



# 38<sup>th</sup> Annual General Meeting Flughafen Wien AG

3 June 2026

# Strong business performance in 2025

## Record passenger numbers and revenue

### Revenue rises by 7.2% in 2025, earnings impacted by the derecognition of assets related to the 3<sup>rd</sup> runway project

- **Clear passenger growth** (Group +4.9%) and **good performance in non-aviation earnings** drove revenue up by 7.2% to € 1,128.9 million; all divisions and subsidiaries contributed positively to earnings
- **Derecognition of assets of € 55.9 million related to the 3<sup>rd</sup> runway had a one-time impact** on EBITDA (€ 412.4 million vs. 2024: € 442.3 million) and net income (€ 210.1 million vs. 2024: € 239.5 million); about half of the negative effect was offset by improved operating performance
- **Proposed dividend: € 1.65 per share**, which is in line with the previous year's level and represents a payout ratio of approximately 75%

### Flughafen Wien Group is consistently pursuing its growth strategy – better framework conditions are needed!

- **Vienna Airport – new terminal, office, and logistics infrastructure**  
Terminal 3 Southern Expansion, Pier North Extension, Office Park 4 NEXT
- **Malta Airport – increased capacity to support dynamic passenger growth**  
terminal „East Expansion“, new Sky Parks 2 office building, parking garage expansion

# Solid start to the year, Middle East conflict adds uncertainty

## Financial guidance remains unchanged based on current assessments

### Moderate increase in revenue and earnings in Q1/2026

- **Positive traffic** (passengers: Group +5.3%, Vienna +1.6%) and **non-aviation trends, higher de-icing revenue, elimination of incentives** → revenue +6.1%, EBITDA +8.2%, net profit +5.3%
- **Successful implementation of cost-saving and efficiency-enhancing measures** → EBITDA margin +0.7%p to 36.7%

### Outlook for 2026: Earnings expected to remain at the previous year's level despite lower fees and fewer passengers

- Passenger decline at Vienna Airport due to **reduced low-cost carrier capacity** and **Middle East conflict**
- **Robust traffic growth in Q1/2026, passengers decline in April** (Group -2.1%, Vienna Airport -8.2%)
- At this time, **Flughafen Wien AG confirms its passenger and financial guidance for 2026:**  
For **2026**, a **stable net profit of € 210 million** is expected despite fare reductions and a decline in passenger numbers, thanks to a **successful cost-saving program**

# Revenue increased by +7.2% in 2025

Continued positive financial result – one-off effect of € 55.9 mn related to 3<sup>rd</sup> runway

€ millions	2025	2024	Δ
Revenue	1,128.9	1,052.7	+7.2%
Earnings before interest, tax, depreciation and amortisation (EBITDA)	412.4	442.3	-6.8%
Earnings before interest and taxes (EBIT)	279.5	306.1	-8.7%
Financial results	11.1	15.5	-28.6%
Earnings before tax (EBT)	290.6	321.7	-9.6%
Net profit for the period	210.1	239.5	-12.3%
Net profit after non-controlling interest	185.0	216.3	-14.4%

- **Revenue advanced by +7.2%** to € 1,128.9 million, driven by passenger growth, tariff adjustments, non-aviation revenues
- **Derecognition of assets in the amount of € 55.9 million** due to the decision not to pursue the 3<sup>rd</sup> runway project
- **Substantial contribution of Malta airport to the Group net profit** thanks to its profit for the period of € 49.8 million
- **Noticeable earnings contribution from the positive financial result** of € 11.1 million, but reduced interest income due to the lower interest rate environment

# Ongoing cost pressure

## Significant increase in personnel expenses

€ millions	2025	2024	Δ
Consumables and services used	-56.5	-55.7	+1.5%
Personnel expenses	-419.5	-386.1	+8.7%
Other operating expenses <sup>1</sup>	-254.8	-190.1	+34.0%
Depreciation and amortisation	-132.9	-136.1	-2.1%
EBITDA margin	36.5%	42.0%	
EBIT margin	24.8%	29.1%	

- **Rising personnel costs weigh on profitability:** After taking into account a consolidation change (“Get2”, accounted for using the equity method instead of full consolidation; corresponding increase in other operating expenses), **personnel expenses rose by more than 12%**
- **Adjusted for the derecognition of assets** in connection with the 3<sup>rd</sup> runway, **EBITDA and EBIT margins remained largely stable**

# Cash flow & equity

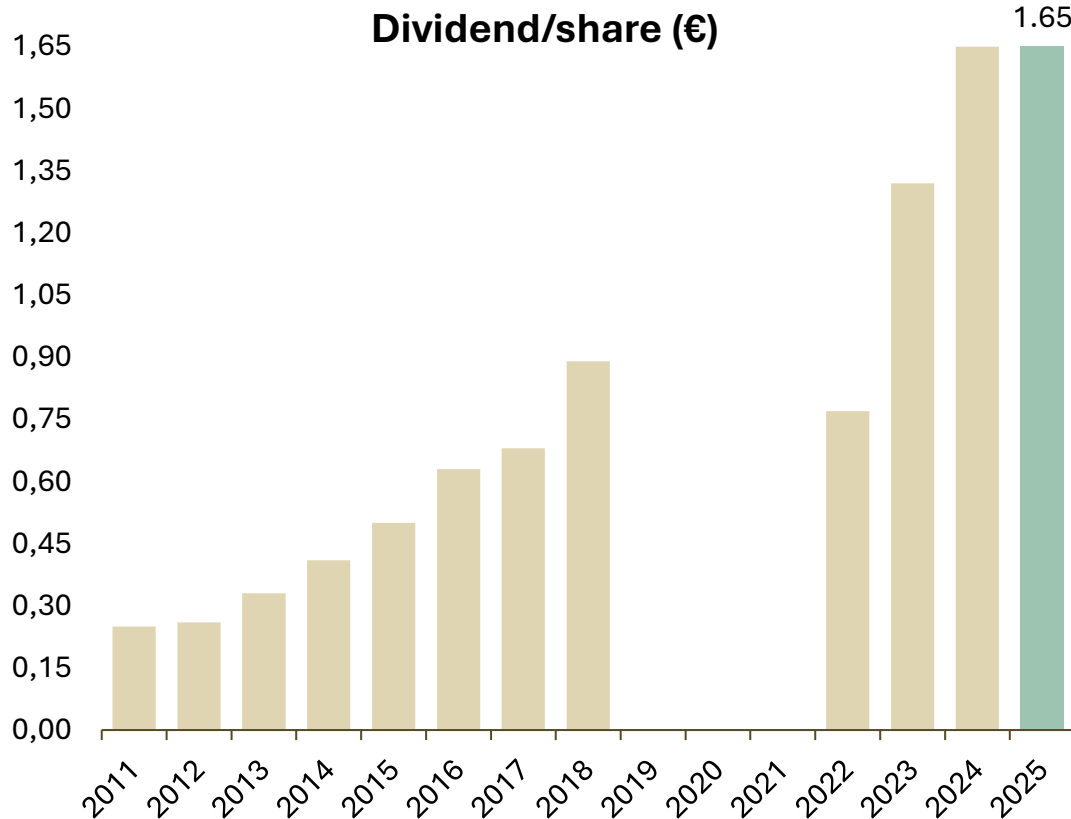
## Strong balance sheet structure enables growth investments in Vienna and Malta

€ millions	2025	2024	Δ
Cash flow from operating activities	333.3	443.7	-24.9%
Free cash flow	159.3	114.2	+39.5%
Capex	281.3	189.8	+48.2%
Net liquidity	413.8	511.6	-19.1%
Equity	1,726.9	1,667.2	+3.6%
Equity ratio	71.6%	69.5%	

- **Significant increase of close to € 100 million in capital expenditure to € 281.3 million** (2024: € 189.8 million): Terminal 3 Southern Expansion € 127.4 million, baggage sorting facility (HBS Standard 3) € 18.7 million, central logistics centre € 9.2 million, Malta Airport € 61.6 million (Sky Parks 2 office building, terminal expansion, apron)
- **Unchanged robust balance sheet structure** featuring an equity ratio of 71.6%; capex increase led to a **reduction in net liquidity** (€ 413.8 million vs. € 511.6 million in 2024)
- Decline in the **cash flow from operating activities** mainly related to **higher corporate income tax payments**; improvement in the **free cash flow** due to **proceeds from the disposal of financial assets**

# Dividend per share of € 1.65 for 2025

Shareholders and employees benefit from the company's success



- **Dividend proposal of € 1.65** per share for 2025 (2024: € 1.65)
- **Increase in the payout ratio to 75%**
- Dividend represents a **dividend yield of 3.1%**<sup>1</sup>
- **Employees** of Flughafen Wien AG also **profit** from the business development via the **Private Employee Participation Foundation** (owns 10% of the company's shares)

# Own shares

## Report on own shares pursuant to Section 65 Par. 3 Stock Corporation Act

€ millions	2025	2024
Shares issued as of 1 January	84,000,000	84,000,000
<b>Own shares</b>	<b>-125,319</b>	<b>-125,319</b>
Weighted average	83,874,681	83,874,681

# Financial guidance for 2026

Unchanged financial outlook on the basis of current assessments

**Revenue**

approx. € 1,050 million

**EBITDA**

approx. € 415 million

**Group net profit b.m.**

approx. € 210 million

**Group net profit a.m.**

approx. € 185 million

**Capex**

approx. € 330 million

# AirportCity continues growth

## Boom in new businesses, expansion on land bank

- In **2025 around 20 new companies** have **set up operations** – with 23,500 employees, Vienna Airport is the **largest employer in the eastern region**
- **Real estate development as a key pillar:** leased space has doubled over the past 10 years to more than 200,000 m<sup>2</sup>
- **Space Hub as the home base of the Austrian space industry:** Five new companies will set up operations in the coming weeks, while existing space companies are expanding their business and production space
- **Opening of the new hotel** following a change in operator/owner before the start of the summer vacation season
- **Expansion of Office Park 4 NEXT in full swing:** Groundbreaking in February 2026, completion planned for 2028 – a total of 17,000 m<sup>2</sup> of additional office and conference space
- **Development area West** at Vienna Airport: **47 hectares of additional development space** with new logistics capacities



# Terminal 3 Southern Expansion on schedule

## Boosting non-aviation potential

- **On budget and schedule:** Investment volume of **€ 420 million**; **opening** planned for **Q2/2027**
- **Expansion** of Terminal 3 by approximately **70,000 m<sup>2</sup>** (“Terminal 3 Southern Expansion”)
- Passengers can expect an **improved travel experience** with **greater comfort, better service,** and a **significantly broader shopping and dining experience**
- **Revenue growth** driven by substantially expanded shopping and dining areas
  - **Shopping and dining space** increases by approximately 50% to around **30,000 m<sup>2</sup>**
  - Focus on **Austrian cuisine** as well as strong national and international **premium brands**



### Current:

Expansion of the food and beverage, retail, and lounge areas; **handover to operators**

**Completion of structural elements** by the end of 2026

**Interfacing projects** with Terminal 3, stairwells, Pier East, etc.

**Preparation for the second construction phase** – renovation of Terminal 3

# Growth projects in the coming years

Flughafen Wien Group is investing in quality and capacity expansion

## Vienna Airport – New terminal, office and logistics infrastructure

### Terminal development

- Terminal 3 Southern Expansion
- Terminal 3 remodelling
- Extension of Pier North

### Commercial buildings & IT

- Development Zone West
- Apron electrification, grid expansion

### Apron and runway system

- New de-icing areas
- Expansion of aircraft parking position at Pier North
- Renewal of passenger boarding bridges

### Real estate

- Office Park 4 NEXT

CAPEX of approx.  
**€ 330 million in 2026**

Total planned  
investments of about  
**€ 1.5 billion by 2030**

## Malta Airport – Capacity expansion for dynamic passenger growth

### Aviation

- Terminal “East Expansion”
- Runway modernisation
- Expansion of the airport apron

### Non-aviation

- Sky Parks 2 office building
- Car park expansion

# Share price & market capitalization

All-time high (€ 56.2) in November; the Middle East conflict is currently weighing on the aviation sector

Stock Price (Performance in % since January 1, 2012)



Market Capitalization (in € million)



# EU overregulation and stricter requirements are curbing growth in the European aviation industry

## Green Deal is accelerating the economic downturn in Europe

- Rapid **adaptation** of **EU regulations** as well as **aviation tax** are necessary
- **2027 revision of EU aviation regulations** must lead to a **fundamental change** in direction
- **SAF targets cannot be met without investment**: the current regulatory system is not working – too expensive, insufficient volumes
- **Green Deal is a resounding failure** – the transition requires more time and is too expensive; no one in the world is following Europe
- **Without significant growth, the necessary investments in Europe’s aviation infrastructure cannot be financed** (BCG study)
- **Massive competitive disadvantage for EU business locations**: European airports and airlines are at a competitive disadvantage – non-EU carriers and hubs are pulling significantly ahead



# Traffic & segment results 2025

# 2025 set new records

## but high location costs lead to a decline among low-cost carriers in 2026

### New milestone for Flughafen Wien Group with 43.4 million passengers in 2025

- **Records at Vienna Airport:** 32.6 million passengers (+2.6%), 313,763 tons of cargo (+5.3%)
- **New highs for strategic investments:** Malta Airport surpasses 10 million passengers for the first time (+12.3%), Košice Airport 0.8 million passengers (+12.2%)
- **Vienna Airport** remains among **Europe's leaders** in on-time performance

### Reduction in low-cost carrier capacity and the Middle East conflict weigh on 2026

- High location costs due to the aviation tax lead to **cutbacks among low-cost carriers** – Wizz Air closed its Vienna hub in mid-March 2026, and Ryanair is reducing capacity
- **Middle East conflict increases uncertainty** regarding passenger growth for the remainder of the year
- Projected approx. **41.5 million PAX for the Group** (2025: 43.4 million) and approx. **30 million at Vienna Airport** (2025: 32.6 million)
- **Increasing economic pressure on airport operators:** Difficulty in passing on rising operating costs to airline customers

# Strong year 2025 for Flughafen Wien Group

## Double-digit growth rates in Malta and Košice

Flughafen Wien Group passenger development <sup>1</sup>	2025	2024	Δ 2024
Vienna Airport (millions)	32.6	31.7	+2.6%
Malta Airport (millions)	10.1	9.0	+12.3%
Košice Airport (millions)	0.8	0.7	+12.2%
<b>Vienna Airport and its strategic investments (VIE, MLA, KSC)</b>	<b>43.4</b>	<b>41.4</b>	<b>+4.9%</b>

- **43.4 million passengers** in FWAG Group (+4.9%)
- **Strong growth at Malta Airport (+12.3%) and Košice Airport (+12.2%)**
- **Malta as a growth driver:** Malta Airport accounts for 23% of the total passenger volume of the Flughafen Wien Group
- **Expanded range of destinations and frequencies** at all three airports

# Record: 32.6 million passengers at Vienna Airport

## Continued high seat occupancy with increased capacity

Vienna Airport traffic development <sup>1</sup>	2025	2024	Δ 2024
Passengers (millions)	32.6	31.7	+2.6%
Local passengers (millions)	25.7	24.9	+3.5%
Transfer passengers (millions)	6.6	6.8	-2.9%
Flight movements (in 1,000)	240.4	234.1	+2.7%
Seats arriving/departing (millions)	40.8	39.4	+3.6%
Passengers per movement	138	138	+0.1%
Seat load factor (SLF, in %)	80.5%	80.8%	-0.3%p
Cargo (in 1,000 tonnes)	313.8	297.9	+5.3%

- New **passenger record** despite **persistently weak economic development, economic headwinds, and military conflicts**
- **Seat load factor** remains **high at 80.5%**
- Number of **movements 10% below 2019**
- **Strong momentum in Q4/2025 (PAX +5.1%)**: resumption of destinations in the Middle East, expanded offering during the fall holidays, Austrian Airlines short-haul growth, increased seat load factor
- Continued **very good cargo development**

# Regional passenger development in 2025

## Focus on intra-European routes:

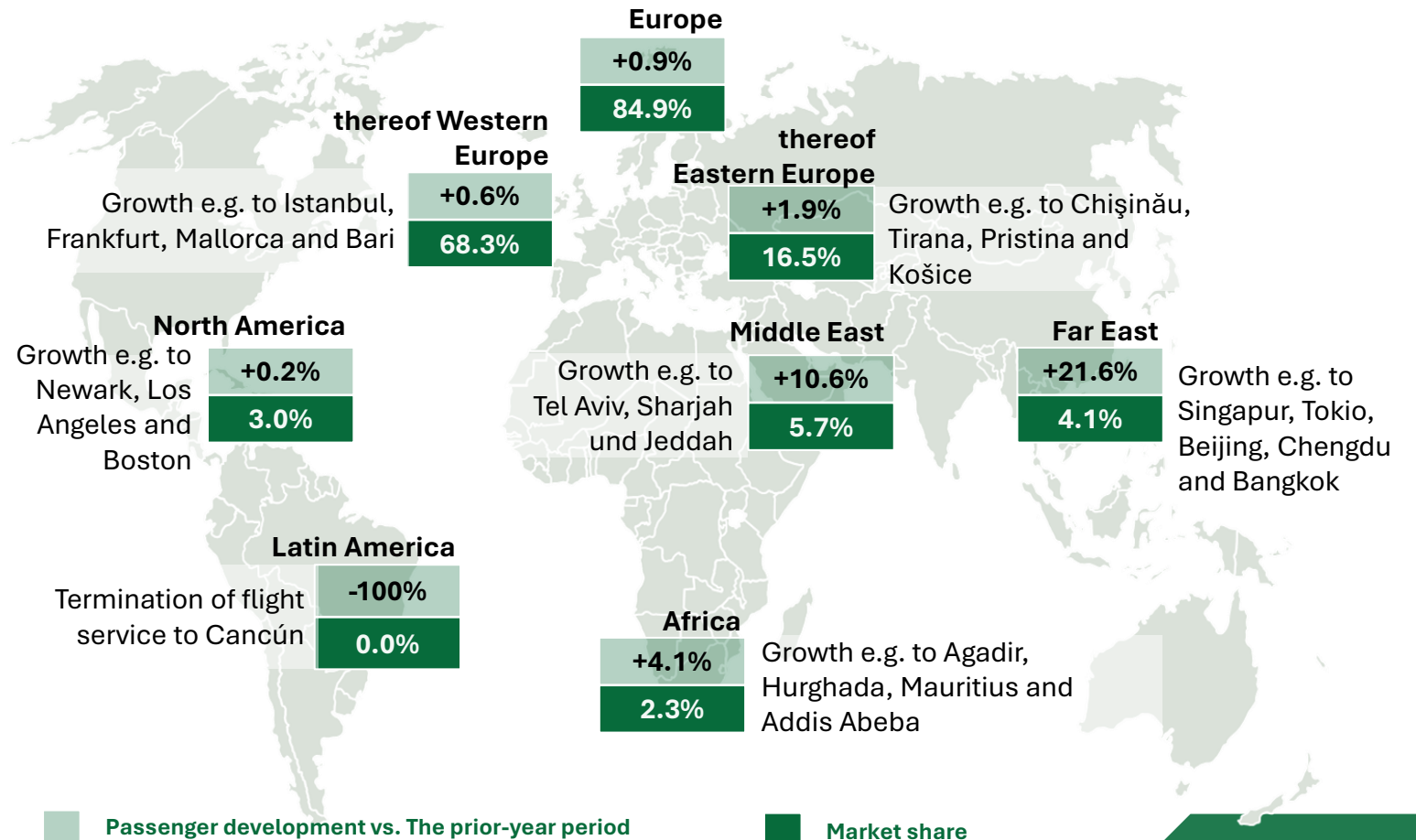
- Around 85% of passengers

## Strong growth in the Far East:

- New and resumed flights to destinations (Scoot, ANA, Hainan)
- Increase in existing frequencies

## Vienna Airport is a hub for destinations in CEE:

- Passenger growth of 1.9% in the region



Departing passengers, development 2025 vs. 2024 and share of total passenger volume in 2025

# Performance of top countries and destinations 2025

## High demand for the Mediterranean region – Asia No. 1 for long-haul flights

### Top 10 countries 2025<sup>1</sup>

Country	2025	Δ 2024 absolute	Δ % 2024	Δ 2019 absolute	Δ % 2019
1. Germany	4,118,216	- 40,681	-1.0%	-1,423,890	-25.7%
2. Spain	2,948,130	+188	+0.0%	+542,855	+22.6%
3. Italy	2,834,702	+41,073	+1.5%	+834,845	+41.7%
4. Turkey	1,834,345	+141,154	+8.3%	+697,471	+61.3%
5. UK	1,651,453	-59,630	-3.5%	-19,333	-1.2%
6. Greece	1,564,509	+71,558	+4.8%	+543,935	+53.3%
7. France	1,344,992	-12,044	-0.9%	-139,993	-9.4%
8. Switzerland	1,073,606	+4,069	+0.4%	-441,229	-29.1%
9. UAE	850,981	+90,925	+12.0%	+426,026	+100.3%
10. Netherlands	792,685	-26,650	-3.3%	-248,416	-23.9%

### Summer vacation destinations<sup>1</sup>

1. Antalya	2. Mallorca	3. Barcelona	4. Crete	5. Venice
6. Larnaca	7. Split	8. Malaga	9. Nice	10. Rhodes

### Top 3 winners – increase vs. 2024

Country	2025	Δ 2024 absolute	Δ % 2024
1. Türkiye	1,834,345	+141,154	+8.3
2. Israel	442,551	+131,235	+42.2
3. UAE	850,981	+90,925	+12.0

### Top 3 losers – decline vs. 2024

Country	2025	Δ 2024 absolute	Δ % 2024
1. UK	1,651,453	-59,630	-3.5
2. Poland	619,819	-56,911	-8.4
3. Iceland	47,926	-47,007	-49.5

### Top long-haul destinations<sup>2</sup>

1. Bangkok	2. New York <sup>3</sup>	3. Taipei
4. Beijing	5. Toronto	6. Tokyo <sup>3</sup>

1) Top countries and vacation destinations: Total number of passengers includes local, transfer and transit passengers

2) Top long-haul destinations: departing passengers, 2025 vs. 2024 and share of total passenger volume in 2025

3) Passengers at Newark Airport (EWR) and JFK Airport (JFK) are combined under destination New York, and passengers at Haneda Airport (HND) and Narita Airport (NRT) are combined under Tokyo

## Market share of airlines

Austrian reports 2.3% increase in passenger numbers to around 15 million passengers despite impact of conflict in the Middle East; market share remains stable

Solid performance for Ryanair: decline for Wizz Air over the year as a whole

2025	Share	Passengers	PAX Δ vs. 2024
1. Austrian	45.8%	14,915,887	+2.3%
2. Ryanair/Lauda	20.5%	6,659,108	+0.2%
3. Wizz Air	5.6%	1,832,033	-9.2%
4. Eurowings	2.2%	732,246	-6.9%
5. Pegasus Airlines	1.8%	599,740	+21.5%
6. Turkish Airlines	1.7%	555,896	-4.0%
7. Emirates	1.4%	459,918	+2.6%
8. KLM Royal Dutch Airlines	1.2%	383,611	-0.5%
9. SunExpress	1.2%	378,559	-2.5%
10. Iberia	1.1%	344,118	+2.0%
11. British Airways	1.0%	319,929	-9.0%
12. Air France	0.8%	274,212	-4.5%
13. Qatar Airways	0.8%	260,907	-8.6%
14. Air India	0.8%	247,253	+272.6%
15. Etihad Airways	0.7%	242,983	+17.8%
Other	13.4%	4,352,715	+12.7%
Lufthansa Group	49.7%	16,174,272	+0.4%
Low-Cost Carrier <sup>2</sup>	30.2%	9,831,433	+1.5%

1) Lufthansa Gruppe: Austrian, Brussels Airlines, Eurowings, Lufthansa and SWISS

2) Low-Cost Carrier: Ryanair, Wizzair, easyJet, Jet2.com, airBaltic, Pegasus Airlines, Vueling, Volotea, AirArabia, Transavia etc.

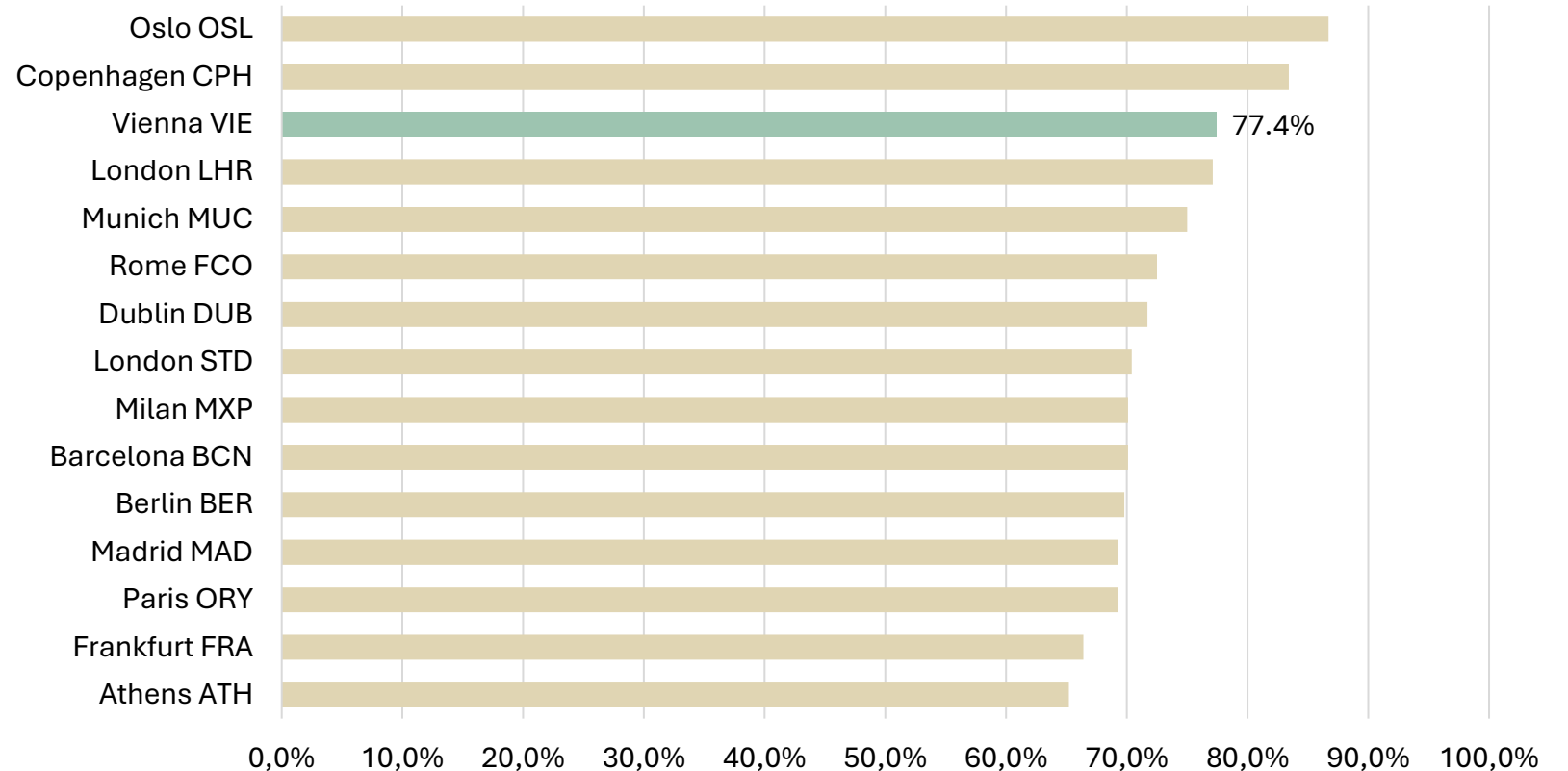
# Quality

Vienna Airport is one of Europe's most punctual hubs – strengthening Vienna as a destination<sup>1</sup>

Overall improvement in punctuality rates

Vienna Airport ranks 1<sup>st</sup> among hubs >30mn PAX

## Punctuality in 2025 (top 15, hub airports >25 million PAX)<sup>1</sup>



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

# Growth also assured in the two-runway system

3<sup>rd</sup> runway project will not be continued



## Sufficient growth potential with the two-runway system

- Handling of **up to 52 million passengers** is possible based on the existing two-runway system
- Significant **increase in the number of passengers per flight movement** (138 PAX/flight movement in 2025 vs. 71 in 2005) reduces pressure on runway capacity
- **Changed passenger mix** (Business/Economy) enables improved use of the infrastructure



## Still-pending VwGH court decision, higher construction costs, no need on part of airlines

- Airlines rejected refinancing of costs based on higher fees, thus the **3<sup>rd</sup> runway project would not be economically viable**
- Massive **rise** in projected **construction costs** to about € 2 billion
- **Still-pending decision of the Supreme Administrative Court** (17 months) pertaining to the legal proceedings on an extension of the construction period
- **Write-down of € 55.9 million** in the 2025 balance sheet for previous payments made to the environmental fund and neighbouring communities under the mediation agreement

# Traffic development January – April 2026

Robust traffic development in Q1/2026, passenger decline in April (-2.1%)

Flughafen Wien Group <sup>1</sup> passenger development	Q1/2026	Q1/2025	Δ Q1/2025	4/2026	Δ 4/2025	1-4/2026	Δ 1-4/2025
Vienna Airport (millions)	6.1	6.0	1.6%	2.6	-8.2%	8.7	-1.5%
Malta Airport (millions)	2.1	1.8	15.4%	1.0	+13.5%	3.1	+14.7%
Košice Airport (millions)	0.17	0.12	40.9%	0.08	+66.5%	0.25	+48.3%
<b>Vienna Airport &amp; strategic investments (VIE, MLA, KSC)</b>	<b>8.3</b>	<b>7.9</b>	<b>5.3%</b>	<b>3.7</b>	<b>-2.1%</b>	<b>12.0</b>	<b>+2.9%</b>

- **Slight decline in passenger numbers at Vienna Airport** (-1.5%), continued **strong momentum** in **Malta** (+14,7%, new destinations, increased flight frequencies, strong winter tourism season), and **very high growth** in **Košice** (+48,3%; primarily due to the new domestic route between Košice and Bratislava) in January – April 2026
- **Reduction in low-cost carrier capacity** (Ryanair, Wizz Air), **growth** at **Austrian Airlines** (significantly improved seat load factor, positive effects from Lufthansa strikes in March and April)
- **Middle East conflict impacts April traffic figures**: Middle East -83%; strong growth to the Far East (+16% year-to-date) and robust intra-European traffic cushion the slump in the Gulf region

# Impact of the Middle East conflict

## Aviation at the center of geopolitical tensions

- Airspace closures, operational disruptions, more complex flight routes, negative demand effects, and rising fuel prices are having a **noticeable impact on the global aviation industry**
- The 2026 summer flight schedule included connections **from Vienna to 9 destinations in the region**, operated by **8 airlines**
- Airlines are increasingly **shifting capacity to high-demand destinations**; advance bookings confirm a **continued strong desire to travel** (especially for the vacation season), though **booking patterns** are becoming increasingly **shorter**
- **Resumption of flights depends on the situation**: Airlines are continuously adapting their offerings to the current situation and existing restrictions (temporary suspensions or reactivations)
- **Kerosene supply in Vienna currently secured**: Due to its immediate proximity to the OMV refinery, Vienna International Airport has a particularly stable and efficient kerosene supply chain; the OMV refineries are operating as scheduled, and there are currently no known shortages of Jet A-1
- High uncertainty: **Severity of the impact depends on the duration of the conflict**

# Airline highlights of the summer flight schedule 2026

## New airlines, destinations & frequency increases cushion the effects of LCC reductions

**Wizz Air and Ryanair have reduced capacities, the home carrier Austrian Airlines is expanding, new airlines and flight offerings in 2026**

### **WizzAir**



→ Closure of Vienna base operations in mid-March

### **Ryanair**



→ Reduction by 4 to 14 stationed aircrafts

### **Austrian Airlines**



→ 7 new summer destinations (Alicante, Bastia, Bergen, Bilbao, Mytilini, Ohrid, Ponta Delgada (Azores)) and more than 120 destinations in the peak season

→ Deployment of a new Boeing 787 Dreamliner as of June 2026

→ Handover of two more Dreamliners in 2026

### **China Eastern**



→ New: 3 frequencies/week to Xi'an since 20 April

### **Royal Jordanian**



→ New: 4 frequencies/week to Amman as of 24 June

### **AnimaWings**



→ New: 2 frequencies/week to Cluj as of 17. July

### **Salam Air**



→ New: 3 frequencies/week to Maskat as of 24 June

### **airBaltic**



→ New: 3 frequencies/week to Tallinn since 30 March

### **Air Corsica**



→ Launch of flights to Ajaccio & Bastia in the summer

# Traffic forecast for 2026

## Flughafen Wien AG

### Guidance 2026

### 2025

Passengers

**approx. 30 million**

32.6 million

## Flughafen Wien Group

### Guidance 2026

### 2025

Passengers

**approx. 41.5 million**

43.4 million

- **Slight passenger decline at Vienna Airport in the period January-April** (-1.5% to 8.7 million); a **decrease in the offering during the summer travel season** is expected due to the reduction of low-cost carrier capacities in Vienna; the **seat load factor** comprises an **element of uncertainty** in the current situation
- **Traffic development to the Far East and Western Europe** has been **better than expected, partially compensating for the reduced offering of flights** to the **Gulf Region**
- Ongoing dynamic development in **Malta** and **Košice** (January – April +14.7% and +48.4% respectively), continued **passenger growth anticipated throughout the year**
- **The Middle East conflict heightens uncertainty** regarding passenger development

# Austrian aviation needs a stimulus for growth

## Reducing or eliminating the aviation tax is a priority

The Austrian aviation industry is an indispensable driver of the economy and tourism

- **Value added of € 25.1 billion** – approximately **4.9% of GDP**
- Vienna Airport: **Cost pressure on the hub is mounting**; low-cost carriers are reducing and shifting capacity
- **Regional airports are under pressure** in a challenging market environment

Airport tax is a competitive disadvantage and a barrier to growth

- **Aviation tax puts the Vienna hub and home carrier Austrian** at a disadvantage compared to other hubs in the Lufthansa Group (Switzerland and Italy have no airport tax; Germany reduced its tax in 2026)
- **Aviation tax reduces the profitability of low-cost carriers in Vienna** – hence the reduction in LCC capacity in Vienna and the shift to Bratislava (no airport tax)
- Additional pressure: **Sustainability transformation increases cost burdens** for airlines and airports (mandatory sustainable aviation fuel (SAF) blending, EU Emissions Trading System, electrification of apron areas)

→ **Need for action: Reduction or elimination of aviation tax is a priority**

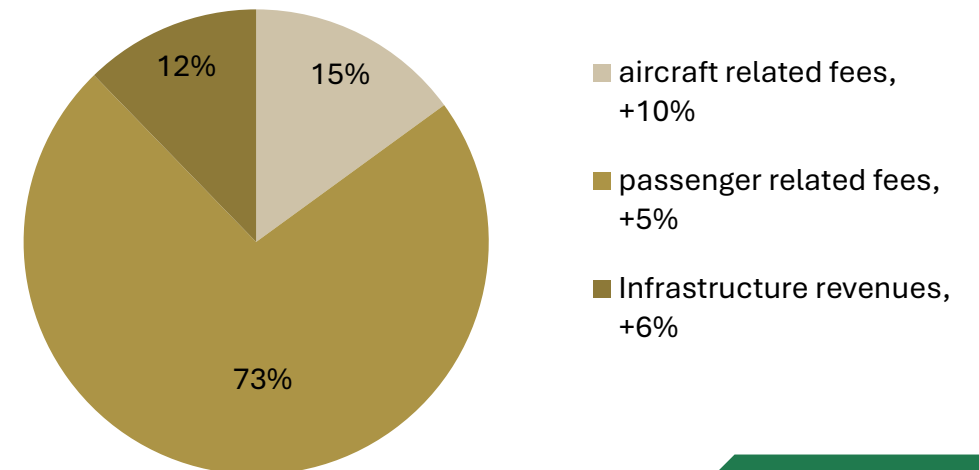
# Airport

## Further passenger growth results in 5.9% revenue increase to € 536.5 million

- **Passenger growth** (+2.6% in 2025, strong momentum with +5.1% in Q4/2025) and **fee adjustments** (passenger charges +4.6%) led to a 5.1% rise in passenger-related fees to € 390.2 million
- **Earnings negatively impacted by the derecognition of assets** (€ 55.9 million) as the result of the decision to no longer pursue the 3<sup>rd</sup> runway project
- **Airport** segment delivers **highest EBITDA contribution** at 48% (adjusted for the derecognition of assets)
- **Reduction of passenger (-4.5%) and landing fees (-2.1%) in 2026:** the expiration of the special Covid-19 regulation means a return to the legally stipulated formula for airport charges

€ million	2025	2024	Δ
External revenue	536.5	506.6	+5.9%
EBITDA	169.2	204.3	-17.2%
EBIT	96.0	126.3	-24.0%

### Revenue distribution Airport 2025



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

# Awards for Vienna Airport

## High service quality and first-class passenger experience

### ASQ Award: „Best Airports at Departures 25-40 Mio. PAX“

- The ASQ Award ranks among the **most important international benchmarks for service quality**
- Assessment of factors such as **orientation, processes, cleanliness** and the **experience at the airport**
- Vienna Airport stands out due to its **efficient processes, short distances, high quality of people’s stay** and a **strong focus on service**



### Priority Pass: „Lounge of the year“

- **VIENNA Lounge** named the **Best Airport Lounge in Europe** for the third year in a row
- **Quality** of the **furnishings, customer service, variety** and **quality of food and beverages** as well as **overall satisfaction** as the evaluation criteria



### Skytrax Award „Best Airport Staff in Europe 2025“

- **Security screening: Short wait times** and a high level of expertise
- **Winter maintenance:** A 500-person VIE team keeps approximately 2.6 million m<sup>2</sup> of apron space and aircraft free of snow and ice



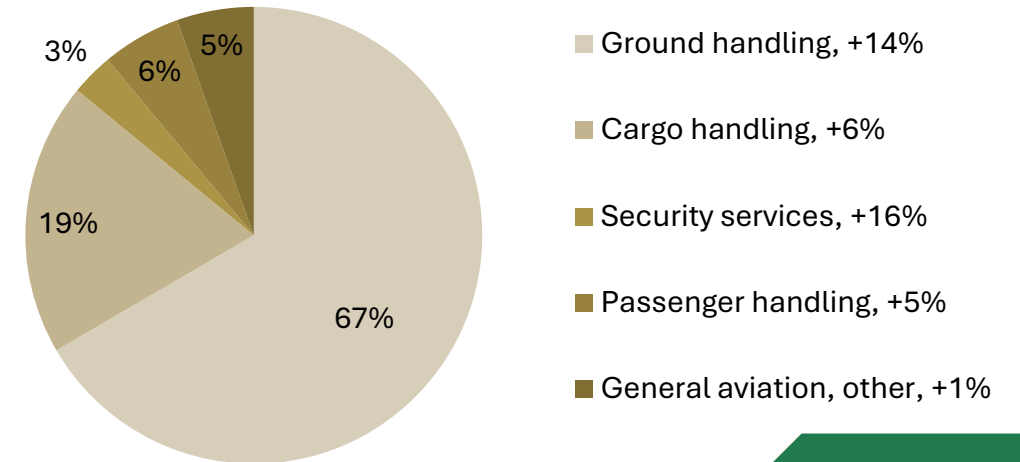
# Handling & Security Services

## Record cargo volumes support clearly positive EBIT

- Significant **revenue boost of 11.4%** as the result of **increased flight traffic** (flight movements +2.7%, MTOW +3.6%), **strong cargo development** (+5.3%) and higher **de-icing income** in Q4/2025
- **Clearly positive operating results**, EBIT of € 8.7 million
- **Expansion of the long-haul offering**, rapidly growing volumes in **e-commerce** and the **pharmaceuticals** segment as the main drivers of cargo growth (+5.3% to 313.763 tonnes)
- **Vienna Airport Handling** is the undisputed **number one** with a market share of 86%
- **Modernization of security screening:** Rollout has begun – all security screening stations will be fully converted to new CT scanners by summer 2026

€ million	2025	2024	Δ
External revenue	198.0	177.8	+11.4%
EBITDA	16.3	17.1	-4.5%
EBIT	8.7	8.6	+0.9%

Revenue distribution Handling & Security Services 2025



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

# New all-time high in freight

## Record volume of over 300,000 t and strong growth in exports and pharmaceuticals

- **Best cargo result in the airport's history in 2025:** cargo volume up 5.3% to 313,763 t compared to the previous year - belly cargo +11%, trucking +17%
- **Strong growth in exports:** +8.4% compared to 2024 (especially technical capital goods)
- **Over 30 cargo flights per week**
- **Record result for pharmaceutical cargo:** +6.4% compared to 2024, own pharmaceutical handling center with seamless cool chain guarantees high quality
- **Strengthened positioning as cargo hub to Asia:** Extension of contract with Korean Air Cargo for a further 4 years; long-term handling agreements with South Korean cargo airline AirZeta; cooperation with Incheon Airport
- **New 5-year ground handling contract** signed with **Turkish Airlines**



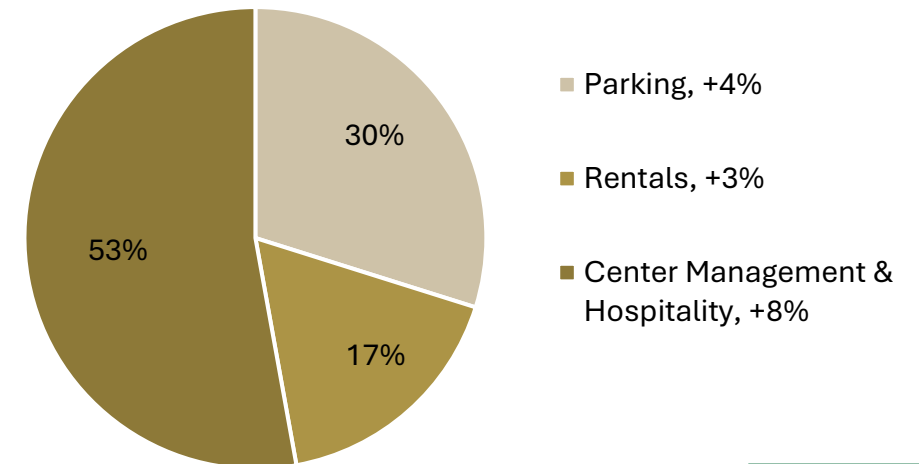
# Retail & Properties

## Clear revenue and earnings improvement for non-aviation services

- **7.9% increase** in Center Management & Hospitality revenue to € 113.6 million related to the notable **rise in shopping, restaurant and lounge services income**
- **Duty-free expansion in Terminal 1** in 2024 and **new shops** result in additional shopping and restaurant income
- **Robust growth of parking income:** +4.3% to € 64.2 million
- **25% share of consolidated EBITDA** (adjusted)
- The Terminal 3 Southern Expansion will add an **additional 10,000 m<sup>2</sup> of retail and food & beverage space**

€ million	2025	2024	Δ
External revenue	215.0	203.0	+5.9%
EBITDA	115.9	113.9	+1.8%
EBIT	97.2	93.9	+3.5%

Revenue distribution Retail & Properties 2025



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

# “Who is Who” of Vienna’s Gastronomy

- DO & CO
- Café Landtmann
- Figlmüller
- AIDA
- Mochi
- Tür 7
- NENI
- BARBARO
- Veganista
- JuiceFactory

## Gastronomy partners selected for Terminal 3 Southern Expansion



# „Best of Vienna“

Expansion of food service and retail space by 10,00 m<sup>2</sup> approximately 30 new restaurants and shops

SSP and Lagardère Travel Retail – seasoned experts in airport food service

## With Southern Expansion major step towards becoming a „5-Star Airport“



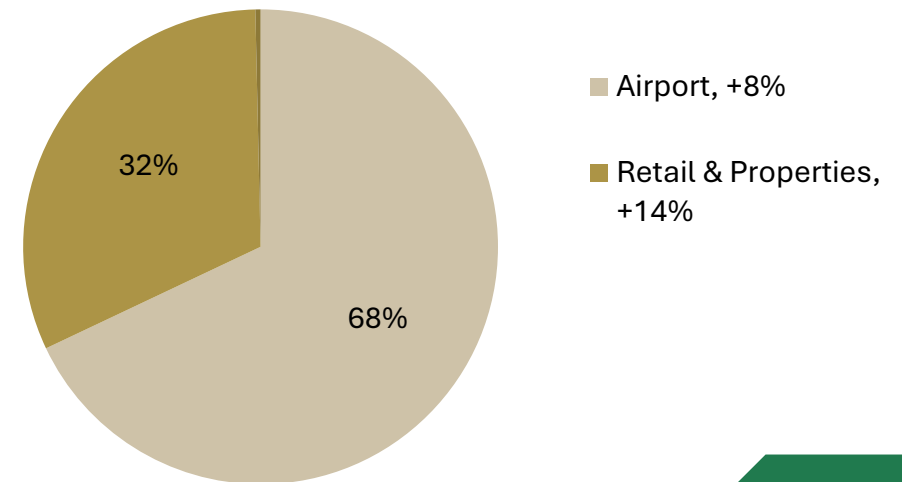
# Malta

## Clear increase in revenue and earnings as a result of strong passenger growth

- **Uninterrupted passenger growth: +12.3% to 10.1 million passengers**, almost tripling the comparable figure 15 years ago (2011: 3.5 mn passengers)
- **Strong low-cost carrier growth:** Ryanair +14%, EasyJet +27%; LOT launches flight service to Poland
- **Substantial earnings improvement** due to the sharp increase in passenger traffic, **share of consolidated EBITDA (adjusted) rises to over 20%**
- **Comprehensive investment program** to expand the airport and the non-aviation offering:
  - “East Expansion” terminal expansion
  - Expansion of apron as well as operational and service areas to support traffic growth
  - Further development of commercial spaces to boost non-aviation revenue

€ million	2025	2024	Δ
External revenue	157.0	142.9	+9.9%
EBITDA	95.0	87.2	+9.0%
EBIT	75.4	70.1	+7.6%

Revenue distribution Malta 2025



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

## Major expansion investments at Malta Airport

# Expansion of Aviation & Non-Aviation Capacities

Increasing passenger capacity and improving the quality of the passenger experience; expanding commercial space



# Financial calendar 2026

3 June: **Annual General Meeting**

9 June: **Ex-dividend Date**

12 June: **Dividend payment day**

19 August: **H1/2026**

19 November: **Q1-3/2026**

# Disclaimer

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