



20 January 2026

Traffic Results 2025 & Outlook for 2026

New record passenger volume in 2025

Aviation industry grows, but high location costs lead to reductions in LCC operations

New record figures in 2025

- All-time high passenger volume in the Flughafen Wien Group of 43.4 million passengers
- Vienna Airport sets new records: 32.6 million passengers, 313,763 tonnes of cargo
- New record also for strategic investments: 10.1 million passengers at Malta Airport, 0.8 million at Košice Airport
- Vienna Airport remains a European leader in punctuality

Industry growth continues in 2026 – but aviation tax is a drag on growth

- Austrian and other carriers are expanding, new airlines and destinations in summer 2026
- But, high location costs due to aviation taxes are leading to cuts among low-cost carriers
charge reduction at VIE increases competitiveness
- Outlook 2026 – passenger numbers remain at a high level: 30 million passengers in Vienna, 41.5 million in the Group

Pressure on Austria as an aviation hub is increasing – abolition or reduction of the aviation tax is necessary

- Aviation is a key driver of the economy and tourism – a national aviation tax weakens competitiveness and slows growth at all domestic aviation locations
- Action is needed in 2026 – reduction or abolition is urgently necessary

Strong year 2025 for the Flughafen Wien Group

Double-digit growth rates in Malta and Košice

Flughafen Wien Group traffic development ¹	2025	2024	Δ 2024
Vienna Airport			
Passengers (millions)	32.6	31.7	+2.6%
Flight movements (in 1,000)	240.4	234.1	+2.7%
Cargo (in 1,000 tonnes)	131.8	297.9	+5.3%
Malta Airport			
Passengers (millions)	10.1	9.0	+12.3%
Flight movements (in 1,000)	65.5	58.8	+11.4%
Cargo (in 1,000 tonnes)	27.2	22.2	+22.3%
Košice Airport			
Passengers (1,000)	825.1	735.4	+12.2%
Flight movements (in 1,000)	6.2	5.8	+7.7%
Passengers Flughafen Wien Group (VIE, MLA, KSC, in millions)	43.4	41.4	+4.9%

- 43.4 million passengers in the Flughafen Wien 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 passenger traffic in the Flughafen Wien Group
- Expanded offering of destinations and frequencies at all three airports

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

New record: 32.6 million passengers at Vienna Airport

Ongoing high seat load factor despite increased capacities

Vienna Airport traffic development ¹	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 arrivals & departures (millions)	40.8	39.4	+3.6%
Passengers per flight movement	138	138	+0.1%
Seat load factor	80.5%	80.8%	-0.3%p
Cargo (in 1,000 tonnes)	313.8	297.9	+5.3%

- New passenger record despite the ongoing weak economic development, economic policy headwinds and military conflicts
- Seat load factor of 80.5% remains at a high level
- Flight movements are 10% below 2019
- Strong momentum in Q4/2025 (PAX up 5.1%): Resumption of flights to Middle East destinations, expanding offering in the autumn school break, growth on short-haul flights by Austrian Airlines, increased seat load factor
- Continuing very good cargo development

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

Expanded offering to Asia drives growth

Intra-European passenger traffic shows a slight rise

- Strong passenger growth to the Far East: +21.2%, particularly to Singapore, Tokyo, Beijing, Chengdu and Bangkok
- Substantial increase to the Middle East as well (+10.6%) despite geopolitical conflicts (airspace closures), above all to Tel Aviv, Sharjah and Jeddah
- Vienna Airport is an important flight hub to Central and Eastern European destinations: 1.9% growth to the region
- Stable development to Western European destinations (+0.6%) and to North America (+0.2%)

Top 5 airlines at Vienna Airport¹

Airline	Market share	Passengers	Δ 2024
1. Austrian Airlines	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%

- The home carrier Austrian Airlines showed a 2.3% rise to about 15 million passengers despite the burden posed by the conflict situation in the Middle East, constant market share
- Stable development of Ryanair, decrease at Wizz Air over the year as a whole

1) Market shares of the airlines: total number of passengers includes local, transfer and transit passengers

Performance of top countries and destinations 2025

High level of demand to the Middle East – Asia No. 1 for long-haul flights

Top 10 countries 2025¹

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 destinations¹

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

Long-haul destinations²

1. Bangkok	2. New York ³	3. Taipei
4. Beijing	5. Toronto	6. Tokyo ³

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

Vienna Airport as a quality leader

Top rankings in international comparison

Vienna Airport is constantly one of Europe's most punctual flight hubs

- The most punctual flight hub with PAX >30 million and third most punctual hub with PAX >25 million (ACI, 01-10/2025)
- Promotes the attractiveness of Vienna as a destination
- Strengthens Austrian Airlines within the Lufthansa Group



European leader in customer orientation: ACI Level 4 Accreditation

- One of the highest standards for strategically embedded quality management
- VIE is one of only three European airports reaching this level
- Terminal 3 Southern Expansion enhances the passenger experience



Skytrax Award: "Best Airport Staff in Europe 2025"

- Security checkpoints: short waiting times and high professional competence
- Winter services: VIE team of 500 people keeps aircraft and 2.6 million m² of the apron area snow-free and ice-free



New all-time high for cargo

Record volume of over 300,000 tonnes, strong increase in exports & pharmaceuticals

- Best cargo results in the history of Vienna Airport: 5.3% increase in cargo volume to 313,763 tonnes compared to 2024 – belly cargo up 10.8%, trucking up 17%
- Strong growth of exports: +8.4% vs. 2024 (mainly technical capital goods)
- More than 30 cargo flights per week – 80% market share for VIE Handling
- New all-time high for transporting pharmaceuticals: +6.4% compared to 2024, the airport's own pharmaceutical handling centre with unbroken cold chain guarantees high quality
- Strengthening of the airport's positioning as a cargo hub to Asia:
extension of the contract with Korean Air Cargo for another four years
long-term handling agreements with the South Korean cargo airline AirZeta
collaboration with Incheon Airport
- New five-year **ground handling contract** has been signed with **Turkish Airlines**



Malta: Uninterrupted passenger growth

Surpasses the ten million passenger threshold for the first time



- Substantial contribution to Flughafen Wien Group passenger volume, accounting for 23% of total passenger traffic
- 10.1 million passengers, +12.3% yoy; close to tripling of passenger volume over the last 15 years (2011: 3.5 million)
- Record passenger traffic in every single month, surpassing the one-million mark in July and August for the first time, September and October only slightly lower
- Top markets: UK, Italy, Poland, Germany, France
- Substantial capacity/passenger growth led by Ryanair and Wizz Air; LOT, Qatar, SAS and Volotea commenced operations
- Malta Airport benefits from the good economic development (GDP growth of close to 4%) and ongoing strong vacation travel
- Comprehensive investment programme to expand the flight hub: Office building Sky Parks 2, terminal expansion, apron

Košice: Double-digit growth again in 2025

Positive outlook for further passenger increase in 2026



- New passenger record in 2025
825,123 passengers, up 12.2% from 2024
- Increase in capacities and frequencies on several routes
- Very strong booking situation for domestic flight service to Bratislava (9 frequencies per week) launched at the end of November 2025
- Positive outlook for 2026
Ryanair and Wizz Air are further expanding their flight offering, additional destinations are under negotiation
- Infrastructure improvements
Terminal modernisation, expansion of apron capacity, higher energy efficiency, construction of a logistics park

Traffic forecast for 2026

Flughafen Wien AG

Passengers



Guidance 2026

approx. 30 million

2025

32.6 million

Flughafen Wien Group

Passengers



Guidance 2026

approx. 41.5 million

2025

43.4 million

- Expected slight passenger decrease at Vienna Airport related to the reduction in low-cost carrier capacities; but also new flight offerings and airlines – passenger numbers **remain at a high level**
- Tour operators and tourist industry associations anticipate **ongoing high travel demand**
- The **geopolitical risk environment remains a decisive factor in terms of future perspectives:**
Developments in the Ukraine war, Middle East stability and potential new conflict-affected areas
- Further **passenger growth** expected in **Malta and Košice**

New offerings and reductions in 2026

Wizz Air and Ryanair cut back on capacities, Austrian Airlines expands



Wizz Air

Closing of base operations in Vienna

- Reduction from 5 to 3 aircraft stationed in Vienna in the 2025/26 winter flight schedule
- Closing of the base as of mid-March 2026



Ryanair

Reduction of capacities

- Vienna base downsized in the 2025/26 winter flight schedule by 3 aircraft to a total of 16 stationed in Vienna
- The base will be further downsized to 15 stationed aircraft in the summer of 2026



Austrian Airlines: Announced capacity expansion by 2 short-haul aircraft starting with the 2026 summer flight schedule



SAS: Launch of flights to Copenhagen, 12 weekly frequencies



Scoot: Increase to 4 frequencies/week to Singapore



Air Corsica: Launch of flights to Ajaccio & Bastia in summer



Baltic: Resumption of flights to Tallin as of March 2026



Condor: More flights to Frankfurt as of winter 2025/26



Air India: Increased frequencies to Delhi: 4 per week



Air Arabia: Frequency to Sharjah increased to 1x daily



Flyone: Resumption of flights to Yerevan as of April 2026



Salam Air: Launch to Muscat in June 2026

Growth also assured in the two-runway system

3rd 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

- Massive **rise** in projected **construction costs** to about € 2 billion
- Airlines rejected refinancing of costs based on higher fees, thus the **3rd runway project would not be economically viable**
- **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

Austria's aviation industry needs a growth stimulus

Reducing or abolishing the aviation tax is a priority

Austria's aviation industry is an indispensable engine for the economy and tourism

- € 25.1 billion in value added - around 4.9% of GDP
- **Vienna Airport:** Cost pressure on the hub is increasing, and low-cost carriers are reducing and shifting capacity
- **Regional airports** are under pressure, facing a difficult market environment (particularly Linz and Klagenfurt)

Aviation tax is a competitive disadvantage and a drag on growth

- The aviation tax **burdens the Vienna hub and home carrier Austrian Airlines** vs. other Lufthansa Group hubs (Switzerland has no air travel tax, Germany plans a reduction from July 2026, and Italy applies a lower tax)
- The aviation tax **reduces the profitability of low-cost carriers in Vienna**, leading to LCC capacity reductions and a shift of operations to Bratislava (which applies no air travel tax)
- The aviation tax represents a significant **competitive disadvantage for regional airports**
- Additional pressure: **the sustainability transition is increasing the cost burden** for airlines and airports (SAF blending mandate, EU Emissions Trading System, apron electrification)

→ Therefore, action is needed in 2026: reducing or abolishing the air travel tax is a priority

Most EU countries have no aviation tax

Only a few countries rely on this tax burden – including Austria

Countries without aviation tax		Countries with aviation tax	
Sweden	Slovakia	UK	€ 8.00 – € 258.50
Bulgaria	Estonia	France	€ 7.40 - € 120.00
Croatia	Latvia	Germany	€ 15.53 - € 70.83
Cyprus	Lithuania	Danmark	€ 4.00 - € 40.20
Czech Republic	Luxemburg	Austria	€ 12.00 - € 30.00
Greece	Malta	Netherlands	€ 29.40
Hungary	Spain	Norway	€ 5.05 - € 28.75
Poland	Ireland	Belgium	€ 2.00 - € 10.00
Rumania	Slovenia	Italy	€ 6.50 - € 9.00



Business development & financial guidance for 2026

Stable earnings development in 2026 expected

With net income of € 210 million (2025: € 210 million)

- For 2026, despite lower charges and a decline in passenger numbers, a stable net profit b.m. of € 210 million is expected thanks to a successful cost-saving program
 - in line with the guidance for the FY/2025 result of likewise net profit b.m. of around € 210 million
- A company-wide efficiency and cost-optimization program reducing personnel and material costs substantially offsets the revenue losses resulting from the 4.6% charge reduction and the expected passenger decline at Vienna Airport,
- Record investments of around € 330 million for 2026 in Vienna and Malta; investments at the Vienna site to be financed without taking on new debt

Investments rise to approx. € 330 million

Despite challenging conditions in 2026

Terminal 3 Southern Expansion

- Construction progress on schedule and within budget
- Planned opening in 2027

Further major projects in the coming years

- Extension of Pier North
- Establishment of the Schengen external border
- Office Park 4 NEXT – 17,000 m² of high-quality office and conference space, construction start January 2026
- Development Zone West – expansion of the airport by around 47 hectares, project start in 2026



Financial guidance for 2026

Result remains at the 2025 level despite lower charges and fewer passengers

Revenue



approx. € 1.050 million

EBITDA



approx. € 415 million

Net profit b.m.



approx. € 210 million

Net profit a.m.



approx. € 185 million

Capex



approx. € 330 million

AirportCity continues to grow

New hotel, Space Hub expansion, start of construction for Office Park 4 NEXT



- Around 20 companies set up operations in 2025
- A new hotel - Vienna House Easy - has been completed, opening soon 510 rooms, world's largest wooden hotel
- “VIE Space Hub” – 5 new space companies join the aerospace cluster
- **Office Park 4 NEXT:** Construction start in January 2026, 17,000 m² of new office space
- **Development Zone West:** Planned airport expansion by 47 hectares, project start in 2026, prime locations for business settlements

EU overregulation and tightening requirements are becoming a drag on growth for Europe's aviation industry

Fitness Check
EU Aviation Package

Renewable Energy Directive III
(RED III) (EU) 2023/2413

„European Climate Law“
(EU) 2021/1119

ReFuelEU Aviation
(EU) 2023/2405

"Fit for 55"

Emission Trading System
(EU ETS) 2003/87/EG

The EU Green Deal is accelerating Europe's economic downturn

- Competitive disadvantage for European airports and airlines – non-EU carriers and hubs are pulling far ahead
 - The 2027 revision of EU aviation regulation must lead to a fundamental change of direction
 - SAF requirements cannot be met without significant investments
the current regulatory system does not work - too costly, insufficient supply
 - The Green Deal acts as an accelerant of the downturn – the transformation requires more time and is too expensive
- Massive competitive disadvantage for EU-based business locations

Rapid implementation of the permit-acceleration measures promised in the government program

- Stronger emphasis on public interest, simpler cumulation rules, limited participation rights;
if no decision is made, the project shall be deemed approved after 24 months



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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