areas, particularly when compared to our 2023 results:

CATEGORY	KEY INSIGHT	% RATING
Manager Support	Employees feel supported by their manager.	90%
Communication	Two-way communication is encouraged.	85%
Work Impact	Employees get a sense of achievement from their work.	89%
Employee Well-being	Employees feel that the Company supports their well-being.	88%

The Company also remains committed to improving its performance in the following areas that received the lowest ratings from employees:

CATEGORY	KEY CHALLENGE	ACTION PLAN
Distribution of Work	Just under 80% of employees feel that workloads are distributed fairly.	The Company will continue working towards a fairer distribution of workloads.
Empowerment and Feedback	18% of employees do not feel confident enough to make decisions about their work. Similarly, 18% of employees expressed that they do not receive enough feedback on their performance.	The Company will continue to build a supportive culture that encourages open communication and constructive feedback while publicly recognising employee contributions to help build self-belief.

PROFESSIONAL DEVELOPMENT OPPORTUNITIES

Malta International Airport remains committed to fostering a culture of continuous learning and investing in the ongoing professional development of its team members. By empowering employees with the skills and knowledge needed to excel, the Company is strengthening its position for future success as it continues to build a high-performing, motivated workforce that drives excellence across the organisation.

Findings from the 2024 employee survey reinforce the positive impact of such initiatives:

82%

82% of employees
said that they are well-inducted when assigned new tasks.

85%

85% of employees
agreed that the Company provides opportunities for career progression.

86%

86% of employees
felt supported in their professional development.

88%

88% of employees
expressed that their work is challenging yet well-matched to their skill set.

TRAINING HOURS

In 2024, each employee availed of an average of 35 hours of training. The largest share of training hours was dedicated to fire training and health and safety, cumulatively accounting for almost 8,000 hours of training. Other areas of focus included aerodrome safety at 1,932.5 hours, technical training at 1,428.25 hours, and induction at 1,409.75 hours, while professional training accounted for 1,229.5 hours. Additional training hours were allocated to security at 1,185 hours, customer experience at 768.5 hours, and licensing at 704.3 hours. Well-being and sustainability received smaller shares, with 117 hours and 46 hours of training being delivered, respectively.

In-person workshops and classroom-based training sessions continue to be the most common forms of training. However, online training methods are becoming increasingly common. In fact, the Company has invested in the procurement of an enterprise learning management system, which is currently being deployed to support the airport's workforce. This digital platform will create online classrooms where employees and, eventually, other stakeholders can follow new training programmes and eventually earn certifications at their own pace.

Fire	32%
Health & Safety	15%
Aerodrome Safety	11%
Induction	8%
Technical	8%
Professional	7%
Security	7%
Customer Experience	5%
Licensing	4%
Well-Being	1%
Sustainability	1%

Total Hours 16,810.5

03

DELIVERING AN EXCEPTIONAL GUEST EXPERIENCE

DELIVERING AN EXCEPTIONAL GUEST EXPERIENCE

03

The airport team prides itself on going the extra mile to provide an exceptional guest experience throughout the airport journey. To ensure a data-driven approach to service excellence and monitor its performance throughout the year, Malta International Airport has been an active participant in the Airport Service Quality (ASQ) Programme since 2005.

The ASQ results* for the year under review indicate a marked improvement over our airport's performance in 2023, reinforcing our strengths while highlighting certain areas for enhancement at key passenger touchpoints:

Touchpoint	2024	2023
ACCESS	4.25	4.17
CHECK-IN	4.42	4.40
SECURITY	4.48	4.47
CONCESSIONS	3.84	3.73
PASSPORT CONTROL	4.54	4.55
AIRPORT FACILITIES	4.25	4.22
AIRPORT ATMOSPHERE	4.27	4.25
GATES AND BOARDING	3.78	3.73

*Scores are given on a scale from 1 to 5, with 5 being the highest possible score.

KEY INSIGHTS FROM THE 2024 ASQ RESULTS

The insights gathered directly from passengers travelling through our airport continue to inform our operational and service strategies as we work towards realising our Company's vision of delivering the best airport experience in Europe and exceeding our guests' expectations.

Encouragingly, overall guest satisfaction increased from a score of 4.38 in 2023 to 4.39 in 2024. This slight but meaningful improvement underscores the Company's commitment to actively addressing passenger feedback. Despite increasing passenger volumes, the airport team successfully implemented key service enhancements to mitigate pain points and improve the overall airport experience for guests. As a result, Malta International Airport secured the title of 'Best Airport in Europe' in its size category for the seventh consecutive year and placed eighth among all participating European airports.

Malta International Airport achieved high passenger scores on indicators such as ease of navigation and waiting times within the Central Security Screening Area: the courtesy and helpfulness of check-in, security and border control staff; and Wi-Fi service quality. On the other hand, the value for money of shops and eateries, the availability of seating in the gates area, and entertainment options were identified as the airport's main areas for improvement.

Throughout the year, the Company provided stakeholders with 31 training sessions regarding airport service quality, with the aim of engaging the entire airport team further in the airport's customer experience strategy. Any feedback received was taken into consideration for new training sessions as well as for the improvement of services provided at Malta International Airport.

ALTERNATIVE SERVICE EVALUATION METHODS (GUESTS)

To capture an even wider audience, the airport carries out its own surveys among travelling and visiting guests as a means of measuring satisfaction levels independently of the ASQ Programme. This is done through the Airport Visitor Experience Survey, which targets visitors, and the Airport Feedback Programme in the case of travelling guests.

Guests who complete the latter survey are also invited to participate in Customer Focus Groups, offering them the opportunity to share their direct input. The participants forming each group are carefully selected to ensure that each of the airport's predetermined passenger personas are represented, allowing them to provide their viewpoints on the issues being discussed.

In addition to this, the Company's Operations Quality department also monitors feedback received from other digital platforms, including the e-comment kiosks, washroom feedback tablets, and feedback received online through the airport's website, social media pages and Google reviews.

Most recently, in August, an additional survey was introduced at check-in, offering passengers the opportunity to share their feedback on the assistance received by the ground handler responsible for their flight by scanning a QR code at their assigned desk. In October, this survey was extended to also cover baggage services.

ALTERNATIVE SERVICE EVALUATION METHODS (EMPLOYEES)

While the ASQ Programme serves as a key benchmarking tool, covering nearly 400 airports across 95 countries, Malta International Airport also employs additional mechanisms to scrutinise the quality of the services provided to guests. These complementary approaches serve a twofold objective: in addition to ensuring a holistic understanding of passenger expectations by gathering diverse perspectives from various stakeholders, the Company also evaluates employee and stakeholder engagement in the provision of quality customer service, recognising that effective service delivery relies on active two-way communication.

All airport employees and stakeholders are also held accountable to a shared Airport Employee Code of Conduct to assure a consistent customer focus throughout the airport journey.

INTERNAL EMPLOYEE FOCUS GROUPS

Now in its fourth year, the Employee Focus Group initiative brings together representatives from various departments across the Company, including both front-line and support function employees, with the aim of providing them with a platform to actively contribute to the enhancement of the airport's guest experience.

Through a series of interactive workshops held throughout the year, employees had the opportunity to discuss guest feedback collected from multiple sources in greater depth. These sessions served as a collaborative forum for generating ideas and practical solutions regarding the airport's premises, people and processes.

The most impactful suggestions were subsequently presented to the Customer Experience Committee and other relevant departments, ensuring that viable recommendations could be implemented or incorporated into future strategic planning.

THE ANNUAL EMPLOYEE SURVEY

As part of the broader employee survey, a dedicated section evaluates attributes of the guest experience, including employees' perception of the level of service provided at the airport and how well-informed the team is about the needs of airport guests.

The results of this survey are discussed in management and community meetings, ensuring that insights translate into tangible actions. Key findings are used to support employee recognition initiatives, shape improvement plans, and enhance internal communications through the intranet, digital screens and newsletters. Additionally, these insights help identify training needs, ensuring that employees are well-equipped to deliver a superior guest experience.

AIRPORT EMPLOYEE CUSTOMER EXPERIENCE SURVEY

As a follow-up to ongoing customer experience and airport service quality training sessions delivered to airport frontliners, the Company invited its employees to complete an engagement survey on customer experience (AECX) between mid-September and October 2024, with 103 responses received. While the feedback regarding communication from management and willingness to go beyond the call of duty to assist guests was positive, team members suggested improving customer service-related communication with stakeholders operating at the airport.

The same survey was extended to stakeholders, resulting in a further 160 responses, representing 23 different companies, participating in this initiative. The feedback received was in line with that received from Malta International Airport employees, echoing the sentiment that further opportunities for collaboration between entities operating at the airport will contribute to the improvement of the guest experience. However, the stakeholders also commended Malta International Airport for keeping them informed of feedback received from guests.

RECOGNITION OF EFFORTS AND FURTHER ACCESSIBILITY IMPROVEMENTS

During the year under review, Malta International Airport was announced as the winner of the prestigious Best Airport Award in the 5–10 million passenger category during Airports Council International (ACI) Europe's Best Airport Awards 2024 ceremony in July, beating stiff competition from shortlisted peers Brussels Charleroi Airport and Seville Airport. The accolade was awarded to airports that showed exceptional resilience in 2023, particularly in the areas of strategic foresight, operational management and financial performance.

In August, Malta International Airport also became the second airport in Europe and the fifth worldwide to achieve Level 4 Accreditation within ACI Europe's Airport Customer Experience Accreditation Programme. This milestone highlighted the strong customer experience culture within the Company and its dedication to engaging employees and stakeholders across the airport community to deliver an exceptional airport journey for every guest.

As the Company strives to become more accessible, in 2024, Malta International Airport became a member of the Sunflower Hidden Disabilities Association, with assistance and awareness training for team members currently underway. A number of basic Sign Language courses were also held during the year under review in collaboration with the Deaf People Malta Association.

04

ANNUAL REPORT 2024

INNOVATING FOR GREATER OPERATIONAL EFFICIENCY

INNOVATING FOR GREATER OPERATIONAL EFFICIENCY

04

INFRASTRUCTURAL IMPROVEMENTS AT AIRSIDE

August 2022 saw the Company take on the development of an area of approximately 100,000 m^2 to introduce an additional eight Code C or four Code E aircraft parking stands.

Apron 8 South was officially integrated within aeronautical charts two years later, on 8 August 2024, with four Code C stands, which accommodate aircraft used for short to medium-haul flights, becoming operational. The completion of the remaining stands is slated for the second half of 2025.

Through this project, Malta International Airport is not only improving aircraft handling capacity but also laying the groundwork for the eventual electrification of parking stands and ground-handling vehicles in the years to come. The new apron has also been equipped with a state-of-the-art LED airfield ground lighting system and a 10,000 m^3 reservoir on airport grounds for improved rainwater harvesting.

THE WESTWARD EXPANSION OF THE TERMINAL

The first phase of the terminal expansion is progressing as planned, with the 1,550 m^2 westward extension initiated towards the end of 2023 expected to reach completion in the first quarter of 2025.

Significant enhancements have already been made inside the Baggage Reclaim Hall, which has been enlarged to support both the extension of an existing luggage belt and the addition of a new one. A new Schengen arrivals route, designed to streamline passenger flow directly into the Baggage Reclaim Hall, is also being developed and was completed in the first quarter of 2025.

SAFETY AND SECURITY

INVESTMENT IN NEW SCANNING EQUIPMENT

The year under review saw Malta International Airport invest €3 million in the procurement of six new CT scanners and tray return systems, with the aim of enhancing both the security and operational efficiency and improving the passenger experience. This upgrade has tripled passenger throughput in the security area and eliminated the need for travellers to remove liquids and electronics from their hand luggage, transforming what is often seen as a stressful process into a seamless and stress-free part of the airport journey.

EMERGENCY PREPAREDNESS

The Rescue and Firefighting department has made significant strides during the year under review, enhancing its capabilities to ensure the highest levels of preparedness across all operations. Amongst the most substantial investments in this regard was the development of new on-site training grounds, equipped with a fully automated LPG gas system. This sustainable upgrade, integrated with all the necessary safety features, allows the Rescue and Firefighting Services (RFFS) department to carry out aviation-specific training more frequently and in an environmentally responsible manner, replacing the older hydrocarbon liquid-based systems.

The department's investment in new equipment has also played a crucial role in improving operational efficiency. With the acquisition of advanced aircraft recovery equipment capable of handling aircraft up to 10,000 lbs, the Rescue and Firefighting department can now recover smaller aircraft (Code A and B) much faster, ensuring a quicker return to operations and minimising downtime. This equipment supports the airport's business continuity by enabling rapid recovery and resumption of normal activities after an incident.

Training continues to be a top priority for the team. As part of our ongoing commitment to maintaining the highest standards of competency, the department is undergoing structured training in aircraft recovery, with the first phase set to be completed in the first half of 2025. The remaining training will take place in the latter half of 2025, ensuring full competence in these crucial recovery procedures.

Further enhancing its capabilities, the department has also expanded its expertise in confined space rescue. Through a partnership with a renowned UK training entity, the RFFS department now has certified instructors capable of training airport employees in confined space work. This certification allows the team to perform rescues within airport grounds and offers the added benefit of training other staff members to handle confined space situations. A new dedicated rig has been installed to facilitate this training, ensuring that employees are prepared for any situation that might arise.

In 2024, the Firefighting department took on additional responsibility by assuming control of the Terminal Emergency Plan, complementing the existing Aerodrome Emergency Plan. This new responsibility has prompted the team to restructure its operations, collaborating closely with airlines, cargo companies and other key stakeholders to develop a comprehensive emergency response plan. The goal is to create a more streamlined and coordinated approach to emergency situations, with the plan being shared with the Civil Protection Department to ensure a quicker, more efficient response when needed.

In addition to this, the department also collaborated with the Aviation Security (AVSEC) governmental department in a large-scale emergency exercise simulating a hijack situation. Keeping with the European Union Aviation Safety Agency's (EASA) regulatory obligations, such simulations are organised every two years with the joint participation of Malta International Airport departments, airport stakeholders and regulatory authorities. The aim of these exercises, which simulate an aviation incident on the aerodrome by employing realistic aircraft props and scenarios, is to challenge participants to test the provisions of the Aerodrome (Airside) Emergency Response Plan and identify any necessary improvements. This exercise was a critical opportunity for both the RFFS team and airport stakeholders, including the Civil Protection Department, the Armed Forces of Malta, the Malta Police Force, Malta Air Traffic Services, Mater Dei Hospital and airline representatives, to refine their coordination and response capabilities under high-pressure conditions.

INNOVATION AND TECHNOLOGICAL INFRASTRUCTURE

Further investments were made in the core ICT infrastructure, encompassing both the Company's on-premises IT systems and cloud-based solutions. This ongoing investment ensures continued support for the ever-demanding business requirements placed on IT Services as the Company progresses towards becoming a completely digital airport. Last year, the department completed an ambitious multiyear project involving the implementation of a completely new IT network, thus benefitting from improved performance and resilience.

Another notable project involved the real-time capture of all environmentally significant data in an automated digital format. This enabled the airport to adjust its operations and proactively minimise its environmental impact, supporting its effort to become a top-class sustainable airport.

ICT SECURITY

Building on the success of previous cybersecurity awareness campaigns targeting employees, the ICT Security department launched another comprehensive privacy and cybersecurity training initiative, further emphasising the Company's commitment to cybersecurity. This Company-wide programme, delivered in an engaging microlearning format, strengthened our employees' understanding of cybersecurity and the responsible handling of sensitive information.

The department successfully achieved ISO 20000 certification for IT Service Management, complementing its existing ISO 9001 and 27001 certifications. This milestone further reinforces Malta International Airport's commitment to security, quality and service management excellence, demonstrating how, apart from delivering high-end systems, it is done alongside exceptional service levels.

The IT Services department has also established a dedicated Governance, Risk and Compliance (GRC) function, streamlining processes and enhancing oversight through the implementation of a unified GRC system. This integration consolidated key components such as risk management, audits and opportunities for continuous improvement initiatives. In parallel, it also fully implemented advanced security tools to enhance monitoring, alerting and vulnerability management across all devices, significantly strengthening our cybersecurity framework and reducing risks.

RISK MANAGEMENT

Malta International Airport's central body for risk identification and control is the Risk Management Committee, which convenes several times a year to discuss recent developments and review the Company's risk management approach, directly involving all departments in the Company's risk management process.

The Risk Management Committee is also entrusted with formulating and reviewing the airport's Corporate Risk Register and assessing risk occurrence in relation to the acceptable risk appetite, as defined by the Company's Board of Directors.

The risk assessment criteria encompass both the likelihood of occurrence as well as the possible impact. Individual risks are subsequently assigned to a risk class, depending on their nature. The Company's risk management policies stipulate that a review of the risk assessment criteria is to be carried out annually, with amendments being made to the thresholds should the need arise.

The summary of all departmental Risk Registers forms the Company's risk profile forming also the point of departure for the preparation of the yearly internal audit plan. Key risks are incorporated into the risk report as part of the regular reporting to the Company's Audit Committee.

INVESTMENTS IN METEOROLOGICAL SERVICES

Malta International Airport remains committed to investing in meteorological technology that allows for increasingly accurate data collection and consequently enhances the MET Office's weather monitoring and forecasting capabilities.

A key development in air quality monitoring has been the installation of two Air Quality Monitoring Stations, which now provide live data on a range of contaminants.

In the area of precipitation measurement, the MET Office has introduced a Weight Precipitation Sensor. A study is currently underway to assess its potential for delivering more precise rainfall data for the Maltese Islands, thereby enhance local weather analysis and forecasting accuracy.

Another major milestone is the planned deployment of a weather buoy, for which the MET Office now holds all required permits. Once operational, the buoy, which is set to be deployed later this year, will provide valuable offshore weather data, further strengthening Malta's meteorological capabilities.

05

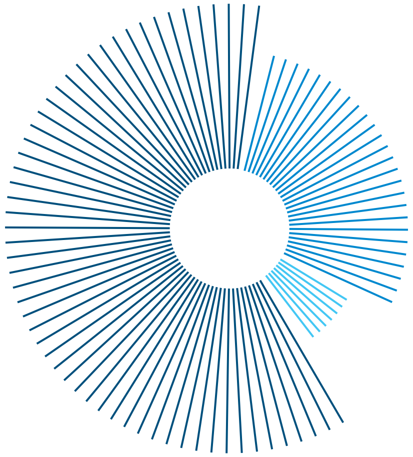
EXPANDING OUR HORIZONS

EXPANDING OUR HORIZONS

05

2024 Aviation Statistics Overview

BUSINESS MIX



34%
FLAG CARRIERS

64%
LOW-COST CARRIERS

2%
CHARTER CARRIERS

TOP MARKETS FOR 2024

RANK	COUNTRY	MARKET SHARE
1ST	Italy	23%
2ND	United Kingdom	19%
3RD	Germany	9%
4TH	France	7%
5TH	Poland	6%
6TH	Spain	5%
7TH	Greece	3%
8TH	Belgium	3%
9TH	Switzerland	3%
10TH	Austria	2%

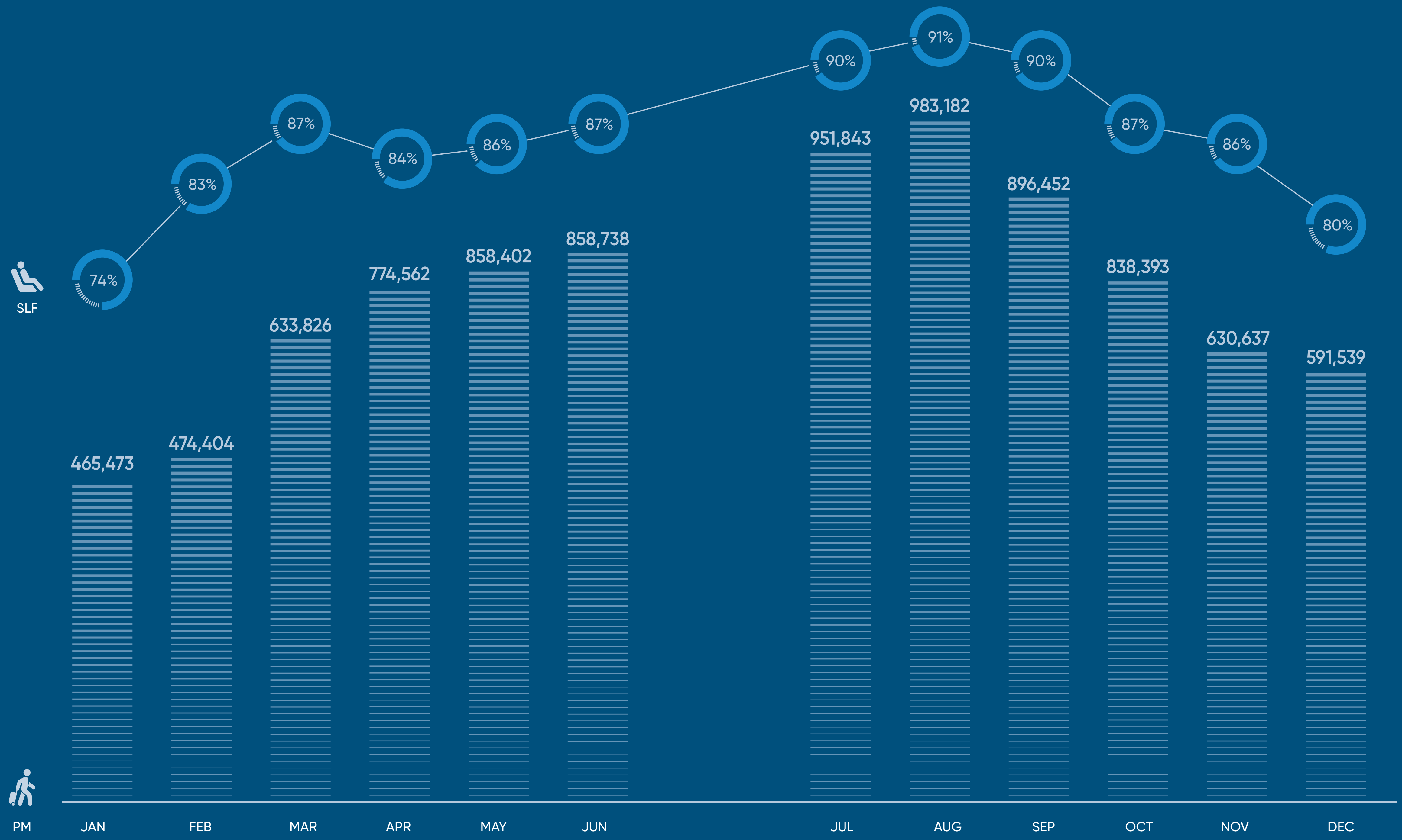
TOP AIRLINES FOR 2024

RANK	AIRLINE	PASSENGER MOVEMENTS 2024
1ST	Ryanair	4,487,135
2ND	Air Malta/ KM Malta Airlines	1,898,628
3RD	easyJet	460,389
4TH	Wizz Air	416,096
5TH	Lufthansa	324,038
6TH	Jet2.com	228,745
7TH	Turkish Airlines	201,038
8TH	British Airways	149,073
9TH	Emirates	132,342
10TH	ITA Airways	81,892

8,957,451
TOTAL NUMBER OF PASSENGERS

86%
AVERAGE SEAT LOAD FACTOR

Passenger Movements and Seat Load Factor for 2024



TRAFFIC DEVELOPMENT

Malta International Airport closed 2024 as its best-performing year on record, with unprecedented passenger traffic growth sustained month after month. Data from ACI further reinforced Malta's strong position within the Southern European aviation market, with the airport's year-on-year performance outpacing key peers, including Italy, Spain and Cyprus.

The airport registered a 15% increase in passenger volumes over 2023, amounting to an additional 1.15 million passenger movements. This growth was driven by increased capacity and record-high seat load factors, reflecting strong demand that persisted throughout the year.

One of the most notable trends of the year was the airport's sustained growth in the winter months, which saw an impressive 21% increase in passenger traffic year-on-year, compared to a 12% growth rate in the peak summer season. This success underscores the effectiveness of the Company's year-round tourism strategy, aimed at reducing seasonality and ensuring a more balanced traffic distribution throughout the year.

In fact, the airport set new traffic records across multiple months in 2024, with March becoming the first ever to surpass 600,000 passenger movements, following a 30% increase over the preceding year. A similar milestone was achieved in November, marking another step forward in strengthening off-peak traffic.

Peak months, however, also saw the airport welcome record volumes of passengers, with May, June and October each exceeding 800,000 movements for the first time, while July and August crossed the 900,000-passenger mark, making them the busiest summer months in the airport's history.

In terms of network development, Malta International Airport was connected to 109 destinations in 2024, with notable new route additions including Basel (easyJet), Dublin (Aer Lingus) and Norwich (Ryanair), further expanding connectivity to key markets.

Another significant development in 2024 was the transition to a new national airline. On 30 March, Air Malta ceased operations, marking the end of an era. The following day, KM Malta Airlines commenced operations, ensuring continuity in connectivity for the Maltese Islands while laying the foundation for a new phase in the country's aviation sector.

ROUTE DEVELOPMENT STRATEGY

Attracting year-round tourism has long been a pillar of Malta International Airport, supported by the Maltese government through the Ministry for Tourism and the Malta Tourism Authority's joint traffic development strategy.

While continuing to work in close collaboration with these local tourism stakeholders as well as its partner airlines, in the year ahead, Malta International Airport will look towards securing additional frequencies on existing routes, seeking out opportunities to attract traffic in the shoulder months, and establish further connectivity with the Scandinavian region.

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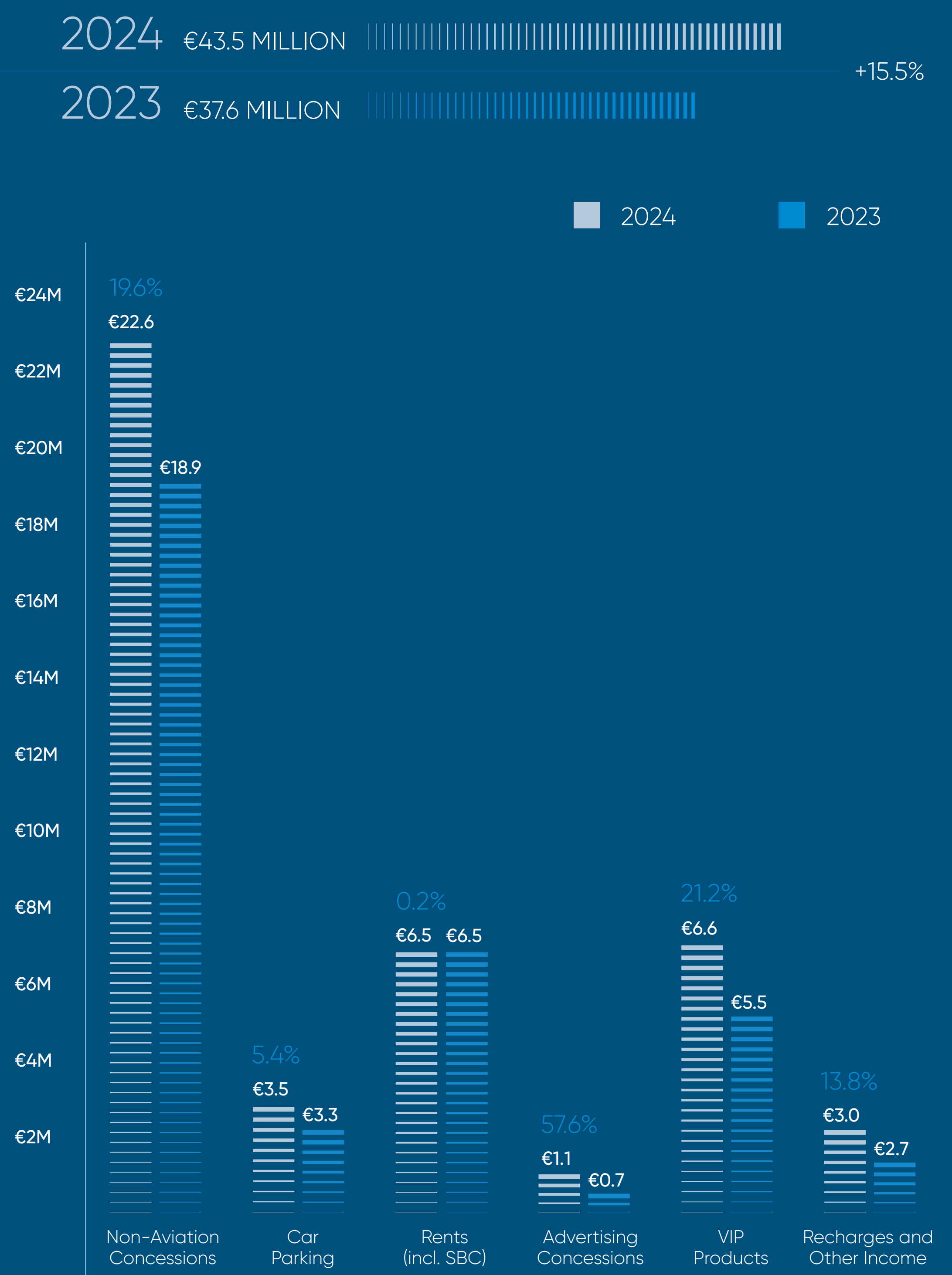
ANNUAL REPORT 2024

DIVERSIFYING OUR REVENUE STREAMS

DIVERSIFYING OUR REVENUE STREAMS

06

In line with its long-term revenue diversification strategy, the Company continued to improve upon its commercial facilities and offerings, as it sought to generate additional income from non-aviation activities. This strategic focus resulted in a 15.5% increase in revenue from this segment over the previous fiscal year, with the airport's advertising concessions, VIP products and non-aviation concessions leading the growth.



NEW AIRPORT ADVERTISING PROGRAMME

Malta International Airport is also progressing with its new airport advertising programme, with the International Airport Advertising Corporation (IAAC) project rollout continuing to enhance the visibility of key advertising spaces, following the conversion of all advertising screens to LED.

The Check-In Hall embellishment, which introduced new advertising screens and flight information display screens, was completed in the first weeks of 2025. As a result of the ongoing projects within the terminals' West wing, IAAC will be increasing its investment further taking advantage of the newly created spaces to create a homogenous advertising experience for our passengers. This includes additional installations within the Non-Schengen Arrivals Hall, the Baggage Reclaim Hall and the recently opened Schengen Arrivals Corridor.

CHANGES TO LANDSIDE EATERIES

As part of its commitment to enhancing Malta International Airport's commercial offering, the Company has adopted a flexible approach to contracts for Food Court concessionaires, securing all agreements for a two-year period. This approach ensures that the airport offers guests a diverse dining offering that adapts to evolving preferences while simultaneously optimising concession fees.

While the Dr Juice Natural Good Food stall has been renewed for another two years, three new additions were introduced to the Food Court in 2024. Krepree opened its doors in April to offer a selection of sweet and savoury crêpes and waffles, Saigon opened two months later to expand the culinary variety with an Asian-inspired menu, and Falafel Street opened in October, introducing Middle Eastern flavours with a kebab-focused concept.

Further to this, the satellite bar was also transformed into Paul Le Café, bringing a refined café experience to airport guests in the first quarter of 2025.

07

ANNUAL REPORT 2024

OPERATING RESPONSIBLY

OPERATING RESPONSIBLY

07

CORPORATE RESPONSIBILITY STRATEGY

As one of the main stakeholders of Malta's tourism industry, Malta International Airport's main responsibility is to attract year-round visitors to Malta and strengthen the islands' connectivity. Mindful of the impact of growth, the Company strives to strike a balance between economic gains and social and environmental factors. This approach is a means by which the airport creates value for its main stakeholder groups, be they employees, business partners, shareholders or local communities.

A two-pronged corporate responsibility strategy supports the airport in managing its impact, while investing in Malta's tourism product. The Company's Corporate Responsibility (CR) Committee ensures that negative impacts are addressed and minimised, while opportunities for being a positive influence are proactively identified. The CR Committee leads the Company's philanthropic efforts and approves the annual economic, social and environmental targets.

The Malta Airport Foundation, on the other hand, is responsible for investing in cultural projects that enhance Malta's tourism product. This non-profit voluntary organisation is managed by an independent Board of Administrators, consisting of Josef Formosa Gauci (chairman), Kevin-James Fenech (secretary), Ing. Andre Cauchi (treasurer), Prof. Timothy Gambin (co-administrator) and Frank Salt (co-administrator).

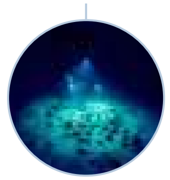
A milestone year, 2024 marked a decade since the inception of the Malta Airport Foundation. This momentous occasion was celebrated with an event and the publication of a souvenir book. As can be seen in the timeline presented on the following pages, the work of the Foundation has led it to partner with several entities to leave its imprint on the islands' cultural, artistic, and environmental – particularly the seas surrounding Malta – heritage.

Airport Foundation Timeline

2014
Establishment of the Malta Airport Foundation on the 10th of September

2016
Launch of Filfla: An Incredible Malta Diving Experience Documentary

2017
Production commences on Comino: A Secret Paradise, which launches in 2018



2018
The Foundation collaborates with the University of Malta on the Phoenician Shipwreck Excavation

2019
Re-opening of the newly restored Torri Xutu to the public

2020
Completion of the restoration and conservation of the Triptych of the Madonna del Soccorso

2020
Launch of Foundation Talks

2020
Installation of two sea bins in Marsaxlokk and Marsascala

2021
Inauguration of the newly restored Combined Operations Room

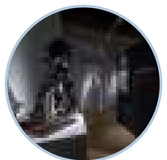
2022
Unveiling of the restored and conserved *Saints Roque, Blaise, Dominic and Nicholas of Tolentino Interceding for the Plague Stricken* by Mattia Preti at the Church of Saint Catherine of Alexandria in Żurrieq

2022
The Malta Airport Foundation supports Heritage Malta's initiative to create the world's first underwater archaeological park

2022
Launch of the Submerged World mini-documentary series

2022
Sponsorship of Żibel's newest sea clean-up boat, Żiblu

2023
Completion of the restoration and conservation of the Via Sagra at the Church of Ta' Ġieżu in Valletta



2023
Opening of the Victor Pasmore Gallery in Valletta

2023
The first deepwater archaeological park is inaugurated off Xlendi

2024
Completion of Villa Hay rehabilitation project

2025
Completion of the embellishment project inside the Kirkop Parish Church

PERFORMANCE SUMMARY OF THE 2024 SUSTAINABILITY REPORT

Malta International Airport has been reporting its environmental, social and economic performance in an annual sustainability publication since 2016. The following pages of the Company's annual report present highlights of Malta International Airport's performance in relation to these three pillars, with the full sustainability report, prepared in line with the Global Reporting Initiative (GRI), being made available on maltairport.com later this year.

ENVIRONMENTAL PERFORMANCE

The year 2024 saw Malta International Airport achieve two important milestones in its sustainability journey. As a signatory to ACI's Net Zero Resolution, the Company published its net zero carbon roadmap in May, transparently outlining how it plans to reach net zero carbon status by 2050. Two interim targets-becoming carbon neutral by 2025 and reducing emissions by 65% compared to the 2015 baseline year-are also established in this roadmap. Having satisfied the requirements related to the measurement of Scope 3 emissions, Malta International Airport was also successful in progressing to Level 3 (Optimisation) of the Airport Carbon Accreditation (ACA) Programme. In parallel with managing its carbon footprint, the Company also set water and waste management targets.

GOAL 1 USE THE GREENHOUSE GAS (GHG) INTENSITY METRIC TO TRACK AND MITIGATE THE COMPANY'S CLIMATE IMPACT

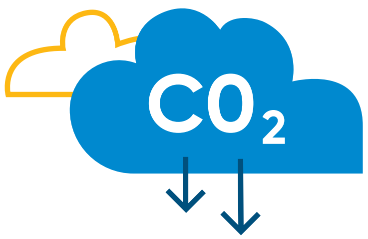
The Company's ongoing energy-efficiency initiatives, from the continuation of the heating, ventilation, and air-conditioning (HVAC) system upgrade to lighting replacements, bore positive results in 2024. Despite the significant increase in passenger traffic, the Group's electricity consumption increased by around 800,000 units to reach 11.9 million kWh. This translates to a drop of 7% in energy intensity, which stood at 1.33 kWh per passenger.

Given that fuel consumption is another contributor to emissions, the Company continued to build on the previous years' efforts to electrify its vehicle fleet, replacing older vehicles with electric models and purchasing new electric vehicles for operational use. Despite these efforts, the airport's busier operations and consequent higher demand for operational vehicle usage led to an increase of 3% in fuel consumption.

However, the Company was still successful in reaching its GHG emissions per passenger target, with the emissions intensity for the year under review standing at 0.56 kilos of carbon dioxide per passenger. This translates to a drop of 14% over 2023.

0.56KG OF CARBON DIOXIDE PER PASSENGER

14% DROP FROM 2023



GOAL 2 ENHANCE WATER STEWARDSHIP THROUGH MANAGED CONSUMPTION AND IMPROVED RAINWATER HARVESTING

With just 286.1 mm of precipitation measured, 2024 went down on record as the Maltese Islands' third-driest year. This had implications for the volume of rainwater harvested by the Company, which registered a drop of 23% over 2023, and the volume of water used for irrigation, which increased by 19% over the same reference year.

The year's significantly below-average rainfall, coupled with busier operations, led to an increase of almost 20%[1] in total water consumption, meaning that the Company's target of using 160,000 m³ of water was not achieved. Conscious that Malta is a water-stressed island and of the impact of tourism on this resource, the Company aims to launch a water optimisation study later this year to identify initiatives to support it in better managing its consumption.

[1] The increase in water consumption reported here was calculated by adding the volumes of potable and non-potable water used during the year under review. On the other hand, in the full sustainability report, the Company's water consumption is calculated by subtracting water discharged from water withdrawn, in line with the GRI definition of water consumption, leading to a different result.

GOAL 3

IMPROVE SEPARATION OF WASTE, AIMING FOR 0.16 KILOS OF LANDFILL WASTE PER PASSENGER

The Company's main goal in relation to waste is to reduce it through smart and sustainable procurement practices, aligned with the internal Green Procurement Guidance established in 2023. In instances where generation is unavoidable, the Company endeavours to separate waste as much as possible. The past three years have seen the airport ramp up its efforts to divert more waste from landfill, while increasing the share of what is recycled.

The introduction of organic waste bins at the Company's offices and the La Valette lounge, the procurement of new bins for the terminal and awareness-raising initiatives targeted at employees and stakeholders, have helped Malta International Airport make promising strides in this regard. In 2024, the amount of recycled waste increased by 30%, while waste sent to landfill increased by just 2%. A 13.7% drop in mixed industrial waste together with the start of tyre recycling were two of the contributors to this positive result.

To better gauge the success of its waste-separation initiatives, the Company has been using the waste per passenger metric since 2022. In 2024, 0.11 kilos of waste per passenger were sent to landfill, significantly below the target set at the beginning of the year.

30% INCREASE IN RECYCLED WASTE

2% INCREASE IN LANDFILL WASTE

WHAT'S NEXT?

The Company's next big environmental milestone is becoming carbon neutral by the end of 2025. Achieving carbon neutrality would also unlock access to the next level, Level 3+, of the ACA Programme. Works on the airport's fifth and largest photovoltaic farm are set to be concluded in the coming months, with this plant set to more than double the Company's clean energy generation capacity.

The year 2025 will also see the completion of the 10,000 m^3 water reservoir that was constructed as part of the Company's Apron 8 South project. This reservoir will improve the airport's rainwater harvesting capability as well as reduce dependency on deliveries of non-potable water. Moreover, a water optimisation study planned for 2025 will evaluate the feasibility of several initiatives, such as installing water tap aerators to regulate water flow and adjusting irrigation time intervals, to support the Company in reaching its water consumption targets.

Regarding waste management, the Sustainability team, assisted by employees from various departments, has launched a waste management campaign among terminal stakeholders. The Sustainability team hopes to encourage more stakeholders to actively contribute to the Company's waste separation goals through awareness-raising sessions and better signage in the garbage rooms.

ECONOMIC PERFORMANCE

The year under review saw Malta International Airport handle record traffic, with passenger movements increasing by nearly 15% over 2023 to a total of 8.96 million. This was the result of continued efforts to secure better connections for the Maltese Islands, particularly in the traditionally slower off-peak months. These traffic results were the main drivers of the Company's solid financial performance, with Group revenues increasing by 18.8% over 2023 to amount to €142.9 million.

GOAL 1

FURTHER INCREASE TRAFFIC IN THE SHOULDER MONTHS

Destinations that are affected by seasonality often face several issues, including overcrowding, strain on the local infrastructure, and a lack of job opportunities for locals in the low season. Addressing this phenomenon and its effects has always been an integral part of the airport and tourism stakeholders' joint strategy for the Maltese Islands. During the year under review, passenger traffic grew by 21% in the off-peak months, whilst increasing by 12% in the summer months. Additionally, March was the fastest-growing month of the year, with passenger numbers increasing by 30% over the reference year. These promising results were achieved on the back of extended operations from summer into winter by several airlines.

21% PASSENGER TRAFFIC INCREASE IN THE OFF-PEAK MONTHS

GOAL 2

PURSUE AN AVIATION AND NON-AVIATION REVENUE MIX IN THE RATIO OF 70:30

Malta International Airport has long understood the value of diversified revenue streams, aiming for the generation of 30% of its revenues from non-aviation activities. In 2024, the Company was once again successful in reaching this target, with the aviation segment contributing a share of 69.4% of total revenues, the non-aviation segment generating 30.4%, and the remaining 0.2% stemming from other activities. The Company's investments in the non-aviation segment during the year under review included the extension of the La Valette lounge terrace to cater for the increasing number of one-time visitors and the commencement of works on a new VIP Terminal.

GOAL 3

INCREASE THE AIRPORT'S POSITIVE IMPACT ON THE ECONOMY, USING RETURN ON EQUITY (ROE) AS A METRIC

The ROE is an important indicator of the Company's financial performance particularly for investors, since it measures the profit generated from the amount of money invested by shareholders. Malta International Airport has regularly ranked among the most profitable local listed companies in comparison with its equity base, with double-digit ROEs. With a profit of €46.3 million and an equity of €212.8 million in 2024, the Company's ROE stood at 23%.

GOAL 4 ENHANCE THE MALTESE ISLANDS' DIRECT CONNECTIVITY THROUGH ROUTE DEVELOPMENT

Air connectivity is an important enabler of economic growth and development, particularly for an island state like Malta. Malta International Airport works closely with the Malta Tourism Authority and partner airlines to ensure that the Maltese Islands are served by a good balance of flag and low-cost airlines, offering a variety of routes. During the year under review, the airport was connected to 109 destinations, including two new routes to Basel and Norwich, strengthening Malta's connectivity with two of its most popular markets.

WHAT'S NEXT?

The year 2025 has been off to a strong start, with more than one million passengers travelling through Malta International Airport in the first two months of the year. The Company expects to end 2025 with 9.3 million passenger movements, marking an increase of nearly 4% over 2024. Several new developments, including the extension of operations from summer into the shoulder months by a number of airlines and the commencement of operations by four new airlines in the second quarter of 2025, are set to support the Company in achieving this forecast.

With two important projects, Apron 8 South and the construction of the new VIP Terminal, set to be completed by the second quarter of the year, the Company can focus on the implementation of its €345 million investment plan, covering 2025 to 2029. At the core of this plan is the eastward expansion of the terminal building, which will herald a new era for Malta International Airport. Investments in retail and property also constitute an important pillar of the €345 million spend, highlighting the Company's commitment to strengthening its non-aviation segment.

SOCIAL PERFORMANCE

Malta International Airport's strengths are the sum of its people's strengths. In 2024, the Company continued to provide all team members with opportunities for upskilling and growth, allowing employees to unlock their full potential. As a result, an encouraging 88.5% of the respondents to the Annual Employee Survey said that they get a sense of achievement from their work. Health and well-being constituted another pillar of the Human Resources department's strategy to safeguard the interests of the workforce and the business. Results from the Annual Employee Survey showed that 88% of the respondents acknowledged the Company's efforts in this regard.

GOAL 1

PROVIDE A MINIMUM OF 25 HOURS OF TRAINING PER EMPLOYEE

During the year under review, the Company invested in almost 17,000 hours of training, covering topics that ranged from fire safety awareness to sustainability. This total equates to an average of 35 hours of training per employee. While this average is slightly lower than that for 2023, this can be explained by the fact that the growth in the workforce outpaced the increase in training hours.

Employees showed their satisfaction with the Company's training initiatives in the Annual Employee Survey, with 88.5% of the respondents agreeing that they are equipped with the right skills for their job, even if, at times, they are presented with challenges.

GOAL 2

FILL 60% OF VACANT LEADERSHIP POSITIONS THROUGH INTERNAL PROMOTIONS, WHILE ALSO INCREASING THE MALE-TO-FEMALE RATIOS IN SENIOR POSITIONS

Career progression is known to be a key contributor to increased job satisfaction and better employee morale. To this end, the Company continued to reward deserving employees with promotions to leadership positions, confirming its commitment to their long-term success at Malta International Airport. During the year under review, 85% of vacant leadership positions were filled through internal promotions, with the remaining vacancies necessitating external recruitment due to the specific nature of the skills and competencies required.

Recognising the unique value female leaders bring to the table, the Company introduced a new leadership goal during the year under review, aiming to improve female representation in senior positions. While in 2023, 23% of leadership roles were occupied by women, in 2024 this improved marginally to stand at 24%.

GOAL 3

PROMOTE EMPLOYEE WELL-BEING THROUGH A PROGRAMME OF INITIATIVES, INCLUDING MENTAL HEALTH TRAINING

The Company has long understood the importance of safeguarding employees' all-round health, establishing the Employee Well-being Programme in 2016 to support it in this regard. In addition to the programme's regular benefits, such as free gym access and free mental health counselling sessions, in 2024 the Company partnered with Caritas to provide employees with the opportunity to attend mental health awareness sessions, as well as benefit from additional complimentary counselling sessions.

These sessions revolved around the topic of anxiety, with the mental health professionals from Caritas equipping attendees with strategies on how to recognise the sources of one's anxieties and address them. At the beginning of 2025, Malta International Airport was awarded ISO 45003 certification, in recognition of its efforts to foster work environments that are conducive to good mental health.

Understanding that difficult financial situations can also impact mental health, the Company revived the Welfare Committee, which had eight members in 2024. The main purpose of this Committee is to oversee the Welfare Fund, which is financed by voluntary employee contributions, which are doubled by the Company.

ALL-ROUND WELL-BEING
REMAINED A PRIORITY

GOAL 4

PROVIDE DIFFERENT EDUCATIONAL OPPORTUNITIES TO STUDENTS

Recognising the mutually beneficial nature of apprenticeships, the Company provided 14 students from the Malta College of Arts, Science and Technology (MCAST) with work opportunities within the Technical and Information Technology departments. These students approached Malta International Airport following the Company's efforts to attract and train new talent on the college's portal. Besides bringing fresh perspectives to the respective teams, these students created mentorship opportunities for existing employees. One of these students transitioned from apprentice to full-time employee with the Technical department, once he completed his course.

Additionally, 15 summer workers were engaged across four different departments during the airport's busiest months. Here, these students benefitted from invaluable lessons on how to perform under pressure, service excellence, and the tourism industry in the unique airport environment.

29 STUDENTS
WERE OFFERED WORK OPPORTUNITIES AT MALTA INTERNATIONAL AIRPORT

GOAL 5 CONTRIBUTE TO THE COMMUNITY THROUGH VOLUNTEERING AND FUND-RAISING EVENTS

Malta International Airport has always striven to be a force for good within the community, encouraging employees to support it on this mission. In 2024, more than €17,000 were raised through employee-led events, which included work lunches, raffles and other social activities. The larger part of this sum was divided between the employees' chosen charities for the year: the Equal Partners Foundation and the Women for Women Foundation. The remaining share, which was mainly raised through the sale of photovoltaic (PV) panels that had been dismantled to make way for newer models and topped up by the Company, was awarded to a soldier who had lost his limbs to a virus to buy a wheelchair.

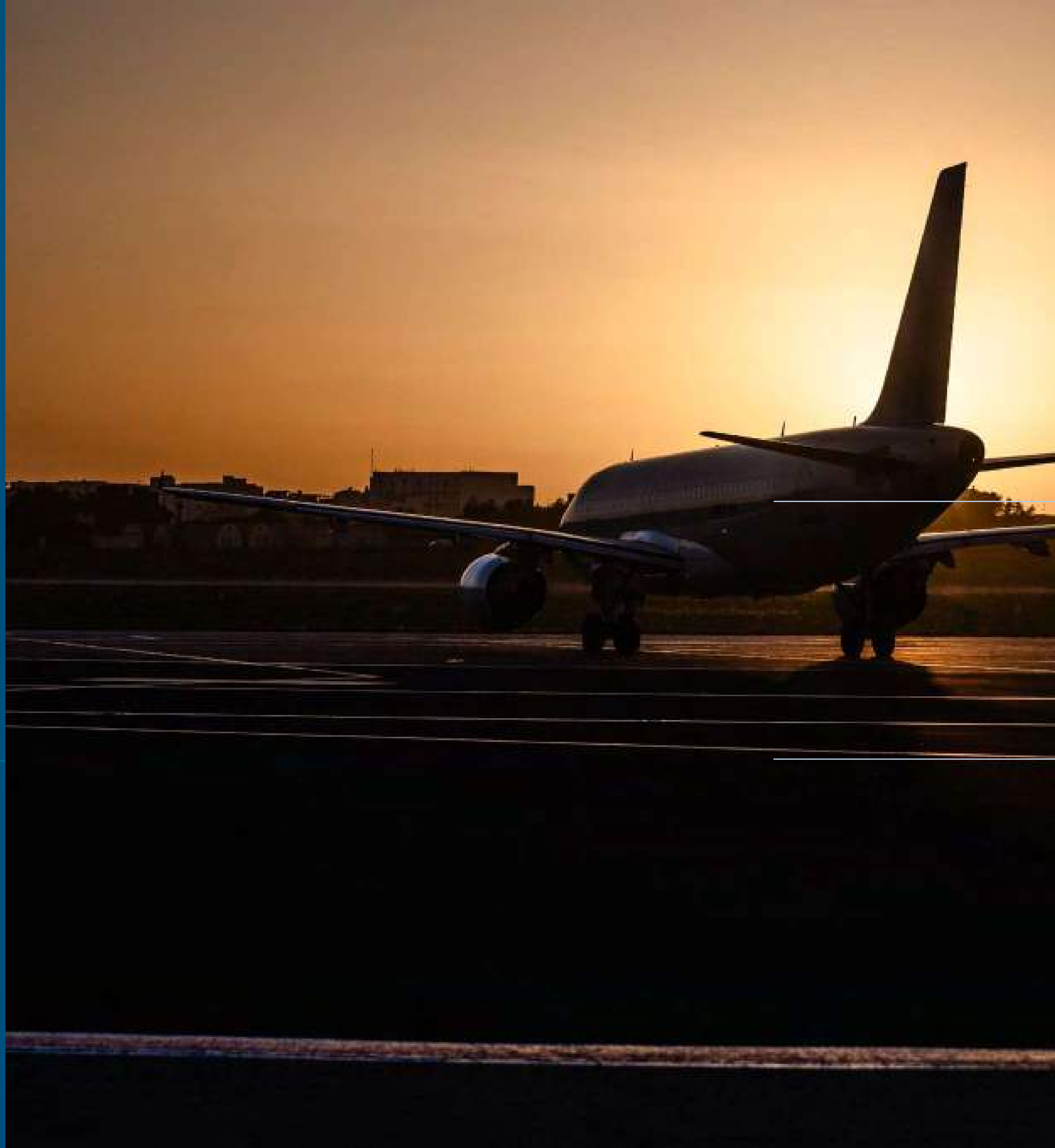
WHAT'S NEXT?

With the workforce set to hit the 500-employee milestone in 2025, the Company will amplify its efforts to ensure that each team member feels valued and is actively engaged in their work. This will be achieved by investing in more training opportunities for the team and continuing to prioritise career progression. Employee well-being will continue to be a focal point, with psychosocial health being given more importance, in line with the newly acquired ISO 45003 certification.

08

ANNUAL REPORT 2024

SHAPING THE FUTURE



SHAPING THE FUTURE

08

OUTLOOK

Malta International Airport continues to demonstrate resilience and adaptability in an evolving aviation landscape. Despite ongoing challenges within the industry, the airport remains focused on delivering an exceptional guest experience while maintaining its strong operational performance.

The broader aviation sector faces persistent hurdles that impact capacity growth and operational efficiency. Supply chain disruptions, including delays in aircraft production, engine shortages and extended maintenance times, have constrained airlines' ability to expand. Volatile oil markets, driven by geopolitical tensions, have further strained airline finances, with rising fuel costs adding pressure to operational budgets. Additionally, the EU's 2025 mandate for a 2% blend of sustainable aviation fuel is expected to increase costs across the industry.

Despite these challenges, Malta International Airport remains firmly on track for another year of growth and progress. The Company's Net Zero Carbon roadmap will reach a key milestone in 2025 with the attainment of carbon-neutral status, reinforcing its commitment to sustainability and responsible airport management.

As it continues to build on the strong traffic momentum in the first months of the year, Malta International Airport is well-positioned to welcome 9.3 million passengers in 2025, marking another successful year in operation. The Company has projected that it will also generate a total revenue of €147 million, while €70 million will be invested in strategic capital expenditure projects that will continue to future-proof the airport's infrastructure, ensuring that capacity and service levels align with projected passenger growth.

REALISING
OUR VISION

€345 million investment programme: 2025-2029

The multimillion investment will deliver significant operational improvements and further strengthen the Company's commercial portfolio while equipping the airport with the infrastructure needed to operate more sustainably.

Earlier this year, the Company approved a €345 million investment plan for the period spanning from 2025 until 2029. This update builds on the original capital expenditure projection of €250 million for 2023 to 2027, of which €113 million was allocated for spending in 2023 and 2024.

OPERATIONAL INVESTMENTS

The Company continues to prioritise infrastructural improvements on the airfield, with key ongoing projects including the rehabilitation of Apron 8 and Apron 9 stands. Work on the final four stands of Apron 8 South, which aim to further enhance parking capacity, is nearing completion. This apron was officially integrated into aeronautical charts in August 2024. Once the project is complete, the total number of aircraft parking stands at Malta International Airport will increase to 28.

Inside the terminal, the 1,550 m^2 westward expansion initiated in Q4 2023 has been completed. The new Schengen arrivals route, which directly connects passengers to the Baggage Reclaim Area, became fully operational in Q1 2025. Additionally, following the installation of a new carousel belt in 2024, the project is now being extended to have all existing reclaim belts replaced with upgraded models by Q2 2025. The Baggage Reclaim Hall is also undergoing a full upgrade, with new energy-efficient lighting and an improved interior, aimed at enhancing the passenger experience.

Looking ahead, the next phase of development will entail the terminal's eastward expansion. This will introduce an independent 6,000 m^2 building, adding additional circulation and commercial space, as well as new check-in desks and gates to improve the departing passenger experience. For added convenience, the new building will be directly connected to the airport's multi-storey car park, Park East.

RETAIL AND PROPERTY INVESTMENTS

The Company is also progressing with the development of its retail and property portfolio, as it continues to seek new opportunities to diversify its revenue streams while simultaneously improving the airport guest experience.

Works on the new VIP Terminal continue apace, with its first guests expected to be welcomed in Q2 2025 and treated to an elevated travel experience. The ground floor will feature the terminal's largest lounge, designed for versatility with the ability to transform into a conference room. The first floor will house four additional lounges, each with private terraces, most offering runway views. Both internal and exterior finishes have been meticulously selected to reflect the premium quality expected from such an investment.

In parallel, excavation works for SkyParks Business Centre II commenced in mid-November, following the approval of the necessary permits, and are scheduled to continue until Q2 2025. Construction is expected to begin at the end of Q1 2025. Designed with high environmental performance in mind, the facility is targeting a certified BREEAM rating. SkyParks Business Centre II is set to be completed by 2027, further enhancing the airport's business offerings and reinforcing its position as a leading hub for corporate activities.

SUSTAINABILITY INVESTMENTS

The investment programme will also see the Company invest further in infrastructure that will enable it to honour its environmental commitments, most notably its net zero carbon target. A key project is the development of the airport's fifth and largest PV farm, which, once completed, will be the largest PV farm on airport grounds. This new facility will generate 5.1 KWh of clean energy, more than doubling the current clean energy generation capacity. The installation of the PV panel structure began in Q1 2025, with its commissioning scheduled for the third quarter of 2025.

Further energy-saving initiatives, including the upgrade of HVAC systems and the replacement of lighting on airport grounds with LED, which will further improve operational efficiency and reduce the airport's environmental footprint, are currently underway.

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ANNUAL REPORT 2024

FINANCIAL REPORT

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General Information

Directors	Mr Nikolaus Gretzmacher (Chairman) Mr Alan Borg (Chief Executive Officer) Mr Karl Dandler (Chief Financial Officer) Dr Cory Greenland Ms Rita Heiss Dr Wolfgang Koeberl Mr Florian Nowotny
Company Secretary	Dr Louis de Gabriele LL.D.
Registered Office	Malta International Airport, Luqa, Malta. Tel. (+356) 2124 9600
Country of Incorporation	Malta
Country Registration Number	C 12663
Auditor	PricewaterhouseCoopers, 78 Mill Street, Zone 5, Central Business District, Qormi, Malta.
Legal Advisors	Camilleri Preziosi Advocates, Level 2 - Valletta Buildings, South Street, Valletta, Malta.

Directors' Report

YEAR ENDED 31 DECEMBER 2024

The directors present their report together with the audited financial statements for the year ended 31 December 2024.

PRINCIPAL ACTIVITIES

Malta International Airport p.l.c.'s ("the Company") principal activities are the development, operation and management of Malta International Airport, for which the Company has a 65-year concession that came into effect in July 2002.

The Company has three 100% owned operating subsidiaries: Airport Parking Limited, SkyParks Development Limited and SkyParks Business Centre Limited. Airport Parking Limited operates all car parks situated on the land leased to Malta International Airport p.l.c., whilst SkyParks Development Limited and SkyParks Business Centre Limited manage the SkyParks Business Centre building. The Company and these subsidiaries are together referred to as "the Group".

Malta International Airport p.l.c. also has another 100% owned subsidiary: Kirkop PV Farm Limited, set up with the intention to explore opportunities in the generation of electricity using photovoltaic technologies. Kirkop PV Farm Limited, however, did not trade in 2024.

REVIEW OF THE BUSINESS

Traffic Development

Malta International Airport registered 8,957,451 passenger movements in 2024, hitting a new traffic milestone. This result translates to a notable increase of 15% in traffic over 2023 and was achieved on the back of growth of 14% (10,420,167 seats) in seat capacity. Concurrently, aircraft movements also grew by 14% over 2023, with 58,773 aircraft movements recorded during the year under review.

Throughout 2024, the seat load factor (SLF) averaged 86%, increasing by 1 percentage point from the previous year and becoming the highest annual SLF recorded to date.

The upward trend registered in 2024 was maintained throughout the year, including in the traditionally slower off-peak months, with traffic growing steadily each month compared to 2023. In fact, in the first half of the year alone, the airport registered unprecedented traffic, with a total of 4,065,414 passenger movements recorded. As a result, the five million passenger movement milestone was reached by July 2024, a month earlier than the previous year.

Meanwhile, August was the busiest month of the year under review, with 983,182 passenger movements registered.

Italy, the United Kingdom, Germany, France and Poland were the airport's most popular markets for 2024. With more than 1.7 million passenger movements registered, the United Kingdom outperformed its record-breaking 2019 volume.

The impressive growth in Polish traffic continued throughout 2024. Growing by 53% over 2023, traffic to and from Poland registered the strongest increase out of the top five markets.

During 2024, seven new routes were launched, while two new airlines – Universal Air and Aer Lingus – started scheduled operations to Malta.

Traffic Highlights

	2024	2023	+/-	% Change
Passenger Movements	**8,957,451**	7,803,042	1,154,409	14.8%
Aircraft Movements	**58,773**	51,353	7,420	14.4%
Seat Capacity	**10,420,167**	9,155,085	1,265,082	13.8%
Seat Load Factor	**86.0%**	85.2%		0.8 pp
MTOW (in tonnes)	**2,279,556**	2,011,402	268,154	13.3%
Cargo and Mail (in tonnes)	**23,624**	20,644	2,980	14.4%

Traffic Highlights (Continued)

	Q1 2024	Q1 2023	% Change	Q2 2024	Q2 2023	% Change
Passenger Movements	**1,573,712**	1,245,525	26.3%	**2,491,702**	2,188,945	13.8%
Aircraft Movements	**10,755**	8,825	21.9%	**16,367**	14,514	12.8%
Seat Capacity	**1,930,618**	1,535,759	25.7%	**2,915,368**	2,586,398	12.7%
Seat Load Factor	**81.5%**	81.1%	0.4 pp	**85.5%**	84.6%	0.9 pp
MTOW (in tonnes)	**425,280**	348,466	22.0%	**630,291**	564,508	11.7%
Cargo and Mail (in tonnes)	**5,187**	4,948	4.8%	**5,791**	4,948	17.0%

	Q3 2024	Q3 2023	% Change	Q4 2024	Q4 2023	% Change
Passenger Movements	**2,831,477**	2,539,355	11.5%	**2,060,560**	1,829,217	12.6%
Aircraft Movements	**17,770**	15,691	13.2%	**13,881**	12,323	12.6%
Seat Capacity	**3,133,177**	2,824,635	10.9%	**2,441,004**	2,208,293	10.5%
Seat Load Factor	**90.4%**	89.9%	0.5 pp	**84.4%**	82.8%	1.6 pp
MTOW (in tonnes)	**683,500**	610,614	11.9%	**540,485**	487,814	10.8%
Cargo and Mail (in tonnes)	**6,068**	4,793	26.6%	**6,578**	5,956	10.4%

Operational Performance Indicators

Airport Council International's (ACI) Airport Service Quality (ASQ) survey programme delivers crucial insights on passenger experience ratings, airport comparisons, and changing passenger perceptions and priorities. ASQ research is conducted in airports serving over half of the world's 6.6 billion annual passengers and sees the participation of almost 400 airports worldwide. Malta International Airport has been participating in ASQ since 2005 and has consistently ranked among the top five airports in Europe within its size category, being awarded the 'Best Airport in Europe' title in the 5-15 million passenger category in 2018, 2019, 2020, 2021, 2022, 2023 and 2024.

The ASQ Departures Survey gathers information from passengers prior to boarding to assess their satisfaction throughout the airport departure journey, from check-in to the boarding gates. The analysis of this passenger feedback enables Malta International Airport to continue improving airport services and facilities in line with changing guest expectations, with the aim of increasing the overall satisfaction of guests with the airport experience. Key performance indicators (KPIs), including waiting times at check-in and security, staff courtesy and helpfulness, and terminal cleanliness are measured using a five-point scoring system, with five being the highest score. Malta International Airport's Overall Satisfaction scores for the four quarters of 2024 are tabulated below. At 4.39, the overall satisfaction score for 2024 remained unchanged from the previous year, despite the record traffic handled by the airport during the year under review.

ASQ Scores

	2024	2023	+/-
1st Quarter	**4.37**	4.46	(0.09)
2nd Quarter	**4.36**	4.35	0.01
3rd Quarter	**4.40**	4.39	0.01
4th Quarter	**4.41**	4.34	0.07
Average for the year	**4.39**	**4.39**	**0.00**

In 2023, Malta International Airport applied for Level 4 of ACI's Customer Experience Accreditation Programme, the only worldwide customer experience accreditation designed specifically for airports. Following an onsite verification visit by ACI in July 2024, MIA was awarded the prestigious 'Level 4 Airport Customer Experience Accreditation'. This constitutes a significant accomplishment for the whole airport team, particularly since MIA was the second European airport to achieve this milestone.

The Company will continue working towards enhancing the guest experience while seeking to maintain high overall satisfaction scores in the ASQ survey. Additionally, the Company is eyeing the next and final level of ACI's Customer Experience Accreditation Programme and will be laying the groundwork to eventually progress to Level 5.

In recognition of its resilience, strategic vision and operational excellence, particularly in the areas of financial management and service quality, Malta International Airport was also awarded the 'Best Airport' title within the 5–10 million passenger category at the ACI Europe Best Airport Awards 2024, held in July 2024. Malta International Airport secured this achievement, which serves as a testament to the Company's commitment to delivering an exceptional airport experience, against strong competition from shortlisted peers Brussels Charleroi Airport and Seville Airport.

Infrastructural Investments

The capital expenditure for the reporting period totalled EUR 68.4 million (2023: EUR 44.3 million).

Within the retail and property segment, the extension of the terrace at the La Valette departures lounge was completed during the year under review (2024: EUR 0.7 million). Works on the overhaul of the VIP Terminal also continued apace. While the shell structure was completed in Q3 2024, the finishes and mechanical and electrical installations are at an advanced stage of completion. The new VIP Terminal is envisaged to welcome its first guests in Q2 2025 (2024: EUR 2.8 million).

Enabling works on the construction of Sky Parks Business Centre 2 have been completed and excavation works started in November (2024: EUR 14.2 million). Construction is set to start in 2025. This project will introduce a business hotel on airport grounds, together with further space for offices, retail, and food and beverage outlets. The hotel building is planned to be handed over to the chosen operator by the end of 2025.

The first phase of the Terminal Expansion Project, entailing a 1,550-square-metre westward extension commenced in Q4 2023 (2024: EUR 8.2 million), with works being at an advanced stage of completion. The new Schengen Arrivals route built as part of this project will lead passengers directly into the Baggage Reclaim Area for added convenience. The first phase of the Terminal Expansion Project also saw the installation of a new reclaim belt during the year under review. The project has now been extended to have all existing belts replaced with upgraded models and is expected to be concluded by Q2 2025.

Within the Central Screening Area, six new CT scanners and Tray Return Systems have been installed and are in operation, enhancing efficiency by tripling passenger throughput in that area (2024: EUR 2.8 million). Furthermore, a project through which around 70 sliding doors will be replaced commenced in Q4 2024 and is expected to be completed by Q2 2025. These doors will allow the Company to use energy more efficiently while heating or cooling the terminal.

Progress has also been made on the Apron 8 South project (formerly referred to as Apron X). The first phase of the EUR 45 million project became operational in Q3 2024 and can accommodate 4 Code C aircraft (2024: EUR 22.8 million). The second phase of the project is at an advanced stage of completion, with the remaining four stands now expected to become operational by Q2 2025. The construction of ancillary buildings that will service the new apron and offer housing facilities for ground-handling service providers has also gained momentum and is expected to be completed by Q3 2025.

Other ongoing projects include the installation of a new heating, ventilation and air conditioning (HVAC) system within the terminal (2024: EUR 1.1 million), the rehabilitation of aircraft stands and service roads (2024: EUR 4.6 million), the upgrading of airfield substations and other electrical upgrades (2024: EUR 1.1 million) as well as the replacement of the Airfield Ground Lighting (AGL) control room system (2024: EUR 0.9 million).

Further to these projects, the Company kick-started works on the largest photovoltaic farm on airport grounds in Q4 2024. The fifth PV farm will generate around 5.1mln kWh of additional clean energy, significantly more than doubling current capacity and bringing the company a step closer to its net zero target (2024: EUR 0.9 million).

PRINCIPAL RISK AND UNCERTAINTIES

The Board as a whole, including the Audit Committee members, is responsible for evaluating the nature and extent of the Risk Management Framework, as well as the risk profile that is acceptable to the Board. The Audit Committee periodically reviews the work carried out by the Company's Risk Management Committee and evaluates the impact that identified risks pose to the Company's strategic objectives.

The main strategic, corporate and operational risks and uncertainties identified during the year under review are listed below.

Disruption of Critical ICT Systems

The disruption of an airport's ICT critical systems or processes, whether complete or partial, could result in a breakdown of essential communication channels, compromised data integrity, and potential lapses in security protocols. This may lead to operational inefficiencies, hindering the airport's ability to manage flights, process passenger information, and execute security measures effectively. The interconnected nature of modern airport systems amplifies the impact, with failures in hardware, networks, personnel vetting, backups, firewalls, and connectivity potentially causing widespread disruptions, impacting both airport operations and the overall guest experience. Mitigating these risks is crucial to maintaining the reliability and functionality of critical ICT systems in the airport environment.

Continuous monitoring and adaptive strategies are essential to sustain this risk posture and uphold the resilience of the Company's critical ICT systems against unforeseen challenges. Measures for risk mitigation within Malta International Airport include a robust backup strategy for critical data and systems, a thorough business impact analysis, software-defined networking redundancy, the implementation of redundant hardware, software and network infrastructure, the establishment of comprehensive incident response protocols, regular simulated exercises to test the efficiency of response plans, as well as the regular training of key personnel.

Pandemic Outbreak

Malta International Airport has a robust Health and Safety management framework in place. Following the COVID-19 outbreak, tailored emergency response plans as well as protocols enabling effective case management, were implemented to ensure that business continuity could be maintained throughout the crisis.

To safeguard its financial stability and preserve its liquidity, the Company also carries out regular analyses of the potential impact on financial results and going concern. Additionally, the Company maintains a close relationship with financial institutions to strengthen its liquidity position should the need arise.

PRINCIPAL RISK AND UNCERTAINTIES (CONTINUED)

Long-Term Capacity Constraints
Malta International Airport has recorded strong traffic development over the past years, with post-COVID-19 traffic having now well exceeded 2019 movements. The periods of saturation of terminal resources (check-in, gates, reclaims) during peak operating times have increased significantly, particularly during the course of the summer months, with the Company having to implement measures aimed towards actively mitigating the impact of such peak-driven demand. During the year under review, the European Commission strengthened its resolve to implement stronger and more modernised border controls by introducing the Entry/Exit System (EES) by November 2024. Following concerted pressure from European airports to allow more time to accommodate the required changes, the European Commission has once again postponed EES implementation, allowing also for soft mitigation measures.

The Company must retain its focus on ensuring that the airport capacity remains sufficient to bridge the gap during the terminal development phase. Given the envisaged investment over the next five years in existing and future terminal and airfield infrastructure, it is crucial that such projects are executed in a timely manner and in a cost-effective way. Infrastructure development is key to meeting the strategic objectives of the Company. However, the failure to develop infrastructure wisely and future-oriented towards emerging technology may result in facilities that are capacity-constrained shortly after their inauguration or otherwise susceptible to excessive expenditure and maintenance overheads. In addition, the designs must incorporate elements of sustainable development and a commercial mix that lives up to the guests' expectations.

To address these concerns, the Company regularly updates its traffic projections using a proven and reliable forecasting model and conducts extensive capacity studies combined with regular scenario analyses as well as the monitoring of external factors and the aviation industry as a whole. At the same time, it is ensured that the setting of financial and operational goals is in line with the Company's strategy and aligned with the required resources.

Employees
The Group employed an average of 471 employees in 2024, which translates to an increase of 13% over the previous year. This growth in headcount reflected the busiest year of operation ever recorded at Malta International Airport. The total headcount at year-end stood at 480 employees, which included 12 employees working for Airport Parking Limited and six employees working for SkyParks Business Centre. 91.5% of the Group's employees were employed on a full-time basis, while the remainder were employed on a part-time basis, bringing the full-time equivalent (FTE) figure at year-end to 449 employees. Compared to year-end 2023, the increase in FTE was 11.8%. Female employees accounted for 34% of the Group's workforce, which is slightly below the 35% recorded in the preceding year.

In 2024, the employee turnover rate for the Group stood at 11.6%, which was slightly lower than in 2023 and the lowest rate recorded since 2019. The Company's average length of service, on the other hand, dropped from 8.2 to 7.9 years, resulting from the recruitment of 94 employees during the year under review.

In 2024, the Company invested EUR 244,067 in training opportunities, with employees benefitting from a total of 16,810 hours of training. This figure does not include the 6,400 hours of physical training undertaken by the firefighting team. The bulk of the training, namely 5,405 hours, was dedicated to firefighting and fire safety awareness. Other training segments that racked up a significant number of hours include aerodrome safety (1,933 hours) and induction training for new employees (1,410 hours). The rest of the training hours, amounting to 8,063, were dedicated to topics ranging from professional skills to health and safety, and service quality to technical skills. The average training hours per employee for 2024 stood at 35 hours.

During the year under review, more than half of the Company's office workers availed themselves of the opportunity to work from home for up to two days per week, in line with the Company's Work from Home Policy. The Company Leave Bank, which was set up to assist employees who are going through particularly challenging circumstances and require additional leave, benefitted 15 employees in 2024, an increase from the five employees assisted in 2023.

The following table shows the HR-related indicators:

	2024	2023	+/-	% Change
Headcount - 31 December	**480**	435	45	10.3%
Headcount - Average	**471**	417	54	12.9%
FTE - 31 December	**449**	402	47	11.8%
FTE - Average	**444**	391	53	13.4%
Average age (in years)	**39.2**	38.7	0.5	1.3%
Length of service (in years)	**7.9**	8.2	(0.3)	(3.7%)
Share of women in workforce	**33.8%**	35.4%	-	(1.6 pp)
Employee turnover rate	**11.6%**	11.9%	-	(0.3 pp)
Training expenses (EUR)	**244,067**	269,911	(25,844)	(9.6%)
Reportable accidents	**2**	5	(3)	(60.0%)

Corporate Responsibility
Malta International Airport retained sustainability at the core of its growth and value-creation strategies, inviting airport stakeholders to partake in the Group's efforts to operate in a more environmentally and socially responsible manner.

Milestones in the Journey towards Net Zero Status
The publication of the Group's Net Zero Carbon Plan in 2024 has been an important environmental milestone for Malta International Airport. The plan establishes two interim targets - reaching carbon neutral status by 2025 and reducing emissions by 65% by 2030 - that will support the Group's journey towards the achievement of net zero carbon status by 2050. A four-million-euro investment in a new PV farm, groundwork for which kicked off last year, is expected to help the Group build on the momentum already achieved towards its net zero goal.

The Company's existing energy-efficiency initiatives bore encouraging results in 2024. While passenger traffic grew by nearly 15% over the previous year to total 8.96 million movements, the Group's electricity consumption increased by just 8%. This gathers further significance in light of the decommissioning of one of the airport's photovoltaic plants for five months to allow for an upgrade, leading to lower clean energy generation.

In 2024, Malta International Airport was successful in advancing to Level 3 (Optimisation) of ACI's Airport Carbon Accreditation programme, having satisfied the requirements related to the measurement of Scope 3 emissions. This included the collection of Scope 3 data from around 110 stakeholders, such as airlines, employees and outlet operators. This data encompasses information about employees' and stakeholders' commutes, employees' business trips, stakeholders' fuel and electricity consumption, as well as other carbon-emitting activities undertaken by stakeholders, such as the use of liquefied petroleum gas (LPG) and engine test runs. Malta International Airport has been gradually improving its data collection efforts since 2022, aiming to further widen the scope of the data collected in 2025 and beyond.

Employee and Stakeholder Engagement
In addition to being asked for their input in the annual Employee Commute Survey, airport employees were given the opportunity to broaden their knowledge of environmental matters. The annual GREENTalk featured presentations by a guest speaker from the Water Services Corporation and three airport employees, highlighting the importance of using water wisely, precipitation patterns in Malta and the Company's water stewardship efforts.

The year 2024 saw the start of apiary visits, giving employees the chance to take a closer look at a project that has helped the airport monitor air quality since 2016. Encouraged by the positive feedback received, the Company's Environmental Working Group plans to extend this initiative into 2025.

The Company's introduction of environmental criteria in tendering processes during the year under review is a means by which Malta International Airport ensures that its environmental ethos is reflected across its supply chain. Tenderers must now declare how sustainability is managed within their organisation by demonstrating compliance with relevant environmental legislation, sharing their environmental policy, and disclosing their waste management practices, among other requirements.

Supporting Neighbouring Communities and Charitable Causes
During the year under review, the Company's Corporate Responsibility Committee continued to lead Malta International Airport's philanthropic efforts, approving donations that amounted to almost EUR 190,000 in 2024.

This sum benefitted several organisations whose causes are closely aligned with the Company's values, as well as a number of initiatives undertaken within the airport's neighbouring villages. Malta International Airport prioritises the creation of value in Malta's southern region, given that this is where its operations have the most significant impact.

In parallel, employees raised EUR 17,000 for charitable causes through a programme of internal initiatives. One such initiative entailed the sale of photovoltaic panels that were dismantled to make way for newer models but were still in working order. Funds raised through these sales went towards the purchase of a wheelchair for a soldier who lost his limbs to a virus.

A Decade of the Malta Airport Foundation
The year 2024 marked a decade since the establishment of the Malta Airport Foundation. The occasion was celebrated with an event and the publication of a souvenir book documenting the Foundation's projects.

Meanwhile, the Foundation announced the completion of the restoration of the historical Via Sagra found inside the Church of Ta' Ġieżu in Valletta. Embellishment works inside the Church of Saint Leonard in Kirkop continued apace during 2024, with the Foundation expecting to officially unveil the project in the coming months.

To further enhance Valletta's offering, the Foundation signed an agreement with Heritage Malta in December 2024 to support the third phase of an ongoing restoration project on the Great Siege Bell Memorial located within the lower part of Saint Christopher Bastion.

FINANCIAL PERFORMANCE

Financial Results

The earnings before interest, taxation, depreciation and amortisation (EBITDA) of the Group increased by 15.8% or EUR 11.9 million; from EUR 75.2 million in 2023 to EUR 87.1 million in 2024.

While the net profit for 2023 amounted to EUR 40.3 million, the Group posted a net profit of EUR 46.3 million in 2024, recording an increase of 15% or EUR 6.0 million. The total comprehensive income for 2024 attributable to shareholders of the Company (net of tax) reached EUR 46.3 million.

Revenues

The total revenue of the Group amounted to EUR 142.9 million (2023: EUR 120.2 million), translating to an increase of 18.8% or EUR 22.6 million compared to 2023. Aviation-related revenues are the most important income stream of the Group, bolstered by the high demand for air travel. During the year under review, the airport segment contributed a share of 69.4% of total revenues (2023: 68.5%), while revenues from the retail and property segment totalled EUR 43.5 million (2023: EUR 37.6 million). The remaining portion of revenues amounting to EUR 0.3 million originated from other activities and contributed a 0.2% share.

Staff Costs

The staff costs of the Group amounted to EUR 17.2 million in 2024 (2023: EUR 14.3 million), marking an increase of EUR 2.9 million or 20% over 2023. The increase is a result of the growth in headcount required to provide adequate resources to meet operational needs and to continue delivering excellent service to a record number of passengers.

Other Operating Expenses

The other operating expenses of the Group increased by 25.2%, rising from EUR 30.7 million in 2023 to EUR 38.4 million in 2024, mainly due to the growth in passenger movements and an extended maintenance programme for the terminal building as awell as the airfield.

Depreciation and Amortisation

Depreciation and amortisation amounted to EUR 14.8 million (2023: EUR 12.6 million) during the year under review, translating into an increase of EUR 2.2 million compared with the previous year.

Comprehensive Income and Dividends

The financial results of the Group and the Company for the year ended 31 December 2024 are shown in the Statement of Comprehensive Income on page 151. The Group's total comprehensive profit for the year after taxation amounted to EUR 46.3 million (2023: EUR 40.3 million).

Further to the net interim dividend of EUR 0.06 per share (Gross EUR 0.0923) paid in 2024, the Board of Directors is recommending the payment of a final net dividend of EUR 0.12 per share (Gross EUR 0.1846) on all shares settled as at close of business on 14 April 2025, which dividend shall be paid by no later than 31 May 2025.

Financial Position

The profit for the year, together with shareholders' funds brought forward from the previous year, resulted in shareholders' funds as at 31 December 2024 of EUR 212.8 million (2023: EUR 190.9 million) for the Group and EUR 210.1 million (2023: EUR 188.6 million) for the Company.

Going Concern

After reviewing the Group and Company's budget for the next financial year and its long-term plans, the Directors are of the opinion that at the time of approving the financial statements, it is appropriate to adopt the going concern basis in preparing the Financial Statements.

Financial Risk Management

The financial risks of the Group and the Company identified during the year and their financial risk management objectives are outlined in detail in Note 37 of the Financial Statements.

FINANCIAL PERFORMANCE (CONTINUED)

Financial Key Performance Indicators

Financial Indicators (EUR mn)	2024	2023	Variance abs.	Variance in %
Total Revenue	**142.9**	120.2	22.6	18.8%
thereof Aviation Revenue	**99.1**	82.4	16.8	20.4%
thereof Non-Aviation Revenue	**43.7**	37.9	5.9	15.5%
EBITDA	**87.1**	75.2	11.9	15.8%
EBITDA Margin (in %)	**60.9%**	62.6%		(1.6 pp)
EBIT	**72.3**	62.7	9.6	15.4%
EBIT Margin (in %)	**50.6%**	52.1%		(1.5 pp)
Net Profit	**46.3**	40.3	6.0	15.0%
ROCE (in %)	**23.5%**	23.5%		0.0 pp
Cash (incl. term deposits) & Treasury Bills	**64.9**	76.4	(11.5)	(15.0%)
Equity	**212.8**	190.9	22.0	11.5%
Balance Sheet Total	**370.1**	330.6	39.5	11.9%
Capital Expenditure	**68.4**	44.3	24.1	54.5%
Taxes on Income	**25.8**	21.9	3.9	17.8%
Average Employees (No.)	**471**	417	54	12.9%

Share Capital

The share capital of the Company is EUR 33,825,000 divided into three classes of shares as follows:

- 81,179,990 Ordinary 'A' Shares representing approximately 60% of the total issued share capital;
- 54,120,000 Ordinary 'B' Shares representing 40% of the total issued share capital; and
- 10 Ordinary 'C' Shares.

All shares issued have a nominal value of EUR 0.25 and are fully paid up and allotted.

The Ordinary 'A' Shares are admitted to the official list of the Malta Stock Exchange, whilst the Ordinary 'B' and Ordinary 'C' Shares are not admitted or traded on an exchange.

The Ordinary 'A' Shares and Ordinary 'B' Shares shall entitle their holders to the same rights, benefits and powers in the Company save for the transferability thereof. The Ordinary 'A' Shares shall be freely transferable whilst the Ordinary 'B' Shares were non-transferable for a period of fifteen (15) years from 26 July 2002, upon which date they automatically became fully and freely transferable without the need for any formality.

The Ordinary 'C' Shares are held by and, in terms of the Memorandum of Association, may only be held by the Government of Malta. It does not carry any right to receive dividends or assets on a winding up or other return of capital but entitles the Government of Malta to appoint members on the National Interest Matters Committee pursuant to Article 58.10 of the Articles of Association of the Company.

Save for the above, there are no other restrictions attached to the shares of the Company.

No changes in the share capital of the Company were made nor did the Company acquire ownership of, or any rights over, any portion of its own share capital.

The following shareholders have an interest in more than 5% of the issued share capital of the Company:

- Malta Mediterranean Link Consortium Ltd
- Government of Malta
- VIE (Malta) Ltd

DIRECTORS

Appointment and Replacement of Directors

The Board of Directors of the Company is composed of a maximum of eight (8) directors. Five (5) directors are Non-Executive Directors and a maximum of three (3) directors, amongst whom is the CEO, are executive directors.

Any shareholder holding not less than 20% of the issued share capital of the Company having voting rights is entitled to appoint one director for each 20% shareholding by a letter addressed to the Company. In this respect, Malta Mediterranean Link Consortium Limited is entitled to appoint two (2) Non-Executive Directors and the Government of Malta is entitled to appoint one (1) non-executive director. The remaining Non-Executive Directors are appointed by the shareholders in a general meeting pursuant to the Articles of Association.

Unless appointed for a longer term, a director holds office from one Annual General Meeting to the next and is eligible for re-appointment. The maximum period for which a director may be appointed is a term of three (3) years, following the lapse of which such director shall be eligible for re-appointment.

In terms of the Articles of Association, the CEO of the Company shall occupy one of the executive director positions. The other executive directors to be co-opted to the Board are the Chief Financial Officer and the Chief Commercial Officer.

Powers of Directors

The directors of the Company have all the powers necessary to manage and direct the Company. The Company is empowered to buy back any of its shares, subject to the limitations and restrictions at law and the capital market rules. Subject to the authority of shareholders, to be given at three (3) year intervals, the directors are also empowered to issue further shares in the Company.

Directors

The directors who served during the year under review were:

Director	Title	Director since
Mr Nikolaus Gretzmacher	Chairman & Non-Executive Director	2012
Ms Rita Heiss	Non-Executive Director	2015
Dr Cory Greenland	Non-Executive Director	2015
Dr Wolfgang Koeberl	Non-Executive Director	2016
Mr Florian Nowotny	Non-Executive Director	2017
Mr Alan Borg	CEO and Executive Director	2012
Mr Karl Dandler	CFO and Executive Director	2014

In accordance with paragraph 56.1 of the Company's Articles of Association, all the present directors are to retire at the forthcoming Annual General Meeting. The appointment of the new directors will take place in accordance with paragraphs 55 and 56 of the same Articles of Association at the Annual General Meeting.

Directors' Interests in Material Contracts

The following directors have declared their interests in the share capital of the Group:

- Mr Nikolaus Gretzmacher a non-beneficial interest[1]
- Ms Rita Heiss a non-beneficial interest[2]
- Dr Cory Greenland a beneficial interest

No other director has a beneficial or non-beneficial interest in the Company's share capital.

[1] These shares are held by MMLC and VIE Malta Limited, companies of which Mr Gretzmacher is a director.
[2] These shares are held by MMLC and VIE Malta Limited, companies of which Ms Heiss is a director.

AUDITOR

A resolution to reappoint PricewaterhouseCoopers as auditor of the Company will be proposed at the forthcoming Annual General Meeting.

OUTLOOK

Traffic Development

While Airports Council International (ACI) reported that traffic through European airports for 2024 stood at 1.8% above pre-pandemic levels, the aviation industry continues to navigate a challenging landscape.

Delays in aircraft deliveries, which are expected to stabilise by the end of 2025, have seen airlines struggling to keep pace with the strong demand for air travel. Additionally, certain airlines have been constrained to ground several aircraft due to engine issues, a situation that is expected to linger beyond 2025. In parallel, geopolitical tensions have continued to drive up fuel costs, which are expected to continue rising with the introduction of sustainable aviation fuel (SAF).

Considering these challenges together with the positive developments for 2025, including the start of operations of four new airlines in the second quarter and the extension of certain routes into the shoulder months, the Company expects to close 2025 with 9.3 million passenger movements in 2025. This translates to an increase in traffic of 3.7% over 2024.

Financial Performance

Based on the projected passenger numbers for 2025, the total revenue of the Group for the year is expected to reach EUR 147 million. Projected EBITDA and Net Profit are to be at EUR 91 million and EUR 48 million, respectively. The capital expenditure of the Group during the year is expected to reach EUR 70 million.

Signed on behalf of the Company's Board of Directors on 24 February 2025 by Nikolaus Gretzmacher (Chairman), Alan Borg (Chief Executive Officer) and Karl Dandler (Chief Financial Officer) as per the Directors' Declaration on ESEF Annual Financial Report submitted in conjunction with the Annual Financial Report 2024.

Statement of Directors' Responsibilities

The directors are required by the Companies Act (Cap. 386) to prepare financial statements in accordance with International Financial Reporting Standards as adopted by the EU which give a true and fair view of the state of affairs of the Company and the Group at the end of each financial year, and of the profit or loss of the Company and the Group for the year then ended.

In preparing the financial statements, the directors should:

- select suitable accounting policies and apply them consistently;
- make judgments and estimates that are reasonable; and
- prepare the financial statements on a going concern basis, unless it is inappropriate to presume that the Company and the Group will continue in business as a going concern.

The directors are responsible for ensuring that proper accounting records are kept which disclose with reasonable accuracy at any time the financial position of the Company and the Group and which enable the directors to ensure that the financial statements comply with the Companies Act (Cap. 386). This responsibility includes designing, implementing and maintaining such internal control as the directors determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error. The directors are also responsible for safeguarding the assets of the Company and the Group, and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

Additionally, the directors are responsible for:

- the preparation and publication of the Annual Financial Report, including the consolidated financial statements and the relevant tagging requirements therein, as required by Capital Markets Rule 5.56A, in accordance with the requirements of the ESEF RTS,
- designing, implementing, and maintaining internal controls relevant to the preparation of the Annual Financial Report that is free from material non-compliance with the requirements of the ESEF RTS, whether due to fraud or error, and consequently, for ensuring the accurate transfer of the information in the Annual Financial Report into a single electronic reporting format.

STATEMENT OF RESPONSIBILITY PURSUANT TO THE CAPITAL MARKET RULES ISSUED BY MFSA

We confirm that to the best of our knowledge:

a) in accordance with the Capital Market Rules, the financial statements give a true and fair view of the financial position of the Company and the Group as at 31 December 2024 and of their financial performance and cash flows for the year then ended, in accordance with International Financial Reporting Standards as adopted by the EU; and

b) in accordance with the Capital Market Rules, the Directors' Report includes a fair review of the performance of the business and the financial position of the issuer and the undertakings included in the consolidation taken as a whole, together with a description of the principal risks and uncertainties that they face.

Approved by the Board of directors on 24 February 2025.

Corporate Governance

Statement of Compliance

YEAR ENDED 31 DECEMBER 2024

INTRODUCTION

Pursuant to the Capital Markets Rules issued by the Capital Markets Authority, Malta International Airport p.l.c. (the "Company") should endeavour to adopt the Code of Principles of Good Corporate Governance contained in Appendix 5.1 to Chapter 5 of the Capital Markets Rules (the "Code"). In terms of Capital Markets Rule 5.94, the Company hereby reports on the extent of its adoption of the principles of the Code for the financial year being reported upon.

The Company acknowledges that the Code does not dictate or prescribe mandatory rules, but recommends principles of good practice. However, the directors strongly believe that such practices are generally in the best interests of the Company and its shareholders and that compliance with the principles of good corporate governance is not only expected by investors but also evidences the directors' and the Company's commitment to a high standard of governance.

The Board of Directors (the "Board") has carried out a review of the Company's compliance with the Code for the financial year being reported upon, namely the year ended 31 December 2024.

GENERAL

The directors believe that good corporate governance is a function of a mix of checks and balances that best suit the Company and its business. Accordingly, whilst there are best practices that can be of general application, the structures that may be required within the context of larger companies are not necessarily and objectively the best structures for companies whose size and/or business dictate otherwise. It is in this context that the directors have adopted a corporate governance framework within the Company that is designed to better suit the Company, its business, scale and complexity whilst still ensuring a robust framework of manual and automated controls.

GENERAL (CONTINUED)

The Company has a corporate decision-making and supervisory structure that is tailored to suit the Company's requirements and designed to ensure the existence of a framework of controls within the Company.

In general, the directors believe that the Company has adopted appropriate structures to achieve an adequate level of good corporate governance, together with an adequate system of controls in line with the Company's requirements.

This corporate governance statement (the "Statement") will now set out the structures and processes in place within the Company and how these effectively achieve the goals set out in the Code. For this purpose, this Statement will make reference to the pertinent principles of the Code and then set out the manners in which the directors believe that these have been adhered to. Where the Company has not complied with any of the principles of the Code, this Statement will give an explanation for non-compliance.

For the avoidance of doubt, reference in this Statement to compliance with the principles of the Code means compliance with the Code's main principles, and the Code Provisions.

COMPLIANCE WITH THE CODE

Principle One: The Board

The directors believe that for the period under review the Company has generally complied with the requirements of this principle and the relative code provisions.

The Board is composed of members who are fit and proper to direct the business of the Company with honesty, competence, and integrity. All the members of the Board are fully aware of, and conversant with, the statutory and regulatory requirements connected to the business of the Company. The Board is accountable for its performance and that of its delegates too.

The Board is responsible for determining the Company's strategic direction and organisational requirements, whilst ensuring that the Company has the appropriate mix of financial and human resources to meet its objectives and improve its performance. Throughout the period under review, the Board provided the necessary leadership in the overall direction of the Company and has adopted prudent and effective systems whereby it obtains timely information from the Chief Executive Officer (the "CEO") as the head of the Executive Committee to ensure an open dialogue between the CEO and directors at regular intervals and not only at meetings of the Board. The Company has a structure that ensures a mix of Executive and Non-Executive Directors that enables the Board, and particularly the Non-Executive Directors to have direct information about the Company's performance and business activities from the head of executive management that is also a director on the Board.

Principle Two: Chairman and Chief Executive Officer

In line with the requirements of Principle Two, the Company has segregated the functions of the CEO and the Chairman. Whilst the CEO heads the Executive Committee, the Chairman's main function is to lead the Board and set its agenda. The Chairman is also responsible to ensure that the Board receives accurate, timely and objective information so that the directors can take sound decisions and effectively monitor the performance of the Company. The Chairman exercises independent judgement and ensures that, during Board meetings, there is effective communication with stakeholders as well as active engagement by all directors for the discussion of complex and/or contentious issues.

The CEO is accountable to the Board of the Company for all business operations. He has the power and authority to appoint the persons to fill in the post of each member of the Executive Committee. He also has the discretion to ask any one or more of such members, from time to time, to address the Board on matters relating to the operations of the Company and its Subsidiaries. The Board, of course, is entitled to call in, at its discretion, any one or more of the executives of the Company.

Principle Three: Composition of the Board

The full maximum complement of the Board, in line with Principle Three is of five (5) Non-Executive Directors and three (3) Executive Directors, a balance that is entrenched in the Company's Memorandum and Articles of Association, which requires that the CEO is an ex ufficio director together with a maximum of two (2) other senior executives of the Company. The presence of top executives on the Board is designed to ensure that all the Non- Executive Directors have direct access to the individuals who have the prime responsibility for the day-to-day operations and executive management of the Company. Furthermore, the presence of top executives allows for the implementation of policies that allow effective discussion and the availability of all the information necessary for the Board to carry out its function in the best possible manner.

The members of the Board for the year under review were:

Director	Title	Director Since
Mr Nikolaus Gretzmacher	Chairman & Non-Executive Director	2012
Ms Rita Heiss	Non-Executive Director	2015
Dr Cory Greenland	Non-Executive Director	2015
Dr Wolfgang Koeberl	Non-Executive Director	2016
Mr Florian Nowotny	Non-Executive Director	2017
Mr Alan Borg	CEO and Executive Director	2012
Mr Karl Dandler	CFO and Executive Director	2014

COMPLIANCE WITH THE CODE (CONTINUED)

Pursuant to generally accepted practices, as well as the Company's Articles of Association, the appointment of Non-Executive Directors to the Board is reserved exclusively to the Company's shareholders, except in so far as an appointment is made to fill a vacancy on the Board.

The Board normally meets every eight (8) weeks and as a matter of Board policy, a guideline was established whereby at its first meeting, meetings are scheduled for the full year. Board meetings concentrate mainly on strategy, operational performance, and financial performance. The Board also delegates specific responsibilities to the CEO and the Committees, notably the Executive Committee and the Audit Committee which operate under their respective formal terms of reference. Directors may, in the furtherance of their duties, take independent professional advice on any matter at the Company's expense.

For the purposes of Code Provision 3.2, requiring the Board to report on whether it considers each Non-Executive Director as independent in line with the requirements of that Code Provision, the Board considers each of the Non-Executive Directors as independent within the meaning of the Code.

Save for what is stated hereunder, none of the Non-Executive Directors:

a) are or have been employed in any capacity by the Company;
b) have or have had a significant direct or indirect relationship with the Company;
c) receive significant additional remuneration from the Company;
d) have close family ties with any of the executive members of the Board;
e) have served on the Board for more than twelve consecutive years;
f) have been within the last three years an engagement partner or a member of the audit team of the present or past external auditor of the Company or any Company forming part of the same group; and
g) have a significant business relationship with the Company.

Mr Nikolaus Gretzmacher, and Ms Rita Heiss (Non-Executive Directors) are currently members of the Board of Directors of Malta Mediterranean Link Consortium Limited, a Company holding 40 per cent of the issued and voting capital of the Company, and, together with Dr Wolfgang Koeberl are also employees of Flughafen Wien AG, the company's ultimate parent company. Notwithstanding the above relationship the Board still considers Mr Gretzmacher, Ms Heiss and Dr Koeberl as having the required skills, experience and integrity to retain their impartiality in acting as directors of the Company.

In terms of Principle 3.4, each Non-Executive Director has declared in writing to the Board that he/she undertakes:

- to maintain in all circumstances his/her independence of analysis, decision and action;
- not to seek or accept any unreasonable advantages that could be considered as compromising his/her independence; and
- to clearly express his/her opposition in the event that he/she finds that a decision of the Board may harm the Company.

Principle Four: The Responsibilities of the Board

In line with the requirements of Principle Four, it is the Board's responsibility to ensure a system of accountability, monitoring, strategy formulation and policy development.

The Board believes that this responsibility includes the appropriate delegation of powers to management and the organization of the executive team in a manner that is designed to provide high levels of comfort to the directors that there is proper monitoring and accountability apart from appropriate implementation of policies. The Board delegates specific responsibilities to committees, which operate under their respective formal Terms of Reference.

Executive Committee

The Board's link to the Executive Committee is principally the CEO, together with the other Executive Director on the Board, both of whom are members of the Executive Committee.

The Executive Committee comprises the Executive Directors and the heads of each business unit of the Group. The role of the Executive Committee is to implement the Company`s strategy and policies, through the various departments within the organisation. It also makes recommendations to the Board on matters which are beyond its remit. The Chief Executive Officer chairs the Executive Committee.

The members of the Committee for the period under review were:

- Mr Alan Borg (Chief Executive Officer)
- Mr Karl Dandler (Chief Financial Officer)
- Ing Martin Dalmas (Operations & Business Continuity)
- Mr Ian Maggi (Innovation & Technology)
- Mr Patrick Murgo (Safety & Security, Fire Services & Procurement)
- Ms Tina Lombardi (Commercial Development & Strategy)
- Mr Alex Cardona (Traffic Development, Customer Services & Administration)
- Ing Kevin Alamango (Technical Services)
- Mr Robert Mizzi (Aerodrome Safety & Compliance)
- Ms Justine Baldacchino (Sustainability & Analytics)
- Mr Thomas Abela Gatt (Skyparks Business Centre)[3]
- Ms Alexia Aquilina (Human Resources)[4]
- Mr Gayle Lynn Callus (Retail & Property, Marketing & Communications)[5]

The Executive Committee has met 37 times during the year under review.

[3] As from 7th Feb until 17th Jul 2024
[4] As from 11th Jul 2024
[5] Until 24th Jan 2024

COMPLIANCE WITH THE CODE (CONTINUED)

The Company has also established three cross-functional Committees, the 'Corporate Responsibility (CR) Committee, the Customer Experience (CE) Committee and the Finance Committee, which meet on a regular basis.

The CR Committee is responsible for the company's overall CR policy and strategy including the respective formulation and implementation thereof as well as the company's environmental planning, Airport Carbon Management and supervises the Malta Airport Foundation.

The CE Committee systematically deals with how to improve the airport's Customer Experience with a special focus on customer journeys, touch points, pain points and delighters as well as ASQ benchmarking, customer feedback and ASQ's Customer Experience Accreditation programme.

The Finance Committee analyses and interprets the company's financial information on a monthly and quarterly basis with a special focus on current and future income streams, cost drivers and margins to secure a sustainable growth for the Company.

The Chief Executive Officer chairs these cross-functional Committees and all meetings are minuted.

Audit Committee
As part of its corporate governance structures, the Company has an Audit Committee in line with the requirements of the Capital Markets Rules. The principal roles of the Audit Committee are in line with the requirements of Capital Markets Rule 5.127 and include the following:

- informing the Board of the Company of the outcome of the statutory audit and explaining how the statutory audit contributed to the integrity of financial reporting and what the role of the audit committee was in that process;
- monitoring the financial reporting process and submitting recommendations or proposals to ensure its integrity;
- monitoring of the effectiveness of the company's internal quality control and risk management system and, where applicable, its internal audit regarding the financial reporting of the Issuer without breaching its independence;
- monitoring of the audit of the annual and consolidated financial statements;
- reviewing additional reports prepared by the statutory auditor/s or audit firm/s;
- reviewing and monitoring the independence of the statutory auditors or the audit firms;
- taking responsibility for the procedure for the selection of statutory auditor/s or audit firm/s; and
- recommending the statutory auditor/s or the audit firm/s to be appointed.

During the year ended 31 December 2024 the Committee consisted of three (3) Non-Executive Directors, namely Mr Florian Nowotny, Ms Rita Heiss, and Dr Cory Greenland. The Committee has the power and authority under its Terms of Reference to summon any person to assist it in the performance of its duties. The directors believe that, during the year under review, Mr Florian Nowotny was independent and competent in accounting and/or auditing in terms of Capital Markets Rule 5.117. Mr Nowotny is considered as competent in accounting and/or auditing in view of his qualifications and experience.

When the Audit Committee's monitoring and review activities reveal cause for concern or scope for improvement, it shall make recommendations to the Board on the action needed to address the issue or make improvements. In the period under review the Audit Committee has held seven (7) meetings.

Company Executives participate in periodic strategic reviews, which include consideration of long-term projections and the revaluation of the business objectives in the short term. Regular budgets and strategic plans are prepared, which are incorporated into a comprehensive strategic plan for the Company. Performance against these plans is actively monitored and reported to the Board using key risk and performance indicators so that corrective measures can be taken to address any deficiencies and to ensure the future sustainability of the Company. These key risk and performance indicators are benchmarked against industry norms so that the Company's performance can be effectively evaluated.

In view of the number of members of the Board, the directors believe that its size is manageable to be able to address most issues as a Board rather than create sub-committees of the Board that may be more suitable in the case of companies having larger Boards. Indeed, the Board feels that its size and membership allow directors the opportunity to discuss matters directly and that this is a more effective and efficient manner to conduct its business.

The directors, however, are aware that there may be situations that require the delegation to certain committees of certain tasks or assignments and the Board has on occasion composed ad hoc committees for this purpose.

Notwithstanding that the board has established no formal policy on the matter, as part of succession planning, the Board and CEO ensure that the Company implements appropriate schemes to recruit, retain and motivate employees and senior management.

In ensuring compliance with other statutory requirements and with continuing listing obligations, the Board is advised directly, as appropriate, by its appointed broker, legal advisor and external auditors. The Board also ensures that appropriate policies and procedures are in place to assure that the highest standards of corporate conduct are maintained.

Directors are entitled to seek independent professional advice at any time on any aspect of their duties and responsibilities at the Company's expense.

COMPLIANCE WITH THE CODE (CONTINUED)

Principle Five: Board Meetings

The Board believes that it complies fully with the requirements of this principle and the relative Code Provisions, in that it has systems in place to ensure the reasonable notice of meetings of the Board and the circulation of discussion papers in advance of meetings so as to provide adequate time for directors to prepare themselves for such meetings. Minutes are prepared during Board meetings recording faithfully attendance, discussions and resolutions. These minutes are subsequently circulated to all directors as soon as practicable after the meeting.

The Board meets as often and as frequently as required in line with the nature and demands of the business of the Company. During the financial year under review the Board held six (6) meetings:

Director	Attendance Board Meetings 2024
Mr Nikolaus Gretzmacher	6/6
Ms Rita Heiss	6/6
Dr Cory Greenland	6/6
Dr Wolfgang Koeberl	3/6
Mr Florian Nowotny	4/6
Mr Alan Borg	6/6
Mr Karl Dandler	6/6

The Chairman ensures that all relevant issues are on the agenda and supported by all available information, whilst encouraging the presentation of views pertinent to the subject matter and giving all directors every opportunity to contribute to relevant issues on the agenda. The agenda on the Board strikes a balance between long-term strategic and short-term performance issues.

Directors attend meetings on frequent and regular basis and dedicate the necessary time and attention to their duties as directors of the Company.

Principle Six: Information and Professional Development

The CEO is appointed by the directors and enjoys the full confidence of the Board. The CEO, although responsible for the selection of the Executive Committee and the recruitment of senior executives, regularly updates the directors on the appointment of senior executives. The Board is satisfied that the current schemes for executive compensation and professional development are designed to render the Company an attractive proposition for the retention of top executives within the Company and to motivate the Executive Committee.

The directors attended comprehensive training throughout the year under review, covering three key areas: Financial Literacy, ESG, and Governance.

The Board intends to organise other professional development sessions for directors and executives designed specifically to enable them to discharge their functions more efficiently and in line with the high standards expected of them.

Directors have access to the advice and services of the Company Secretary who is also the legal counsel to the Board and the Company. As part of succession planning and employee retention, the Board and CEO ensure that the Company implements appropriate schemes to attract, retain and develop the best talent and keep employees engaged and motivated.

Principle Seven: Evaluation of the Board's Performance

The Board has not appointed a committee for the purpose of undertaking an evaluation of the Board's performance in accordance with the requirements of Code Provision 7.1 but has conducted an informal review of its own performance over the period under review. Refer to the note under the Section on 'Non-Compliance with the Code'.

Principle Eight: Committees

A. Remuneration Committee

The Company has no performance-related remuneration payable to its Non-Executive Directors and accordingly, as allowed by Code Provision 8.A.2, it has not appointed a Remuneration Committee. Instead, the functions of the Remuneration Committee are vested in the Board, which itself establishes the remuneration policies of the Company. The Non-Executive members of the Board establish the policies and decide on the performance related remuneration of its Executive Directors. Further details on remuneration of the directors are set out in the Remuneration Report for the financial year under review and is in compliance with the requirements of Capital Markets Rule 12.26 and contains the information required by Appendix 12.1 of the Capital Markets Rules.

The Board notes that the organizational set-up of the Company and the size of the Board itself, together with the fact that Non-Executive Directors are not entitled to performance related remuneration, does not, in the opinion of the directors, warrant the establishment of a Remuneration Committee. Remuneration policies have therefore been retained within the remit of the Board itself, and as already stated in the case of the Executive Directors, it is the Non-Executive members of the Board that decide on their performance related remuneration.

COMPLIANCE WITH THE CODE (CONTINUED)

The directors believe that certain committees that are suggested in the Code are either not required by the Company, or the functions of a number of committees may efficiently be merged or undertaken by the Board itself. In addition, the Board believes that its size and composition is sufficient for the proper direction and management of the Company and its business and that there would be no value added to the Company and its shareholders to increase the number of Board members simply to be able to have separate committees of the Board – when the same functions can properly be undertaken by the Board itself. The directors will retain the need of such committees under review and as in the past, may appoint ad hoc committees of directors to deal with specific issues as and when these arise.

For the purposes of the provisions of Article 63 of the Company's Articles of Association, the aggregate emoluments paid to the directors is EUR 701,798 which is within the amount approved by the shareholders of EUR 989,160 for the purpose of that article. The aggregate emoluments paid to the members of the Executive Committee excluding executive directors amount to EUR 855,240.

B. Nomination Committee
The Board believes that the main principle has been duly complied with, in that it is the Articles of Association themselves that establish a formal and transparent procedure for the appointment of directors. The Company has, however, not established a Nominations Committee as suggested by the Code.

Principle Nine: Relations with Shareholders and with the Market and Principle Ten: Institutional Shareholders

The Board serves the legitimate interests of the Company, accounts to shareholders fully and ensures that the Company communicates with the market effectively through a number of Company announcements, informing the market of significant events happening within the Company.

The Company also communicates with its shareholders through the Annual General Meeting (AGM), where the Board communicates directly with shareholders on the performance of the Company over the last financial year and informs shareholders of the challenges that lie ahead.

Business at the Company's AGM will cover the approval of the Annual Report and the audited Financial Statements, the declaration of a dividend, if any, the election of directors, the determination of the maximum aggregate emoluments that may be paid to directors, the appointment of auditors and the authorisation of the directors to set the auditors' remuneration. Any other matter that may be placed by the directors before the AGM will be dealt with as "Special Business".

Apart from the AGM, the Company has continued to communicate with its shareholders and the market by way of the Annual Report and Financial Statements, by publishing its results on a six-monthly basis during the year and through the directors' statements, which are also published on a six-monthly basis, as well as the publication of results for each of quarter 1 and quarter 3 in a financial year. Generally, the company also communicates with the market through Company announcements to the market in general. Regular meetings are carried out between Malta International Airport plc and Malta Association of Small Shareholders (MASS) to discuss matters of mutual interest.

The Company recognises the importance of maintaining a dialogue with the market to ensure that its strategies and performance are well understood. The Company's website (www.maltairport.com) also contains information about the Company and its business and is a source of further information to the market.

The Company's Articles of Association allow minority shareholders to call special meetings on matters of importance to the Company, provided that the minimum threshold of ownership established in the Articles of Association is met.

Principle Eleven: Conflicts of Interest

The Board has established procedures on how conflicts are to be handled, if and when they arise. A director having a personal conflict on any matter is bound to inform the other members of the Board of such a conflict whether it is an actual, potential or a perceived conflict. It is then the other members of the Board that would decide on whether there exists such a conflict, actual or potential. By virtue of the Memorandum and Articles of Association, in the event that, in the opinion of the Board such a conflict exists, then the conflicted director is invited to leave the meeting when it proceeds to the vote, if any, on the matter concerned. As a matter of practice, discussions of such matters are normally conducted in the absence of the conflicted director. The Board feels that this is a procedure that achieves compliance with both the letter and the rationale of principle eleven.

Commercial relationships between the Company and other companies may be related by way of common directors and shareholders ("Related Party Transactions"). Contracts are entered into in the ordinary course of business with shareholders and other parties in which the directors have a beneficial interest. Terms and conditions of contracts negotiated with related parties are reviewed by the Company's Audit Committee. Full disclosure of Related Party Transactions entered into during the financial year under review is made in Note 33 to the Financial Statements.

The following directors have declared their interests in the share capital of the Company:

- Nikolaus Gretzmacher — a non-beneficial interest [6]
- Rita Heiss — a non-beneficial interest [7]
- Cory Greenland — a beneficial interest

No other director has a beneficial or non-beneficial interest in the Company's share capital.

Principle Twelve: Corporate Social Responsibility

The directors are committed to high standards of Corporate Responsibility, specifically in the social, economic and environmental fields, both internally and externally. This is being done for the benefit of its key stakeholders, which include its shareholders, employees, customers as well as the local community at large.

[6] These shares are held by MMLC and VIE (Malta) Limited, companies of which Mr Gretzmacher is a director.
[7] These shares are held by MMLC and VIE (Malta) Limited, companies of which Ms Heiss is a director.

NON-COMPLIANCE WITH CODE PROVISIONS

The directors set out below the code provisions with which they do not comply and a careful explanation as to the reasons for such non-compliance:

Code Provision	Explanation
2.1	Whilst the Company has segregated the functions of the Chairman and the CEO, in that the two posts are occupied by different persons, the division of responsibilities between them has not been established in writing, although there is significant experience and practice that determines the two roles.
4.2	The Board has not formally developed a succession policy for the future composition of the Board of Directors as recommended by Code Provision 4.2.7. In practice, however, the Board and CEO are actively engaged in succession planning and in ensuring that appropriate schemes to recruit, retain and motivate employees and senior management are in place.
7.1	The Board believes that the size of the Company and the Board itself does not warrant the establishment of a committee specifically for the purpose of carrying out a performance evaluation of its role. Whilst the requirement under Code Provision 7.1 might be useful in the context of larger companies having a more complex set-up and a larger Board, the size of the Board is such that it should enable it to evaluate its own performance without the requirement of setting up an ad hoc committee for this purpose. The Board shall retain this matter under review over the coming year. Having conducted an informal review of its own performance over the period under review it is the Board's view that all members of the Board, individually and collectively, have contributed in line with the required levels of diligence and skill. In addition, the Board believes that its current composition endows the Board with a cross-section of skills and experience, not only with respect to the specific business of the Company, but also in a wider range of business areas and skills. This process was conducted by the Board itself rather than by a Committee chaired by a Non-Executive Director as required by the Code.
8B	The Board has not appointed a Nominations Committee in line with Code Provision 8B, particularly in the light of the specific manner in which the Articles of Association require that Non-Executive Directors be appointed by a shareholding qualification to the Board. The Executive Directors are, in accordance with the Articles, appointed by the Non-Executive Directors after their appointment, as aforesaid. The Board believes that the current Articles of Association do not allow the Board itself to make any recommendations to the shareholders for appointments of directors and that if this function were to be undertaken by the Board itself or a Nominations Committee, they would only be able to make a non-binding recommendation to the shareholders having the necessary qualification to appoint directors pursuant to the Articles of Association. The Board intends to keep under review the utility and possible advantages of having a Nominations Committee and following an evaluation may, if the need arises, make recommendations to the shareholders for a change to the Articles of Association.
9.3	The Memorandum and Articles of Association does not provide any mechanism for the resolution of conflicts between shareholders or any process that would trigger arbitration in these instances. This is mitigated by ongoing open dialogue between executive management and Non-Executive Directors of the Company, to ensure that such conflicts do not arise.
9.4	The Company does not have a policy in place to allow minority shareholders to present an issue to the Board.

INTERNAL CONTROL

The Board is ultimately responsible for the Company's system of internal controls and for reviewing its effectiveness. Such a system is designed to manage rather than eliminate risk to achieve business objectives, and can provide only reasonable, and not absolute, assurance against normal business risks or loss.

Through the Audit Committee, the Board reviews the effectiveness of the Company's system of internal controls, which are monitored by the Internal Auditors on a regular basis.

The key features of the Company's system of internal control are as follows:

Organisation

The Company operates through the CEO and Executive Committee with clear reporting lines and delegation of powers.

Control Environment

The Company is committed to standards of business ethics that emulate best practice and seeks to maintain these standards across all of its operations. Company policies and employee procedures are in place for the reporting and resolution of improper activities.

The Company has an appropriate organisational structure for planning, executing, controlling, and monitoring business operations in order to achieve Company objectives.

Risk Identification

Company management is responsible for the identification and evaluation of key risks applicable to their respective areas of business. A Risk Management Committee serve as a primary champion of risk management at a strategic and operational level to ensure that a sound system is in place that identifies, assesses, manages, and monitors risk. In addition, through regular checks the internal auditors test the Company's internal control systems and processes and make recommendations to management and the audit committee on any deficiency in such systems.

GENERAL MEETINGS

The general meeting is the highest decision-making body of the Company and is regulated by the Company's Articles of Association. All shareholders registered on the register of members of the Company on a particular record date are entitled to attend and vote at general meetings. A general meeting is called by twenty-one (21) days' notice.

At an Annual General Meeting what is termed as "ordinary business" is transacted, namely, the declaration of a dividend, the consideration of the accounts, balance sheets and the reports of the directors and the auditors, the election of directors, the appointment of auditors and the fixing of remuneration of directors and auditors. Other business which may be transacted at a general meeting (including at the Annual General Meeting) will be dealt with as "Special Business".

Voting at any general meeting takes place by a show of hands or a poll where this is demanded. Subject to any rights or restrictions for the time being attached to any class or classes of shares, on a show of hands each shareholder is entitled to one vote and on a poll each shareholder is entitled to one vote for each share carrying voting rights of which he is a holder. Shareholders who cannot participate in the general meeting may appoint a proxy by written or electronic notification to the Company. Appointed proxy holders enjoy the same rights to participate in the general meeting as those to which the shareholder they represent is entitled.

Every shareholder represented in person or by proxy is entitled to ask questions which are pertinent and related to the items on the agenda of the general meeting and to have such questions answered by the directors or such persons as the directors may delegate for such purpose.

The directors' statement of responsibilities for preparing the Financial Statements is set out on page 127.

The information required by:

a) Capital Markets Rule 5.97.5 is found in the Directors' Report;

b) Capital Markets Rule 12.26 and Appendix 12.1 will be found in the Remuneration Report.

Approved by the Board of Directors on 24 February 2025.

Remuneration Report

This Report on the remuneration of Malta International Airport plc's (the "Company" or "MIA") Board of Directors, including the Chief Executive Officer (CEO) and the Chief Financial Officer (CFO), has been drawn up in compliance with the requirements of Chapter 12 of the Captital Markets Rules and contains information required by the provisions of Appendix 12.1 of the Capital Markets Rules.

The Company's remuneration of its Board of Directors and executive management is based on the Remuneration Policy adopted and approved by shareholders at the annual general meeting of 11 November 2020. This policy may be viewed on the Company's website at https://www.maltairport.com/corporate/investors/publications/.

THE REMUNERATION POLICY

The Company's Remuneration Policy determines the basis for remuneration of all members of the Board of Directors of the Company. It defines the principles and guidelines that apply to both fixed and variable remuneration, including all bonuses and benefits, which can be awarded to directors and, in the case of variable remuneration, indicate the relative proportion between fixed and variable components.

The Company's Remuneration Policy is intended as a measure to attract and retain suitable candidates to serve as directors and to provide the Company with the appropriate skills, technical knowledge, experience, and expertise both for the determination of policies and strategies of the Company as well as the supervisory role of the Board.

The overall remuneration of the Board distinguishes between the remuneration of the Non-Executive Directors and executive directors. In the case of the Non-Executive Directors, including the Chairman, the only component of remuneration is the fixed honorarium received by the Non-Executive Directors, whilst in the case of the executive directors the remuneration consists of two components:

- The basic salary for the role as executive, and;
- A bonus linked to individual performance and the performance of the Company.

THE DECISION-MAKING PROCESS WITH RESPECT TO REMUNERATION

The aggregate emoluments that may be paid to the directors, including the executive directors, is decided upon by the shareholders in general meeting following a recommendation made to shareholders by the Board.

The Board then decides on the remuneration of the Chairman and the other Non-Executive Directors consisting of a fixed honorarium to each director. The Board also establishes and approves the remuneration of the CEO and CFO with respect to their executive roles within the Company.

KEY PRINCIPLES OF REMUNERATION

The Board of Directors of the Company consists of seven (7) individuals. Five (5) are Non-Executive Directors and two (2) are executive directors, including the CEO.

The aggregate remuneration approved by shareholders for the financial year ended 31 December 2024 was set at EUR 989,160. This includes components of remuneration of both non-executive and executive directors.

In accordance with Capital Markets Rule 12.26 transposing the requirements of the new EU Shareholders' Rights Directive (2019), the Remuneration Policy was approved by the shareholders at the Annual General Meeting 11 November 2020.

Accordingly, this is the fifth year that the Company is publishing a Remuneration Statement in line with the Remuneration Policy adopted by shareholders at the AGM 11 November 2020. The comparable figures refer to the financial years 2023, 2022, 2021 and 2020 for comparability.

THE CHAIRMAN AND THE NON-EXECUTIVE DIRECTORS

Fixed Component

The Board believes that, in line with local practice, the fixed honorarium for Non-Executive Directors is the principal component that compensates directors for their contribution as members of the Board. The Chairman's honorarium reflects the role as the most senior non-executive director on the Board and as the person responsible, amongst others, for chairing Board meetings and co-ordinating Board assignments.

Non-Executive Directors who are also delegated to sit on a sub-committee of the Board or otherwise chair such a sub-committee, are paid additional fixed honoraria for each such assignment.

None of the directors have service contracts with the Company and each non-executive director serves from one annual general meeting to the next, when the appointment of directors is conducted at the annual general meeting. Accordingly, none of the Non-Executive Directors are entitled to any compensation if they are removed from office. Such removal would require an ordinary resolution of the shareholders at a general meeting.

The directors are entitled to be paid travelling and other reasonable expenses incurred by them in the performance of their duties as directors. The Company does not remunerate the Chairman or the other Non- Executive Directors in any other manner, nor does it provide any loans or other guarantees to them.

Variable Component

The Chairman and Non-Executive Directors of the Company do not receive any variable component of remuneration.

Table 1 shows the overall remuneration of the Chairman and Non-Executive Directors for the financial years ended 31 December 2024, 2023, 2022, 2021 and 2020.

Office	Fixed Honorarium	Remuneration for sitting in subcommittees	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Paid 2021	Paid 2020
Mr Nikolaus Gretzmacher	€25,906		€25,906	€25,006	€23,294	€23,294	€23,294	€22,420	€20,964
Ms Rita Heiss	€14,458	€3,670	€18,128	€17,498	€16,300	€11,647	€11,647	€11,210	€10,482
Dr Cory Greenland	€14,458	€3,670	€18,128	€17,498	€16,300	€11,647	€11,647	€11,210	€10,482
Dr Wolfgang Koeberl	€14,458		€14,458	€13,956	€13,000	€9,318	€9,318	€8,968	€8,386
Mr Florian Nowotny	€14,458	€3,670	€18,128	€17,498	€16,300	€11,647	€11,647	€11,210	€10,482
Total	**€83,738**	**€11,010**	**€94,748**	**€91,456**	**€85,194**	**€67,553**	**€67,553**	**€65,018**	**€60,796**

Table 1: Remuneration of the Chairman and Non-Executive Directors

Due to the COVID-19 crisis and the material adverse impact which this had on the Company the Non-Executive Directors offered to have their remuneration reduced by 30% between April and July 2020 and again by 15% between February and April 2021. These reductions in remuneration are shown in Table 1. Effective 1st January 2022 the remuneration for a Non-Executive Director and a Non-Executive Director and Committee Member was increased from Euro 9,318 to Euro 13,000 and from Euro 11,647 to 16,300 respectively, whereas the remuneration for the Chairman remained unchanged. The last review of the remuneration of Non-Executive Directors took place in 2005. Effective 1st January 2023 and 1st January 2024 the remuneration for a Non- Executive Director and a Non-Executive Director and Committee Member was increased based on the Retail Price Index.

EXECUTIVE DIRECTORS

The Company has two executives that are appointed members of the Board. The executive directors are the CEO and the CFO, both of whom have service contracts with the Company of a definite duration, which entitle them to a fixed salary.

Fixed Remuneration – Salary

The CEO was entitled to receive a gross salary for the financial year ended 31 December 2024 of EUR 253,667 (2023: EUR 206,969; 2022: EUR 206,866; 2021: EUR 201,210; 2020: EUR 200,794). During 2020, due to the events occasioned by the COVID-19 crisis and the material adverse impact which this had on the Company, the CEO offered to have his salary reduced by 30% between April and July 2020. During 2021, due to the ongoing COVID- 19 crisis the CEO offered again a salary reduction of 15% between February and April 2021, and consequently the remuneration received for the year 2021 was of EUR 193,696 (2020: EUR 180,766). The CEO also receives the following benefits: Insurance (Health-Private Hospital Scheme, Accident & Disability Insurance, and Directors & Officers' Insurance), a Company car and a fully expensed mobile phone service.

The CFO was entitled to receive a gross salary for the financial year ended 31 December 2024 of EUR 193,179; (2023: EUR 173,179; 2022: EUR 161,357; 2021: EUR 157,054; 2020: EUR 156,963). During 2020, due to the events caused by the COVID-19 crisis and the material adverse impact which this had on the Company, the CFO offered to have his salary reduced by 30% between April and July 2020. During 2021, due to the then ongoing COVID-19 crisis the CFO again offered a salary reduction of 15% between February and April 2021, and consequently the remuneration received for the year 2021 was of EUR 151,184 (2020: EUR 141,318). The CFO also receives the following additional benefits: Insurance (Health-Private Hospital Scheme, Accident & Disability Insurance, and Directors & Officers' Insurance), a Company car and a fully expensed mobile phone service.

Variable Remuneration – Bonus

Both the CEO and the CFO are entitled to a bonus scheme which is linked to the performance of the Company and their individual performance over the course of the financial year. The Chairman sets targets at the beginning of the year to be reached by each executive, and then assesses the performance of each executive against the benchmarks set at the beginning of each year and awards the bonus accordingly. The variable component of the executive directors' remuneration is based on a balance scoring system which includes both financial and non- financial Key Performance Indicators (KPIs) and targets. The Chairman has full discretion in evaluating the performance and attainment of such KPIs and targets.

In the year 2024, the CEO received a bonus of EUR 103,184, (2023: EUR 142,927; 2022: EUR 100,186; 2021: EUR 50,070; 2020: EUR 98,844), whilst the CFO received a bonus of EUR 51,800, (2023: EUR 48,253 2022: EUR 46,963; 2021: EUR 23,468; 2020: EUR 46,316), both in respect of the year 2023.

In terms of the requirements within Appendix 12.1 of the Capital Market Rules, the annual change of the average remuneration on a full-time equivalent basis of employees other than directors was 5.8% (2024 vs 2023), 15.0% (2023 vs 2022), 1.7% (2022 vs 2021) and 3.8% (2021 vs 2020). In relation to the performance of the Company we refer to page 122 of the Directors' Report: 'Financial Key Performance Indicators'.

The foregoing Remuneration Statement is being put forward to an advisory vote of the 2024 AGM in accordance with the requirements of the MFSA Capital Markets Rule 12.26 L.

The contents of this remuneration report have been checked by the auditors as required by Capital Markets Rule 12.26N and their report is appended herewith.

Approved by the Board of directors on 24 February 2025.

Income Statements

YEAR ENDED 31 DECEMBER 2024

		The Group		The Company	
(in EUR)	Notes	2024	2023	2024	2023
Revenue	6	**142,869,457**	120,247,948	**137,965,009**	115,378,805
Staff costs	11	**(17,198,709)**	(14,327,716)	**(16,681,645)**	(13,997,077)
Other operating expenses	9	**(38,386,882)**	(30,670,557)	**(37,449,896)**	(29,757,301)
Impairment losses on financial assets	20	**(209,814)**	(26,701)	**(326,472)**	(29,256)
Depreciation	14/15	**(14,793,334)**	(12,567,502)	**(12,863,469)**	(10,697,872)
Release of deferred income arising on the sale of terminal buildings upon privatisation	22	**283,659**	283,603	**283,659**	283,603
Investment income	7	**1,772,097**	1,481,698	**2,485,395**	2,915,167
Finance cost	8	**(2,149,107)**	(2,172,154)	**(2,149,107)**	(2,172,154)
Profit before tax		**72,187,367**	62,248,619	**71,263,474**	61,923,915
Income tax expense	12	**(25,848,217)**	(21,944,766)	**(25,443,911)**	(21,820,838)
Profit for the year attributable to the ordinary equity holders of the Company, net of tax		**46,339,150**	40,303,853	**45,819,563**	40,103,077
Earnings per share attributable to the ordinary equity holders of the Group	29	**0.342**	0.298	**-**	-

Statements of Comprehensive Income

YEAR ENDED 31 DECEMBER 2024

		The Group		The Company	
(in EUR)	Notes	2024	2023	2024	2023
Profit for the year attributable to the ordinary equity holders of the Company, net of tax		**46,339,150**	40,303,853	**45,819,563**	40,103,077
Items that will not be reclassified subsequently to profit or loss:					
Actuarial (loss) / gain on defined benefit pension plans	23/24	6,985	(36,757)	6,985	(36,757)
Deferred tax debit / (credit)	18	(2,445)	12,865	(2,445)	12,865
Other comprehensive income for the year attributable to the ordinary equity holders of the Company, net of tax		**4,540**	(23,892)	**4,540**	(23,892)
Total comprehensive income for the year attributable to the ordinary equity holders of the Company, net of tax		**46,343,690**	40,279,961	**45,824,103**	40,079,185

Statements of Financial Position

AS AT 31 DECEMBER 2024

		The Group		The Company	
(in EUR)	Notes	2024	2023	2024	2023
Assets					
Property, plant and equipment	14	241,469,362	202,120,085	227,076,303	187,265,334
Investment property	15	29,192,762	15,529,126	299,646	306,615
Investment in subsidiaries	16	-	-	2,004,800	2,004,800
Loans receivable	17	-	-	35,054,972	22,742,598
Other receivables	20	1,871,084	1,900,124	2,021,223	1,974,970
Deferred tax assets	18	4,960,485	5,546,733	5,031,654	5,346,063
Non-current assets		277,493,693	225,096,068	271,488,598	219,640,380
Inventories	19	1,557,530	1,280,119	1,557,530	1,280,119
Loans receivable	17	-	-	2,290,720	1,937,663
Trade and other receivables	20	26,143,670	27,857,390	29,048,530	29,859,224
Short-term Treasury Bills	26	-	14,699,519	-	14,699,519
Term deposits	27	45,000,000	37,000,000	45,000,000	37,000,000
Cash and cash equivalents	28	19,914,918	24,674,829	18,585,279	21,759,733
Current assets		92,616,118	105,511,857	96,482,059	106,536,258
Total Assets		370,109,811	330,607,925	367,970,657	326,176,638

Statements of Financial Position

AS AT 31 DECEMBER 2024 (CONTINUED)

		The Group		The Company	
(in EUR)	Notes	2024	2023	2024	2023
Equity and Liabilities					
Equity attributable to ordinary equity holders of the Company					
Share capital	25	33,825,000	33,825,000	33,825,000	33,825,000
Retained earnings		179,015,978	157,026,288	176,267,954	154,797,850
Total Equity		212,840,978	190,851,288	210,092,954	188,622,850
Lease liability	33	54,719,378	54,374,185	54,719,378	54,374,185
Deferred income	22	4,725,128	5,049,058	4,725,128	5,049,058
Other payables	21	5,723,159	1,957,908	5,318,545	1,770,277
Employee benefit obligations	23	2,689,699	2,890,265	2,689,699	2,890,265
Provision for MIA benefit fund	24	307,551	264,827	307,551	264,827
Non-current liabilities		68,164,915	64,536,243	67,760,301	64,348,612
Trade and other payables	21	66,570,705	68,164,915	67,435,139	53,712,808
Current tax liabilities		22,533,213	19,416,430	22,682,263	19,492,368
Current liabilities		89,103,918	75,220,394	90,117,402	73,205,176
Total Liabilities		157,268,833	139,756,637	157,877,703	137,553,788
Total Equity and Liabilities		370,109,811	330,607,925	367,970,657	326,176,638

The financial statements on pages 150 to 223 were approved and authorised for issue by the Board of Directors on 24 February 2025. The financial statements were signed on behalf of the Company's Board of Directors by Nikolaus Gretzmacher (Chairman), Alan Borg (Chief Executive Officer) and Karl Dandler (Chief Financial Officer) as per the Directors' Declaration on ESEF Annual Financial Report submitted in conjunction with the Annual Financial Report 2024.

Statements of Changes in Equity

YEAR ENDED 31 DECEMBER 2024

The Group	Equity attributable to ordinary equity holders of the Company		
(in EUR)	Share capital	Retained earnings	Total
Balance at 1 January 2023	**33,825,000**	**137,041,327**	**170,866,327**
Profit for the year	-	40,303,853	40,303,853
Other comprehensive income	-	(23,892)	(23,892)
Total comprehensive income for the year	**-**	**40,279,961**	**40,279,961**
Transactions with owners of the company:			
Dividends (Note 13)	-	(20,295,000)	(20,295,000)
Balance at 31 December 2023	**33,825,000**	**157,026,288**	**190,851,288**
Balance at 1 January 2024	**33,825,000**	**157,026,288**	**190,851,288**
Profit for the year	-	46,339,150	46,339,150
Other comprehensive income	-	4,540	4,540
Total comprehensive income for the year	**-**	**45,343,690**	**46,343,690**
Transactions with owners of the company:			
Dividends (Note 13)	-	(24,354,000)	(24,354,000)
Balance at 31 December 2024	**33,825,000**	**179,015,978**	**212,840,978**

Statements of Changes in Equity

YEAR ENDED 31 DECEMBER 2024 (CONTINUED)

The Company	Equity attributable to ordinary equity holders of the Company		
(in EUR)	Share capital	Retained earnings	Total
Balance at 1 January 2023	**33,825,000**	**135,013,665**	**168,838,665**
Profit for the year	-	40,103,077	40,103,077
Other comprehensive income	-	(23,892)	(23,892)
Total comprehensive income for the year	**-**	**40,079,185**	**40,079,185**
Transactions with owners of the company:			
Dividends (Note 13)	-	(20,295,000)	(20,295,000)
Balance at 31 December 2023	**33,825,000**	**154,797,850**	**188,622,850**
Balance at 1 January 2024	**33,825,000**	**154,797,850**	**188,622,850**
Profit for the year	-	45,819,563	45,819,563
Other comprehensive income	-	4,540	4,540
Total comprehensive income for the year	**-**	**45,824,103**	**45,824,103**
Transactions with owners of the company:			
Dividends (Note 13)	-	(24,354,000)	(24,354,000)
Balance at 31 December 2024	**33,825,000**	**176,267,953**	**210,092,953**

Statements of Cash Flows

YEAR ENDED 31 DECEMBER 2024

(in EUR)	Notes	The Group 2024	The Group 2023	The Company 2024	The Company 2023
Cash flows from operating activities					
Profit before tax		**72,187,367**	**62,248,619**	**71,263,474**	**61,923,915**
Adjustments for:					
Depreciation	14/15	14,793,334	12,567,502	12,863,469	10,697,872
Investment income	7	(1,772,097)	(1,481,698)	(2,485,395)	(2,915,167)
Finance cost	8	2,157,881	2,144,381	2,157,881	2,144,381
Loss on disposal of PPE		595,205	-	595,205	-
Release of deferred income arising on the sale of terminal buildings upon privatisation	22	(283,659)	(283,603)	(283,659)	(283,603)
Amortisation of grants	22	(40,255)	(40,255)	(40,255)	(40,255)
Provision for employee benefit obligations	23	53,513	93,510	53,513	93,510
Provision for MIA benefit plan	24	47,187	(93,703)	47,187	(93,703)
Provision for impairment of trade receivables	20	209,814	26,701	326,472	29,255
		87,948,290	**75,181,454**	**84,497,892**	**71,556,205**
Working capital movements:					
Movement in inventories	19	(277,411)	(117,717)	(277,411)	(117,717)
Movement in trade and other receivables	20	1,535,626	(5,163,190)	1,153,947	(3,010,016)
Movement in trade and other payables	21	8,597,147	2,200,369	10,333,848	1,324,544
Cash flows from operations		**97,803,652**	**72,100,916**	**95,708,276**	**69,753,016**
Lease interest paid	33	(1,812,688)	(1,812,688)	(1,812,688)	(1,812,688)
Income taxes paid		(22,147,631)	(4,419,086)	(21,942,052)	(4,159,913)
(Payments)/Receipts of deposit to/from tenants		(6,400)	(293,600)	6,400	(293,600)
Retirement benefit paid	23	(251,557)	(204,960)	(251,557)	(204,960)
Net cash flows from operating activities		**73,585,376**	**65,370,582**	**71,708,379**	**63,281,855**

Statements of Cash Flows

YEAR ENDED 31 DECEMBER 2024 (CONTINUED)

(in EUR)	Notes	The Group 2024	The Group 2023	The Company 2024	The Company 2023
Cash flows from investing activities					
Purchase of PPE	14	(46,977,427)	(37,747,232)	(46,332,340)	(37,589,808)
Additions to investment property	15	(15,482,793)	(223,626)	-	-
Investments in short-term treasury bills	26	14,699,519	10,089,919	14,699,519	10,089,919
Investments in term deposits	27	(8,000,000)	(17,500,000)	(8,000,000)	(17,500,000)
Receipts from intracompany loans	17	-	-	(14,603,094)	-
Receipts from intracompany loans	17	-	-	1,937,663	3,790,720
Interest received	7	1,769,414	560,144	1,769,419	560,144
Net cash flows used in investing activities		**(53,991,287)**	**(44,820,795)**	**(50,528,833)**	**(40,649,025)**
Cash flows from financing activities					
Dividends paid	13	(24,354,000)	(20,295,000)	(24,354,000)	(20,295,000)
Net cash flows used in financing activities		**(24,354,000)**	**(20,295,000)**	**(24,354,000)**	**(20,295,000)**
Net movement in cash and cash equivalents		**(4,759,911)**	**254,787**	**(3,174,454)**	**2,337,830**
Cash and cash equivalents at the beginning of the year		**24,674,829**	**24,420,042**	**21,759,733**	**19,421,903**
Cash and cash equivalents at the end of the year	28	**19,914,918**	**24,674,829**	**18,585,279**	**21,759,733**

Net Debt Reconciliation

All the movements in the Group's and the Company's net debt (Lease liability net of cash and cash equivalents) related only to cash flow movements and are disclosed as part of the operating activities in the Statements of Cash Flows above (refer to Note 33).

Notes to the Financial Statements

YEAR ENDED 31 DECEMBER 2024

1. REPORTING ENTITY

The Company is a public limited liability company whose shares are publicly listed and traded on the Malta Stock Exchange. The Company's registration number is C12663, the country of incorporation is Malta and the Company's registered office is Malta International Airport, Luqa, Malta.

The principal activities of the Company are the development, operation and management of Malta's airport. On 11 February 2008, the Company set up a wholly owned subsidiary, Sky Parks Limited, to take over the operations of the car park business. The name of this subsidiary was changed to Airport Parking Limited on 27 October 2009. Another subsidiary, Sky Parks Development Limited, was set up by the Company on 29 October 2009. The main activity of Sky Parks Development Limited is to manage real estate projects within the land which is currently under the management of the Group. Another subsidiary Sky Parks Business Centre Limited was set up by the Company on 26 April 2012. The principal activity of the subsidiary is to operate the Business Centre within the limits of the airport. On 20 June 2013, the Company set up another wholly owned subsidiary, Kirkop PV Farm Limited. The main activity of this company is to explore opportunities in the generation of electricity using photovoltaic technologies.

The Company and the subsidiaries are together referred to as 'the Group'.

2. BASIS OF PREPARATION

Under the Companies Act, Cap. 386 of the Laws of Malta, the Company is required to present individual and consolidated financial statements. The financial statements of the Group and the Company have been prepared on a historical cost basis except for the subsequent measurement of the employee benefit obligations and the provision for the MIA Benefit fund and are prepared in accordance with International Financial Reporting Standards (IFRS) as adopted by the EU and comply with the Companies Act, Cap. 386 of the Laws of Malta. The functional currency of the Company is the Euro which is also the presentation currency of the Group.

The consolidated financial statements comprise the financial statements of Malta International Airport p.l.c, and its subsidiaries, as mentioned in Note 1 above. For more details on the scope of consolidation see Note 40.

3. JUDGMENTS IN APPLYING ACCOUNTING POLICIES AND KEY SOURCES OF ESTIMATION UNCERTAINTY

Except as discussed below and in the remaining notes to the financial statements, the directors did not make any significant judgments in the process of applying the Company's and the Group's accounting policies which can significantly affect the amounts recognised in the consolidated and the individual financial statements and, at the end of the reporting period, there were no key assumptions concerning the future, or any other key sources of estimation uncertainty that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year.

3.1. Service Concession Arrangements in terms of IFRIC 12

IFRIC 12 Service Concession Arrangements was endorsed by the EU for financial years beginning after 29 March 2009. The Interpretation, which is limited in scope, clarifies the accounting of service concession arrangements by private sector operators which provide public services on behalf of government or other public sector entities.

The Interpretation of IFRIC 12 provides guidance on the scope of arrangements based on the influence of the guarantor in regulating what services the operator must provide with the infrastructure, to whom it must provide services, and at what price. For arrangements falling within the Interpretation's scope, the infrastructure assets are not recognised as property, plant and equipment of the operator. Rather, depending on the terms of the arrangement, the operator will recognise:

(i) a financial asset (where the operator has an unconditional right to receive a specified amount of cash or other financial asset over the life of the arrangement); or

(ii) an intangible asset (where the operator's future cash flows are not specified, for example, where they will vary according to usage of the infrastructure asset); or

both a financial asset and an intangible asset where the operator's return is provided partially by a financial asset and partially by an intangible asset.

The Group and Company's business activities and operations are governed under a 65-year concession granted in July 2002. The nature of the Group's and Company's operations, including various revenue streams from a number of third-party entities, are not influenced by the grantor of the concession. The setting of prices by the Group and Company's operational team are based on local and international market forces including seasonality, demand and market rates. The regulator and the Group and the Company collaborate to set rates for regulated revenues with a view of attaining a healthy traffic of travel to the island, rates are discussed and mutually agreed but not imposed. The Company's and the Group's proportion of unregulated activities is also not insignificant. Based on the foregoing the directors conclude that accounting under IFRIC 12 rules does not apply to the Group and to the Company.

3. JUDGMENTS IN APPLYING ACCOUNTING POLICIES AND KEY SOURCES OF ESTIMATION UNCERTAINTY (CONTINUED)

3.2. Lessee accounting in terms of IFRS 16

Judgments and estimates with regards to IFRS 16 Leases that warrant additional disclosures in terms of IAS 1 comprise (a) the judgment in connection with the inclusion of the aerodrome licence within the scope of IFRS 16 and (b) the estimate in connection with the determination of the incremental borrowing rate upon the implementation of IFRS 16 on 1 January 2019.

The Group concluded that the licence over the aerodrome which includes the Airfield, falls within the scope of IFRS 16 and the contractual payments in this respect have therefore been included within right- of-use assets and lease liabilities, amounting to EUR 10.7 million upon the adoption of IFRS 16 on 1 January 2019. The Group arrived at this conclusion by taking into consideration the following factors - (a) the management of the Airfield is considered to be integral to the use of the land and buildings held as temporary emphyteusis, with the Group having an obligation to manage the Airfield for the same duration of the emphyteusis, (b) the Group considers the licence as being inseparable from the right to use the Airfield (being the tangible component), (c) it is not possible to split the right to operate the Airfield from the right to use the Airfield and (d) the Group considers the use of the Airfield to be the most significant element of the transaction.

Upon the implementation of IFRS 16, lease liabilities at 1 January 2019 were measured at the present value of the remaining lease payments, discounted using the incremental borrowing rate as of that date. The incremental borrowing rate reflects the rate of interest that the Group would have to pay to borrow over a similar term, and with a similar security, the funds necessary to obtain an asset of a similar value to the right-of-use asset in a similar economic environment. To determine this rate, the Group obtained information from its bank for the particular purpose and extrapolated it to reflect the specific characteristics of the lease, in particular the long remaining lease term of the temporary emphyteuses and the related aerodrome licence until 2067. The weighted average incremental borrowing rate that the Group applied to its lease liabilities as at 1 January 2019 was 4.07% per annum.

4. APPLICATION OF NEW AND REVISED IFRS

4.1. Standards, interpretations and amendments to published standards effective in 2024

A number of amended standards became applicable in the current reporting period. The Group did not have to change its accounting policies or make retrospective adjustments as a result of adopting these amended standards.

4.2. Standards, interpretations and amendments to published standards that are not yet effective

At the date of approval of these financial statements, a number of other International Financial Reporting Standards were either not yet endorsed by the EU or were not yet applicable to the Group. The Board of Directors anticipate that the adoption of these Standards will have no material impact on the financial statements of the Group in the period of initial application.

5. OPERATING SEGMENTS

IFRS 8 requires operating segments to be identified on the basis of internal reports about components of the Group that are regularly reviewed by the chief operating decision maker in order to allocate resources to the segments and to assess their performance.

For management purposes the Group is organised into operating segments based on the nature of its operations and has the reportable segments as shown below.

Management monitors the operating results of its segments separately for the purposes of making decisions about resource allocation and performance assessment. Segment performance is evaluated based on earnings before interest, tax and deferred income arising from the sale of terminal buildings upon privatisation (EBIT). Revenues and certain costs are allocated in full to particular segments. The remaining costs are allocated across the different segments on the basis of square meters or revenues, as applicable. The Group and the Company financing (including finance income and finance costs), deferred income arising from the sale of terminal buildings upon privatisation and income tax are managed on a Group and Company basis and are not allocated to operating segments.

Airport Segment

The Airport Segment comprises of the activities usually carried out by an airport. These services include revenue from airport regulated fees, aviation concessions and PRMs (persons with reduced mobility) and their associated costs. This segment also includes the operations and maintenance of the terminal, runways, taxiways and aircraft parks.

Retail and Property Segment

The Retail and Property Segment includes various services that support the airport operations. These include the operations of the various retail outlets within the airport perimeter, advertising sites and rental of offices, warehouses and income from the running of the VIP lounges. Income and costs from Airport Parking Limited, Sky Parks Business Centre Limited and Sky Parks Development Limited are also allocated within the Retail and Property Segment.

Other Segment

This comprises services that do not fall under the Airport and the Retail and Property Segments, which include miscellaneous income and disbursement fees from third parties as well as any costs associated with this income.

5. OPERATING SEGMENTS (CONTINUED)

The results of the operating segments are reported below:

2024 (in EUR)	Airport	Retail & Property	Other	The Group
Revenue (external)	99,129,409	43,453,718	286,330	142,869,457
Staff costs	(14,382,288)	(2,816,421)	-	(17,198,709)
Other operating costs	(30,676,079)	(7,710,803)	-	(38,386,882)
Impairment losses on financial assets	(238,325)	28,511	-	(209,814)
EBITDA	**53,832,718**	**32,955,006**	**286,330**	**87,074,052**
Depreciation	(9,189,640)	(5,603,694)	-	(14,793,334)
EBIT	**44,643,078**	**27,351,312**	**286,330**	**72,280,719**
Investment income				1,772,097
Finance cost				(2,149,107)
Release of deferred income arising on the sale of terminal buildings upon privatisation				283,659
Profit before tax				**72,187,367**

2023 (in EUR)	Airport	Retail & Property	Other	The Group
Revenue (external)	82,364,410	37,609,762	273,776	120,247,948
Staff costs	(12,297,411)	(2,030,305)	-	(14,327,716)
Other operating costs	(24,892,057)	(5,778,500)	-	(30,670,557)
Impairment losses on financial assets	(21,356)	(5,345)	-	(26,701)
EBITDA	**45,153,586**	**29,795,612**	**273,776**	**75,222,974**
Depreciation	(7,517,150)	(5,050,352)	-	(12,567,502)
EBIT	**37,636,436**	**24,745,260**	**273,776**	**62,655,472**
Investment income				1,481,698
Finance cost				(2,172,154)
Release of deferred income arising on the sale of terminal buildings upon privatisation				283,603
Profit before tax				**62,248,619**

Airport segment revenues generated from two clients with each generating 10% or more of revenues amounted to EUR 43,989,460 and EUR 15,733,448 (2023: EUR 33,806,146 and EUR 20,516,118).

6. REVENUE

In the following table, revenue of the Group is disaggregated by revenue category. The table also includes a reconciliation of the disaggregated revenue with the Group's operating segments (see Note 5).

The Group 2024 (in EUR)	Airport	Retail & Property	Other	Total
Revenue from Services provided				
Regulated revenue	80,265,161	-	-	**80,265,161**
Unregulated revenue	18,864,248	11,611,532	286,330	**30,762,113**
Revenue from Contracts with Customers	**99,129,409**	**11,611,532**	**286,330**	**111,027,274**
Revenue from leases (Note 33)	**-**	**31,842,186**	**-**	**31,842,186**
Total Revenue	**99,129,409**	**43,453,718**	**286,330**	**142,869,457**

The Group 2023 (in EUR)	Airport	Retail & Property	Other	Total
Revenue from Services provided				
Regulated revenue	66,372,926	-	-	**66,372,926**
Unregulated revenue	15,991,484	9,936,797	273,776	**26,202,057**
Revenue from Contracts with Customers	**82,364,410**	**9,936,797**	**273,776**	**92,574,983**
Revenue from leases (Note 33)	**-**	**27,672,965**	**-**	**27,672,965**
Total Revenue	**82,364,410**	**37,609,762**	**273,776**	**120,247,948**

6. REVENUE (CONTINUED)

In the following table, revenue of the Company is disaggregated by revenue category:

The Company (in EUR)	2024	2023
Revenue from Services provided		
Regulated revenue	80,265,161	66,372,926
Unregulated revenue	28,925,470	24,584,035
Revenue from Contracts with Customers	**109,190,631**	**90,956,961**
Revenue from leases (Note 33)	**28,774,378**	**24,421,844**
Total Revenue	**137,965,009**	**115,378,805**

All the Group's revenues and its non-current assets other than financial assets are attributable to the Company's country of domicile.

Revenue generated with entities under government control is disclosed in Note 32 and 34.

The aggregate amount of the transaction price allocated to the performance obligations that are unsatisfied (or partially unsatisfied) as of the end of the reporting period either relates to contracts that have an original expected duration of one year or less or is in relation to contracts for which the Company and the Group provide a daily service of access that is distinct, with the uncertainty related to the consideration receivable being also resolved on that basis.

Details of the contract assets and contract liabilities are disclosed in Notes 20 and 21 respectively.

7. INVESTMENT INCOME

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Interest income on loans receivable	-	-	713,298	1,433,469
Interest income on treasury bills	111,766	728,996	111,766	728,996
Interest income on term deposits	1,660,331	752,702	1,660,331	752,702
Investment income	**1,772,097**	**1,481,698**	**2,485,395**	**2,915,167**

8. FINANCE COST

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Lease interest	2,149,107	2,172,154	2,149,107	2,172,154
Finance cost	**2,149,107**	**2,172,154**	**2,149,107**	**2,172,154**

9. OTHER OPERATING EXPENSES

		The Group		The Company	
(in EUR)	Notes	2024	2023	2024	2023
Air traffic services	34	**1,000,000**	929,611	**1,000,000**	929,611
Bad debts	20	**-**	326,277	**-**	305,350
Cleaning		**2,037,824**	1,985,251	**1,916,604**	1,885,735
Ground handling services		**1,853,895**	1,493,832	**1,853,895**	1,493,832
Insurance		**705,410**	594,963	**694,793**	580,184
IT Expenses		**4,273,115**	2,998,499	**4,273,115**	2,998,499
Legal and professional fees		**1,935,066**	1,107,718	**1,911,761**	1,083,958
Lease payments on low-value items	33	**19,157**	12,488	**19,157**	12,488
Marketing and communication costs		**7,083,443**	7,299,577	**7,244,009**	7,354,375
Miscellaneous operating expenses		**4,012,519**	2,671,036	**3,689,844**	2,401,297
Other security services		**329,799**	413,952	**255,885**	341,062
Airport security costs	34	**4,416,682**	4,157,174	**4,416,682**	4,157,174
Repairs and maintenance		**7,832,478**	4,117,871	**7,299,869**	3,661,444
Net exchange differences		**41,560**	23,272	**41,556**	23,227
Telecommunications		**103,765**	100,298	**102,123**	98,375
Utilities		**2,742,169**	2,438,738	**2,730,603**	2,430,690
Other operating expenses		**38,386,882**	**30,670,557**	**37,449,896**	**29,757,301**

9. OTHER OPERATING EXPENSES (CONTINUED)

Expenses incurred with entities under government control are disclosed in Note 32 and 34.

Included in the legal and professional fees are amounts that are payable to the parent Company's auditor:

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Audit of the financial statements	**124,000**	121,000	**111,150**	106,000
Other assurance	**21,800**	14,150	**21,800**	14,150
	145,800	**135,150**	**132,950**	**120,150**

10. KEY MANAGEMENT PERSONNEL COMPENSATION

	The Group		The Company	
Directors' Compensation (in EUR)	2024	2023	2024	2023
Short-term benefits:				
Fees	**94,748**	91,456	**94,748**	91,456
Management remuneration	**635,302**	575,148	**635,302**	575,148
Social security costs	**2,821**	2,683	**2,821**	2,683
	732,871	**669,287**	**732,871**	**669,287**

In addition, during the year under review, the Company granted other benefits to its directors. The aggregate amount of benefits, which includes monetary and non-monetary benefits, amounted to EUR 114,054 (2023: EUR 53,217). These amounts are included with other operating expenses.

Also, during the year under review, the Company maintained professional indemnity insurance for its directors. The aggregate amount of premiums paid in respect thereof amounted to EUR 16,260 (2023: EUR 20,200). These amounts are included with other operating expenses.

11. STAFF COSTS AND EMPLOYEE INFORMATION

	The Group		The Company	
Staff Costs (in EUR)	2024	2023	2024	2023
Wages and salaries	**15,763,485**	13,090,383	**15,279,444**	12,782,314
Recharge from parent	**259,233**	223,695	**259,233**	223,695
Social security costs	**1,075,291**	900,655	**1,042,268**	878,085
Retirement benefit costs (Notes 23 & 24)	**100,700**	112,983	**100,700**	112,983
	17,198,709	**14,327,716**	**16,681,645**	**13,997,077**

The above amounts include the directors' compensation disclosed in Note 10.

The average number of persons employed during the year, including Executive Directors, was made up as follows:

	The Group		The Company	
Average No. of Employees (Number)	2024	2023	2024	2023
Business development, operations and marketing	**278**	244	**262**	232
Finance, IT and IM	**39**	29	**39**	29
Firemen	**49**	48	**49**	48
Met office	**15**	13	**15**	13
Technical and engineering	**90**	83	**90**	83
	471	**417**	**455**	**405**

12. INCOME TAX EXPENSE

Income tax recognised in profit or loss is as follows:

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Current tax expense	25,264,416	21,858,496	25,131,946	21,758,520
Deferred tax	583,801	86,270	311,965	62,318
Income tax expense for the year	**25,848,217**	**21,944,766**	**25,443,911**	**21,820,838**

Tax applying the statutory domestic income tax rate and the income tax expense for the year is reconciled as follows:

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Profit before Tax	72,187,369	62,248,619	71,263,474	61,923,915
Tax at applicable rate of 35 %	25,265,579	21,787,017	24,942,216	21,673,370
Tax effect of:				
Depreciation charges not deductible by way of capital allowances in determining taxable income	378,488	378,243	319,745	319,501
Other net difference between accounting and tax deductible items of expenditure	(83,776)	(82,286)	(31,894)	(31,623)
Interest income subject to 15% tax	(23,197)	(133,775)	(23,197)	(133,775)
Other differences	311,123	(4,433)	237,041	(6,635)
Income tax expense for the year	**25,848,217**	**21,944,766**	**25,443,911**	**21,820,838**

Deferred tax recognised in other comprehensive income is as follows:

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Deferred tax debit / (credit) on defined benefit pension plans	**(2,445)**	12,865	**(2,445)**	12,865

13. DIVIDENDS

The net final dividend for 2023 of EUR 16,236,000 (EUR 12.0 cents per ordinary share) proposed by the directors of the Company for the previous financial year was approved by the shareholders at the Annual General Meeting on 15 May 2024 and was paid during the reporting period on 31 May 2024. The net final dividend for 2022 of EUR 16,236,000 (EUR 12.0 cents per ordinary share) proposed by the Directors during 2023 was paid in the comparative period on 26 May 2023.

On 13 September 2024, a net interim dividend of EUR 8,118,000 (EUR 6.0 cents per share) (2023: EUR 4,059,000) was paid to ordinary shareholders of the Company.

The Directors propose that a net final dividend of EUR 12.0 cents per ordinary share will be paid to ordinary shareholders in respect of the year ended 31 December 2024. This dividend is subject to approval by the shareholders at the Annual General Meeting and has not been included as a liability in the financial statements. The total proposed dividend to be paid is EUR 16,236,000 (2023: EUR 16,236,000).

14. PROPERTY, PLANT AND EQUIPMENT

The Group

(in EUR)	Land held on temporary emphyteusis		Related Aerodrome Licence	Buildings		Furniture, fixtures, plant and equipment	Motor vehicles	Advance deposits	Total
Cost	Subject to operating leases - The Group as lessor	Not subject to operating leases		Subject to operating leases - The Group as lessor	Not subject to operating leases				
At 1 January 2023	17,986,515	58,567,090	10,746,985	16,672,108	63,915,251	109,209,924	2,031,109	-	279,128,982
Additions	-	-	-	189,096	488,666	36,049,581	40,868	7,007,303	43,775,514
At 1 January 2024	17,986,515	58,567,090	10,746,985	16,861,204	64,403,917	145,259,505	2,071,977	7,007,303	322,904,496
Additions	-	-	-	708,642	1,831,294	55,250,788	407,425	(4,305,916)	53,892,233
Disposals	-	-	-	(1,386,193)	-	-	(34,014)	-	(1,420,207)
Write-offs	-	-	-	-	-	(5,196,105)	(88,598)	-	(5,284,703)
At 31 December 2024	17,986,515	58,567,090	10,746,985	16,183,653	66,235,211	195,314,188	2,356,790	2,701,387	370,091,819
Accumulated depreciation									
At 1 January 2023	3,301,130	12,754,757	886,348	7,723,232	26,802,557	56,013,011	1,569,277	-	109,050,312
Provision for the year	268,982	1,089,514	221,587	445,402	1,151,022	8,392,666	164,926	-	11,734,099
At 1 January 2024	3,570,112	13,844,271	1,107,935	8,168,634	27,953,579	64,405,677	1,734,203	-	120,784,411
Provision for the year	267,843	1,084,900	221,587	446,877	1,154,834	10,595,225	176,485	-	13,947,752
Disposal Adjustments	-	-	-	(790,988)	-	-	(34,014)	-	(825,002)
Write-offs	-	-	-	-	-	(5,196,105)	(88,598)	-	(5,284,703)
At 31 December 2024	3,837,955	14,929,171	1,329,521	7,824,523	29,108,413	69,804,796	1,788,076	-	128,622,457
Carrying amount									
At 31 December 2023	14,416,403	44,722,819	9,639,050	8,692,570	36,450,338	80,853,828	337,774	7,007,303	202,120,085
At 31 December 2024	14,418,560	43,637,919	9,417,464	8,359,130	37,126,799	125,509,392	568,714	2,701,387	241,469,362

No depreciation is being charged on assets not yet available for use amounting to EUR 33,411,751 (2023: 20,774,684).

The Company

(in EUR)	Land held on temporary emphyteusis		Related Aerodrome Licence	Buildings		Furniture, fixtures, plant and equipment	Motor vehicles	Advance deposits	Total
Cost	Subject to operating leases - The Company as lessor	Not subject to operating leases		Subject to operating leases - The Company as lessor	Not subject to operating leases				
At 1 January 2023	26,314,185	50,239,420	10,746,985	15,405,770	55,265,295	89,016,571	1,925,749	-	248,913,975
Additions	-	-	-	163,415	500,875	36,012,276	40,864	7,007,303	43,724,733
At 1 January 2024	26,314,185	50,239,420	10,746,985	15,571,738	55,775,436	136,191,839	2,049,621	7,007,303	303,896,527
Additions	-	-	-	624,824	1,915,112	54,621,229	407,427	(4,305,916)	53,262,674
Disposals	-	-	-	(1,386,193)	-	-	(34,014)	-	(1,420,207)
Write-offs	-	-	-	-	-	(5,196,106)	(88,598)		(5,284,703)
At 31 December 2024	26,314,185	50,239,420	10,746,985	14,810,369	57,690,548	185,616,963	2,334,434	2,701,387	350,454,291
Accumulated depreciation									
At 1 January 2023	5,201,709	10,854,179	886,348	7,418,389	26,648,662	53,384,078	1,546,925	-	105,940,290
Provision for the year	460,528	897,962	221,587	340,581	1,043,893	7,561,420	164,932	-	10,690,903
At 1 January 2024	5,662,237	11,752,141	1,107,935	7,989,934	27,692,555	60,945,498	1,711,857	-	116,631,193
Provision for the year	458,578	894,160	221,587	342,033	1,048,346	9,715,305	176,491	-	12,856,500
Diposal Adjustments	-	-	-	(790,988)	-	-	(34,014)	-	(825,002)
Write-offs	-	-	-	-	-	(5,196,105)	(88,598)	-	(5,824,703)
At 31 December 2024	6,120,815	12,646,300	1,329,522	7,310,015	28,740,901	65,464,698	1,765,736	-	123,377,988
Carrying amount									
At 31 December 2023	20,651,948	38,487,279	9,639,050	7,812,768	28,082,881	75,246,341	337,764	7,007,303	187,265,334
At 31 December 2024	20,193,370	37,593,119	9,417,463	7,500,354	28,949,647	120,152,265	568,698	2,701,387	227,076,303

In addition, the cost of fully depreciated plant and equipment amounts to EUR 28,559,370 (2023: EUR 26,953,507) for the Group and EUR 27,725,763 the Company (2023: EUR 26,953,507).
Included in the additions for the reporting period is an amount of capitalised lease interest of EUR 8,774 (2023: EUR 12,508).

14. PROPERTY, PLANT AND EQUIPMENT (CONTINUED)

The Group's assets under construction as at 31 December 2024 amounted to EUR 33,411,751 (2023: EUR 20,774,684) and includes EUR 30,117,041 (2023: EUR 20,047,773) of furniture, fixtures, plant & equipment, EUR 3,222,275 (2023: EUR 726,911) of buildings and EUR 72,435 of motor vehicles (2023: nil). No depreciation is being charged on these assets.

The Company's assets under construction as at 31 December 2024 amounted to EUR 33,326,895 (2023: EUR 20,670,655) and includes EUR 30,032,185 (2023: EUR 19,943,744) of furniture, fixtures, plant & equipment and EUR 3,222,275 (2023: EUR 726,911) of buildings and EUR 72,435 of motor vehicles (2023: nil). No depreciation is charged on these assets.

Included under advance deposits are amounts in relation to HVAC upgrade, new baggage reclaim belts and apron stands. Details of right-of-use assets presented under property, plant and equipment are provided in Note 33.

As at 31 December 2024 management has assessed, and is of the opinion, that no triggering event has occurred in accordance with IAS 36.

15. INVESTMENT PROPERTY

The investment property relates to the business centre which is located on a portion of the land held on temporary emphyteusis. The carrying amount of the property includes the cost of construction and the cost of items that are an integral part of the building. The carrying amount also includes the portion of the right-of-use asset in relation to the temporary emphyteusis of the leasehold land classified as investment property, as further disclosed in Note 33.

(in EUR)	The Group	The Company
Cost		
At 1 January 2023	**24,117,965**	**341,460**
Additions from subsequent expenditure	487,313	-
At 1 January 2024	**24,605,278**	**341,460**
Additions from subsequent expenditure	14,509,217	-
At 31 December 2024	**39,114,496**	**341,460**
Accumulated depreciation		
At 1 January 2023	**8,242,749**	**27,876**
Provision for the year	833,403	6,969
At 1 January 2024	**9,076,152**	**34,845**
Provision for the year	845,581	6,969
At 31 December 2024	**9,921,733**	**41,814**
Carrying amount		
At 31 December 2023	**15,529,126**	**306,615**
At 31 December 2024	**29,192,762**	**299,646**

The Group's investment property includes an amount of EUR 17,294,548 (2023: EUR 2,727,777) which as at 31 December 2024, is classified as an asset under construction.

The Company's investment property comprises the portion of the right-of-use asset in relation to the temporary emphyteusis of the leasehold land classified as investment property with a carrying amount of EUR 306,615 at 1 January 2024 (2023: EUR 313,584) less depreciation charge for the year of EUR 6,969 (2023: EUR 6,969) resulting in the carrying amount of EUR 299,646 at 31 December 2024 (2023: EUR 306,615).

During the year, direct operating expenses of EUR 1,182,193 (2023: EUR 1,351,065) arising from the investment property were incurred. Such expenses were incurred in generating rental income for the year.

The operating lease income generated from the investment property is disclosed under Note 33.

15. INVESTMENT PROPERTY (CONTINUED)

Fair Value

Based on an internal valuation carried out by the directors of the Company, the fair value of the Group's investment property was in the region of EUR 26 million at the balance sheet date (2023: EUR 29 million).

The fair value measurement is categorised within Level 3 of the fair value hierarchy. The model is based on the present value of the net cash flows expected to be generated by the property on the basis of market expectations and includes the rates stipulated in the existing contracts with tenants, expected increase in rents after the non-cancellable period, occupancy rates and all other costs attributable to these assets. The expected net cash flows are discounted using a discount factor representing a weighted average cost of capital that is considered appropriate in the circumstances. The net cash flows reflect the amounts in the 2025 budget and long-term corporate planning.

In estimating fair value, the highest and best use of the property is its current use.

16. INVESTMENT IN SUBSIDIARIES

The Company's investment in subsidiaries is stated at cost and comprises:

	The Company	
Share Capital (in EUR)	2024	2023
Airport Parking Limited	1,200	1,200
Sky Parks Development Limited	2,001,200	2,001,200
Sky Parks Business Centre Limited	1,200	1,200
Kirkop PV Farm Limited	1,200	1,200
Investment in subsidiaries	**2,004,800**	**2,004,800**

The Company holds a 100% (2023: 100%) ownership in the ordinary share capital of Airport Parking Limited, a limited liability company incorporated in Malta, whose principal activity is the operation of car parks within the limits of the airport.

The Company holds a 100% (2023: 100%) ownership in the ordinary share capital of Sky Parks Development Limited, a limited company incorporated in Malta, whose principal activity is to manage real estate projects within the land which is currently under the management of the Group.

The Company holds a 100% (2023: 100%) ownership in the ordinary share capital of Sky Parks Business Centre Limited, a limited liability company incorporated in Malta, whose principal activity is to operate the Business Centre within the limits of the airport.

The Company holds a 100% (2023: 100%) ownership in the ordinary share capital of Kirkop PV Farm Limited, a limited liability company incorporated in Malta. The principal activity of this company is to explore opportunities in the generation of electricity using photovoltaic technologies.

The principal place of business of the company's subsidiaries is Malta. The registered offices for these subsidiaries are as follows:

Airport Parking Ltd	Level 2 Malta International Airport Head Office Malta International Airport Luqa LQA 4000
Sky Parks Development Ltd	Malta International Airport Head Office Malta International Airport Luqa LQA 4000
Sky Parks Business Centre Ltd	Malta International Airport Head Office Malta International Airport Luqa LQA 4000
Kirkop PV Farm Limited	Malta International Airport Head Office Malta International Airport Luqa LQA 4000

16. INVESTMENT IN SUBSIDIARIES (CONTINUED)

The following table shows financial information for the consolidated subsidiaries:

Airport Parking Ltd (in EUR)	2024	2023
Profit/(Loss) for the year	51,998	(166,444)
Share Capital	1,200	1,200
Retained earnings	1,500,749	1,448,751
Total Equity	1,501,949	1,449,951

Sky Parks Development Ltd (in EUR)	2024	2023
Profit for the year	645,111	334,692
Share Capital	2,001,200	2,001,200
Accumulated Losses	(213,750)	(858,860)
Total Equity	1,787,450	1,142,340

Sky Parks Business Centre Ltd (in EUR)	2024	2023
Profit for the year	34,138	32,524
Share Capital	1,200	1,200
Retained earnings	1,716,381	1,682,245
Total Equity	1,717,581	1,683,445

17. LOANS RECEIVABLE

The Company (in EUR)	Loans to subsidiary
Amortised cost	
At 31 December 2024	**37,345,692**
Less: Amount expected to be settled within 12 months (shown under current assets)	(2,290,720)
Amount expected to be settled after 12 months	**35,054,972**

The Company (in EUR)	Loans to subsidiary
Amortised cost	
At 31 December 2023	24,680,261
Less: Amount expected to be settled within 12 months (shown under current assets)	(1,937,663)
Amount expected to be settled after 12 months	22,742,598

The Company has granted five unsecured loans to subsidiaries. A loan commitment of EUR 80 million was granted during the reporting period and this loan can be withdrawn until 2031. An amount of EUR 14.6 million has been withdrawn during the year.

Another loan was granted in 2019 and represents a loan commitment of EUR 20 million which was partly drawn down during the prior years (EUR 14.2 million). No repayments were made during 2024 (2023: 2.5 million) and shall be repaid in full by the year 2044.

Two loans with a total amount outstanding as at the end of the reporting period of EUR 6.5 million (2023: EUR 8.4 million) are being repaid on equal annual instalments until 2029. Repayments of the fifth loan with an amount outstanding of EUR 4.6 million (2023: EUR 4.6 million) will commence in 2030.

17. LOANS RECEIVABLE (CONTINUED)

The following table shows a reconciliation from the opening to the closing balances for the loans to the subsidiaries:

The Company (in EUR)	Loans to subsidiary
Carrying amount	
At 31 December 2022	**27,824,038**
Additions	-
Repayments	(3,143,777)
At 31 December 2023	**24,680,261**
Additions	14,603,094
Repayments	**(1,937,663)**
At 31 December 2024	**37,345,692**

Details on the Company's exposure to credit risk, the risk management policy and the expected credit losses on the loans receivable are provided in Note 37.

All loans are at arm's length and carry a fixed interest rate of 2%.

18. DEFERRED TAXATION

The Group (in EUR)	31.12.2022	Movement for the year	31.12.2023	Movement for the year	31.12.2024
	Assets / (Liabilities)		*Assets / (Liabilities)*		*Assets / (Liabilities)*
Arising on:	***Recognised in Total Comprehensive Income:***				
Accelerated tax depreciation	(3,149,105)	(239,411)	(3,388,516)	(579,377)	**(3,967,893)**
Provision for pension costs	973,748	(58,939)	914,809	(55,245)	**859,565**
Deferred income	1,419,316	(73,068)	1,346,248	(73,068)	**1,273,180**
Unabsorbed capital allowances	1,750,656	(98,060)	1,652,596	(334,216)	**1,318,381**
Lease income adjustment	(783,795)	(67,657)	(851,452)	2,265	**(849,187)**
Right-of-Use assets	(14,644,458)	329,134	(14,315,324)	327,126	**(13,988,198)**
Lease liabilities	18,914,872	116,093	19,030,965	120,818	**19,151,782**
Future deductions of refinancing costs	554,024	(82,077)	471,947	(82,077)	**389,869**
Other temporary differences	378,677	100,579	479,256	87,528	**566,785**
Subtotal	5,413,935	(73,406)	5,340,529	(586,246)	**4,754,284**
Arising on:	***Other movements:***				
Provision for pension costs	206,204	-	206,204	-	**206,204**
Subtotal	206,204	-	206,204	-	**206,204**
Total	**5,620,139**	**(73,406)**	**5,546,733**	**(586,246)**	**4,960,488**

18. DEFERRED TAXATION (CONTINUED)

The Company (in EUR)	31.12.2022	Movement for the year	31.12.2023	Movement for the year	31.12.2024
	Assets / (Liabilities)		*Assets / (Liabilities)*		*Assets / (Liabilities)*
Arising on:	***Recognised in Total Comprehensive Income:***				
Accelerated tax depreciation	(1,037,507)	(380,235)	(1,417,742)	(720,978)	**(2,138,720)**
Provision for pension costs	973,748	(58,939)	914,809	(55,245)	**859,565**
Deferred income	1,419,316	(73,068)	1,346,248	(73,068)	**1,273,180**
Lease income adjustment	(712,628)	7,323	(705,305)	(26,689)	**(731,994)**
Right-of-Use assets	(14,644,458)	329,134	(14,315,324)	327,126	**(13,988,198)**
Lease liabilities	18,914,872	116,093	19,030,965	120,818	**19,151,782**
Other temporary differences	275,969	10,239	286,208	113,626	**399,835**
Subtotal	5,189,312	(49,453)	5,139,859	(314,410)	**4,825,450**
Arising on:	***Other movements:***				
Provision for pension costs	206,204	-	206,204	-	**206,204**
Subtotal	206,204	-	206,204	-	**206,204**
Total	**5,395,516**	**(49,453)**	**5,346,063**	**(314,410)**	**5,031,654**

Included in Total Comprehensive Income is an amount of EUR 2,445 deferred tax debit (2023: EUR 12,865 deferred tax credit) recorded in Other Comprehensive Income during the year for both the Group and the Company in connection with the provision for pension costs.

Deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which deductible temporary differences can be utilised. The amount of deferred tax assets that can be recognised is based upon the likely timing and level of future taxable profits together with future tax-planning strategies.

19. INVENTORIES

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Consumables	**1,557,530**	1,280,119	**1,557,530**	1,280,119

The cost of inventories recognised as an expense during the year was of EUR 2,352,818 (2023: EUR 1,464,791).

20. TRADE AND OTHER RECEIVABLES

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Short-term receivables				
Trade receivables	**16,271,852**	13,514,621	**15,377,815**	11,540,047
Receivables from other related parties	**2,413,866**	7,608,010	**2,385,737**	7,210,826
Receivables from subsidiaries	**-**	-	**4,785,996**	4,871,962
Other receivables	**2,438,740**	3,053,338	**1,703,104**	2,783,989
Prepayments	**5,019,212**	3,681,421	**4,795,879**	3,452,400
	26,143,670	**27,857,390**	**29,048,530**	**29,859,224**
Long-term receivables				
Other receivables	**1,871,084**	1,900,124	**2,021,223**	1,974,970
Total receivables	**28,014,754**	**29,757,514**	**31,069,753**	**31,834,194**

20. TRADE AND OTHER RECEIVABLES (CONTINUED)

The terms and conditions of the receivables from subsidiaries and related parties are disclosed in Note 32. Trade receivables are non-interest bearing and are generally on 30-day terms.

The receivables from other related parties of the Group and the Company of EUR 2,413,866 (2023: EUR 7,608,010) and EUR 2,385,737 (2023: EUR 7,210,826) respectively, is made up entirely from balances owed from entities under government control. Receivables from other related parties are non-interest bearing and are generally on 30-to-90-day terms.

Impairment of Trade Receivables

For details on the accounting policies with respect to trade receivables and impairment of trade receivables refer to Note 40.

The movement in the credit loss allowance in respect of trade receivables during the year for the Group and the Company was as follows:

	Loss Allowance		
The Group (in EUR)	Individual Assessment	Collective Assessment	Total
At 1 January 2023	335,127	678,577	**1,013,704**
Credit loss allowances	15,808	346,473	**362,281**
Reversal of impairment loss	(335,580)	-	**(335,580)**
At 31 December 2023	15,355	1,025,050	**1,040,405**
Credit loss allowances	102,982	106,832	**209,814**
At 31 December 2024	**118,337**	**1,131,882**	**1,250,219**

The Company (in EUR)	Individual Assessment	Collective Assessment	Total
At 1 January 2023	314,200	473,811	**788,011**
Credit loss allowances	6,732	337,175	**343,907**
Reversal of impairment loss	(314,651)	-	**(314,651)**
At 31 December 2023	6,281	810,986	**817,267**
Credit loss allowances	102,432	224,040	**326,472**
At 31 December 2024	**108,713**	**1,035,026**	**1,143,739**

The Group

LT-ECL (in EUR)	Collective (not credit-impaired)	Collective (credit-impaired, but not POCI)	Individual (credit-impaired, but not POCI)	Total
Balance as at 1 January 2023	481,058	197,519	335,127	**1,013,704**
Addition	229,879	116,594	15,808	**362,281**
Reversal	-	-	(335,580)	**(335,580)**
Balance as at 31 December 2023	710,937	314,113	15,355	**1,040,405**
Movement	(243,511)	350,343	102,982	**209,814**
Balance as at 31 December 2024	**467,426**	**664,456**	**118,337**	**1,250,219**

The Company

LT-ECL (in EUR)	Collective (not credit-impaired)	Collective (credit-impaired, but not POCI)	Individual (credit-impaired, but not POCI)	Total
Balance as at 1 January 2023	404,678	69,133	314,200	**788,011**
Addition	149,889	187,286	6,732	**343,907**
Reversal	-	-	**(314,651)**	**(314,651)**
Balance as at 31 December 2023	554,567	256,419	6,281	**817,267**
Movement	(128,149)	352,189	102,432	**326,472**
Balance as at 31 December 2024	**426,418**	**608,608**	**108,713**	**1,143,739**

The Group and the Company do not hold any collateral over the past due but not impaired balances. These trade receivables are substantially companies with good track records with the Group.

Details on the Group's risk management policies in relation to credit risk are provided in Note 37.

21. TRADE AND OTHER PAYABLES

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Short-term payables				
Trade payables	**6,468,067**	5,825,200	**6,253,315**	5,610,635
Other payables	**402,585**	521,995	**364,504**	348,193
Payables due to parent	**22,718**	-	**22,718**	-
Payables due to other related party	**934,396**	641,641	**934,360**	641,641
Payables due to subsidiaries	**-**	-	**3,100,000**	66,375
Deferred income related to subsidiaries	**-**	-	**110,242**	81,445
Contract liabilities	**572,251**	539,334	**572,251**	539,334
Deferred income & related payables	**1,921,358**	3,233,118	**1,545,039**	2,017,388
Other Deferred income	**323,914**	323,898	**323,914**	323,898
Accruals	**55,925,416**	44,718,778	**54,208,797**	44,083,899
	66,570,705	**55,803,964**	**67,435,140**	**53,712,808**
Long-term payables				
Other payables	**5,723,159**	1,957,908	**5,318,545**	1,770,277
Total Payables	**72,293,864**	**57,761,872**	**72,753,685**	**55,483,085**

Contract liabilities represent prepayments from contracts with customers in relation to VIP services. The balance as at 31 December 2023 of EUR 539,334 was fully recognised as revenue during the reporting period and the balance as at 31 December 2022 of EUR 367,649 was fully recognised as revenue during the comparative period.

Accruals at the end of the year, amounting to EUR 17.8 million (2023: EUR 20.7 million) are in respect to related parties.

Terms and conditions of the above financial liabilities:

- Trade payables are non-interest bearing and are normally settled on 30-day terms.
- Other payables are non-interest bearing and have an average term of three months.
- The terms and conditions of the payables due to the related party and the subsidiaries are disclosed in Note 32.
- Long-term other payables are non-interest bearing and are expected to be settled in between one and five years.

All the above amounts are unsecured.

22. OTHER DEFERRED INCOME

The Group (in EUR)	2023	Movement for the year Amortisation	2024
Deferred income arising on the sale of terminal buildings upon privatisation	5,211,916	(283,659)	**4,928,257**
European Commission grant	161,040	(40,255)	**120,785**
Total deferred income as at 31 December	**5,372,956**	**(323,914)**	**5,049,042**
Less amounts included in trade and other payables	(323,898)		**(323,914)**
Amounts included in non-current liabilities	**5,049,058**		**4,725,128**

The Group (in EUR)	2022	Movement for the year Amortisation	2023
Deferred income arising on the sale of terminal buildings upon privatisation	5,495,519	(283,603)	5,211,916
European Commission grant	201,295	(40,255)	161,040
Total deferred income as at 31 December	**5,696,814**	**(323,858)**	**5,372,956**
Less amounts included in trade and other payables	(323,888)		(323,898)
Amounts included in non-current liabilities	**5,372,926**		**5,049,058**

22. OTHER DEFERRED INCOME (CONTINUED)

The Company (in EUR)	2023	Movement for the year Amortisation	2024
Deferred income arising on the sale of terminal buildings upon privatisation	5,211,916	(283,659)	**4,928,257**
European Commission grant	161,040	(40,255)	**120,785**
Total deferred income as at 31 December	**5,372,956**	**(323,914)**	**5,049,042**
Less amounts included in trade and other payables	(323,898)		**(323,914)**
Amounts included in non-current liabilities	**5,049,058**		**4,725,128**

The Company (in EUR)	2022	Movement for the year Amortisation	2023
Deferred income arising on the sale of terminal buildings upon privatisation	5,495,519	(283,603)	5,211,916
European Commission grant	201,295	(40,255)	161,040
Total deferred income as at 31 December	**5,696,814**	**(323,858)**	**5,372,956**
Less amounts included in trade and other payables	(323,888)		(323,898)
Amounts included in non-current liabilities	**5,372,926**		**5,049,058**

The deferred income arising on the sale of terminal buildings that took place on the date of the privatisation of the Company in 2002 is being taken to income in accordance with the accounting policy stated in Note 40.

The European Commission grant is composed of grants related to assets and which were received in 2006 and 2011 in respect of the upgrading of the taxiways project.

23. EMPLOYEE BENEFIT OBLIGATIONS

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Non-current provision	**2,689,699**	2,890,265	**2,689,699**	2,890,265

The provision at year end represents the estimated amounts that are to be reimbursed by the Company to the Government of Malta. The provision for retirement benefits is unfunded and represents the Company's and the Group's share of the year end provision in accordance with the Pensions Ordinance (Cap 93) for obligations relating to pensions of employees who joined the public service before 15 January 1979 and were transferred to the Company.

The provision has been computed in accordance with the accounting policy stated in Note 40 and represents the Company's and the Group's obligation (i) discounted to the net present value at the rate which has been determined by reference to market yields at the end of the reporting period on high quality corporate bonds in Euros (ii) after considering the average life expectancy of such employees based on the latest publicly available mortality tables and (iii) where applicable, expected rates of salary increases based on the inflation and previous increases given to employees and (iv) the Company's expectations, based on historic data, of the payment options that will be selected by the plan members, being either an annual benefit per employee or a lump sum payment plus a reduced annual benefit per employee until death, capped in accordance with statutory requirements.

The movement in the provision for retirement benefit plan may be analysed as follows:

The Group & The Company (in EUR)	2024	2023
Present value of the provision for retirement benefits at 1 January	**2,890,265**	2,964,300
Payments effected	**(248,157)**	(200,760)
Recognised in Staff costs		
Charge for the year	**53,513**	93,510
thereof Service costs	51,694	90,406
thereof Interest costs	1,819	3,104
Recognised in Other Comprehensive Income		
Actuarial gains resulting from changes in financial assumptions, gross of deferred tax	**(5,922)**	33,215
Present value of the provision for retirement benefits at 31 December	**2,689,699**	**2,890,265**

23. EMPLOYEE BENEFIT OBLIGATIONS (CONTINUED)

The year-end obligation of EUR 2,689,699 (2023: EUR 2,890,265) is fully in relation to retired employees.

The plan exposes the Group and the Company to such risks as (i) interest risk, since a decrease in market yields will increase the plan liability; (ii) longevity risk, since an increase in the life expectancy of the plan participants will increase the plan liability; and (iii) salary risk, since an increase in the salary of the plan participants will increase the plan liability.

The significant actuarial assumptions used to determine the present value of the retirement benefit plan were as follows:

	2024	2023
Discount rate(s)	3.40%	3.32%
Mortality rate(s) in years		
- Males	79	79
- Females	83	83

The sensitivity analysis below are in connection with each significant actuarial assumption and are prepared as of the end of the reporting period, showing how the defined benefit obligation would have been affected by hypothetical changes in the relevant actuarial assumption that were reasonably possible at that date, while holding all other assumptions constant.

The sensitivity analysis presented below are for illustrative purposes only and may not be representative of the actual change in the defined benefit obligation as it is unlikely that the change in assumptions would occur in isolation of one another as some of the assumptions may be correlated. In presenting the sensitivity analysis, the present value of the obligation has been calculated using the projected unit credit method at the end of the reporting period. The amounts generated from the sensitivity analysis represent forward-looking estimates and hence, actual results in the future may differ materially from those projected results.

- If the discount rate is 25 basis points higher (lower) with all other assumptions held constant, the defined benefit obligation decreases by EUR 18,255 (increases by EUR 18,638) (2023: decreases by EUR 21,975 (increases by EUR 22,457)).

- If the life expectancy increases (decreases) by one year for both men and women with all other assumptions held constant, the defined benefit obligation increases by EUR 143,653 (decreases by EUR 154,645) (2023: increases by EUR 176,970 (decreases by EUR 179,644)).

The weighted average duration of the defined benefit obligation at 31 December 2024 is 6 years (2023: 7 years) in relation to retired employees.

24. PROVISION FOR THE MIA BENEFIT PLAN

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Non-current provision	307,551	264,827	307,551	264,827

The provision for the MIA benefit plan is unfunded and represents the year-end provision for obligations relating to payments to employees after their retirement as per the Company's Collective Agreement. The provision has been computed in accordance with the accounting policy stated in Note 40 and represents the Company's possible obligation discounted to the net present value at the rate which has been determined by reference to market yields at the end of the reporting period on high quality corporate bonds in Euros after considering the probability that employees reach the applicable retirement age when they are still in employment with the Company.

The movement in the provision for retirement pension plan may be analysed as follows:

The Group & The Company (in EUR)	2024	2023
Present value of the provision for MIA Benefit Plan at 1 January	264,827	359,188
Payments effected	(3,400)	(4,200)
Recognised in Staff costs		
Charge for the year	47,187	(93,703)
Recognised in Other Comprehensive Income		
Actuarial gains resulting from changes in financial assumptions, gross of deferred tax	(1,063)	3,542
Present value of the provision for MIA Benefit Plan at 31 December	**307,551**	**264,827**

25. SHARE CAPITAL

The Company (in EUR)	Authorised	Issued and called up
	As at 31.12.2024 and 31.12.2023	
111,809,746 "A" ordinary shares of EUR 0.25 each (81,179,990 of which have been issued, called up and fully paid)	27,952,436	20,294,997
74,539,840 "B" ordinary shares of EUR 0.25 each (54,120,000 of which have been issued, called up and fully paid)	18,634,960	13,530,000
14 "C" ordinary shares of EUR 0.25 each (10 of which have been issued, called up and fully paid)	4	3
	46,587,400	**33,825,000**

The Ordinary 'A' and 'B' shares have the same rights, benefits, powers in the Company and are freely transferable. Ordinary 'C' shares carry no voting rights and do not receive dividends.

Shareholders owning 5% or more of the Company's equity share capital at 31 December 2024 were:

Shareholder	Share	Type
Malta Mediterranean Link Consortium Ltd *	**40.0%**	'B' shares
Government of Malta	**20.0%**	'A' and 'C' shares
VIE (Malta) Limited	**10.1%**	'A' shares

* of which VIE (Malta) Limited constitutes 95.85%

The number of shareholders developed as follows:

Number of Shareholders	05.02.2025	13.09.2024	Change
1-500 shares	646	598	48
501-1,000 shares	900	880	20
1,001-5,000 shares	3,501	3,515	(14)
5,001 and over	1,382	1,400	(18)
	6,429	**6,393**	**36**

26. SHORT-TERM TREASURY BILLS

No further investments in treasury bills were made during the current period (2023: EUR 15 million).

27. TERM DEPOSITS

During the reporting period the Company increased its fixed term deposits by EUR 8 million. The term deposits have a maturity expiring within 3 months from the reporting date and carry a fixed interest rate.

28. CASH AND CASH EQUIVALENTS

Cash and cash equivalents shown in the statements of cash flow comprise the following amounts presented in the Statements of Financial Position:

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Cash at bank	**19,914,918**	24,674,829	**18,585,279**	21,759,733

29. EARNINGS PER SHARE

Earnings per ordinary share attributable to the owners of the parent has been calculated by dividing the Group's net profit for the year after taxation attributable to the ordinary equity holders of the Group by the weighted average number of ordinary shares in issue during the year.

	The Group	
	2024	2023
Profit for the year attributable to ordinary equity holders of the Group (in EUR)	**46,339,150**	40,303,853
Weighted average number of A and B shares	**135,299,990**	135,299,990
Earnings per share attributable to ordinary equity holders of the Group (in EUR)	**0.342**	0.298

There is no difference between the basic and diluted earnings per share as the Company has no potential dilutive ordinary shares.

30. CAPITAL COMMITMENTS

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Property, plant and equipment:				
Contracted but not provided for	**26,900,949**	44,744,911	**26,845,738**	44,744,911
Authorised but not contracted for	**29,421,230**	32,385,635	**26,429,330**	32,285,635
Investment property:				
Contracted but not provided for	**75,579,674**	85,314,509	**-**	-
Authorised but not contracted for	**700,000**	150,000	**-**	-

In the current reporting period PPE and investment property contracted but not provided for which will be leased out was EUR 75,579,674 (2023: EUR nil), whereas the amount of PPE and investment property authorised but not contracted for which will be leased out amounts to EUR 725,000 (2023: EUR 12,474,000).

Further to the capital commitments disclosed above, the Group has discussed plans covering a five-year period which amount to a combined spend of around EUR 345 million, starting from the 2025 budget year. The EUR 345 million includes capital commitments disclosed in the table above and further tranches of commitments will be authorised by the Board in the coming years in a piece-meal manner.

31. CONTINGENT LIABILITIES

At reporting date, there existed the following contingent liabilities:

(i) claims filed by former employees of the Company for unfair dismissal and wrong application of disciplinary procedures, the amount of which has not been determined;

(ii) A judicial protest first lodged by the Government of Malta in 2008 relating to reimbursement of specified expenses and which were last estimated by the Government to amount to approximately EUR 8.3 million as at 31 March 2024. The amount is expected to be updated by the Government of Malta in line with prior year increases.

In the directors' opinion, all the above contingent liabilities are unfounded.

32. RELATED PARTY DISCLOSURES

During the course of the year, the Group and the Company entered into transactions with related parties as set out below. Transactions between the Company and its subsidiaries have been eliminated on consolidation.

The related party transactions in question were:

	2024			2023		
The Group (in EUR)	Related party activity	Total Activity	%	Related party activity	Total Activity	%
Revenue						
Related party transaction with:						
Entities controlled by Government *	20,261,485			21,159,142		
	20,261,485	**142,869,457**	**14**	**21,159,142**	**120,247,948**	**18**
Other operating costs						
Related party transaction with:						
Entities controlled by Government *	5,258,523			4,033,744		
Key management personnel of the Group	863,185			742,704		
Entities that control the Company's parent	520,906			345,023		
	6,642,614	**38,386,882**	**17**	**5,121,471**	**30,670,557**	**17**

	2024			2023		
The Company (in EUR)	Related party activity	Total Activity	%	Related party activity	Total Activity	%
Revenue						
Related party transaction with:						
Entities controlled by Government *	20,087,453			21,015,661		
Subsidiaries	2,842,829			3,443,903		
Entities that control the Company's parent	-			-		
	22,930,282	**137,965,009**	**16**	**24,459,564**	**115,378,805**	**21**
Other operating costs						
Related party transaction with:						
Entities controlled by Government *	5,255,367			4,033,744		
Key management personnel of the Company	863,185			742,704		
Subsidiaries	225,000			225,000		
Entities that control the Company's parent	520,906			345,023		
	6,864,458	**37,449,896**	**18**	**5,346,471**	**29,757,301**	**18**

*This balance is exclusive of material contracts shown in Note 34.

32. RELATED PARTY DISCLOSURES (CONTINUED)

The Company has earned interest income amounting to EUR 713,298 (2023: EUR 1,433,469) on the loans granted to subsidiaries (see Note 17).

The amounts due to/from related parties are disclosed in Note 17, 20 and 21. The terms and conditions do not specify the nature of the consideration to be provided in settlement. No guarantees have been given or received. These amounts were unsecured and, except as specified in Note 17, are interest-free.

In addition to the above, the details of the material contracts entered into by the Company in the year ended 31 December 2024 with its substantial shareholders and their related parties are disclosed in Note 34.

Lease liabilities presented in the Statement of Financial Position within non-current liabilities and recognised on 1 January 2019 in terms of IFRS 16 include the Group's obligation in relation to the right to use the land and the buildings held on temporary emphyteuses. Annual ground rents are payable to Malita Investments plc (previously to the Government of Malta) and the corresponding licence payable to the Government of Malta, as further disclosed in Note 33.

33. LEASE ARRANGEMENTS

The Group and the Company as lessee

The Group and the Company recognised right-of-use assets within Property, Plant and Equipment and Investment Property.

Right-of-use assets are primarily in relation to the temporary emphyteusis of the leasehold land and buildings with ground rents payable by the Group to Malita Investments plc (previously to the Government of Malta) and further payments for the related aerodrome licence fee payable to the Government of Malta. The lease payments on the temporary emphyteusis are adjusted upwards periodically by a specified rate. The payments for the related aerodrome licence fee are subject to revisions in terms of the Airport Economic Regulations and are directly linked to revisions in airport charges. There are no residual value guarantees in this respect. The lessor has a special privilege in relation to the obligations emanating from the temporary emphyteuses and a general hypothec over all the property of the Company, present and future. The Group is entitled to enjoy and make full use of the emphyteutical site as provided in the contractual arrangement, with the terminal building to be used only as an airport passenger terminal, the terminal land to be used for the purposes necessary for, ancillary to and/or related with the operation of an international airport and the aerodrome sites to be used for such commercial, industrial or administrative purposes as the Company may consider appropriate, provided that such activities are related or ancillary to the aviation industry or are designed to provide facilities and services which are complimentary to the operation of the terminal site and all the activities therein carried out.

The lease terms under IFRS 16 for the temporary emphyteuses and the related aerodrome licence do not involve significant judgment as there are no extension, termination or purchase options from the perspective of the Group beyond the non-cancellable and enforceable period, with clauses for remote contingencies that are customary for the type of lease in place. The lease terms range from 58 years to 65 years, which are governed under a concession which was granted by the Government and which commenced in 2002 and ends in 2067 with a smaller lease being granted for the period 2010 to 2067.

For leases of low value assets, which relate to the multi-function printers situated in the administration offices, the Company has applied the optional recognition exemptions to not recognise right-of-use assets as at the date of initial application of the standard. This expense is presented in Note 9.

The movements during the current year and the comparative year in relation to right-of-use assets classified as property, plant and equipment are disclosed below::

The Group & The Company (in EUR)	Carrying amount 1 Jan 2024	One-Time Adjustments	Depreciation charge for the year	Carrying amount 31 Dec 2024
Land held on temporary emphyteusis	59,144,975	(5,741)	(1,352,744)	57,786,490
Related aerodrome licence	9,639,050	-	(221,587)	9,417,463
Buildings	19,801,021	-	(1,074,702)	18,726,319
Total right-of-use assets classified as property, plant and equipment	**88,585,046**	**(5,741)**	**(2,649,033)**	**85,930,272**

The Group & The Company (in EUR)	Carrying amount 1 Jan 2023	Depreciation charge for the year	Depreciation charge for the year	Carrying amount 31 Dec 2023
Land held on temporary emphyteusis	60,503,471		(1,358,496)	59,144,975
Related aerodrome licence	9,860,637		(221,587)	9,639,050
Buildings	20,875,723		(1,074,702)	19,801,021
Total right-of-use assets classified as property, plant and equipment	**91,239,831**		**(2,654,785)**	**88,585,046**

33. LEASE ARRANGEMENTS (CONTINUED)

The movements during the current year and the comparative year in relation to lease liabilities are disclosed below:

The Group & The Company (in EUR)	Carrying amount 1 Jan 2024	Cash Outflows	Lease Interest Expense	Carrying amount 31 Dec 2024
Lease Liability	54,374,185	(1,812,688)	2,157,881	**54,719,378**

The Group & The Company (in EUR)	Carrying amount 1 Jan 2023	Cash Outflows	Lease Interest Expense	Carrying amount 31 Dec 2023
Lease Liability	54,042,492	(1,812,688)	2,144,381	54,374,185

Expenses relating to low value assets for which the recognition exemption is applied are presented in Note 9.

Lease liabilities are classified as non-current in the Statement of Financial Position to the extent that over the next 12 months interest will exceed the contractual cash payments.

The Group classifies all interest payments in relation to the lease liability within its operating cash flows in the Statement of Cash Flows to the extent that interest during the period exceeds the contractual cash payments.

The Group and the Company as lessor

The table below represents the lease income under operating leases recognised as income for the year:

	The Group		The Company	
EUR)	2024	2023	2024	2023
Lease income under operating leases recognised as income for the year	**7,121,650**	7,006,490	**3,597,723**	3,457,313
Lease income under operating leases relating to variable lease payments that do not depend on an index or a rate	**24,720,536**	20,666,475	**25,176,655**	20,964,531
Total lease income	**31,842,186**	**27,672,965**	**28,774,378**	**24,421,844**

Below is the 'Minimum Lease Payment Receivables' table showing the amounts to be received from next year onwards:

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Year 1	**16,429,837**	16,491,844	**13,473,762**	12,558,868
Year 2	**12,198,177**	15,405,328	**10,878,389**	12,811,036
Year 3	**3,465,273**	11,242,772	**2,425,142**	10,437,009
Year 4	**2,112,984**	2,831,460	**1,918,981**	2,088,507
Year 5	**1,889,689**	1,995,761	**1,976,248**	1,771,307
Year 6 and onwards	**15,240,709**	16,016,735	**16,444,291**	17,337,327
	51,336,669	**63,983,900**	**47,116,813**	**57,004,054**

33. LEASE ARRANGEMENTS (CONTINUED)

Operating lease income receivable by the Group includes income from leases of portions of land held on temporary emphyteuses and classified as property, plant and equipment. The term of the principal non-cancellable lease arrangements ranges between 5 months and 25 years and the lease receivables are adjusted upwards periodically by a specified rate.

Operating lease income receivable by the Group also includes the lease of the investment property built on a portion of land held on temporary emphyteuses. The term of the principal non-cancellable lease arrangements ranges between 1 month and 12 years. The leases include periodic adjustments by a specified rate and variable portions linked to the turnover of the lessees.

Operating lease income receivable by the Group also includes the lease of office and parking spaces inside the multi-storey car park built on a portion of land held on temporary emphyteuses. The term of the principal non-cancellable lease arrangements is of 8 months. The leases include periodic adjustments by a specified rate.

Operating lease income also includes income from the lease to tenants of commercial property within the building held on temporary emphyteusis. The terms of these leases range from 2 months to 25 years. The leases include periodic adjustments by a specified rate and variable portions linked to the turnover of lessees.

Operating lease income receivable by the Company also includes income from the lease to a subsidiary of certain carparks situated on portions of land held on temporary emphyteusis and classified as property, plant and equipment and income from the lease of the land on which the investment property is built, which investment property is also situated on portions of land held on temporary emphyteusis. The leases terminate in 2048 and 2034 respectively. One of the leases includes periodic adjustments by a specified rate and the other comprises fixed annual amounts and variable portions linked to the turnover of the lessee.

Where the lease income is adjusted periodically by a specified rate, the lease income is recognised on a straight-line basis over the lease term.

The income above includes an amount of EUR 3,142,525 (2023: EUR 3,283,623) generated by the Group in relation to the business centre classified as investment property as well as an amount of EUR 75,443 (2023: EUR 75,443) generated by the Company in relation to the corresponding right-of-use assets in relation to the land on which the business centre is located. The Group and the Company generate EUR 28,699,661 and EUR 28,698,935 (2023: EUR 24,389,342 and EUR 24,346,401), respectively, from subleasing right-of-use assets that are classified as property, plant and equipment.

All operating lease contracts contain market review clauses in the event that the lessee exercises its option to renew. The lessee does not have an option to purchase the property at the expiry of the lease period. The Group manages credit risk from operating lease contracts by implementing contractual terms that ensure that rentals are payable quarterly in advance. All leases include clauses to enable upward revision of the rental charge according to prevailing market conditions or at pre-fixed rates. In addition, the Group obtains security deposits from tenants, in the form of bank guarantees for the term of the lease.

34. MATERIAL CONTRACTS

The material contracts entered into by the Company in the year ended 31 December 2024 with its current substantial shareholders and their related parties are the following:

The Government of Malta

(i) The terminal and other land lease agreements with Malita Investments plc for EUR 1,316,531 (2023: EUR 1,316,531);

(ii) Licence Fee payable to the Government of Malta for the airport operation amounting EUR 496,157 (2023: EUR 496,157);

(iii) The contract for contribution to the Malta Tourism Authority for EUR 232,937 (2023: EUR 232,937); the contracts for contributions payable towards the Route Development Fund that is administered by the Malta Tourism Authority for EUR 3,000,000 (2023: EUR 4,000,000); no contracts materialised during the current year in relation to events and Cruise & Fly (2023: EUR 800,000 and EUR 400,000 respectively);

(iv) The provision of Air Navigation Services and other services by Malta Air Traffic Services Limited for an expense of EUR 1,000,000 (2023: EUR 929,611);

(v) The provision of Meteorological Services and other services to Malta Air Traffic Services Limited for revenue of EUR 743,689 (2023: EUR 743,688);

(vi) The contract with Enemed Co. Ltd for fuel throughput charges generated the amount of EUR 418,805 (2023: EUR 426,194) in revenue;

(vii) The concession agreements with Air Malta p.l.c. and KM Malta Airlines Ltd. and its subsidiaries that generated income of EUR 722,352 (2023: EUR 1,029,144); and

(viii) The contracts with Indis Malta Ltd. for the lease of land that generated income of EUR 1,134,663 (2023: EUR 1,105,591).

35. PARENT COMPANY

For the purposes of IFRS 10 Consolidated Financial Statements, it is considered that Articles 58.2 and 58.7 of the Company's Articles of Association combine so as to give Malta Mediterranean Link Consortium Limited ("MMLC"), which has its registered office at Palazzo Pietro Stiges, 60 St. Christopher Street, Valletta, Malta, control over the Company. MMLC has a 40% equity interest in Malta International Airport p.l.c. (the "Company").

Effective as at 26 November 2019, MMLC's majority shareholders VIE (Malta) Limited (which has an equity interest of 57.1% in MMLC) and MMLC Holdings Malta Limited (previously SNC-Lavalin (Malta) Limited) (which has an equity interest of 38.75% in MMLC) merged, leading to VIE (Malta) Limited being MMLC's majority shareholder with an equity interest of 95.85% in MMLC.

VIE (Malta) Limited also holds an additional 10.1% equity stake in the Company.

VIE (Malta) Limited is controlled by VIE International Beteiligungsmanagement GmbH ("VINT"), which also controlled MMLC Holdings Malta Limited until the merger in November 2019. VINT does not produce consolidated financial statements. The ultimate parent of the Company is Flughafen Wien AG, whose registered office is Postfach 1, A-1300 Wien-Flughafen. Flughafen Wien AG's consolidated share in the Company amounts to 48.44%.

The financial results and financial position of the Company are included in the consolidated financial statements of Flughafen Wien AG. Copies of these consolidated financial statements may be obtained from Investor Relations department of Flughafen Wien or online.

36. FAIR VALUES OF FINANCIAL ASSETS AND FINANCIAL LIABILITIES

At 31 December 2024 and 2023, the carrying amounts of financial assets and financial liabilities classified within non-current and current assets / liabilities respectively, comprising trade and other receivables, cash and cash equivalents, term deposits, investments in treasury bills, current loans receivable and trade and other payables approximated their fair values due to the short-term maturities of these assets and liabilities.

The fair values (Level 2) of non-current financial assets that are not measured at fair value and that carry a fixed rate of interest, comprising of loans receivable by the Company, are not materially different from their carrying amounts because they carry an arm's length interest rate that is repriced periodically and the margin continues to be reflective of the credit risk of the borrower at the year-end (see Note 17).

37. FINANCIAL RISK MANAGEMENT

The Group's and the Company's principal financial liabilities comprise of trade payables and lease liabilities. The principal recognised financial assets of the Group and the Company are trade receivables, loans receivable, term deposits and cash and cash equivalents.

The carrying amount of principal financial instruments are as follows:

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Loans receivable	-	-	37,345,692	24,680,261
Trade receivables	18,681,182	20,907,477	20,462,260	22,575,309
Investments in treasury bills	-	14,699,519	-	14,699,519
Term deposit	45,000,000	37,000,000	45,000,000	37,000,000
Cash and cash equivalents	19,914,918	24,674,829	18,585,279	21,759,733
Lease liabilities	(54,719,378)	(54,374,185)	(54,719,378)	(54,374,185)
Trade and other payables	(69,471,694)	(53,660,874)	(70,285,115)	(52,597,817)

Net gains/(losses) arising from these financial instruments are classified as follows:

	The Group		The Company	
(in EUR)	2024	2023	2024	2023
Recorded in profit or loss:				
Loans receivable - interest	-	-	713,298	1,433,469
Trade and other receivables - ECL	(209,814)	(352,978)	(326,472)	(334,605)
Investments in treasury bills - interest	111,766	728,996	111,766	728,996
Term deposit – interest	1,660,331	752,702	1,660,331	752,702
Financial liabilities at amortised cost - interest	(2,149,107)	(2,172,154)	(2,149,107)	(2,172,154)

The main risks arising from the Group's and the Company's financial instruments are changes in interest rate, liquidity risk and credit risk, which are summarised below.

37. FINANCIAL RISK MANAGEMENT (CONTINUED)

Interest Rate Risk

The Group and the Company have term deposits as disclosed in Note 27 and cash at bank balances as disclosed in Note 28. The Company has also granted interest-bearing loans to its subsidiaries as disclosed in Note 17. No treasury bills were held at the end of the current year.

The Group and the Company are exposed to cash flow interest rate risk on financial instruments carrying a floating interest rate. Management monitors the movement in interest rates and, where possible, reacts to material movements in such rates by restructuring its investing and financing structure.

The following table demonstrates the sensitivity to a reasonably possible change in interest rates, with all other variables held constant, of the Group's and Company's profit before tax. The Group and Company consider the reasonably possible changes in interest rates to be a change in 25 basis points.

		Effect on Profit before tax	
	Increase or Decrease (basis points)	The Group (in EUR)	The Company (in EUR)
2024	**+ 25**	**89,333**	**178,682**
	- 25	**(89,333)**	**(178,682)**
2023	+ 25	115,742	169,298
	- 25	(115,742)	(169,298)

The effect on profit takes into consideration both interest payable and interest receivable based on the financial instruments as disclosed in Notes 17, 26, 27 and 28.

Credit Risk

Credit risk refers to the risk that a counterparty will default on its contractual obligations resulting in financial loss to the Group or the Company. Financial assets which potentially subject the Group and / or the Company to concentrations of credit risk, consist principally of the following:

- Loans receivable from subsidiary undertakings
- Loan commitments to subsidiary undertakings
- Trade and other receivables
- Treasury bills
- Term deposits
- Cash and cash equivalents

Such financial assets are presented net of a loss allowance, where applicable. The maximum exposure to credit risk for recognised financial assets is the carrying amounts of each class of asset as disclosed in Notes 17, 20, 26, 27 and 28 respectively. The maximum exposure to credit risk for the loan commitment is disclosed in Note 17.

Management considers the quality of its financial assets as being acceptable, as further detailed below.

Allowances for provision for impairment on financial assets measured at amortised cost are made in line with the accounting policies outlined in Note 40.

Trade and other receivables
Credit risk with respect to trade and other receivables is managed and assessed through the adherence to credit control procedures, which include client acceptance procedures, and is also limited through the number of customers comprising the Group's and Company's debtor base. Outstanding trade receivables are regularly monitored by management.

For trade receivables the Group and the Company have applied the simplified approach in IFRS 9 to measure the loss allowance at lifetime ECL.

Where the Group has reasonable and supportable information that is available without undue cost or effort to measure LT-ECLs on an individual instrument basis, such an individual assessment is carried out. LT-ECLs on the remaining financial assets are measured on a collective basis, using a provision matrix, estimated based on historical credit loss experience based on the past due status of the debtors, adjusted as appropriate to reflect current conditions and estimates of future economic conditions.

37. FINANCIAL RISK MANAGEMENT (CONTINUED)

Trade receivables – tested individually:

LT-ECL (credit-impaired but not POCI) (in EUR)	The Group 2024	The Group 2023	The Company 2024	The Company 2023
Internal rating grades				
Performing	-	-	-	-
In default	118,337	15,355	108,713	6,281
Gross carrying amount at 31 December	**118,337**	**15,355**	**108,713**	**6,281**
Loss allowance at 31 December	(118,337)	(15,355)	(108,713)	(6,281)
Net carrying amount at 31 December	-	-	-	

Trade receivables – tested collectively:

The table below details the risk profile of trade receivables for which a provision matrix is applied:

The Group

31 December 2024 (in EUR)	Expected Credit Loss Rate	Gross Carrying Amount	LT-ECL	Net Carrying Amount
Current (not past due)	0.6%	9,660,810	57,965	9,602,845
30 to 90 Days	0.7%	7,699,025	53,893	7,645,132
91 to 180 Days	8.7%	1,124,534	97,834	1,026,700
181 to 270 Days	31.2%	501,887	156,589	345,298
271 to 360 Days	62.3%	162,354	101,146	61,208
> 360 Days	100.0%	664,456	664,456	-
		19,813,066	**1,131,883**	**18,681,183**

The Group

31 December 2023 (in EUR)	Expected Credit Loss Rate	Gross Carrying Amount	LT-ECL	Net Carrying Amount
Current (not past due)	1.0%	10,604,958	106,050	10,498,908
30 to 90 Days	1.2%	7,944,726	95,336	7,849,390
91 to 180 Days	10.5%	2,491,161	261,572	2,229,589
181 to 270 Days	34.4%	448,185	154,176	294,009
271 to 360 Days	72.5%	129,385	93,804	35,581
> 360 Days	100.0%	314,112	314,112	-
		21,932,527	**1,025,050**	**20,907,477**

The same ECL Rates are applied to the Company's debtors with a gross carrying amount of EUR 21,497,286 (2023: EUR 23,386,294), resulting in a net carrying amount of EUR 20,462,260 (2023: EUR 22,575,309) and a collective LT-ECL of EUR 1,035,026 (2023: EUR 810,986) of which an amount of EUR 608,608 (2023: EUR 256,419) is in relation to trade debtors that are more than 360 days past due.

Cash and cash equivalents

The cash at bank balances held by the Group and the Company are disclosed in Note 28. Currently the Group holds its cash at bank balances with reputable and investment grade rated banking institutions.

12-M-ECL (in EUR)	The Group 2024	The Group 2023	The Company 2024	The Company 2023
External rating grades				
BBB- (stable) (S&P)	15,123,046	-	15,123,046	-
BBB+ (stable) (S&P)	3,940,641	19,481,017	2,611,002	16,565,921
A- stable (S&P)	636,526	3,000	636,526	3,000
A stable (S&P)	182,545	2,105,476	182,545	2,105,476
A (stable) (S&P)	28,572	3,085,336	28,572	3,085,336
Not rated	3,588	-	3,588	-
Gross/Net Carrying Amount at 31 December	**19,914,918**	**24,674,829**	**18,585,279**	**21,759,733**

On the basis of the low credit risk exemption, the resulting 12-M-ECL in terms of IFRS 9 are not considered to be material.

37. FINANCIAL RISK MANAGEMENT (CONTINUED)

Treasury Bills

The Group did not hold treasury bills with the Government of Malta as disclosed in Note 26 at year-end.

12-M-ECL (in EUR)	The Group 2024	The Group 2023	The Company 2024	The Company 2023
External rating grades				
A- stable (S&P)	-	14,699,519	-	14,699,519
Gross/Net Carrying Amount at 31 December	**-**	**14,699,519**	**-**	**14,699,519**

Term Deposits

The Group holds its term deposits with the same reputable and investment-grade rated banking institutions as its cash and cash equivalents as outlined above.

12-M-ECL (in EUR)	The Group 2024	The Group 2023	The Company 2024	The Company 2023
External rating grades				
BBB+ (stable) (S&P)	15,000,000	15,000,000	15,000,000	15,000,000
A2 stable (S&P)	15,000,000	15,000,000	15,000,000	15,000,000
A stable (S&P)	15,000,000	7,000,000	15,000,000	7,000,000
Gross/Net Carrying Amount at 31 December	**45,000,000**	**37,000,000**	**45,000,000**	**37,000,000**

On the basis of the low credit risk exemption, the resulting 12-M-ECL in terms of IFRS 9 are not considered to be material.

Loans receivable

Loans receivable and undrawn loan commitments of the Company are disclosed in Note 17. The credit risk is contained within the Group.

12-M-ECL (in EUR)	The Company 2024	The Company 2023
Internal rating grades		
Performing	37,345,692	24,680,261
Gross/Net Carrying Amount at 31 December	**37,345,692**	**24,680,261**

The Company determined that the loans and the undrawn loan commitments did not result in a significant increase in credit risk, as compared to the risk of default on initial recognition and accordingly a 12m-ECL applies. On the basis of the expected manner of recovery of the loans and the possible alternative strategies available to the borrower, the Company concluded that full recovery is expected, taking into consideration the financial position of the respective counterparty and, where applicable, forward-looking information that addresses the future prospects of the industries in which the borrower operates and information that relates to the borrower's core operations. Consequently, the resulting 12m-ECL in terms of IFRS 9 are not considered to be material.

37. FINANCIAL RISK MANAGEMENT (CONTINUED)

Liquidity Risk

The tables below summarise the maturity profile of the Group's and Company's financial liabilities as at 31 December 2024 and 2023 based on contractual undiscounted payments.

The Group 31 December 2024 (in EUR)	Carrying Amount	Gross Cash Flows	< 1 year	1-5 Years	> 5 years
Lease Liability	54,719,378	128,765,662	1,819,761	7,765,670	119,180,231
Other payables	6,125,744	6,125,744	402,585	5,723,159	-
Accruals	55,925,417	55,925,417	55,925,417	-	-
Trade payables	7,425,180	7,425,180	7,425,180	-	-
	124,195,719	**198,242,003**	**65,572,943**	**13,488,829**	**119,180,231**

The Group 31 December 2023 (in EUR)	Carrying Amount	Gross Cash Flows	< 1 year	1-5 Years	> 5 years
Lease liability	54,374,185	130,578,350	1,812,688	7,575,263	121,190,399
Other payables	2,479,903	2,479,903	521,995	1,957,908	-
Accruals	44,718,779	44,718,779	44,718,779	-	-
Trade payables	6,466,841	6,466,841	6,466,841	-	-
	108,039,708	**184,243,873**	**53,520,303**	**9,533,171**	**121,190,399**

The Company 31 December 2024 (in EUR)	Carrying Amount	Gross Cash Flows	< 1 year	1-5 Years	> 5 years
Lease liability	54,719,378	128,765,662	1,819,761	7,765,670	119,180,231
Other payables	5,683,049	5,683,049	364,504	5,318,545	-
Accruals	54,208,797	54,208,797	54,208,797	-	-
Trade payables	10,310,392	10,310,392	10,310,392	-	-
	124,921,616	**198,967,900**	**66,703,454**	**13,084,215**	**119,180,231**

The Company 31 December 2023 (in EUR)	Carrying Amount	Gross Cash Flows	< 1 year	1-5 Years	> 5 years
Lease liability	54,374,185	130,578,350	1,812,688	7,575,263	121,190,399
Other payables	2,118,470	2,118,470	348,193	1,770,277	-
Accruals	44,083,899	44,083,899	44,083,899	-	-
Trade payables	6,318,651	6,318,651	6,318,651	-	-
	106,895,205	**183,099,370**	**52,563,431**	**9,345,540**	**121,190,399**

The Group monitors and manages its risk to a shortage of funds by monitoring forecast and actual cash flows.

Capital Management

One of the objectives of the Group and the Company is to ensure that it maintains a strong credit rating and healthy capital ratios by means of proper management of its capital. The Group and the Company manage their capital structure and adjust it, in light of changes in economic conditions. No changes were made in the objectives and processes during the years ended 31 December 2024 and 31 December 2023.

The Company monitors its capital requirement on a periodic basis considering its current requirements. Capital primarily includes equity attributable to the equity holders. Based on recommendations of the directors, the Group and the Company balance their overall capital structure through the payments of dividends, new share issues as well as the issue of new debt or the redemption of existing debt.

Other than as disclosed in that Note, the Group's and Company's policy in managing capital has remained unchanged from the prior year.

38. EVENTS AFTER THE REPORTING PERIOD

All events occurring after the balance sheet date until the date of authorisation for issue of these financial statements and that are relevant for valuation and measurement as of 31 December 2024 for the Group and the Company, such as outstanding legal proceedings or claims for damages and other obligations or impending losses that must be recognised or disclosed in accordance with IAS 10, are included in these consolidated financial statements. No relevant events after the reporting period occurred.

39. COMPARATIVE INFORMATION

Comparative figures disclosed in the main components of these financial statements have been reclassified to conform with the current year's presentation format for the purpose of fair presentation.

40. MATERIAL ACCOUNTING POLICY INFORMATION

Scope of Consolidation

The consolidated financial statements include all subsidiaries, with the exception of Kirkop PV Farm Limited, as its economic significance and influence on the financial position, financial performance and cash flows of the Group is immaterial. The net liability position of Kirkop PV Farm Limited is under EUR 3,000 (2023: under EUR 3,000). Kirkop PV Farm Limited did not commence to trade by the balance sheet date.

The 2024 and 2023 consolidated financial statements include Malta International Airport p.l.c as well as three domestic subsidiaries that are controlled by Malta International Airport p.l.c.

Subsidiaries included in the consolidated financial statements 2024 and 2023 are Airport Parking Limited, Sky Parks Development Limited and Sky Parks Business Centre Limited. For financial information on these subsidiaries see Note 16.

The financial statements of the subsidiaries are prepared for the same reporting period as that of the Company, using consistent accounting policies. All intra-group balances, transactions, income and expenses and profits and losses resulting from intra-group transactions and dividends are eliminated in full.

Subsidiaries are fully consolidated from the date of acquisition, being the date on which the Group obtains control or from the date of set-up under the control of the Company and continue to be consolidated until the date such control ceases.

Property, Plant and Equipment

The Group's and the Company's property, plant and equipment are classified into the following classes – land held as temporary emphyteusis, related aerodrome licence, buildings, furniture, fixtures, plant and equipment, motor vehicles. Advance deposits paid to suppliers of property, plant & equipment are recognised as part of property, plant & equipment.

Upfront payments in relation to the temporary emphyteusis of the leasehold land and buildings are reclassified to right-of-use assets which is included under property, plant and equipment in terms of IFRS 16. The accounting policy for right-of-use assets is included below in the Section entitled 'Leases'.

Property, plant and equipment also include the right-of-use assets in relation to the related licence over the aerodrome, which includes the Airfield. The management of the Airfield is considered to be integral to the use of the land and buildings held as temporary emphyteusis, with the Group having an obligation to manage the Airfield for the same duration of the emphyteusis. The Group considers the licence as being inseparable from the right to use the Airfield (being the tangible component). It is also not possible to split the right to operate the Airfield from the right to use the Airfield and the Group considers the use of the Airfield to be the most significant element of the transaction.

Property, plant and equipment are initially measured at cost. Such cost includes borrowing costs for long-term construction projects, if the recognition criteria are met. Subsequent costs are included in the asset's carrying amount when it is probable that future economic benefits associated with the item will flow to the Group or the Company and the cost of the item can be measured reliably. Expenditure on repairs and maintenance of property, plant and equipment is recognised as an expense when incurred.

Subsequent to initial recognition, property, plant and equipment are stated at cost less any accumulated depreciation and any accumulated impairment losses.

Property, plant and equipment are derecognised on disposal or when no future economic benefits are expected from their use or disposal. Gains or losses arising from derecognition represent the difference between the net disposal proceeds, if any, and the carrying amount. Any gains or losses arising on derecognition are included in profit or loss in the year the asset is derecognised.

Properties in the Course of Construction

Properties in the course of construction for production supply or administrative purposes are classified as property, plant and equipment and are carried at cost less any identified impairment loss. Cost includes professional fees, and for qualifying assets, borrowing costs capitalised in accordance with the Company's accounting policy on borrowing costs. Depreciation of these assets, on the same basis as other property assets, commences when the assets are available for use.

Properties in the course of construction for future use as investment property are classified as investment property. Existing investment property that is being redeveloped for continued future use as investment property continues to be classified as investment property.

40. MATERIAL ACCOUNTING POLICY INFORMATION (CONTINUED)

Investment Property

Investment property also includes right-of-use assets in terms of IFRS 16. The accounting policy for right-of-use assets is included below in the Section entitled 'Leases'.

Investment property is property held to earn rentals or for capital appreciation or both. Investment property is recognised as an asset when it is probable that the future economic benefits that are associated with the investment property will flow to the entity and the cost can be measured reliably. Investment property is initially measured at cost, including transaction costs. Subsequent to initial recognition, investment property is stated at cost less any accumulated depreciation and any accumulated impairment losses.

Investment property is derecognised on disposal or when it is permanently withdrawn from use and no future economic benefits are expected from its disposal. Gains or losses on derecognition represent the difference between the net disposal proceeds, if any, and the carrying amount, and are recognised in profit or loss in the period of derecognition.

Depreciation

Depreciation commences when the depreciable assets are available for use and is charged to profit or loss, so as to write off the cost less any estimated residual value, over their estimated useful lives (unless this exceeds the end of any applicable leases or emphyteusis, in which case the accounting policy in the Section entitled 'Leases' applies), using the straight-line method, on the following bases:

Land held on temporary emphyteusis	by equal annual instalments over the remaining term of the emphyteusis
Buildings classified within Property, Plant and Equipment	2% to 5% per annum
Furniture, fixtures, plant and equipment classified within Property, Plant and Equipment	10% to 33 1/3% per annum
Motor vehicles classified within Property, Plant and Equipment	20% per annum
Investment property (other than the land component)	5% to 15% per annum

Right-of-use assets are depreciated over the shorter period of the lease term and the useful life of the underlying asset.

The depreciation method applied, the residual value and the useful life are reviewed at each financial year end and adjusted prospectively, as appropriate.

Investments in Subsidiaries

A subsidiary is an entity that is controlled by the Company. The Company controls an investee when the Company is exposed, or has rights, to variable returns from its involvement with the investee and has the ability to affect those returns through its power over the investee. Investment in subsidiaries in the separate financial statements of the Company is accounted for on the basis of the direct equity interest and is stated at cost less any provisions for impairment, where in the opinion of the directors, any impairment in value has taken place. Dividends from the investment are recognised in profit or loss.

Financial Instruments

Financial assets and financial liabilities are recognised when the Group entities become a party to the contractual provisions of the instrument. Unless otherwise stated below, financial assets and financial liabilities are initially recognised at their fair value plus directly attributable transaction costs for all financial assets or financial liabilities not classified at fair value through profit or loss.

Financial assets and financial liabilities are offset, and the net amount presented in the Statement of Financial Position when the Group entities have a legally enforceable right to set off the recognised amounts and intend either to settle on a net basis or to realise the asset and settle the liability simultaneously.

Financial assets are derecognised when the contractual rights to the cash flows from the financial assets expire or when the entity transfers the financial asset and the transfer qualifies for derecognition. Financial liabilities are derecognised when they are extinguished. This occurs when the obligation specified in the contract is discharged, cancelled or expires.

Financial Assets
This accounting policy is in relation to the following financial assets:

- Trade and other receivables
- Term deposits
- Treasury Bills
- Cash and cash equivalents
- Loans receivable

These assets are held for collection of contractual cash flows whereby these cashflows represent solely payments of principal and interest hence these financial instruments are subsequently carried at amortised cost. Interest income from these financial assets is included in profit or loss under investment income using the effective interest rate method. Any gain or loss on derecognition is also recognised in profit or loss. Trade receivables which do not have a significant financing component are initially measured at their transaction price and are subsequently stated at their nominal value less any loss allowance for expected credit losses.

40. MATERIAL ACCOUNTING POLICY INFORMATION (CONTINUED)

Impairment of Financial Assets

Credit losses are determined based on the ECL model. The ECL model applies to financial assets measured at amortised cost, debt investments at FVOCI, lease receivables and contract assets, but not to investments in equity instruments. The amount of ECLs is updated at each reporting date to reflect changes in credit risk since the initial recognition.

ECLs are probability-weighted estimates of credit losses with the respective risks of a default occurring as the weights. Credit losses are measured at the present value of all expected cash shortfalls. ECLs are discounted at the effective interest rate of the financial asset. The measurement of ECLs is a function of the probability of default, loss given default (that is, the magnitude of the loss if there is a default) and the exposure at default.

The assessment of the probability of default and loss given default is based on historical data adjusted by forward-looking information, where applicable. Forward-looking information considered includes economic and industry indicators such as GDP, unemployment rates and/or industry projections as well as factors that are specific to the debtors, unless the effect is considered to be immaterial.

ECLs are determined by means of a three-stage model for impairment (the general approach) based on changes in credit risk since initial recognition.

- **Stage 1** includes financial instruments that have not had a significant increase in credit risk since initial recognition or that have low credit risk at the reporting date. For these assets, 12-month ECLs (12-M-ECLs) are recognised. 12-M ECLs are the ECLs that result from default events that are possible within 12 months after the reporting date.
- **Stage 2** includes financial instruments that have had a significant increase in credit risk since initial recognition - unless they have low credit risk at the reporting date - but that do not have objective evidence of impairment. For these assets, lifetime ECLs (LT-ECLs) are recognised. LT-ECLs are the ECLs that result from all possible default events over the expected life of a financial asset.
- **Stage 3** includes financial assets that have objective evidence of impairment at the reporting date. For these assets, LT-ECLs are recognised. A financial asset is credit impaired when one or more events that have a detrimental impact on the estimated future cash flows of the financial asset have occurred.

Impairment gains or losses are recognised in profit or loss for all financial instruments with a corresponding adjustment to their carrying amount through a loss allowance account.

Loss allowances are measured according to the above outlined three-stage model (the general approach) except for trade receivables and contract assets that do not contain a significant financing component or for which the practical expedient for contracts that are one year or less is applied. For these financial assets the simplified approach is applied and LT-ECLs are recognised.

Simplified approach

The Group applies the simplified approach for trade receivables and contract assets that do not contain a significant financing component. The Group's trade receivables are of a short-term nature as they are based on credit terms of less than one year and, thus, do not include a significant financing component.

Where the Group does not have reasonable and supportable information that is available without undue cost or effort to measure LT-ECLs on an individual instrument basis and in order to ensure that LT-ECLs are recognised before an asset becomes credit-impaired or an actual default occurs, LT-ECLs on the remaining financial assets are measured on a collective basis.

In such instances and where appropriate, the financial instruments are grouped on the basis of shared credit risk characteristics and the LT-ECLs are estimated using a provision matrix based on actual credit loss experience over past years, which is adjusted to reflect current conditions and the Group's view of economic conditions over the expected lives of the receivables. Such adjustments are based on factors that are specific to the debtors and economic and industry indicators such as GDP, unemployment rates and/or industry projections, where applicable, unless the effect is considered to be immaterial. For the purpose of the provision matrix, loss rates are calculated using a 'roll rate' method based on the probability of a receivable progressing through successive stages of delinquency over a selected period, taking into consideration the applicable credit terms for such debtors and the past due status. Unless the effect is immaterial, for receivables after 360 days, the loss rate is adjusted to take into consideration the proportion of actual recoveries over the selected period.

Significant increase in credit risk

In assessing whether the credit risk on a financial instrument has increased significantly since initial recognition, the Group compares the risk of a default occurring on the financial instrument as at the reporting date with the risk of a default occurring on the financial instrument as at the date of initial recognition. In making this assessment, the Group considers both quantitative and qualitative information that is reasonable and supportable, including historical experience and forward-looking information that is available without undue cost or effort.

In particular, the following information is taken into account when assessing whether credit risk has increased significantly since initial recognition: an actual or expected significant deterioration in the financial instrument's external (if available) or internal credit rating, significant deterioration in external market indicators of credit risk for a particular financial instrument, existing or forecast adverse changes in business, financial or economic conditions that are expected to cause a significant decrease in the borrower's ability to meet its debt obligations, an actual or expected significant deterioration in the operating results of the borrower, an actual or expected significant adverse change in the regulatory, economic, or technological environment of the borrower that results in a significant decrease in the borrower's ability to meet its debt obligations.

40. MATERIAL ACCOUNTING POLICY INFORMATION (CONTINUED)

Forward-looking information considered includes economic and industry indicators such as GDP, unemployment rates and/or industry projections as well as factors that are specific to the debtors, unless the effect is considered to be immaterial.

Irrespective of the outcome of the above assessment, it is presumed that the credit risk on a financial asset has increased significantly since initial recognition when contractual payments are more than 30 days past due, unless there is reasonable and supportable information, that is available without undue cost or effort, that demonstrates otherwise.

Despite the aforegoing, it is assumed that the credit risk on a financial instrument has not increased significantly since initial recognition if the financial instrument is determined to have low credit risk at the reporting date. A financial instrument is determined to have low credit risk if i) the financial instrument has a low risk of default, ii) the borrower has a strong capacity to meet its contractual cash flow obligations in the near term and iii) adverse changes in economic and business conditions in the longer term may, but will not necessarily, reduce the ability of the borrower to fulfil its contractual cash flow obligations. A financial asset is considered to have low credit risk when it has an internal or external credit rating of 'investment grade' as per globally understood definitions. The Group and the Company have applied the low credit risk assumption for the following classes of financial assets – cash at bank with an external credit rating of Investment grade.

Definition of default

For internal credit risk management purposes, the Group considers it as constituting an event of default when historical experience or information indicates that a financial asset is generally not recoverable as the debtor is unlikely to pay its creditors in full, without taking into account any collateral held by the Group or the Company.

Irrespective of the above analysis, default is considered to have occurred when a financial asset is more than 90 days past due unless reasonable and supportable information is available to demonstrate that a more lagging default criterion is more appropriate. The Group and the Company rebut the 90 days past due presumption for trade receivables since they have reasonable and supportable information to demonstrate that a more lagging default criterion of 360 days past due is more appropriate.

Credit-impaired financial assets

A financial asset is credit-impaired when one or more events that have a detrimental impact on the estimated future cash flows of that financial asset have occurred. Evidence that a financial asset is credit-impaired includes observable data about the following events: significant financial difficulty of the issuer or the borrower, a breach of contract, such as a default or delinquency in interest or principal payments, the probability to enter bankruptcy or other financial reorganisation, the lender(s) of the borrower, for economic or contractual reasons relating to the borrower's financial difficulty, having granted to the borrower a concession(s) that the lender(s) would not otherwise consider, the disappearance of an active market for that financial asset because of financial difficulties.

Write-off policy

The Group and the Company write off a financial asset when there is information indicating that the counterparty is in severe financial difficulty and there is no realistic prospect of recovery, for example when the counterparty has been placed under liquidation or has entered into bankruptcy proceedings. Financial assets written off may still be subject to enforcement activities under the Group's recovery procedures, taking into account legal advice where appropriate. Any recoveries made are recognised in profit or loss.

Loan commitments

For loan commitments, the date that the Company becomes a party to the irrevocable commitment is considered to be the date of initial recognition for the purposes of assessing the financial instrument for impairment. In assessing whether there has been a significant increase in the credit risk since initial recognition of a loan commitment, the Company considers changes in the risk of a default occurring on the loan to which a loan commitment relates. For undrawn loan commitments, the ECL is the present value of the difference between the contractual cash flows that are due to the Company if the holder of the loan commitment draws down the loan, and the cash flows that the Company expects to receive if the loan is drawn down. For loan commitments, the loss allowance is recognised as a provision.

Inventories

Inventories are stated at the lower of cost and net realisable value. Cost is calculated using the weighted average method and comprises expenditure incurred in acquiring the inventories and other costs incurred in bringing the inventories to their present location and condition. Net realisable value represents the estimated selling price in the ordinary course of business less the estimated costs of completion.

Revenue Recognition

The Group and the Company generate income from regulated revenue, unregulated revenue and leases.

- **Regulated revenue** comprises income from aviation services, which arises from income from passenger service charges and aircraft landing and parking fees.
- **Unregulated revenue** consists of security fees, PRM charges, income from ground handling charges, certain car parking revenue, income from VIP services, as well as meteorological services and other income.

Revenue from operating leases reflects all income from renting office, retail, food and beverage, and advertising space, including commissions based on sales, as well as income from renting certain car parks. The accounting policies for this revenue stream are addressed under "Leases – the Group as a lessor" below.

40. MATERIAL ACCOUNTING POLICY INFORMATION (CONTINUED)

The remainder of this note addresses regulated and unregulated revenue from contracts with customers.

Revenue from contracts with customers is measured based on the consideration specified in a contract with a customer and excludes amounts collected on behalf of third parties. The Group and the Company recognise such revenue when (or as) they satisfy a performance obligation by transferring control of a promised good or service to the customer.

Regulated Revenue

Regulated revenue constitutes income based on fees that are subject to the Airport Economic Regulations. These fees are charged to airlines and aircraft operators for the use of the airport infrastructure and include passenger service charges as well as landing and parking fees.

The performance obligation is to make the airport available as and when each airline makes use of it. The transaction price follows a set fee structure and is based on a variety of underlying metrics, such as the number of departing passengers and the maximum take-off weight, which metrics become known by the time the services are provided and thus, no significant estimates are required in this respect.

In determining the transaction price, consideration is taken of variable fee-reducing rebates based on incentive agreements. Incentives are deducted from revenue in full and are included within the line item 'Trade and other payables'. Any such incentives which are not taken up are recognised as revenue only when it is highly probable that a significant reversal will not occur, that is, when the uncertainty associated with the incentives is subsequently resolved.

The performance obligation in relation to regulated revenue is satisfied at a point in time. A receivable is recognised as the services are provided and included in the line item 'Trade and other receivables' until the actual payment is made by the respective customers.

In determining the transaction price, consideration is also made of contributions payable to airlines through a government entity in an effort to improve the number of passengers departing from the airport, thus resulting in additional revenues to the Company and the Group. Such contributions are payable to an Air Route Development Fund that is administered by the government entity, with a particular focus being made on the timing and destination of strategic routes, which result in increased revenues. The allocations that are made by this Fund to the respective airlines are subject to the satisfaction by the airlines of the conditions attaching to eligibility for such contributions, and accordingly, any revenues disclosed in the respective notes are net of any such contributions. The amounts payable by the Company and the Group to the Fund are non-refundable and vary with the number of passenger departures, subject to a fixed cap. These amounts are treated as a reduction of the transaction price (and, therefore, of revenue) since such payments are not considered to be in exchange for a distinct good or service that the customers or the government entity transfer to the Company or the Group. These amounts are included within the line item 'Trade and other payables' until they are settled. No estimates are required in this regard since the extent of the consideration payable is dependent on the number of passenger departures and thus corresponds to the Company's and the Group's efforts to satisfy its performance obligation, with such allocation being consistent with the objective of allocating the transaction price in an amount that depicts the amount of consideration to which the Company and the Group expect to be entitled in exchange for transferring the promised services to the customers.

Unregulated revenue

Unregulated revenue is income based on charges that are not regulated but subject to fee structures that are negotiated with the Group's customers. Fees for each service are uniform among all customers.

- **Security fees** are charged to airlines in order to recover costs relating to the security function of the Group. The performance obligation is to provide a safe and secure environment for all stakeholders of the airport campus. The transaction price is represented by a set fee that is based on the number of departing passengers of an airline or aircraft operator. The performance obligation is satisfied over time.
- **PRM fees** are charged to airlines in order to recover costs emanating to the Group for the provision of assistance to persons with reduced mobility (PRM) in line with Regulation (EC) 1107/2006. The performance obligation is to arrange the required services for persons with reduced mobility on behalf of the airline or aircraft operator. The transaction price is represented by a set fee that is based on the number of departing passengers of an airline or aircraft operator. The performance obligation is satisfied at a point in time.
- **Ground handling concession income** is revenue from ground handling and infrastructure providers for the right to provide their services (ground handling, fuelling) within the airport perimeter for the duration of the respective contracts. The performance obligation is to make the maintained airport infrastructure and equipment available so that the ground handling provider is able to provide its services to airlines and aircraft operators. The transaction price follows a fee structure that is based on a variety of underlying metrics, such as the number of departing passengers, aircraft movements, maximum take-off weight, kilograms of freight and mail, and litres of fuel. The Group has determined that it provides a daily service of access that is distinct, with the uncertainty related to the consideration receivable being also resolved on that basis, and accordingly, no further estimates are required in this regard. The performance obligation is satisfied over time. A receivable is recognised as the services are provided and included in the line item "Trade and other receivables" until the actual payment is made by the respective ground handling provider.
- **Car parking income** primarily represents revenue generated through the provision of car parking spaces at the car parks within the airport perimeter other than revenue from rental income resulting from the lease of car parks, which is addressed by the accounting policy on leases. The performance obligation is to provide and maintain car parking space for the duration of the stay. The transaction price follows a pre-determined fee structure that is based on parking time and that is payable immediately upon use. The performance obligation is satisfied over time. Besides, income from the sale of car park access cards, which allow customers to make use of the car park over a fixed period of time, is recognised over time on straight-line basis for the duration of the contract.

40. MATERIAL ACCOUNTING POLICY INFORMATION (CONTINUED)

- **Income from VIP services** primarily represents revenue generated through the provision of services, such as access to airport lounges and ancillary services (e.g. porterage, meet-and-greet). The Group's performance obligation is to provide the services if and when requested by customers in line with underlying terms and conditions. The transaction price follows a fixed price structure. The performance obligation is satisfied over time. In addition, the Group issues membership cards that enable members to make use of a variety of VIP services and facilities provided by the airport, such as lounges and access to car parks, over a fixed period. Such revenue is recognised over time on a straight-line basis for the duration of the contract, with any deferred income being recognised as a contract liability within the line item 'Trade and other payables'.
- **Revenue from meteorological services** is generated from the provision of meteorological services to Malta Air Traffic Services (MATS). The Group's performance obligation is to provide meteorological services in respect of air navigation, as well as for public, maritime and agricultural purposes, and to maintain the equipment and facilities necessary to do so over the specified contractual period. The transaction price is a contractually agreed amount recognised over the term of the agreement. The performance obligation is satisfied over time.

In addition to the above-mentioned revenue streams, the Group and the Company generate other income that is classified within unregulated revenue, which arises from a variety of services, such as the issuance of security passes, the provision of luggage trolleys, lost and found services, and left luggage.

Government Grants

Grants are recognised when there is reasonable assurance that all the conditions attached to them are complied with and the grants will be received. Grants related to income are recognised in the profit or loss over the periods necessary to match them with the related costs which they are intended to compensate on a systematic basis. Such grants are presented as part of profit or loss, by deducting them from the related expense. Grants related to assets are presented in the Statement of Financial Position as deferred income, which is recognised as income on a systematic basis over the useful life of the asset.

Deferred Income

Deferred income arising from the sale of terminal buildings that took place on the date of the privatisation of the Company in 2002 is transferred separately to the income statement in equal annual instalments over the remaining life of the underlying assets.

Leases

The Group as a lessee

For any contract entered into by the Group, it considers whether the contract is, or contains a lease. A lease is defined as 'a contract, or part of a contract, that conveys the right to use an asset (the underlying asset) for a period of time in exchange for consideration'.

To apply this definition the Group assesses whether the contract meets three key evaluations which are (1) whether the contract contains an identified asset; (2) whether the Group has the right to obtain substantially all of the economic benefits from use throughout the period of use; and (3) whether the Group has the right to direct the use of the identified asset throughout the period of use.

At lease commencement date, the Group recognises a right-of-use asset and a lease liability on the balance sheet.

The Group measures the lease liability at the lease commencement date at the present value of the lease payments unpaid at that date, discounted using the interest rate implicit in the lease (if that rate is readily determined) or the Group's incremental borrowing rate.

Lease payments included in the measurement of the lease liability are made up of fixed payments (including in substance fixed) less any incentives receivable, variable payments based on an index or rate (initially measured using the index or rate at the commencement date), amounts expected to be payable under a residual value guarantee and payments arising from purchase options or termination penalties reasonably certain to be exercised.

Variable lease payments not included in the measurement of the lease liability are recognised in profit or loss (unless the costs are included in the carrying amount of another asset) in the period in which the event or condition that triggers those payments occurs.

The right-of-use asset is initially measured at cost, which is made up of the initial measurement of the lease liability, any initial direct costs incurred by the Group, an estimate of any costs to dismantle and remove the asset at the end of the lease, and any lease payments made at or before the lease commencement date.

Right-of-use assets are subsequently measured using the cost model. The Group depreciates the right-of-use assets on a straight-line basis from the lease commencement date to the earlier of the end of the useful life of the right-of-use asset or the end of the lease term. If a lease transfers ownership of the underlying asset or the cost of the right-of-use asset reflects that the Group expects to exercise a purchase option, the related right-of-use asset is depreciated over the useful life of the underlying asset. The Group also assesses the right-of-use asset for impairment when such indicators exist, in which case the recoverable amount of the asset is estimated.

41. MATERIAL ACCOUNTING POLICY INFORMATION (CONTINUED)

Subsequent to initial measurement, the liability is reduced for payments made and increased for interest (using the effective interest method). It is remeasured to reflect any reassessment or modification or if there are changes in in-substance fixed payments.

When the lease liability is remeasured, the corresponding adjustment is reflected in the right-of-use asset or profit and loss if the right-of-use asset is already reduced to zero.

The Group accounts for short-term leases and leases of low-value assets using the recognition exemptions. Instead of recognising a right-of-use asset and lease liability, the payments in relation to these are recognised as an expense in profit or loss on a straight-line basis over the lease term or another systematic basis that is more representative of the pattern of the lessee's benefit.

As a practical expedient, a lessee is permitted not to separate non-lease components from lease components and instead account for any lease and associated non-lease components as a single lease component. The Group has not used this practical expedient. For contracts that contain a lease component and one or more additional lease or non-lease components, the Group allocates the consideration in the contract to each lease component on the basis of the relative stand-alone price of the lease component and the aggregate stand-alone price of the non-lease components.

The Group does not present right-of-use assets separately from other assets in the statement of financial position. It includes such assets within the same line item as that within which the corresponding underlying assets would be presented if they were owned. Right-of-use assets are presented within Property, plant and Equipment and Investment Property. The Group presents lease liabilities separately from other liabilities in the Statement of Financial Position.

In the Statement of profit or loss and other comprehensive income, the Group presents interest expense on the lease liability separately from the depreciation charge for the right-of-use asset. The lease payments attributable to low-value items and short-term leases for which the recognition exemption is applied, together with variable lease payments not included in the measurement of the lease liability, are presented within 'other operating expenses'.

In the Statement of Cash Flows, the Group classifies cash payments for the principal portion of the lease liability within financing activities and the cash payments for the interest portion of the lease liability within operating activities.

The Group as a lessor

As a lessor, the Group classifies its leases as either operating or finance leases. A lease is classified as a finance lease if it transfers substantially all the risks and rewards incidental to ownership of the underlying asset and classified as an operating lease if it does not. Lease classification is made at inception of the lease, which was the earlier of the date of the lease agreement and the date of commitment by the parties to the principal terms and conditions of the lease.

Rentals receivable under operating leases are recognised as income in profit or loss on a straight-line basis over the lease term unless another systematic basis is more representative of the pattern in which use benefit derived from the leased asset is diminished.

When the Group is an intermediate lessor, it accounts for the head lease and the sublease as two separate contracts. The sublease is classified as a finance or operating lease by reference to the right-of-use asset arising from the head lease.

Furthermore, for a contract that contains a lease component and one or more additional lease or non-lease components, the Group allocates the consideration in the contract applying IFRS 15. With respect to modifications to an operating lease in which the Group is a lessor, such modifications are accounted for as a new lease from the effective date of the modification, considering any prepaid or accrued lease payments relating to the original lease as part of the lease payments for the new lease.

Employee Benefits

Employee benefits include short-term benefits and post-employment benefits.

Short-term employee benefits

The Group and the Company contribute towards the state pension fund in accordance with local legislation. The only obligation of the Group and the Company is to make the required contribution. Costs are expensed in the year in which they are incurred.

Retirement plans

For defined benefit plans, the cost of providing benefits is determined using the projected unit credit method, with estimations being carried out at each reporting date. Past service cost is recognised as an expense at the earlier of the following dates (a) when the plan amendment or curtailment occurs and (b) when the entity recognises related restructuring costs or termination benefits. The amount recognised in the Statement of Financial Position represents the present value of the expected future payments required to settle the obligation resulting from employee service in the current and prior periods. The service cost and the net interest on the net defined benefit liability are recognised in profit or loss.

Remeasurements of the net defined benefit liability, comprising actuarial gains and losses, are recognised in other comprehensive income and are not reclassified to profit or loss in a subsequent period. Such remeasurements are reflected immediately in retained earnings.

Actuarial gains and losses are changes in the present value of the defined benefit obligation resulting from experience adjustments and the effects of changes in actuarial assumptions. Actuarial assumptions are an entity's best estimates of the variables that will determine the ultimate cost of providing post-employment benefits.

Independent Auditor's Report

To the Shareholders of Malta International Airport p.l.c.

REPORT ON THE AUDIT OF THE FINANCIAL STATEMENTS

Our opinion

In our opinion:

- The Group financial statements and the Parent Company financial statements (the "financial statements") of Malta International Airport p.l.c. give a true and fair view of the Group and the Parent Company's financial position as at 31 December 2024, and of their financial performance and cash flows for the year then ended in accordance with International Financial Reporting Standards ('IFRSs') as adopted by the EU; and
- The financial statements have been prepared in accordance with the requirements of the Maltese Companies Act (Cap. 386).

Our opinion is consistent with our additional report to the Audit Committee.

What we have audited
Malta International Airport p.l.c.'s financial statements comprise:

- the Consolidated and Parent Company income statements and statements of comprehensive income for the year ended 31 December 2024;
- the Consolidated and Parent Company statements of financial position as at 31 December 2024;
- the Consolidated and Parent Company statements of changes in equity for the year then ended;
- the Consolidated and Parent Company statements of cash flows for the year then ended; and
- the notes to the financial statements, comprising material accounting policy information and other explanatory information.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Independence
We are independent of the Group and the Parent Company in accordance with the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants (IESBA Code) togetherwith the ethical requirements of the Accountancy Profession (Code of Ethics for Warrant Holders) Directive issued in terms of the Accountancy Profession Act (Cap. 281) that are relevant to our audit of the financial statements in Malta. We have fulfilled our other ethical responsibilities in accordance with these Codes.

To the best of our knowledge and belief, we declare that non-audit services that we have provided to the parent company and its subsidiaries are in accordance with the applicable law and regulations in Malta and that we have not provided non-audit services that are prohibited under Article 18A of the Accountancy Profession Act (Cap. 281).

The non-audit services that we have provided to the parent company and its subsidiaries, in the period from 1 January 2024 to 31 December 2024, are disclosed in note 9 to the financial statements.

Our audit approach

Overview

- Overall group materiality: €3,600,000, which represents 5% of profit before tax.
- The audit carried out by the group auditor covered the parent company and the three subsidiaries consolidated as part of the Group.
- Recognition of revenue

As part of designing our audit, we determined materiality and assessed the risks of material misstatement in the financial statements. In particular, we considered where the directors made subjective judgements; for example, in respect of significant accounting estimates that involved making assumptions and considering future events that are inherently uncertain. As in all of our audits, we also addressed the risk of management override of internal controls, including among other matters consideration of whether there was evidence of bias that represented a risk of material misstatement due to fraud.

Materiality

The scope of our audit was influenced by our application of materiality. An audit is designed to obtain reasonable assurance whether the financial statements are free frommaterialmisstatement. Misstatements may arise due to fraud or error. They are considered material if individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

Based on our professional judgement, we determined certain quantitative thresholds for materiality, including the overall group materiality for the financial statements as a whole as set out in the table below These, together with qualitative considerations, helped us to determine the scope of our audit and the nature, timing and extent of our audit procedures and to evaluate the effect of misstatements, both individually and in aggregate on the financial statements as a whole.

Overall group materiality	€3,600.000
How we determined it	5% of profit before tax
Rationale for the materiality benchmark applied	We chose profit before tax as the benchmark because, in our view, it is the benchmark against which the performance of the Group is most commonly measured by users, and is a generally accepted benchmark by ISAs for profit based entities. We chose 5% which is within the range of quantitative materiality thresholds that we consider acceptable.

We agreed with the Audit Committee that we would report to them misstatements identified during our audit above €180,000 as well as misstatements below that amount that, in our view, warranted reporting for qualitative reasons.

Key audit matters

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

Key audit matter	How our audit addressed the Key audit matter
Recognition of revenue Revenue recognition has been selected as a key audit matter due to the significance of the amount to the consolidated income statement of Malta International Airport p.l.c.'s financial statements. Furthermore, the matter requires significant audit attention due to the various revenue streams and the manner in which each revenue stream is computed. The determination of revenue is complex in nature and treated as a significant risk in the audit. Revenue recognition is governed by IFRS 15 'Revenue from contracts with customers' and IFRS 16 'Leases'. For the year ended 31 December 2024 the Group's revenue amounted to €142,869,457 (2023: €120,247,948). Revenue is a key driver of the profitability before tax of the Group, which for the year ended 31 December 2024 amounted to €72,187,367 (2023: €62,248,619).	We tested the recognition of revenue as follows: • We performed a detailed understanding of the revenue process including an understanding of the design and implementation of the manual and automated controls surrounding revenue recognition. • Our IT audit specialists have directed their efforts at systems and business processes that have a significant impact on financial reporting to ensure an appropriate level of control operates within the IT general control environment with targeted areas including overall IT management and governance, access to programs and data, computer operations, program changes and development. Furthermore, the IT audit specialists ensured that an appropriate level of automated and manual application controls are in place to support the processing of transactions by the key financial systems. • We reconciled revenue streams, including airport regulated and unregulated revenue, income from tenants through leasing and parking revenue, to listings extracted from operating systems. These listings were deemed to be key reports and therefore we performed testing on these listings to obtain comfort on the accuracy and completeness of these key reports. Key variables including passenger numbers, maximum take-off weight ("MTOW") figures and aircraft parking area have been confirmed to third party supporting documentation and certificates.
The Group generates income from regulated revenue, unregulated revenue and leases. Regulated revenue comprises income from aviation services which arise fromincome frompassenger services charges. Regulated revenue also comprises aircraft landing and parking fees which are based on maximum take-off weight and aircraft area. Unregulated revenue consists of security fees, PRM (persons with reduced mobility) charges and income from ground handling services which are also based on passenger numbers, and maximum take-off weight. Unregulated revenue also comprises certain car parking revenue, income from VIP services, recharges for utilities as well as meteorological services, fuel throughput charges, charges for the use of common areas and other income. Revenue from leases reflects all income from renting office, retail, food and beverage, and advertising space including commissions based on sales as well as income from renting certain car parks. The revenue recognition accounting policies are disclosed in note 40 to these financial statements. Further detail covering revenue can be found in note 6 to the financial statements.	• We recomputed, based on the key reports tested as per above and through the use of a data science and analytics automation platform, the airport revenue derived from airlines and ground handlers based on passenger numbers, maximum take-off weight ("MTOW") figures and aircraft parking area. • We tested relevant manual controls, mainly cash reconciliations performed by car park attendants and members of the finance team, relating to parking revenue which includes revenue collected through cash. • We tested a sample of other revenue transactions by agreeing the revenue to supporting documentation including contracts, invoices and cash receipts and ensuring that revenue is recognised appropriately. • We performed testing surrounding revenue recognised in the last few days of 2024 and initial days of 2025 to ensure that revenue is recognised in the correct period. Based on work carried out as detailed in the paragraphs above, we found revenue recognition to be appropriate and in line with the expected treatment of IFRS 15 'Revenue from contracts with customers' and IFRS 16 'Leases'.

How we tailored our group audit scope

We tailored the scope of our audit in order to perform sufficient work to enable us to provide an opinion on the financial statements as a whole, taking into account the structure of the Group, the accounting processes and controls, and the industry in which the Group operates.

The Group is composed of four components: Malta International Airport p.l.c. (the parent company) and its three wholly owned subsidiaries. We tailored the scope of our audit in order to perform sufficient work to enable us to provide an opinion on the financial statements as a whole, taking into account the structure of the Group, the accounting processes and controls, and the industry in which the Group operates.

Other information

The directors are responsible for the other information. The other information comprises the General Information, the Directors' Report, the Statement of Directors' Responsibilities, the Corporate Governance - Statement of Compliance and the Remuneration Report (but does not include the financial statements and our auditor's report thereon), which we obtained prior to the date of this auditor's report, and the Chairman's Message, the Chief Executive Officer's Review, information on strategy and employees, the Aviation Report, the Retail & Property Report, the Corporate Responsibility Report, and supporting key data, investments and outlook information, which is expected to be made available to us after that date.

Our opinion on the financial statements does not cover the other information and we do not and will not express any form of assurance conclusion thereon except as explicitly stated within the *Report on other legal and regulatory requirements*.

In connection with our audit of the financial statements, our responsibility is to read the other information identified above and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated.

If, based on the work we have performed on the other information that we obtained prior to the date of this auditor's report, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

When we read the Chairman's Message, the Chief Executive Officer's Review, information on strategy and employees, the Aviation Report, the Retail & Property Report, the Corporate Responsibility Report, and supporting key data, investments and outlook information, if we conclude that there is a material misstatement therein, we are required to communicate the matter to those charged with governance in accordance with International Standards on Auditing.

Responsibilities of the directors and those charged with governance for the financial statements

The directors are responsible for the preparation of financial statements that give a true and fair view in accordance with IFRSs as adopted by the EU and the requirements of the Maltese Companies Act (Cap. 386), and for such internal control as the directors determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the directors are responsible for assessing the Group's and the Parent Company's ability to continue as a going concern, disclosing, as applicable,matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the Group or the Parent Company or to cease operations, or have no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Group's financial reporting process.

Auditor's responsibilities for the audit of the financial statements

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

As part of an audit in accordance with ISAs, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks ofmaterialmisstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Group's and the Parent Company's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the directors.

- Conclude on the appropriateness of the directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Group's or the Parent Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Group or the Parent Company to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Plan and perform the group audit to obtain sufficient appropriate audit evidence regarding the financial information of the entities or business units within the Group as a basis for forming an opinion on the consolidated financial statements. We are responsible for the direction, supervision and review of the audit work performed for purposes of the group audit. We remain solely responsible for our audit opinion.

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

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

From the matters communicated with those charged with governance, we determine those matters that were of most significance in the audit of the financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS

Report on compliance with the requirements of the European Single Electronic Format Regulatory Technical Standard (the "ESEF RTS"), by reference to Capital Markets Rule 5.55.6

We have undertaken a reasonable assurance engagement in accordance with the requirements of Directive 6 issued by the Accountancy Board in terms of the Accountancy Profession Act (Cap. 281) - the

Accountancy Profession (European Single Electronic Format) Assurance Directive (the "ESEF Directive 6") on the Annual Financial Report of Malta International Airport p.l.c. for the year ended 31 December 2024, entirely prepared in a single electronic reporting format.

Responsibilities of the directors
The directors are responsible for the preparation of the Annual Financial Report, including the consolidated financial statements and the relevant mark-up requirements therein, by reference to Capital Markets Rule 5.56A, in accordance with the requirements of the ESEF RTS.

Our responsibilities
Our responsibility is to obtain reasonable assurance about whether the Annual Financial Report, including the consolidated financial statements and the relevant electronic tagging therein, complies in all material respects with the ESEF RTS based on the evidence we have obtained. We conducted our reasonable assurance engagement in accordance with the requirements of ESEF Directive 6.

Our procedures included:

- Obtaining an understanding of the entity's financial reporting process, including the preparation of the Annual Financial Report, in accordance with the requirements of the ESEF RTS.
- Obtaining the Annual Financial Report and performing validations to determine whether the Annual Financial Report has been prepared in accordance with the requirements of the technical specifications of the ESEF RTS.
- Examining the information in the Annual Financial Report to determine whether all the required taggings therein have been applied and whether, in all material respects, they are in accordance with the requirements of the ESEF RTS.

We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Opinion
In our opinion, the Annual Financial Report for the year ended 31 December 2024 has been prepared, in all material respects, in accordance with the requirements of the ESEF RTS.

Other reporting requirements

The *Annual Financial Report and Financial Statements 2024* contains other areas required by legislation or regulation on which we are required to report. The Directors are responsible for these other areas.

The table below sets out these areas presented within the Annual Financial Report, our related responsibilities and reporting, in addition to our responsibilities and reporting reflected in the *Other information* section of our report. Except as outlined in the table, we have not provided an audit opinion or any form of assurance.

Area of the Annual Financial Report and Financial Statements 2024 and the related Directors' responsibilities	Our responsibilities	Our reporting
Directors' report and Statement of Directors' Responsibilities The Maltese Companies Act (Cap. 386) requires the directors to prepare a Directors' report, which includes the contents required by Article 177 of the Act and the Sixth Schedule to the Act.	We are required to consider whether the information given in the Directors' report for the financial year for which the financial statements are prepared is consistent with the financial statements. We are also required to express an opinion as to whether the Directors' report has been prepared in accordance with the applicable legal requirements. In addition, we are required to state whether, in the light of the knowledge and understanding of the Company and its environment obtained in the course of our audit, we have identified any material misstatements in the Directors' report, and if so to give an indication of the nature of any such misstatements.	In our opinion: • the information given in the Directors' report for the financial year for which the financial statements are prepared is consistent with the financial statements; and • the Directors' report has been prepared in accordance with the Maltese Companies Act (Cap. 386). We have nothing to report to you in respect of the other responsibilities, as explicitly stated within the *Other information* section.

Area of the Annual Financial Report and Financial Statements 2024 and the related Directors' responsibilities	Our responsibilities	Our reporting
Corporate Governance – Statement of Compliance The Capital Markets Rules issued by the Malta Financial Services Authority require the directors to prepare and include in the Annual Financial Report a Statement of Compliance with the Code of Principles of Good Corporate Governance within Appendix 5.1 to Chapter 5 of the Capital Markets Rules. The Statement's required minimum contents are determined by reference to Capital Markets Rule 5.97. The Statement provides explanations as to how the Company has complied with the provisions of the Code, presenting the extent to which the Company has adopted the Code and the effective measures that the Board has taken to ensure compliance throughout the accounting period with those Principles.	We are required to report on the Statement of Compliance by expressing an opinion as to whether, in light of the knowledge and understanding of the Company and its environment obtained in the course of the audit, we have identified any material misstatements with respect to the information referred to in Capital Markets Rules 5.97.4 and 5.97.5, giving an indication of the nature of any such misstatements. We are also required to assess whether the Statement of Compliance includes all the other information required to be presented as per Capital Markets Rule 5.97. We are not required to, and we do not, consider whether the Board's statements on internal control included in the Statement of Compliance cover all risks and controls, or form an opinion on the effectiveness of the Company's corporate governance procedures or its risk and control procedures.	In our opinion, the Statement of Compliance has been properly prepared in accordance with the requirements of the Capital Markets Rules issued by the Malta Financial Services Authority. We have nothing to report to you in respect of the other responsibilities, as explicitly stated within the *Other information* section.

Area of the Annual Financial Report and Financial Statements 2024 and the related Directors' responsibilities	Our responsibilities	Our reporting
Remuneration report The Capital Markets Rules issued by the Malta Financial Services Authority require the directors to prepare a Remuneration report, including the contents listed in Appendix 12.1 to Chapter 12 of the Capital Markets Rules.	We are required to consider whether the information that should be provided within the Remuneration report, as required in terms of Appendix 12.1 to Chapter 12 of the Capital Markets Rules, has been included.	In our opinion, the Remuneration report has been properly prepared in accordance with the requirements of the Capital Markets Rules issued by the Malta Financial Services Authority.

Area of the Annual Financial Report and Financial Statements 2024 and the related Directors' responsibilities	Our responsibilities	Our reporting
	Other matters on which we are required to report by exception We also have responsibilities under the Maltese Companies Act (Cap. 386) to report to you if, in our opinion: • adequate accounting records have not been kept, or returns adequate for our audit have not been received from branches not visited by us. • the financial statements are not in agreement with the accounting records and returns. • we have not received all the information and explanations which, to the best of our knowledge and belief, we require for our audit. We also have responsibilities under the Capital Markets Rules to review the statement made by the directors that the business is a going concern together with supporting assumptions or qualifications as necessary.	We have nothing to report to you in respect of these responsibilities.

Other matter – use of this report

Our report, including the opinions, has been prepared for and only for the Parent Company's shareholders as a body in accordance with Article 179 of the Maltese Companies Act (Cap. 386) and for no other purpose. We do not, in giving these opinions, accept or assume responsibility for any other purpose or to any other person to whom this report is shown or into whose hands it may come save where expressly agreed by our prior written consent.

Appointment

We were first appointed as auditors of the Company on 11 May 2022. Our appointment has been renewed annually by shareholder resolution representing a total period of uninterrupted engagement appointment of 3 years.

For and on behalf of:
PricewaterhouseCoopers
78, Mill Street
Zone 5, Central Business District
Qormi
Malta

STEPHEN MAMO
Principal
24 February 2025