November 2025

Flughafen Wien Investor Presentation

Flughafen Wien AG: company profile

PAX Vienna Airport
2019: 31.66 mn
2024: 31.72 mn
2025e: approx. 32 mn

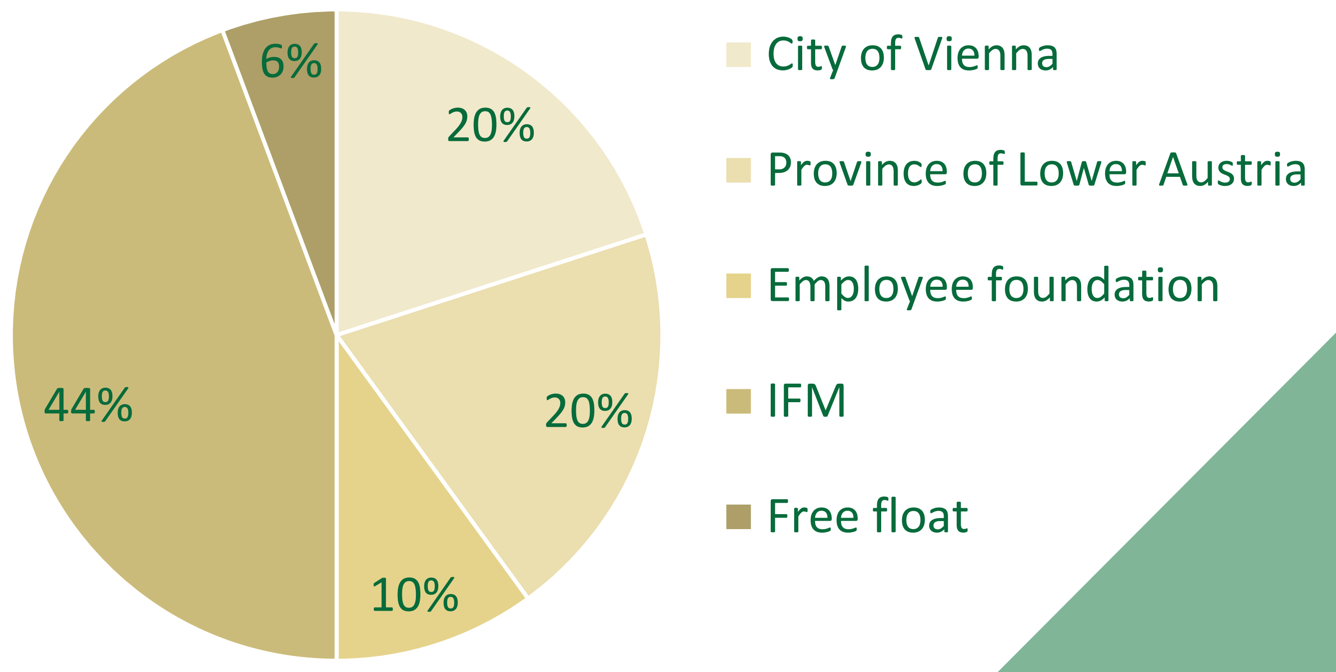
PAX Flughafen Wien Group
(incl. Malta, Košice)
2019: 39.5 mn
2024: 41.4 mn
2025e: approx. 42 mn

Revenue
2019: € 858 mn
2024: € 1,053 mn
2025e: approx. € 1,080 mn

EBITDA
2019: € 385 mn
2024: € 442 mn
2025e: approx. € 440 mn

MCap: approx. € 4.5 bn
ISIN: AT00000VIE62
Bloomberg: FLU AV
Reuters: VIEV.VI
Prim. listing: Vienna Stock Exchange

- **Vienna Airport, Europe's 19th largest airport** with 31.72 million PAX in 2024 (31.66 million PAX in 2019)
- Vienna Airport Group consisting of **Vienna Airport, Malta Airport** and **Košice Airport**
- **Lufthansa hub**, home carrier **Austrian Airlines** (approx. 45% market share)
- Strong **growth of low-cost carriers** in recent years (approx. 30% market share)
- Focus on **intra-European routes**, important **transfer hub** to **Central/Eastern European** destinations
- **Large catchment area** -Eastern Austria as well as Czech Republic, Slovakia and Hungary
- **Full-service provider:** Airport operations, ground handling, security service, infrastructure provider and commercial activities



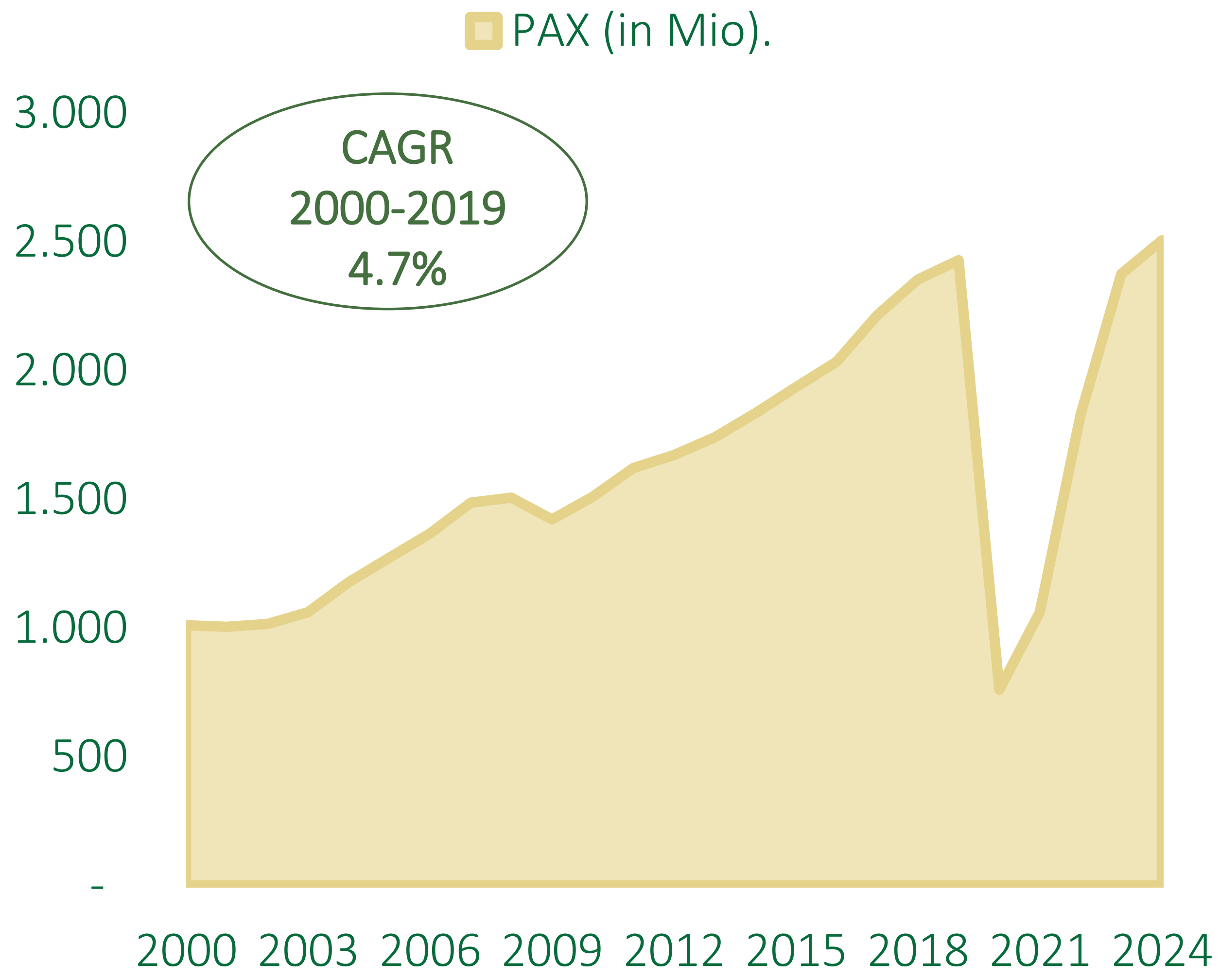
Investment Case Vienna Airport share

Growth	– **Trend growth** – long term structural increase in flight traffic – **Non-aviation** – expansion of retail & gastronomy, development of the AirportCity
Profitability	– Rise in the **EBITDA margin** to **clearly above 40%** (2024: 42.0%, 2023: 42.2%) – **Ownership of extensive properties and buildings** required for operations
Dividend policy	– Complete elimination of debt, **net liquidity of € 438 million** in Q1-3/2025 – **Payout ratio** of **at least 60%**
VIE-destination	– **Incoming traffic:** city tourism and congress hotspot, Vienna as a headquarters city – **Outgoing:** prosperous Vienna Region, far-reaching catchment area
Quality	– **Third most punctual European hub** in Q1-3/2025; many awards – **Strengthens the relative position of the home carrier Austrian Airlines** within LHG
Sustainability	– **CO_2-neutral operations** of Vienna Airport since the start of 2023 (ACA level 3+) – **Own PV systems cover** on balance around **half of the airport's electricity consumption**

Sustainable, long-term PAX growth

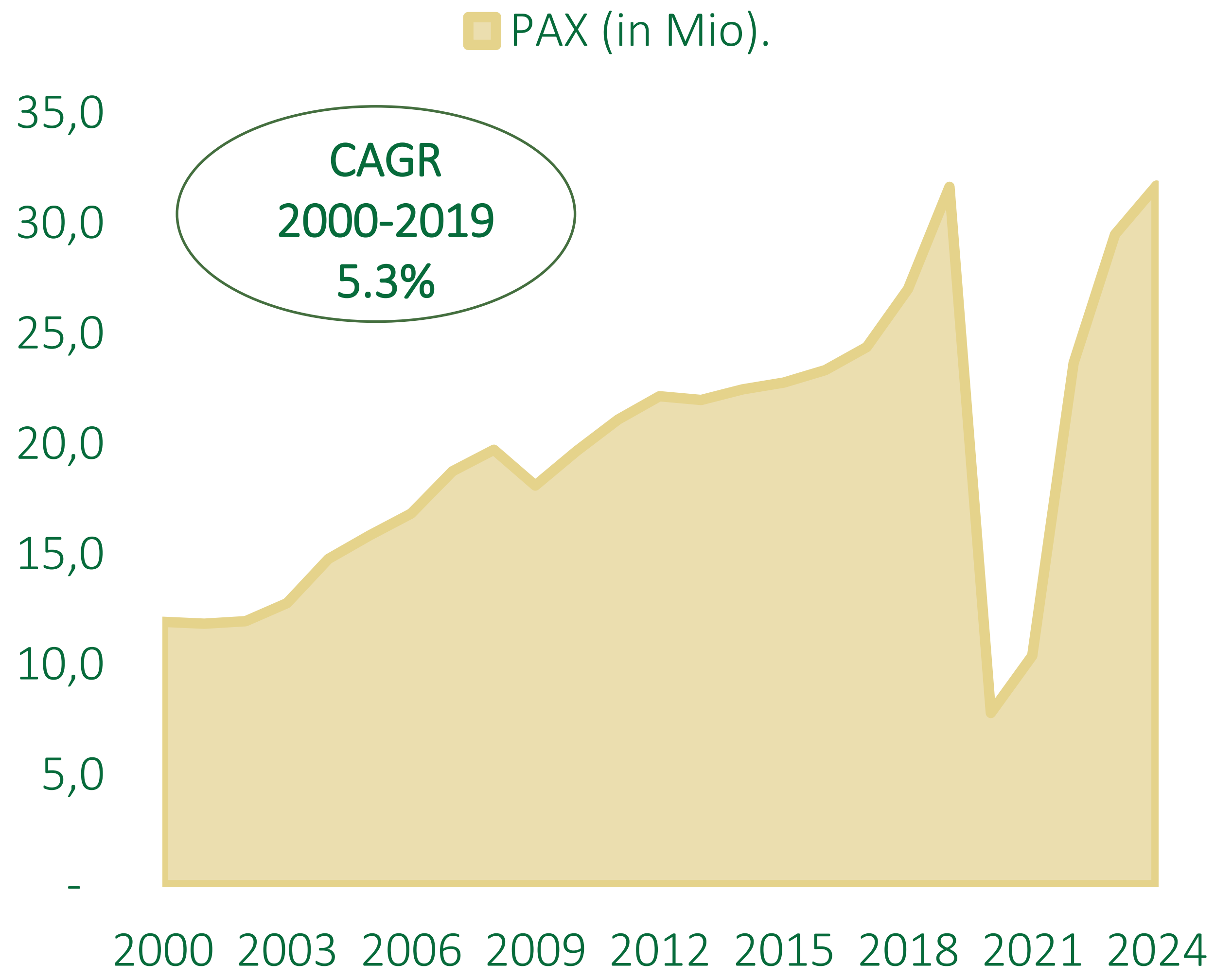
Trend growth and quick recovery after downturns

PAX European airports (millions)[1]



- Constant and sustainable PAX **trend growth** in 2000-2019
- **CAGR** 2000-2019 of **4.7%**
- **Rapid recovery** after downturns (e.g., 9/11, recession 2008/09, Covid-19)
- Total **European passenger traffic** in 1-8/2025 is **5.1% above pre-Covid** levels (ACI)

PAX Vienna Airport (millions)

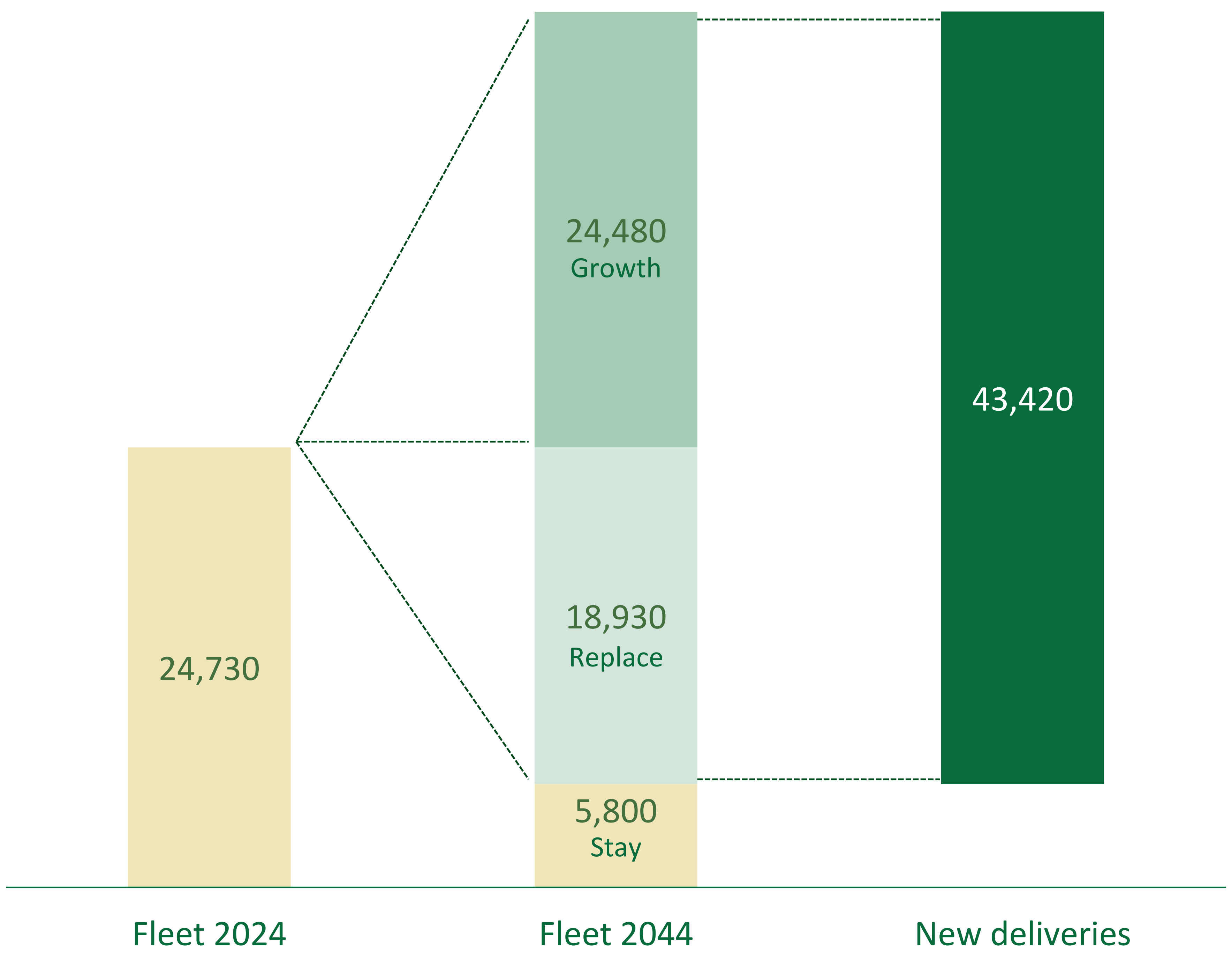


- PAX growth at **Vienna Airport** was **above the European average** in the years 2000-2019
- Attractiveness of **Vienna as a destination**, prosperous **catchment area,** growth of **low-cost carriers**
- Sharper increase in **local passenger traffic** vs. transfer traffic

1) Source: Airports Council International - Europe (ACI EUROPE)

Aviation remains a growth sector
New long-term studies by Airbus & Boeing (horizon 2044)

Doubling of the current fleet[1]



– **Airbus and Boeing expect close to a doubling of the global aircraft fleet** to approx. 50,000 airplanes by 2044 (+3.5% p.a.)

– Expansion will be mainly driven by the **Asia-Pacific region (above all China and India)**

– The strongest impetus will be provided by **economic and population growth** (growing global middle class) as well as **trade**

– **Global flight traffic** has roughly **tripled** since the year 2000 and the **fleet of aircraft has doubled**

1) Airbus, Global Market Forecast 06/2025

Reduced low-cost offerings from Vienna

Wizz Air and Ryanair reduce capacity, Austrian Airlines expands

Wizz Air

withdraw from its Vienna base

→ Reduction from 5 to 3 aircraft stationed in Vienna in the 2025/26 winter flight schedule

→ Closure of the base in mid-March 2026

Ryanair

reduction of capacities

→ cut by 3 to 16 aircraft stationed in Vienna in the 2025/26 winter flight schedule

→ reduction also in summer 2026

Austrian: Announced capacity expansion by two short-haul aircraft from the 2026 summer schedule

Scoot: Increase to four frequencies per week to Singapore

Air Corsica: Addition of Ajaccio and Bastia in summer 2026

Air Baltic: Resumption of flights to Tallinn from March 2026

SAS: New route to Copenhagen with 12 flights per week

Condor: Increase in flights to Frankfurt to up to 3 times daily

EasyJet: Expanded service during the Christmas season

Air India: Increase in flights to Delhi to 4 per week

Air Arabia: Increase to daily service to Sharjah

Tariff regulations

Competitive tariff and incentive system

- Price cap of the adjustments to charges and the methodology of the adjustments are regulated by the **Airport Charges Act**
- Temporary **suspension of the tariff formula** (function of PAX growth and inflation) due to Covid-19 related distortions since 2020, **adjustment** of airport charges **by average inflation**
  Increases in passenger, landing and infrastructure charges of 4.6% in 2025
- Due to the expiry of the Covid-19 special regulation, airport charges will again be calculated according to the statutory formula from 1/1/2026; this will result in a **reduction of passenger charges by 4.6% for 2026, with landing fees falling by 2.15%**
- **Formula for determining airport charges:**

  Maximum authorized change = -0.35 x 3-year average traffic growth + inflation
  (Period under review 1 August - 31 July)
- **Incentives**: destination, volume, long-haul, transfer-security, cargo incentives
- This will **increase the competitiveness** of **Vienna** as a **destination**
- A **cost reduction and efficiency improvement program** is intended to cushion the financial impact

Leveraging non-aviation potential
Terminal 3 Southern Expansion

- Enlargement of Terminal 3 by **approx. 70,000 m² ("Terminal 3 Southern Expansion")**
- Passengers await an **enhanced quality of their time at the airport** featuring greater **comfort, service** and a significant expansion of their **shopping and gastronomical experience**
- **Increased sales** thanks to significantly expanded shopping and catering areas
  → **Shopping & catering space** increases by approx. 50% to around **30,000 m²**
  → Focus on **Austrian catering** as well as strong national and **international premium brands**
- New **centralised security checks,** new and **spacious lounge areas, additional gate areas**
- **Modern ambience, more comfort** thanks to more options for people to stay
- Convenient **connection between Terminals 3 and 2** (behind the security check)
- **Investment volume of € 420 million;** completion of the building shell, preparations for tenant fit-outs and interior construction are underway
- planned **opening in 2027**

The AirportCity is growing quickly

Boom in business location projects – development of the landbank

- **The Vienna Airport site** with 23,000 employees continues **to be the biggest employer in the Eastern Region of Austria**
- Ongoing **strong interest in office and operating premises** in the AirportCity
- **TUI Austria relocating its corporate headquarters** with 120 employees to 1,600 m^2 **in die AirportCity** (Office Park 4)
- Commissioning of **Helios Logistics Park with 80,000 m²** in June; all space was already fully leased during the construction phase
- **'VIE Space Hub'** as a home base for the Austrian space industry
- **Vienna House Easy hotel nearing completion**, opening around the turn of the year
- **Office Park 4 expansion:** 17,000 m^2 of additional high-quality office and conference space, construction scheduled to begin in 2026
- **Development Zone West:** development of about 47 hectares of logistics and industrial properties, project could begin in 2026/27

VIE Vienna Airport

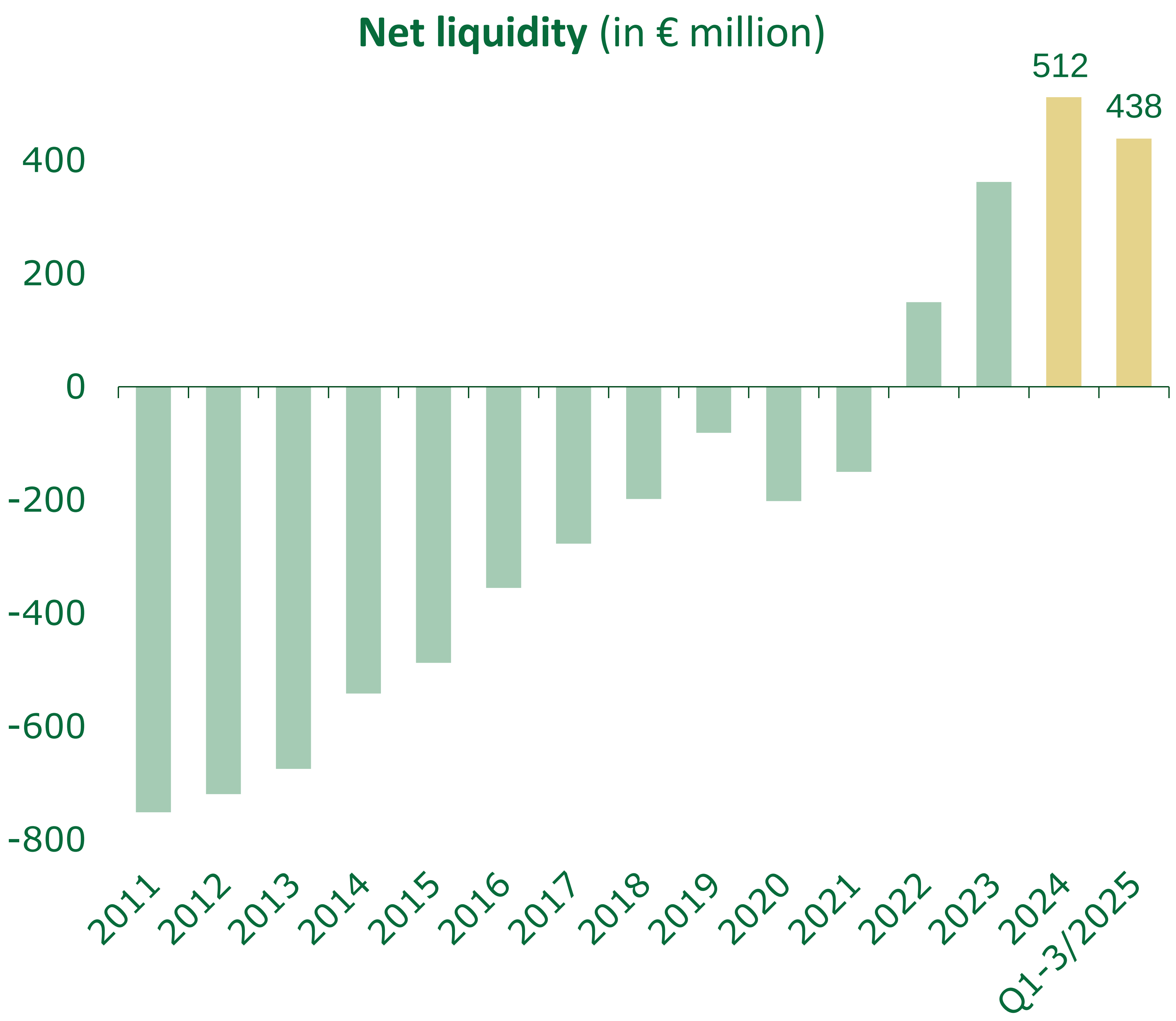
Ownership of property and buildings

Contributes to a higher enterprise value

- Flughafen Wien AG **is the owner of all properties** (about 1,080 hectares), the buildings enabling airport operations as well as the main **car parks, business premises and office buildings**
- **No concession fees** in contrast to many other privatised airports
- **Development** of the **landbank** (AirportCity) to enhance enterprise value
- High demand for **logistics spaces** and **industrial plots,** eastward **urban development possibility for Vienna**

VIE Vienna Airport

Elimination of debt
Leads to a positive financial result

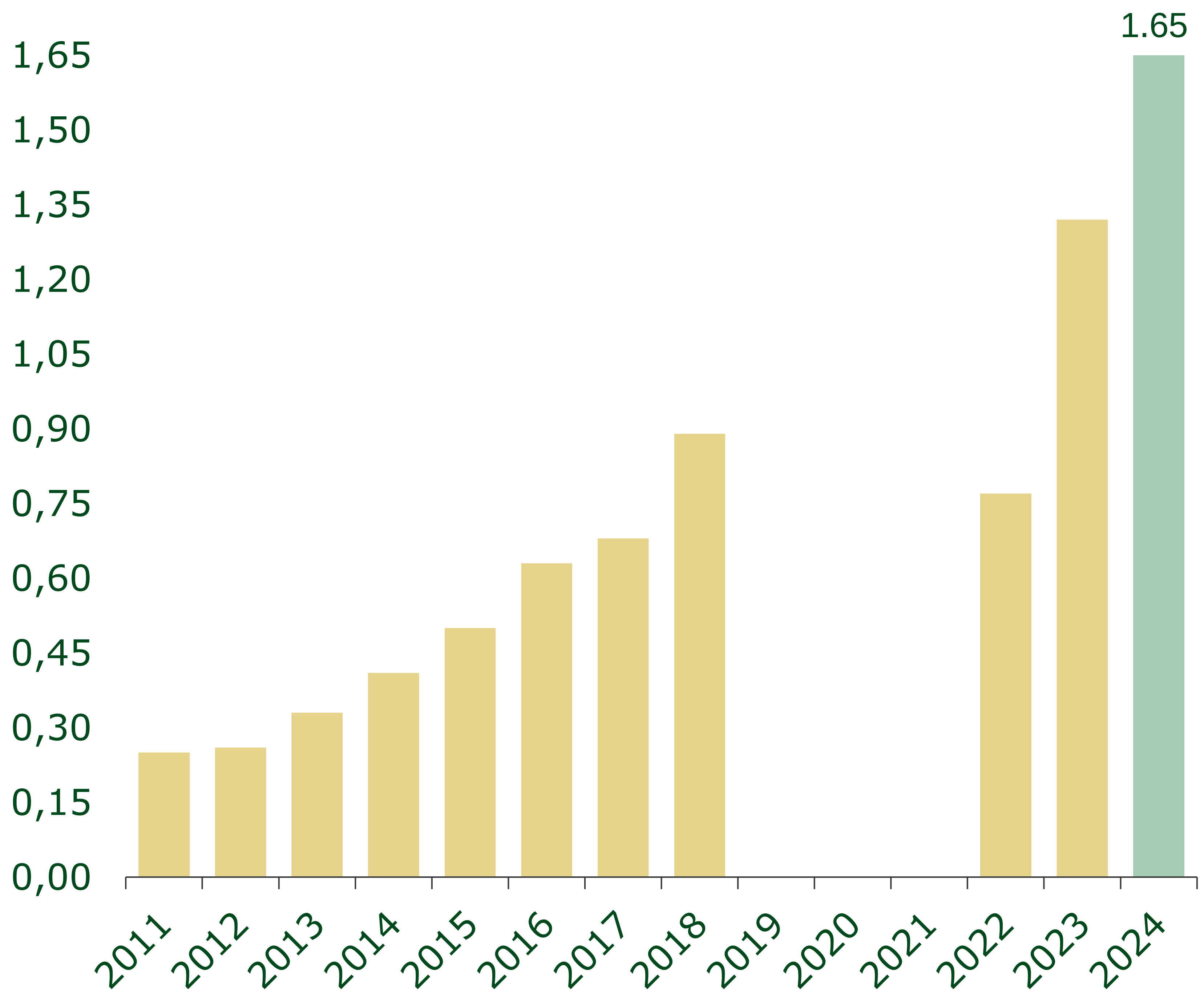


- **Net liquidity** at € 438 million in Q1-3/2025 (FY 24: € 512 million)
- Dividend payment in the amount of € 151.2 million in Q13/2025 (€ 138.4 million to Flughafen Wien AG shareholders)
- **Financial leeway for investments** and **attractive dividends**
- High **equity ratio** of **70.9%** in Q1-3/2025
- **improved financial result delivers noticeable contribution to earnings**
  € 9.3 million in H1/2025)

Dividend increase to € 1.65 per share in 2024

Shareholders and employees participate in the company‘s success

Dividend per share (in €)



- **Dividend** of **€ 1.65** per share for 2024, (€ 1.32 in 2023),
- Dividend represents a **dividend yield of 3.2%**[1]
- Dividend policy: **Payout ratio of at least 60%**
- **Flughafen Wien AG employees also benefit** from the good business development **via the employee foundation** (holds 10% of FWAG shares)

1) Average share price in the year 2024

Incoming traffic to the destination of Vienna

Tourism hotspot & congress city, international organisations & headquarters

- Vienna is **among the top 10 tourist cities in Europe** (#9 in 2024)
  - → **8.2 million arrivals in 2024, +10%** compared to **2019**, **+7% in H1/2025**
- **Airplane preferred means of travel** (39% of all travelers), around **82%** of guests come **from abroad**[1] (DE, US, IT, UK, ES, FR)
- **Vienna is a congress metropolis** and is one of the world's most popular event locations
  - → 183 congresses in 2024, 2nd place in the UIA congress ranking and 3rd place at ICCA
- **More than 50 international organizations**, about **140 embassies** and about **200 multilateral representations**[1] are located in Vienna
- Vienna is the regional **headquarters destination** of over 200 multinational companies[2], primarily for Central and Eastern Europe; the three most important countries of origin are Germany, USA and Switzerland

1) source: wien.info
2) source: wien.gv.at

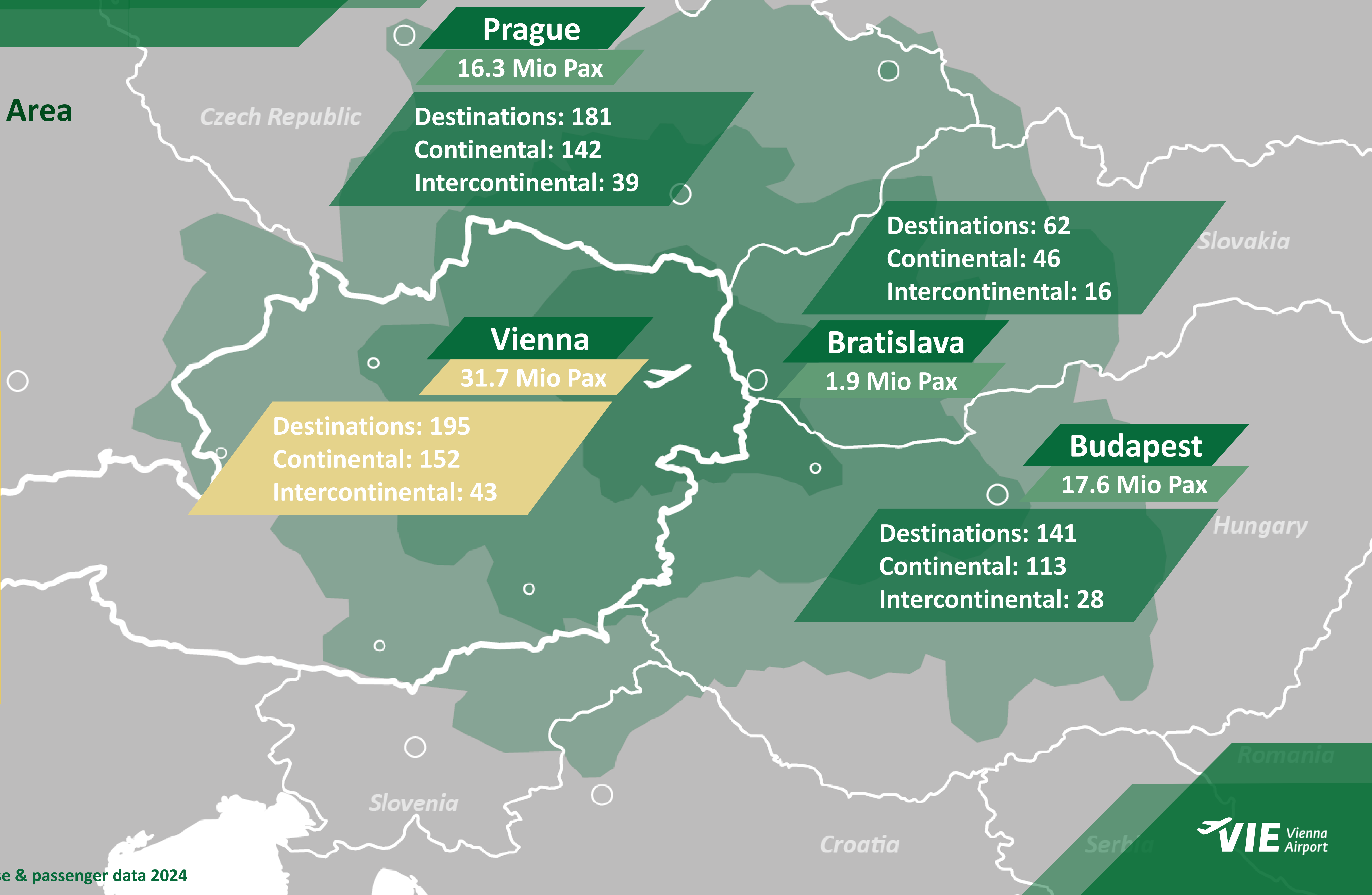
Outgoing traffic: Catchment area

Population of Catchment Area

- 6.6 Mio.
- 15.3 Mio.
- 24.0 Mio.

The catchment area encompasses both one of **Europe's most prosperous and fastest-growing regions**

The **economic catch-up** process in nearby **Central & Eastern European countries** leads to a **growing willingness to travel**



Source: OAG yearly schedule 2024, Airport press release & passenger data 2024

VIE Vienna Airport

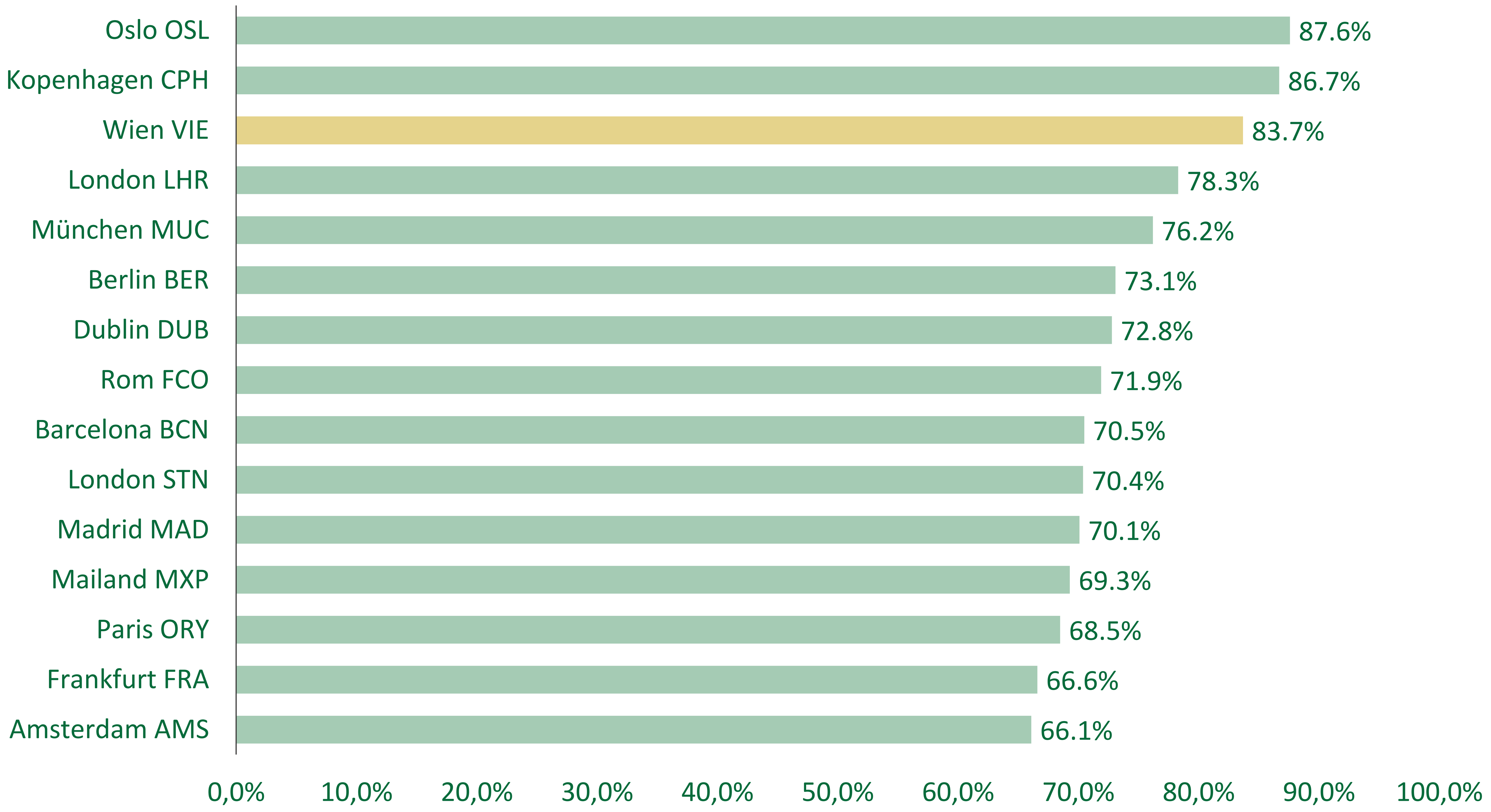
Quality

Vienna Airport continues to rank among Europe‘s most punctual flight hubs[1]

General improvement in punctuality rates

Vienna Airport ranks 1st (Jan. – Aug.) among hubs >30 million passengers

Punctuality in 01-08/2025 (top 15, hub airports >25 million PAX)[1]



1) EU and European hub airports >25 million PAX, Source: ACI

Consistent energy and environmental management

Sustainability as the basis for successful and responsible actions

- Since January 2023, **CO_2-neutral operation of Vienna Airport** according to the definition of the Airport Carbon Accreditation Scheme (ACAS, Level 3+) of the Airport Council International (ACI); the remaining CO_2 emissions are offset via Climate Austria
- **PV facilities, CO_2-neutral geothermal energy and district heat, e-mobility, new technologies for building control** and **countless other measures** to improve energy efficiency have enabled the airport to reduce CO_2 emissions
  - → CO_2 emissions reduction from 46,081 t in 2011 to 9,847 t in 2024
- **Own PV systems cover on balance around half of the airport's electricity consumption**
  - → production of 41 million KWh of electricity over an area of 46 hectares
  - → the remaining 50% of electricity requirements are CO_2-free thanks to hydropower certificates
- **Scope 2 CO_2 emissions are already reduced to zero**, Scope 1 covers company-owned vehicles, ground handling equipment and emergency power generators, the vast majority of Scope 3 emissions are attributable to aircraft engines
- **Sustainable Aviation Fuels (SAFs) are the biggest decarbonization lever in the aviation industry**
  - → SAF blending quotas: 2025: 2%, 2030: 6%, 2035: 20%, 2050: 70%

Cargo – VIE a modern cargo hub

Good geographical location and high-quality service are the decisive factors

- **Significant increase in cargo volume of 21.6% to 297,945 tonnes in 2024** (+5.0% vs. 2019) – belly freight with +43.8% vs.2023, strong growth of imports and exports
- **Continued strong momentum in H1/2025:** Cargo growth of +9.1% to 154,001 tons as a result of expanded long-haul capacity and high e-commerce volumes; belly freight +16%, slight decline in pure air freight tonnage
- Strong customer base: **automotive, electronics and mechanical engineering industries in Austria and neighboring countries**
- Dense and reliable **road feeder network to European hubs and especially into CEE** (incl. Balkans, Poland, Baltic States etc.)
- **Pharmaceutical handling center** with seamless cool chain guarantees high quality
- **Lufthansa Cargo extends handling contract** for another four years
- **Strengthened positioning as cargo hub to Asia:** Co-operations with Incheon Airport and Korean Air

VIE Vienna Airport

Traffic &
Business Results Q1-3/2025

Traffic development Q1-3/2025 & 10/2025

Robust passenger growth in the Flughafen Wien Group

Flughafen Wien Group passenger development[1]	Q1-3/2025	Δ Q1-3/2024	10/2025	Δ 10/2024	1-10/2025	Δ 1-10/2024
Vienna Airport (millions)	24.6	+1.9%	3.1	+3.7%	27.6	+2.1%
Malta Airport (millions)	7.6	+10.8%	1.0	+16.7%	8.6	+11.4%
Košice Airport (millions)	0.67	+9.7%	0.05	+15.7%	0.72	+10.1%
Vienna Airport and its strategic investments (VIE, MLA, KSC)	32.9	+4.0%	4.1	+6.7%	37.0	4.3%

- Ongoing **strong dynamics in Malta and Košice, slight growth at Vienna Airport** in Q1-3/2025
- **Malta Airport: more than one million passengers in a month for the first time** (July and August 2025), **seat load factor** at an outstanding level of **91.6%** in **August**, **five new airlines in 2025** (e.g., LOT, Qatar, SAS), substantial capacity and passenger growth of Ryanair and Wizz Air
- **New destinations** and **frequency increases** in **Košice**
- **Very good development** at all three airports in the Flughafen Wien Group **in October**

1) The total number of passengers includes local, transfer and transit passengers; rolling out of comparative figures for 2024

Traffic development Q1-3/2025 & 10/2025

Vienna Airport: Passenger growth in the peak travel season

Vienna Airport traffic development[1]	Q1-3/2025	Δ Q1-3/2024	10/2025	Δ 10/2024	1-10/2025	Δ 1-10/2024
Passengers (millions)	24.6	+1.9%	3.1	+3.7%	27.6	+2.1%
Local passengers (million)	19.3	+2.8%	2.4	+4.5%	21.6	+3.0%
Transfer passengers (millions)	5.1	-3.6%	0.7	+0.2%	5.8	-3.1%
Flight movements (in 1,000)	181.6	+2.4%	22.3	+2.1%	203.9	+2.4%
Cargo (in 1,000 tonnes)	233.2	+7.8%	28.5	-3.1%	261.7	+6.5%
MTOW (millions of tonnes)	7.9	+3.4%	1.0	+2.4%	8.8	+3.3%
Seat load factor (SLF, in %)	80.2	-0.8%p	81.5	+0.7%p	80.4	-0.7%p

- **Solid passenger growth** in the summer months of **August (+2.3%)** and **September (+2.2%)** after the reopening of airspace in the Middle East (vs. June -0.4%, July -1.2%)
- In August **highest single-month passenger volume** in history (PAX of 3.4 million) and **new single-day record** (PAX of 121,905)
- Passenger rise of **3.7%** in **October** – improved seat load factor, expanded offering in the autumn holidays
- Ongoing **robust cargo growth of +7.8%** to 233,233 tonnes in Q1-3/2025

1) The total number of passengers includes local, transfer and transit passengers; rolling out of comparative figures for 2024

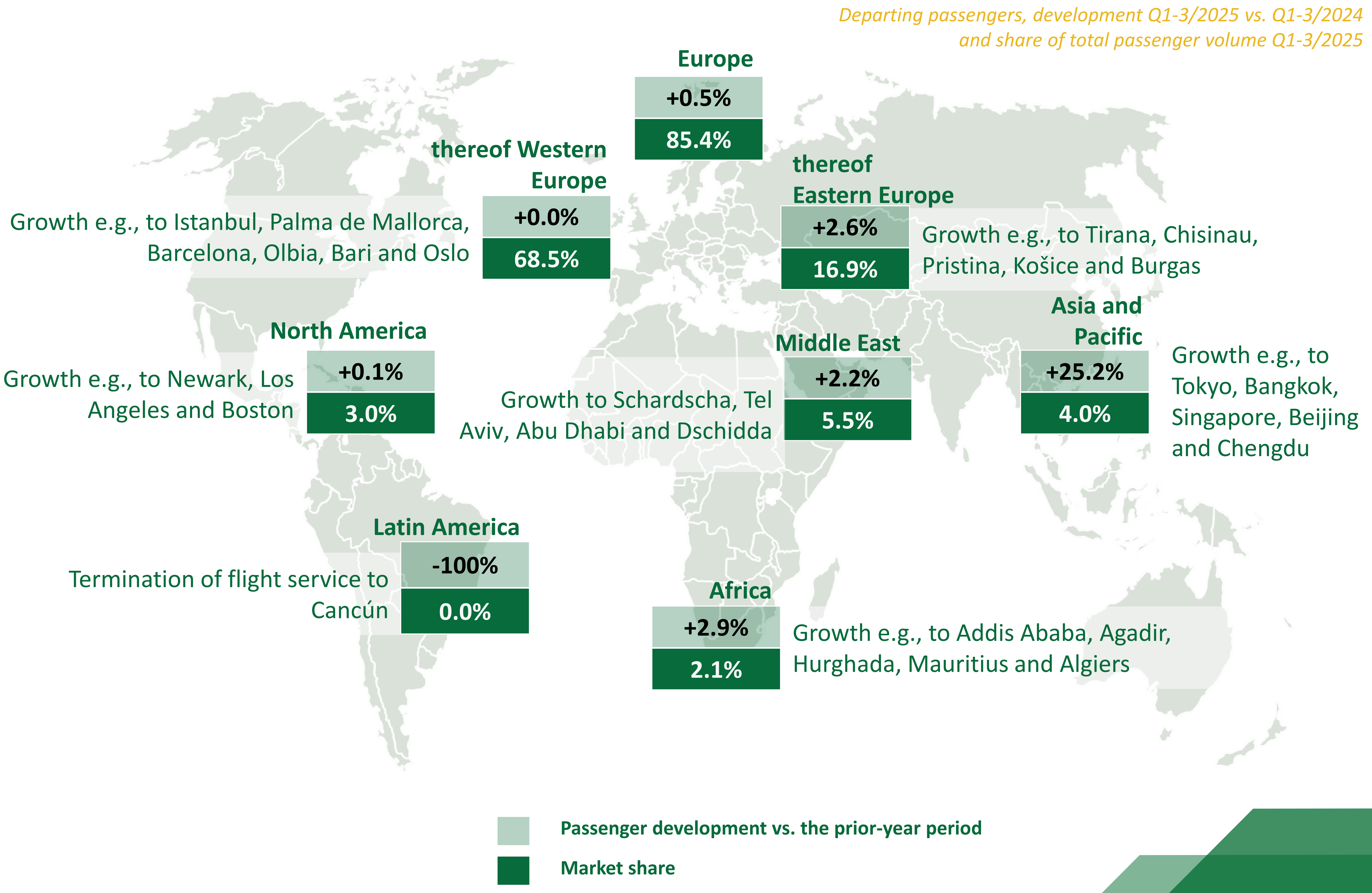
Regional passenger development Q1-3/2025

Further 25.2% growth to Asia & Pacific

- New destinations and resumption of flight service (Scoot, ANA, Hainan)
- Increase of existing frequencies

Easing tensions in the Middle East conflict seen as a positive signal

- Resumption of flights in the region (e.g. Austrian Airlines resumes Teheran flights as of November)
- Important transfer market for flights to the USA



VIE Vienna Airport

Market share of airlines

Slight growth of Austrian Airlines despite flight cancellations relating to the Middle East conflict

Stable passenger results for Ryanair, decline for Wizz Air

Q1-3/2025	Share in %	Passengers	PAX Δ% vs. Q1-3/2024
1. Austrian	45.9	11,267,829	0.8
2. Ryanair/Lauda	20.7	5,080,198	0.1
3. Wizz Air	5.9	1,449,144	-4.4
4. Eurowings	2.2	545,001	-9.7
5. Pegasus Airlines	1.8	454,239	23.4
6. Turkish Airlines	1.7	407,773	-8.8
7. Emirates	1.4	338,282	0.9
8. SunExpress	1.2	307,048	-3.6
9. KLM Royal Dutch Airlines	1.2	282,966	-3.0
10. Iberia	1.0	252,879	1.2
11. British Airways	0.9	219,727	-14.4
12. SWISS	0.9	210,099	-17.1
13. Air France	0.8	203,834	0.2
14. Qatar Airways	0.8	194,357	-10.3
15. Etihad Airways	0.7	181,311	18.8
Other	12.9	3,177,795	19.6
Total	100.0	24,572,482	1.9
thereof Lufthansa Group[1]	49.8	12,246,275	-0.7
thereof low-cost carriers[2]	30.4	7,472,567	1.7

1) Lufthansa Group: Austrian, Brussels Airlines, Eurowings, Lufthansa and SWISS
2) Low-cost carriers: Ryanair, Wizzair, easyJet, Jet2.com, airBaltic, Pegasus Airlines, Vueling, Volotea, AirArabia, Transavia etc.

Traffic forecast for 2025

Prediction confirmed despite reduced offering by LCC

Flughafen Wien AG		Guidance 2025	2024
Passengers	⇨	approx. 32 million	31.7 million

Flughafen Wien Group		Guidance 2025	2024
Passengers	⇨	approx. 42 million	41.4 million

- **Return to positive growth rates in August – October** after disruptions caused by airspace closures in the Middle East
- Negative effects related to the reduction of **low-cost carrier capacities with the winter flight schedule 2025/26**
- Stability of the **Middle East peace plan** and development of the **Ukraine war** are of particular importance

Q1-3/2025: Group net profit +4.2% to € 215.7 million

Robust revenue growth of 6.7%, ongoing cost pressure

€ million	Q1-3/2025	Q1-3/2024	Δ
Revenue	845.5	792.5	6.7%
Earnings before interest, tax, depreciation and amortisation (EBITDA)	377.1	368.1	2.4%
Earnings before interest and taxes (EBIT)	278.8	268.7	3.8%
Financial result	11.6	11.9	-2.4%
Earnings before tax (EBT)	290.4	280.6	3.5%
Net profit for the period	215.7	207.0	4.2%
Net profit after non-controlling interests	194.0	186.9	3.8%

– Growth in Group passenger volumes and flight movements (+4.0% and +3.9% respectively) as well as fee adjustments comprise the basis for **revenue growth in airport and handling services;** good revenue development for **shopping and restaurants, lounge services** and **parking** in Q1-3/2025

– **Ongoing cost increases** (especially personnel expenses) **negatively impact profitability** (EBITDA margin of 44.6% vs. 46.5% in Q1-3/2024)

– Consistent earnings contribution from **positive financial result** of € 11.6 million

Expenses

Personnel cost increases burden profitability

€ million	Q1-3/2025	Q1-3/2024	Δ
Consumables and services used	-40.6	-40.2	1.1%
Personnel expenses	-307.8	-281.8	9.2%
Other operating expenses[1]	-134.9	-120.9	11.6%
Depreciation and amortisation	-98.3	-99.4	-1.1%
EBITDA margin	44.6%	46.5%	
EBIT margin	33.0%	33.9%	

- **Change in consolidation of the subsidiary "Get2"** effective 1/1/2025 (from full consolidation to at-equity) led to a reduction of personnel expenses by about € 10.5 million in Q1-3/2025 but a corresponding increase in third-party services recognised in other operating expenses; taking account of this change, **personnel expenses in Q1-3/2025 rose by 13.4% yoy**
- Allocation of **provisions for underutilisation of personnel** and for **environmental measures** in surrounding municipalities
- Increase in the **cost of materials** and **third-party services,** decline in **services used** and **maintenance expenses**

1) Excluding impairment losses/reversals of impairment losses on receivables

Cash flow & balance sheet structure
Investments for airport growth in Vienna and Malta

€ million	Q1-3/2025	Q1-3/2024	Δ
Cash flow from operating activities	268.0	322.1	-16.8%
Free cash flow	145.1	114.4	26.8%
CAPEX	199.5	131.0	52.2%
Net liquidity[1]	438.1	511.6	-14.4%
Equity[1]	1,731.1	1,667.2	3.7%
Equity ratio[1]	70.9	69.5	n.a.

- **Significant CAPEX increase to € 199.5 million** (Q1-3/2024: € 131.0 million) **as part of the investment drive:** Terminal 3 Southern Expansion project € 95.6 million, baggage sorting system (HBS Standard 3) € 12.4 million, central logistics centre € 4.6 million, Malta Airport € 42.4 million (Sky Parks 2 office building, terminal expansion, apron)
- **Decline in the cash flow from operating activities** especially from higher corporate income tax payments, **significant improvement in the free cash flow** due to the proceeds from the disposal of investments
- **Stable equity ratio,** decrease in net liquidity related to dividend payments (EUR 151.2 million in Q1-3/2025) and higher Capex

1) Q1-3/2025 vs. FY/2024

Financial guidance for 2025

Unchanged outlook for the current financial year

Revenue	approx. **€ 1,080 million**
EBITDA	approx. **€ 440 million**
Group net profit[1]	approx. **€ 230 million**
CapEx	approx. **€ 300 million**

– Strong financial position as the basis for financing increasing **investments from the cash flow**

1) Before non-controlling interests

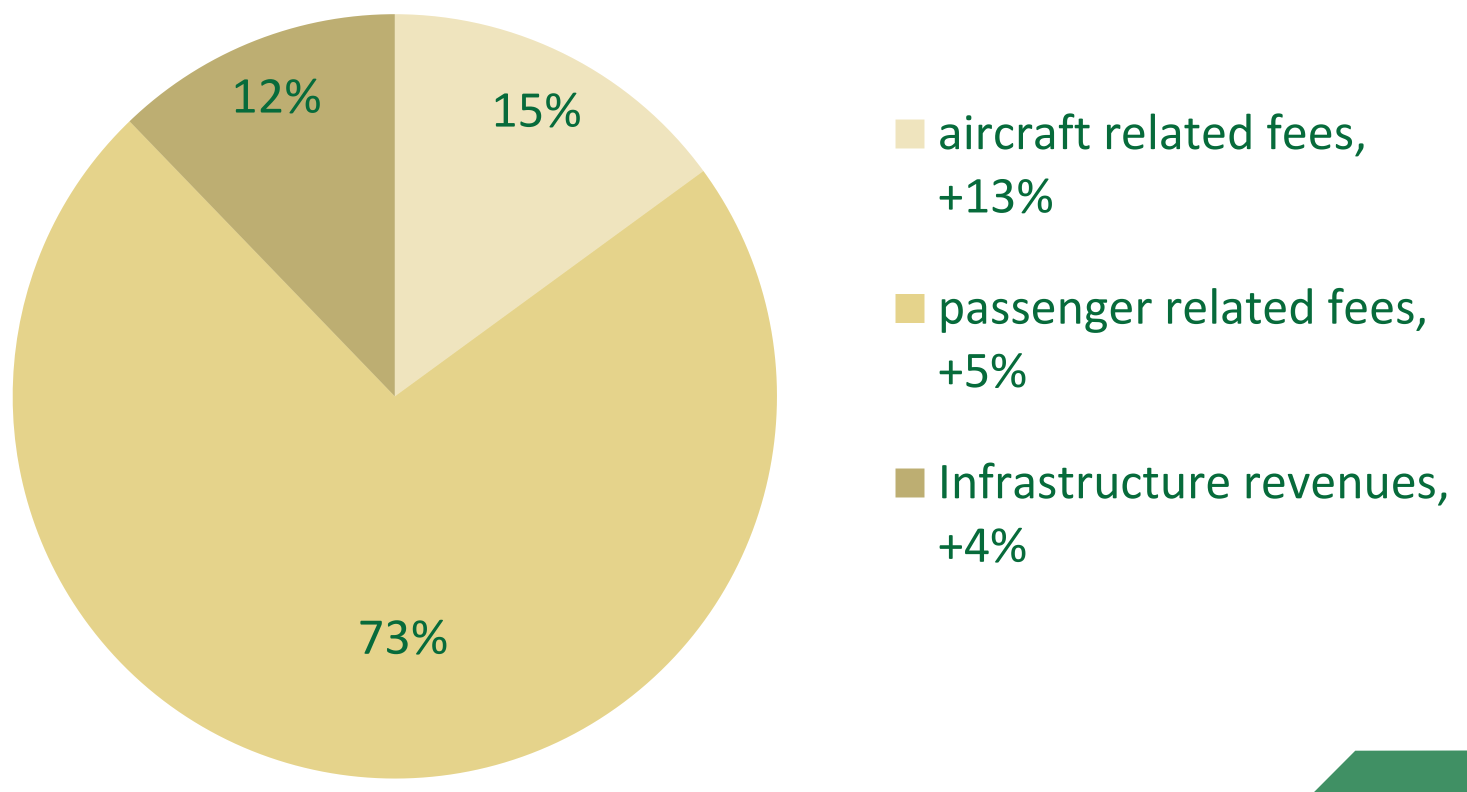
Airport

Revenue and earnings improvement related to traffic growth and fee adjustments

- **Passenger growth** (+1.9% in Q1-3/2025) and **fee adjustments** (+4.6%) lead to a 4.6% rise in passenger-related fees to € 294.0 million; dampening effect related to the increase in incentives in Q1/2025
- The Airport Segment made the biggest earnings contribution: **EBITDA up 4.1%** to € 181.3 million, **EBIT +7.8%** to € 126.1 million
- **Reduction of passenger charges** (-4.6%) **and landing fees** (-2.1%) **in 2026;** with the expiry of the Covid-19 special regulation, airport charges will again be calculated according to the statutory tariff formula

€ million	Q1-3/2025	Q1-3/2024	Δ
External revenue	403.7	381.9	5.7%
EBITDA	181.3	174.2	4.1%
EBIT	126.1	117.0	7.8%

Revenue distribution Airport Q1-3/2025



In adding up rounded totals and percentages, rounding differences may occur due to the use of automatic calculation tools.

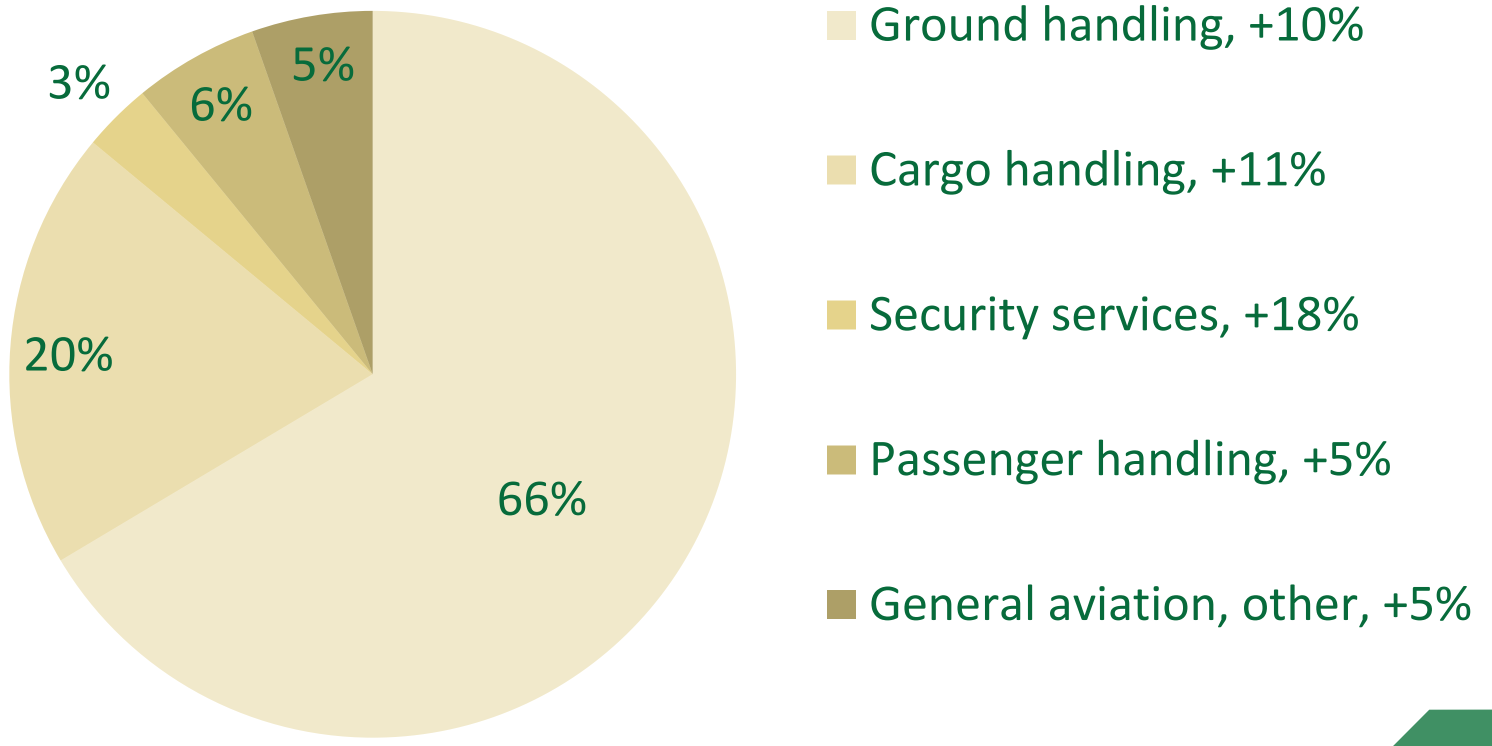
Handling & Security Services

Clearly positive operating results but cost increases lower the margin

- **Ground handling** (revenue up 10.4% to € 97.9 million) **benefits from the positive traffic-related growth** (flight movements +2.4%, MTOW +3.4% in Q1-3/2025) and higher de-icing income in Q1/2025
- **Ongoing growth of cargo volumes**: +7.8% to 233,233 tonnes related to the **expanded long-haul offering** and increasing cargo transfer by **Lufthansa Cargo**
- Clearly positive operating results, but **rising costs** (above all personnel expenses) **lower profitability**
- Beginning of the **entry/exit System** in October

€ million	Q1-3/2025	Q1-3/2024	Δ
External revenue	147.3	133.9	10.0%
EBITDA	14.1	17.1	-17.6%
EBIT	8.4	10.9	-23.0%

Revenue distribution Handling & Security Services Q1-3/2025



In adding up rounded totals and percentages, rounding differences may occur due to the use of automatic calculation tools.

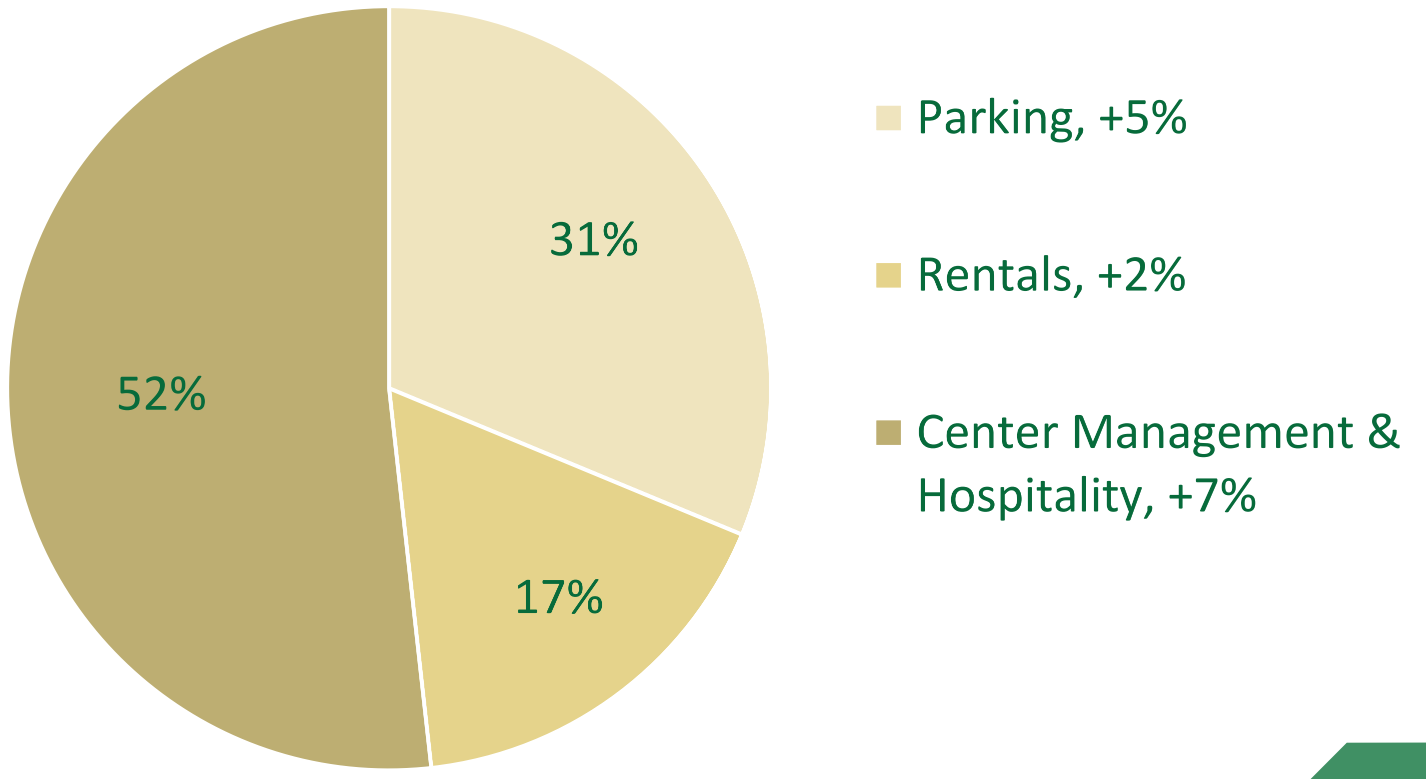
Retail & Properties

Good revenue momentum of non-aviation business areas

- 7.1% increase in Center Management & Hospitality revenue to € 83.0 million related to the notable **rise in shopping, food and beverage** and **lounge services income**
- **Robust growth** of 5.3% **in parking revenue** to € 50.1 million
- Earnings negatively impacted by increasing **personnel expenses** (incl. provisions) and **costs** related to the demolition of existing buildings for the purpose of **space optimisation;** positive effect relating to the reversal of a bad debt allowance in the previous year
- **Strong interest in new shopping and restaurant outlets in the Terminal 3 Southern Expansion -** final assignment of space by the end of the year

€ million	Q1-3/2025	Q1-3/2024	Δ
External revenue	160.3	151.8	5.6%
EBITDA	86.2	87.0	-1.0%
EBIT	72.1	72.2	0.0%

Revenue distribution Retail & Properties Q1-3/2025



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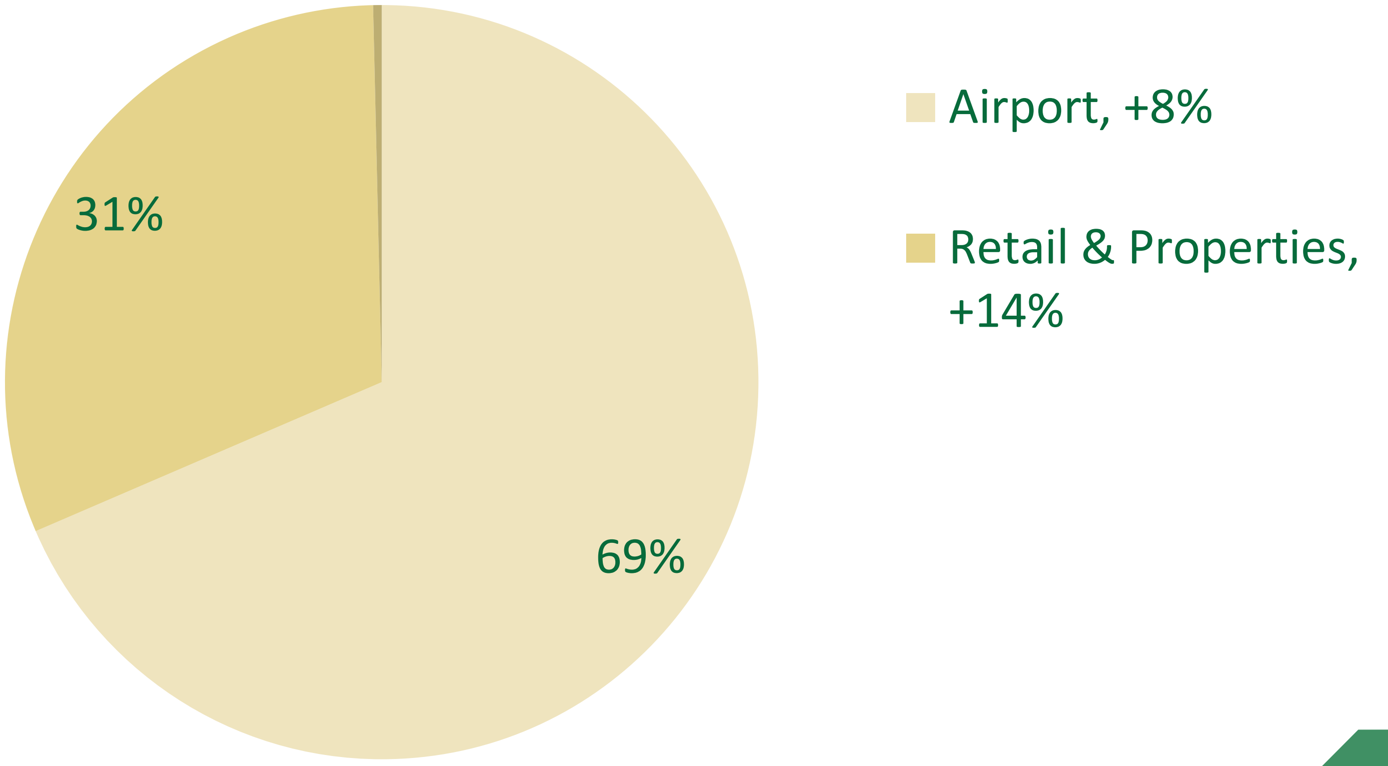
Malta

Uninterrupted rise in passenger volumes generates further growth

- **Substantial revenue and earnings growth due to the ongoing strong traffic development** (passenger increase of 10.8% in Q1-3/2025)
- **Record passenger numbers** throughout **all months**
- **Poland** accounted for the **highest growth;** LOT launched flight service, frequency increases by Ryanair and Wizz Air
- **Substantial** capacity and **passenger growth of Ryanair** (+12%) and **Wizz Air** (+37%)
- **Additional new destinations** and **higher frequencies** in the **winter flight schedule**
- **Comprehensive investment programme for site expansion:** Capex rise to € 42.2 million in Q1-3/2025 (Sky Parks 2 office building, terminal expansion, apron)

€ million	Q1-3/2025	Q1-3/2024	Δ
External revenue	118.5	107.8	10.0%
EBITDA	76.0	71.2	6.7%
EBIT	62.7	59.5	5.4%

Revenue distribution Malta Q1-3/2025



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Traffic & Business Results 2024

VIE Vienna Airport

Traffic development 2024

Flughafen Wien Group: Record passenger numbers at all three airports

Group passenger development (millions)	2024	2023	2019	Δ 2023	Δ 2019
Vienna Airport (millions)	31.7	29.5	31.7	7.4%	0.2%
Malta Airport (millions)	9.0	7.8	7.3	14.8%	22.5%
Košice Airport (millions)	0.7	0.6	0.6	18.2%	32.4%
Vienna Airport and its strategic investments (VIE, MLA, KSC)	41.4	38.0	39.5	9.1%	4.8%

- **Very strong passenger development at all sites of the Flughafen Wien Group** - total passengers up 9.1% yoy to 41.4 million travelers, **exceeding the 2019 level by 4.8%**
- Double-digit growth in **Malta and Košice**
- **Strong holiday and leisure traffic**, recovery in **business travel**, dampening effects from the **conflict in the Middle East** (in particular Austrian Airlines from Vienna)

1) The total number of passengers includes local, transfer and transit passengers; rolling out of comparative figures for 2023

Traffic development 2024

Vienna Airport: New passenger record with fewer flight movements than in 2019

Traffic development at Vienna Airport[1]	2024	2023	2019	Δ 2023	Δ 2019
Passengers (millions)	31.7	29.5	31.7	7.4%	0.2%
Local passengers (million)	24.9	22.8	24.3	8.9%	2.2%
Transfer passengers (millions)	6.8	6.6	7.2	2.1%	-6.0%
Flight movements (in 1,000)	234.1	221.1	266.8	5.9%	-12.2%
Cargo (in 1,000 tonnes)	297.9	245.0	283.8	21.6%	5.0%
MTOW (millions of tonnes)	10.0	9.3	10.9	8.2%	-7.7%
Seat load factor (SLF, in %)	80.8	80.5	77.3	0.3%p	3.5%p

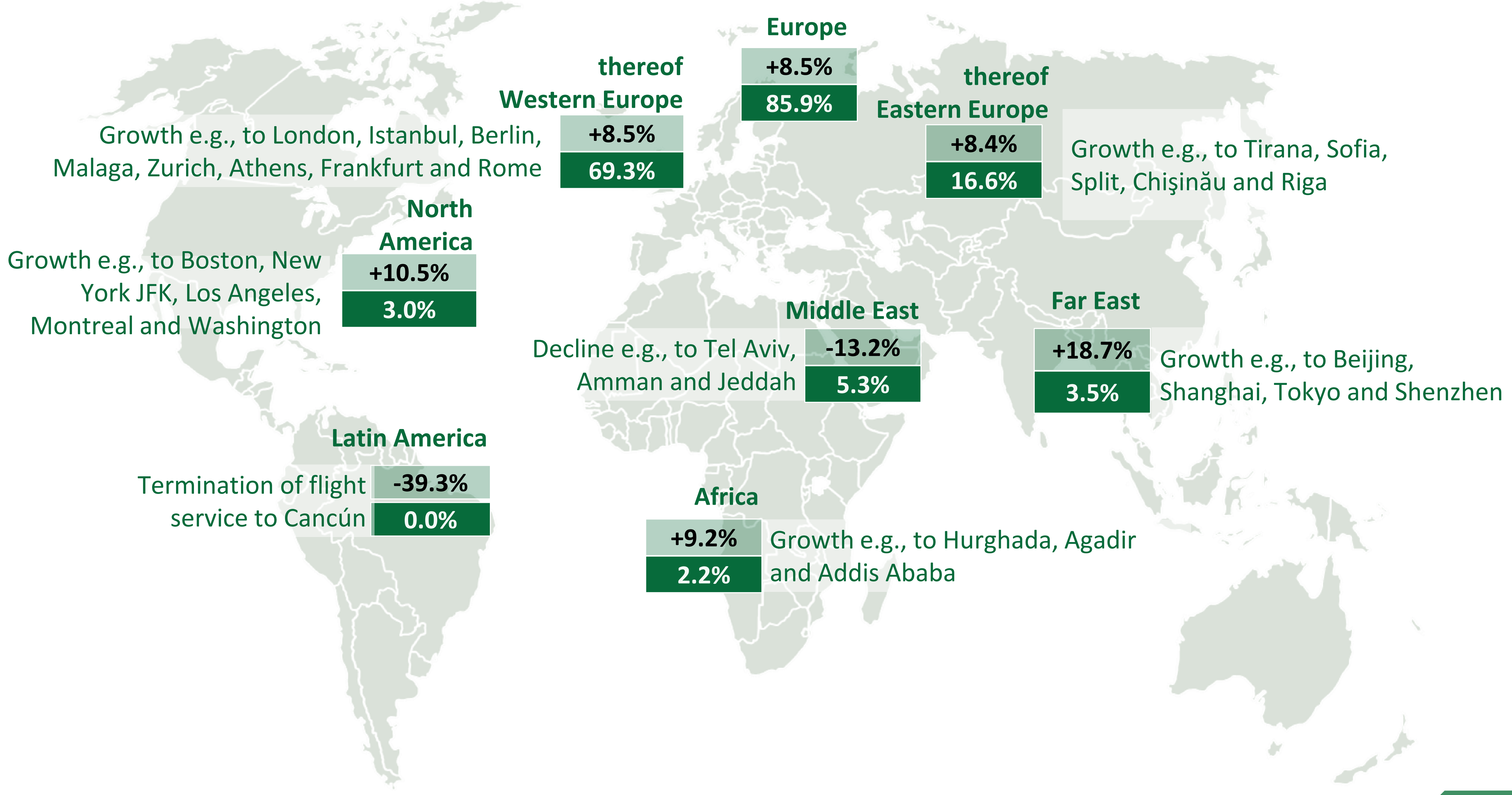
- Record traffic volume at Vienna Airport - new record figures for passengers, seat load factor and cargo
- Strongest travel day in the airport's history (115,989 PAX, 26 July), more than 100,000 passengers on 105 days
- High seat load factor (+3.5%p vs. 2019, +0.3%p vs. 2023) and disproportionately low increase in movements
- Growth in destinations and frequencies

1) The total number of passengers includes local, transfer and transit passengers; rolling out of comparative figures for 2023

Passenger development 2024
86% of traffic on intra-European routes

2024
- 72 Airlines
- with 195 destinations
- In 65 countries

New & Resumed Services
- SkyExpress
- All Nippon Airways
- Air Arabia
- Hainan Airlines



Passenger development compared to the same period last year
Market share

Passengers flown, 2024 compared to 2023, and share of total passenger volume in 2024

Market share of airlines

Relatively constant share held by Austrian Airlines at 46.0%

LCC share of about 30%

Strong growth e.g., by Ryanair, Eurowings, Pegasus, Emirates, SunExpress

2024	Share in %	Passengers	PAX Δ% vs. 2023	PAX Δ% vs. 2019
1. Austrian	46.0	14,581,301	5.2	6.6
2. Ryanair/Lauda	20.9	6,643,398	11.6	150.0
3. Wizz Air	6.4	2,016,566	-0.7	-3.1
4. Eurowings	2.5	786,690	12.9	-65.5
5. Turkish Airlines	1.8	578,867	-16.8	5.2
6. Pegasus Airlines	1.6	493,456	27.0	69.1
7. Emirates	1.4	448,305	10.2	7.9
8. SunExpress	1.2	388,328	13.6	51.1
9. KLM Royal Dutch Airlines	1.2	385,416	5.6	1.5
10. British Airways	1.1	351,538	10.7	-21.5
11. Iberia	1.1	337,452	-0.1	11.0
12. SWISS	1.0	331,666	84.1	-25.5
13. Air France	0.9	287,267	-4.1	-8.6
14. Qatar Airways	0.9	285,494	21.9	25.2
15. EVA Air	0.7	210,816	-4.2	8.9
Other	11.3	3,593,276	12.3	-49.7
Total	100.0	31,719,836	7.4	0.2
thereof Lufthansa Group[1]	50.8	16,105,305	6.1	-7.0
thereof low-cost carriers[2]	30.5	9,689,292	9.8	26.4

1) Lufthansa Group: Austrian, Brussels Airlines, Eurowings, Lufthansa and SWISS
2) Low-Cost Carrier: Ryanair, Wizzair, easyJet, Jet2.com, airBaltic, Pegasus Airlines, Vueling, Volotea, AirArabia, Transavia, other

Growth in all divisions in 2024

Good traffic momentum and positive financial result as profit drivers

€ million	2024	2023	Δ
Revenue	1,052.7	931.5	13.0%
Earnings before interest, tax, depreciation and amortisation (EBIDTA)	442.3	393.6	12.4%
Earnings before interest and taxes (EBIT)	306.1	261.8	16.9%
Financial result	15.5	-4.1	n.a.
Earnings before taxes (EBIT)	321.7	257.7	24.8%
Net profit for the period	239.5	188.6	27.0%
Net profit after non-controlling interests	216.3	168.4	28.4%

- **Revenue and earnings up thanks to good traffic momentum:** strong passenger growth of 9.1% in the Group supports Aviation and Non Aviation; **all segments contributed to growth**
- **Significantly positive financial result of € 15.5 million** (€ -4.1 million in 2023) as a result of complete debt reduction and rising interest income (higher investment volumes)

VIE Vienna Airport

Expenses

Stable margin development despite cost pressure

€ million	2024	2023	Δ
Consumables and services used	-55.7	-54.1	2.9%
Personnel expenses	-386.1	-349.4	10.5%
Other operating expenses[1]	-190.1	-142.6	33.3%
Depreciation and amortisation	-135.8	-131.8	3.1%
EBITDA margin	42.0%	42.2%	
EBIT margin	29.1%	28.1%	

- **Strong rise in personnel expenses** related to the **growing number of employees** (+263 FTE, total of 5,337; caused by the increase in passenger volume, flight movements and expanded construction work) **as well as higher salary increases mandated by collective bargaining agreements** (+7.0% as of May 2024)
- **Substantial rise in other operating expenses** due to extensive **maintenance work** (runways, technology, Malta Airport) and costs of € 23.9 million for the noise protection programme in Q4/2024
- **Disproportionately low increase in the cost of materials and services used –** slight drop in energy costs due to partial in-house power generation from own photovoltaic facilities

1) Excluding impairment losses/reversals of impairment losses on receivables

Cash flow & equity

Good operating cash flow development, increase in capital expenditure

€ million	2024	2023	Δ
Cash flow from operating activities	443.7	384.8	15.3%
Free cash flow	114.2	228.2	-49.9%
CAPEX	189.8	107.0	77.4%
Net liquidity	511.6	361.9	41.4%
Equity	1,667.2	1,556.4	7.1%
Equity ratio	69.5	70.9	

- **High cash flow from operating activities of € 443.7 million** due to the good operating development; decline in the free cash flow related to higher level of capital expenditure and new financial investments
- **Substantial growth in capital expenditures:** Start of the intensive construction phase of the Terminal 3 Southern Expansion (€ 73.4 million in 2024) and investment projects in Malta
- **Rise in net liquidity (€ 511.6 million)** provides financial leeway for large investment projects
- Ongoing very robust **equity ratio of close to 70%**

VIE Vienna Airport

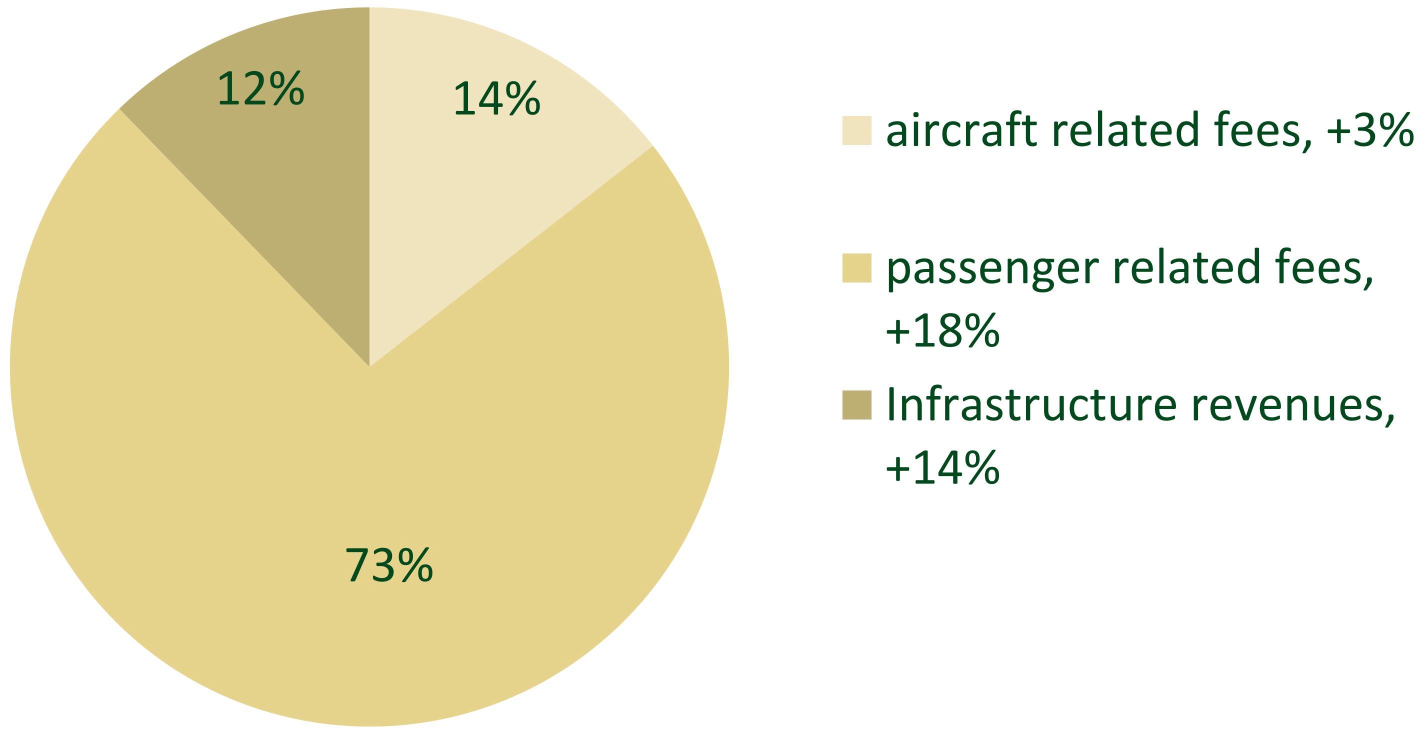
Airport

Good traffic development ensures significant revenue and earnings growth

- Airport segment with **highest share of revenue and earnings** of 48% and 41%, respectively
- **Rise in passenger-related fees by +18% to € 371.3 million** (passenger growth, fee adjustments acc. to tariff regulations) as the main driver of the good revenue and earnings development
- **4.6% upward adjustment of passenger, landing and infrastructure fees in 2025**
- **Fee reduction** expected **in 2026** after return to the normal pricing model which was temporarily suspended due to Covid-19

€ million	2024	2023	Δ
External revenue	506.6	440.1	15.1%
EBITDA	204.3	176.7	15.7%
EBIT	126.3	100.4	25.8%

Revenue distribution Airport FY 2024



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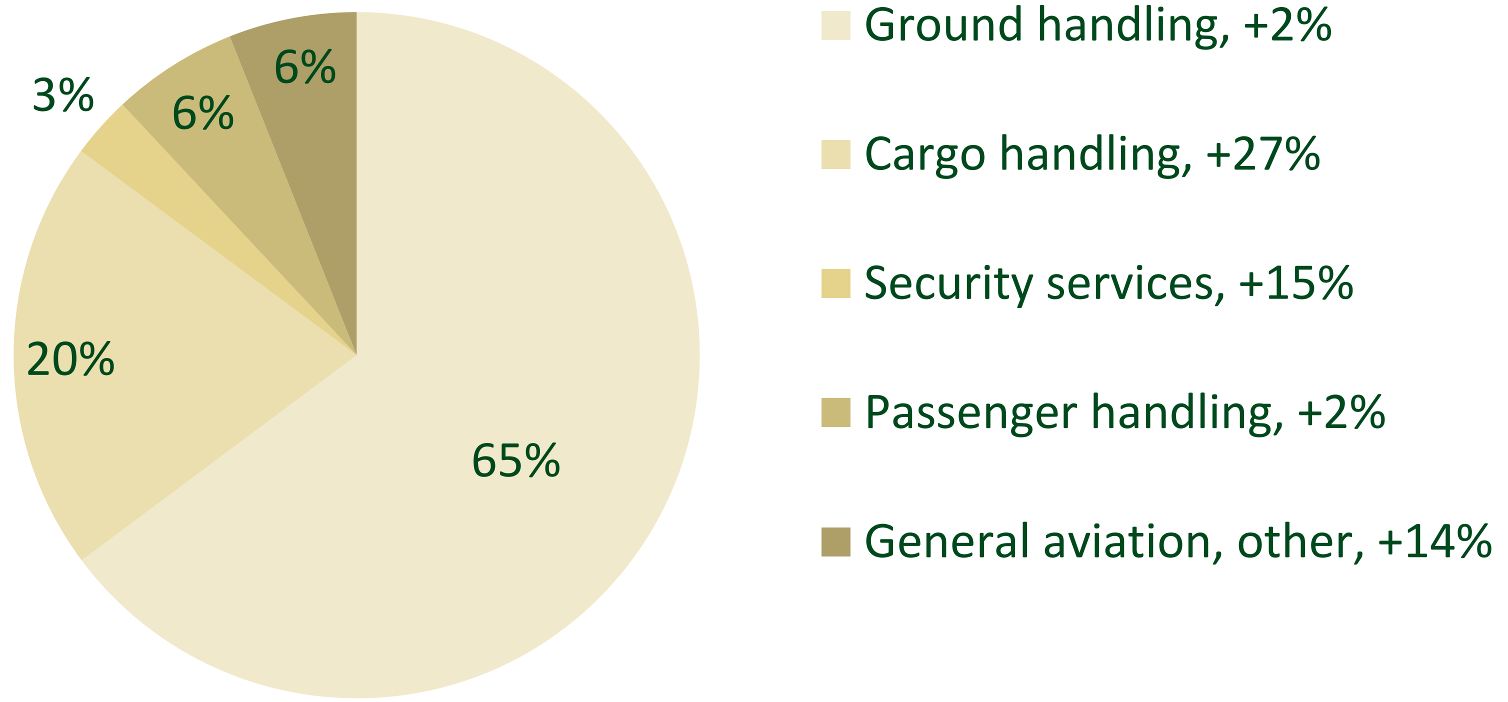
Handling & Security Services

Cargo record at Vienna Airport and ongoing high service quality

- **Record cargo volumes** at Vienna Airport support significant earnings improvement in handling
- **Pronounced rise in cargo volumes of 21.6% vs. 2023 to 297,945 tonnes** (+5.0% vs. 2019); strong growth of imports and exports – Transit interface for e-commerce
- **Margin improvement** related to stable costs for materials despite rising traffic and cargo volumes
- **Vienna Airport Handling** is clearly the number one with a **market share** of **89%**
- **Extension of important key accounts** in the previous year: **Lufthansa Cargo** and **Korean Air Cargo**

€ million	2024	2023	Δ
External revenue	177.8	165.7	7.3%
EBITDA	17.1	14.6	17.3%
EBIT	8.6	6.1	42.3%

Revenue distribution Handling & Security Services FY 2024



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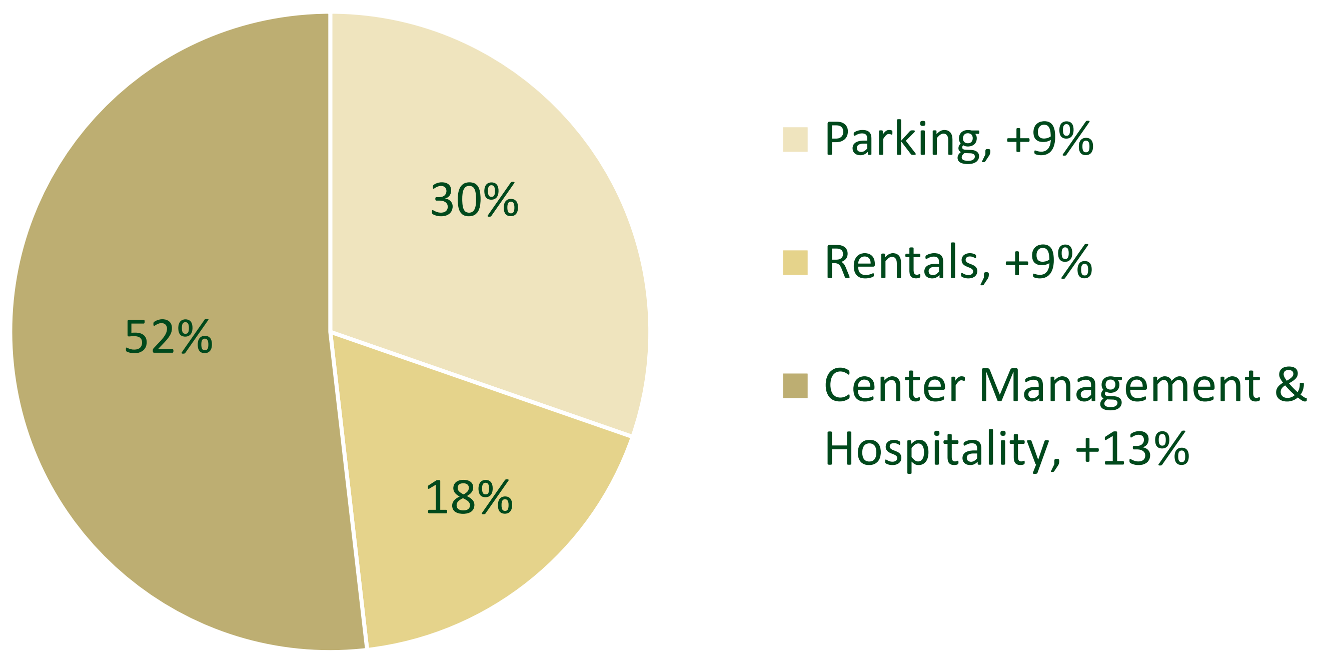
Retail & Properties

Expanded offering, passenger growth ensure a substantial improvement

- **Center Management & Hospitality** (+13%) and **parking** (+9%) strongly **benefit from passenger growth**
- Following its **expansion** to 2,000 m^2, the **reopening of the Gebr. Heinemann Duty-Free Shop** in Terminal 1 leads to a perceptible **revenue increase** in the second half-year
- Substantial **rise in revenue for food and beverages, lounges** and **advertising**
- **Rental income up 9%** to € 36.2 million
- **Tenant acquisition** is well underway for new retail space in the **Terminal 3 Southern Expansion**
- **High demand for office space** at the airport site

€ million	2024	2023	Δ
External revenue	203.0	182.5	11.2%
EBITDA	113.9	100.6	13.2%
EBIT	93.9	81.1	15.7%

Revenue distribution Retail & Properties FY 2024



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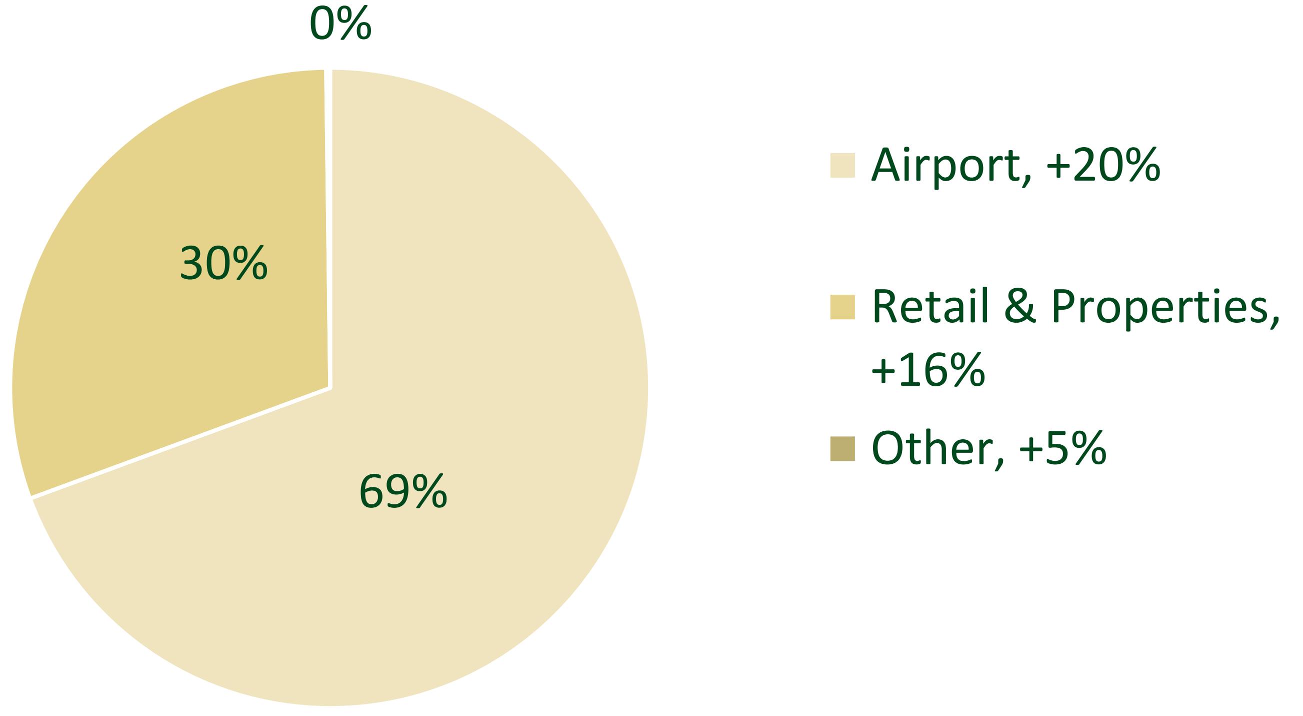
Malta

Very dynamic passenger development – Volume more than doubled since 2014

- **Record passenger volume of 9.0 million passengers** (+14.8% vs. 2023, +22.5% vs. 2019) ensures a **marked earnings improvement**
- Malta Airport **contributes 23% to** the Group's **operating result** (EBIT: € 70.1 million)
- **The number one carrier Ryanair** reported a **25% rise in passenger traffic;** growth above all to Italy, UK and Poland
- **Slight passenger decline of KM Malta** due to its withdrawal from the charter business and increased focus on main routes
- **Comprehensive investment programme to adapt facilities to current passenger volumes and business requirements:** higher investment expenditures, e.g., for the apron, VIP Terminal expansion, SkyParks 2, terminal expansion and photovoltaic plant

€ million	2024	2023	Δ
External revenue	142.9	120.2	18.8%
EBITDA	87.2	75.4	15.6%
EBIT	70.1	60.5	15.8%

Revenue distribution Malta FY 2024



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Financial calendar 2026

20 January 2026: Traffic Results 2025 and Outlook for 2026

2 March 2026: Preliminary Results for the Full Year 2025

21 May 2026: Q1/2026

3 June 2026: Annual General Meeting

9 June 2026: Ex-dividend Date

19 August: H1/2026

19 November: Q1-3/2026

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VIE Vienna Airport

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