

€ million	Goodwill	Brand	Customer loyalty programmes	Landing rights ¹	Total
2022					
Iberia					
1 January and 31 December 2022	-	306	-	423	729
British Airways					
1 January 2022	47	-	-	809	856
Additions	-	-	-	14	14
Disposals	-	-	-	(6)	(6)
Exchange movements	(1)	-	-	(23)	(24)
31 December 2022	46	-	-	794	840
Vueling					
1 January and 31 December 2022	28	35	-	94	157
Aer Lingus					
1 January and 31 December 2022	272	110	-	62	444
IAG Loyalty					
1 January and 31 December 2022	-	-	253	-	253
31 December 2022	346	451	253	1,373	2,423

¹ Landing rights excludes non-UK and non-EU based landing rights of €63 million (2022: €69 million) that have a definite life.

Basis for calculating recoverable amount

The recoverable amounts of the Group's CGUs have been measured based on their value-in-use, which utilises a weighted average multi-scenario discounted cash flow model. The details of these scenarios are given in the going concern section of note 2, with a weighting of 70 per cent to the Base Case and 30 per cent to the Downside Case. Cash flow projections are based on the business plans approved by the relevant operating companies covering a three-year period. Cash flows extrapolated beyond the three-year period are projected to increase based on long-term growth rates. Cash flow projections are discounted using each CGU's pre-tax discount rate.

Annually the relevant operating companies prepare and their respective boards approve three-year business plans, and the IAG Board approves the Group three-year business plan in the fourth quarter of the year. Adjustments have been made to the final year of the business plan cash flows to incorporate the impacts of climate change that the Group can reliably estimate at the reporting date. However, given the long-term nature of the Group's sustainability commitments, there are other aspects of these commitments that cannot be reliably estimated and accordingly have been excluded from the value-in-use calculations (see note 4). The business plan cash flows used in the value-in-use calculations also reflect all restructuring of the business where relevant that has been approved by the Board and which can be executed by management under existing labour agreements.

Key assumptions

The value-in-use calculations for each CGU reflect the wider economic and geopolitical environments, including updated projected cash flows for activity from 2024 through to the end of 2026. For each of the Group's CGUs the key assumptions used in the value-in-use calculations are as follows:

Per cent	2023				
	British Airways	Iberia	Vueling	Aer Lingus	IAG Loyalty
Operating margin ¹	7-14	7-14	4-12	6-14	23
Average ASK growth per annum ¹	3-9	4-10	1-6	2-16	n/a
Long-term growth rate	1.7	1.5	0.9	1.3	1.5
Pre-tax discount rate	11.2	12.2	14.3	10.9	14.8

Per cent	2022				
	British Airways	Iberia	Vueling	Aer Lingus	IAG Loyalty
Operating margin ¹	5-13	5-10	0-10	4-12	23-25
ASKs as a proportion of 2019 ^{1,2}	90-105	92-107	113-123	102-127	n/a
Long-term growth rate	1.7	1.5	1.4	1.6	1.7
Pre-tax discount rate	10.4	11.2	12.8	10.1	13.4

¹ Average ASK growth per annum, ASKs as a proportion of 2019 and operating margin are stated as the weighted average derived from the multi-scenario discounted cash flow model.

² Given the impact of the COVID-19 pandemic, in 2022 the Group presented ASKs as a proportion of the level of ASKs achieved in 2019, prior to the application of the terminal value calculation.