ANNUAL FINANCIAL REPORT 2009

ANNUAL FINANCIAL REPORT 2009

IN ACCORDANCE WITH § 82 (4)
OF THE AUSTRIAN STOCK EXCHANGE ACT

Vienna
International
Airport

Open For New Horizons.

Vienna
International
Airport

Open For New Horizons.

Contents

Flughafen Wien Group

Group Management Report 2009

Individual Financial Statements of Flughafen Wien AG

Group Management Report

The Business Environment

The success of an airport is influenced to a significant degree by external factors. In particular, the general development of the economy is a driver for air traffic and consequently also for the development of business. Another key factor is the purchasing power of private households, which has an influence on travel behaviour.

The Economy

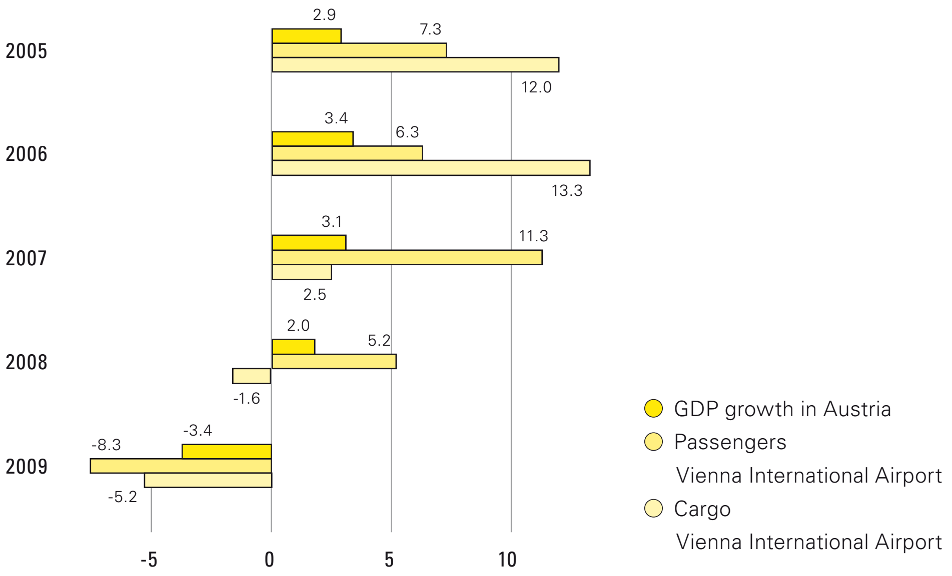
The current worldwide financial and economic crisis has triggered the most severe recession since World War II. According to preliminary data issued by the Austrian economic research institute WIFO, the global economy contracted by roughly 1% in 2009 (2008: +3.1%). In the euro region, growth fell from 0.7% to minus 3.9%. The crisis has had a particularly strong impact on countries with high volatility in the property branch, such as Spain and Ireland, as well as export-driven national economies, e.g. Germany and the Netherlands. The new EU member states in Eastern and South-eastern Europe were also unable to detach from the downward trend, and recorded an average decline of 3.8% for the year (2008: +3.7%). The Austrian economy contracted by a real 3.4% in 2009 (2008: +2.0%). Real disposable income in Austria was strengthened by low inflation and economic measures such as a tax reform and high wage agreements, and this supported a 0.5% rise in private consumption.

A comparison of GDP growth in Austria with the number of passengers and cargo volume at Vienna International Airport underscores the declining correlation between these indicators in recent years.

Forecasts for 2010

Economic researchers expect slow recovery beginning in 2010. A GDP increase of 0.7% is forecasted for the euro region, whereby the new EU countries should generate stronger growth than the EU-15. According to WIFO reports, the Austrian economy should expand by 1.8% per year during the period from 2010 to 2014.

GDP growth, passengers and cargo in %



Tourism

The tourism industry in Austria was also negatively affected by the difficult economic environment in 2009. According to Statistik Austria, the number of overnight stays fell by 1.9% to 124.3 million in 2009 (2008: 126.6 mill.). Declines were also recorded in overnight stays by guests from key countries of origin: Germany (-2.6%), the Netherlands (-1.2%), Russia (-12.4%) and Great Britain (-16.8%). In contrast, an increase was registered in the number of overnight stays by guests from Switzerland (+2.2%), Italy (+1.3%), the Czech Republic (+9.9%) and France (+0.3%). Although overnight stays by East European travellers generally decreased in 2009 because of the economic crisis, they have in part more than doubled over the past nine years. These countries represent a potential driver for future growth when the general economic climate improves because of the low starting position.

After record levels in recent years, Vienna recorded a 3.8% decline in overnight stays to 9.8 million for 2009 (2008: 10.2 mill.). Overnight stays from most of the core markets were lower, but increases were registered above all in the number of Asian visitors. Overnight stays by guests from Japan rose by 8%, from China by 16%, from India by 2% and from Taiwan by an impressive 36%.

Traffic at Vienna International Airport

Vienna International Airport in European comparison

2009 was a difficult year for the aviation industry that also brought a sharp drop in traffic for numerous airports across Europe. Vienna International Airport recorded an above-average decline in passenger volume compared with its benchmark competitors, which resulted from flight plan adjustments made in reaction to the difficult economic environment as well as changes resulting from the takeover of Vienna's key customer, the Austrian Airlines Group, by Lufthansa. Another contributing factor to the negative development of traffic was the sizeable decrease in the number of passengers travelling to Eastern Europe (-14.6%). This downturn was intensified by the bankruptcy of SkyEurope, which recorded strong growth in the volume of passengers handled at Vienna International Airport during the first half of 2008. The positive results generated by other airlines, in particular low-cost carriers such as NIKI and Air Berlin, partly offset the generally negative trend.

Traffic at European airports

	Passengers in thous.	Change vs. 2008 in %	Flight movements	Change vs. 2008 in %
London[1]	118,395.8	-4.2	861,547	-5.0
Frankfurt	50,932.8	-4.7	452,361	-4.5
Paris[2]	82,985.0	-4.7	738,624	-5.5
Amsterdam	43,569.6	-8.1	391,262	-8.7
Madrid	48,275.0	-5.1	445,551	-7.7
Rome	38,481.0	-3.5	353,185	-5.9
Munich	32,681.1	-5.4	376,770	-7.7
Milan	25,846.7	-9.3	276,946	-10.6
Zurich	21,879.1	-0.8	223,425	-3.6
Vienna	**18,114.1**	**-8.3**	**243,430**	**-8.6**
Prague	11,643.4	-7.8	160,460	-8.2
Budapest	8,084.4	-4.1	104,171	-6.1

1) London Heathrow, Gatwick and Stansted, 2) Paris Charles de Gaulle, Paris Orly
Source: ACI Europe Traffic Report December 2009

Traffic at Vienna International Airport

Vienna International Airport handled a total of 18,114,103 passengers during 2009. That represents a year-on-year decline of 8.3%, but is lower than the 9.0% forecasted by Flughafen Wien AG. Flight movements fell by 8.6% to 243,430, compared with the original forecast of minus 8%. Maximum take-off weight (MTOW) dropped 7.1% to 7,255,079 tonnes, or slightly less than the expected decline of 8%. This development reflected the use of larger aircraft with a parallel reduction in the number of flight movements.

Cargo turnover at Vienna International Airport totalled 254,006 tonnes in 2009, or 5.2% less than in the previous year. This decline was less than the decrease in passenger volume, and resulted from an increase in Vienna's market share compared with other airports. Air cargo was 0.8% lower at 185,724 tonnes, while trucking fell by 15.4% to 68,283 tonnes.

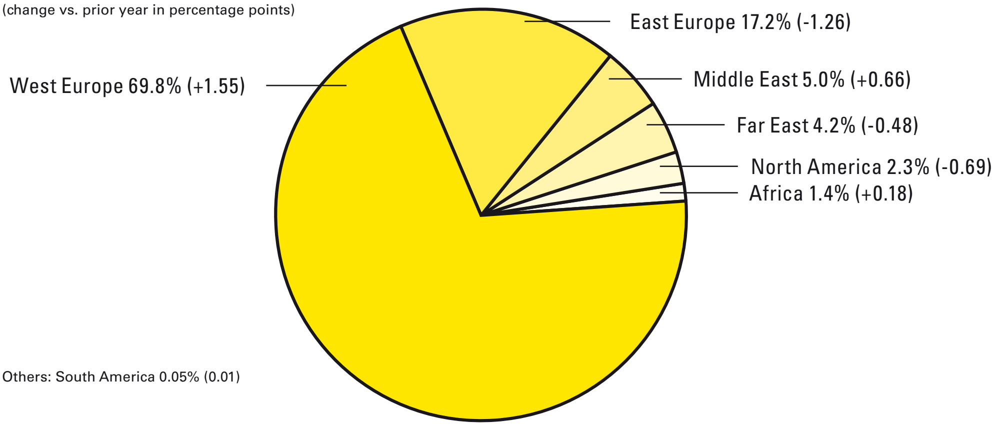
Vienna International Airport offered flights to a total of 187 destinations during the reporting year (2008: 187) – including 43 in Eastern Europe (2008: 48) – and thereby maintained its leading position as an east-west hub. In comparison: Frankfurt offered flights to 38 (2008: 40) destinations in Eastern Europe, Prague 29 (2008: 31) and Munich 31 (2008: 33).

The sharp 14.6% drop in traffic to Eastern Europe during 2009 led to a shift in the distribution of scheduled passenger traffic by region. In particular, the number of passengers travelling to Western Europe rose slightly during the reporting year.

Passengers in 2009 by region

Departing passengers

(change vs. prior year in percentage points)



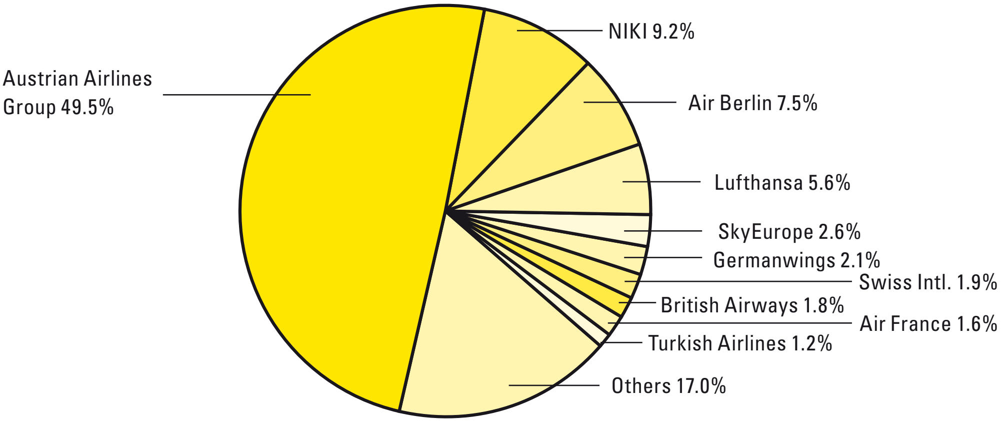
Others: South America 0.05% (0.01)

The major airlines at Vienna International Airport

Eight new airline customers were acquired in 2009, while eight other carriers terminated services to or from Vienna. The Austrian Airlines Group remained the largest carrier at Vienna International Airport with a 49.5% share of passengers (2008: 49.6%). The low-cost carrier NIKI reported a 20.6% increase in the number of passengers, and thereby expanded its position as the second largest airline in Vienna. Air Berlin (2.9%), Swiss Intl. (9.0%) and British Airways (4.7%) also recorded higher passenger volume during the reporting year. SkyEurope terminated its services in 2009, while Germanwings registered a 21.5% decline in passengers. Eleven low-cost carriers served Vienna on a regular basis during 2009, carrying a total of 4,188,868 passengers (-9.0%) for a market share of 23.1%.

The average seat occupancy (charter and scheduled) rose from 68.2% in 2008 to 68.7%.

Passengers in 2009 by airline



Tariff and incentive policy

The tariff adjustments implemented at Vienna International Airport as of 1 January 2009 (landing, passenger, parking and infrastructure tariffs) were determined using the index formula that has been in effect for many years. This formula is based on the growth in traffic and the inflation rate.

The tariff changes as of 1 January 2009 were as follows:

Landing tariff for passenger flights	+0.72%
Landing tariff for cargo flights	+0.72%
Infrastructure tariff airside and parking	+0.72%
Passenger tariff	+0.38%
Infrastructure tariff landside	+0.38%
Infrastructure tariff for fuelling	+2.70%

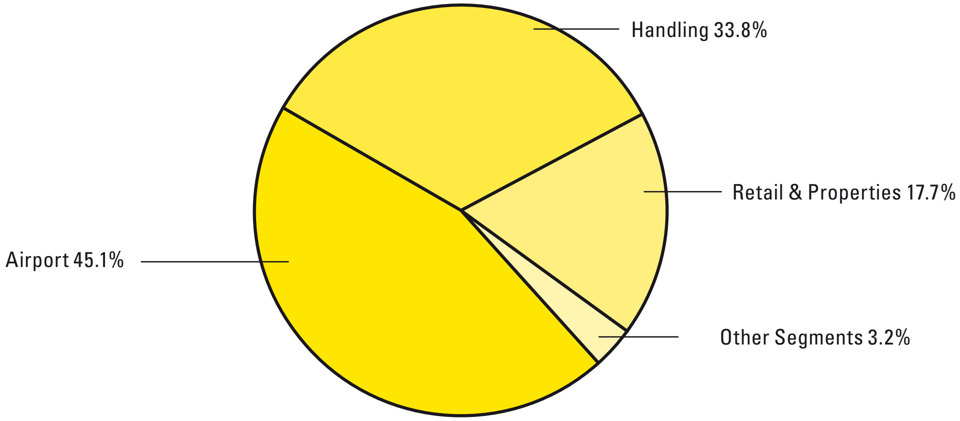
In order to strengthen the transfer function of Vienna International Airport, the long-standing transfer incentive was raised by € 2.00 to € 10.21 per departing transfer passenger from 1 July 2009 to 30 June 2010. The other incentive programmes – the destination incentive, the frequency incentive and the high frequency incentive – were continued during the reporting year.

Revenue

Decline in revenue parallels development of traffic

The Flughafen Wien Group recorded revenue of € 501.7 million in 2009. This year-on-year decline of 8.5% parallels the 8.3% drop in passenger volume for the year.

Revenue 2009 by segment



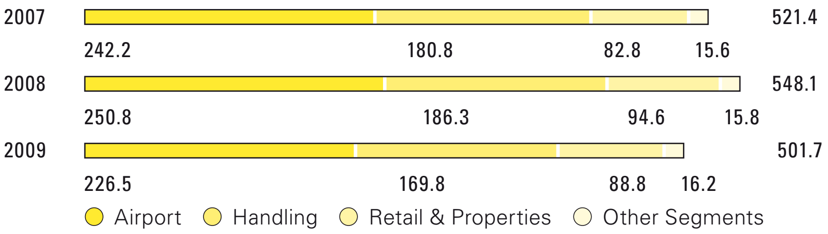
The Airport Segment generated external revenue of € 226.5 million for the reporting year (2008: € 250.8 mill.). The above-average decline of 9.7% resulted primarily from a decrease in revenue from security controls to € 9.6 million (2008: € 17.4 mill.). The development of the landing tariff (-7.0%), which is linked to maximum take-off weight, and the passenger tariff (-8.9%) roughly matched the development of traffic. With a share of 45.1% in 2009, the Airport Segment again made the largest contribution to Group revenue (2008: 45.8%).

The Handling Segment reported revenue of € 169.8 million for 2009. This 8.9% year-on-year decline was caused by lower traffic as well as the allocation of income from the PRM tariff (passengers with limited mobility) to the Airport Segment. The PRM tariff has been collected by the Airport Segment since July 2008, and now represents internal revenue for the Handling Segment. Revenue from apron handling services fell by only 3.6% to € 97.4 million due to higher income from individual services. A decrease in the volume of cargo was also responsible for lower revenue from cargo handling, which declined to € 27.7 million (2008: € 29.4 mill.). Revenue from security services dropped 20.4% to € 27.1 million following the change in the allocation of PRM tariff income. The negative development of general aviation led to a € 2.9 million decline in revenue from this sector to € 7.4 million. The Handling Segment recorded 33.8% of Group revenue in 2009 (2008: 34.0%).

Revenue recorded by the Retail & Properties Segment amounted to € 88.8 million in 2009 (2008: € 94.6 mill.). The parking facilities generated revenue of € 30.7 million for the reporting year (minus 4.6%). Short-term parking area 2 was closed, but the opening of the larger short-term parking area 3 increased the number of available spaces by a slight 0.6% over year-end 2008 to 23,515. Rental income – which includes advertising space (minus € 0.6 mill.) and property management (minus € 1.5 mill.) – fell by a total of 6.9% to € 33.6 million. The ALC North 2 cargo building opened for rentals at the beginning of 2009. The decline in passenger traffic was also reflected in lower revenue from the rental of shopping and gastronomy areas, which decreased 6.7% to € 24.5 million. Primary revenue from the retail and gastronomy facilities at the airport equalled € 144.8 million in 2009, compared with € 159.5 million in the previous year.

The newly created reporting segment "Other Segments" registered a slight increase in external revenue from € 15.8 million to € 16.2 million. This revenue is comprised primarily of energy supply and waste disposal services totalling € 7.5 million (2008: € 6.8 mill.), telecommunications and IT services of € 3.7 million (2008: € 3.6 mill.) and material supplies of € 1.5 million (2008: € 2.0 mill.). The services provided by facility management, the workshops and external revenue from the fully consolidated foreign subsidiaries roughly matched the comparable prior year levels.

Revenue by segment in € million



Not allocated: 2009: € 0.4 million, 2008: € 0.5 million, 2007: € 0.1 million

Seasonality of the airport business

Flughafen Wien AG generally records the highest revenues during the second and third quarters of the year because of the vacation season in Europe. The third quarter was also the strongest in 2009 with 25.9% of annual revenue. As a result of the steady decline in passenger traffic throughout the year and a reduction of € 5.3 million in revenue from security services (including € 3.0 million of non-recurring effects) during the second quarter, the fourth quarter was the second strongest period in 2009 with a 25.4% share of annual revenue, followed by the second quarter with 24.6% and the first quarter with 24.2%.

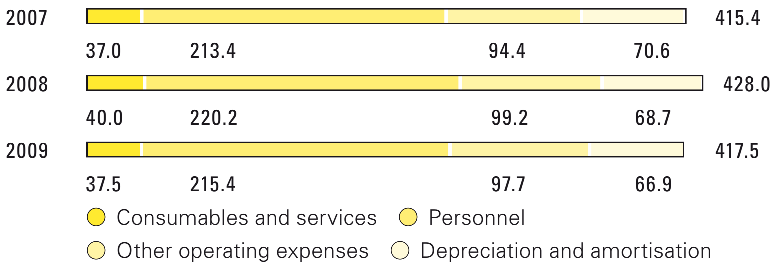
Earnings

The development of earnings in the Flughafen Wien Group during 2009 can be summarised as follows:

- Revenue: minus 8.5% to € 501.7 million
- Operating income: minus 7.9% to € 517.1 million
- Cost of consumable and services: reduction of 6.3%
- Personnel expenses: reduction of € 4.8 million to € 215.4 million
- Operating expenses, excluding depreciation: minus € 8.8 million to € 350.6 million
- Earnings before interest, taxes, depreciation and amortisation (EBITDA): minus 17.6% to € 166.5 million
- Depreciation: minus 2.5% to € 66.9 million
- Earnings before interest and taxes (EBIT): minus 25.3% to € 99.6 million
- Financial results: plus € 10.7 million to minus € 3.6 million
- Earnings before taxes (EBT): minus 19.3% to € 96.0 million
- Net profit before minority interest: minus 19.5% to € 73.3 million
- Share of Flughafen Wien AG in annual profit: minus € 17.8 million to € 73.4 million

Other operating income rose by € 2.1 million to € 15.4 million in 2009, primarily due to the capitalisation of internally generated software and the reversal of provisions. Operating income totalled € 517.1 million for the reporting year (2008: € 561.3 mill.).

Development of operating expenses in € million



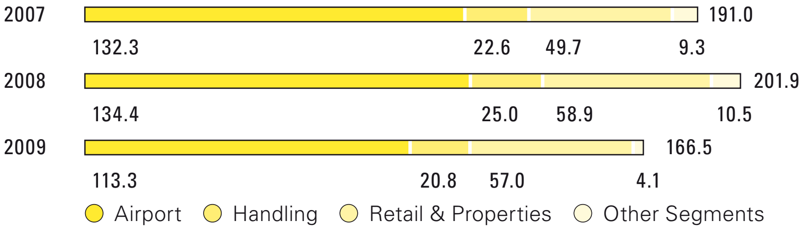
The cost of consumables and services was cut by € 2.5 million or 6.3% to € 37.5 million in 2009. This reduction included a € 2.0 million drop in expenditures for consumables as well as a decrease of € 1.5 million in traffic handling services. These items were contrasted by higher energy costs of € 0.5 million and a € 0.5 million increase in third party services for customer orders.

As part of the cost reduction programme implemented at year-end 2008, many posts made vacant by voluntary resignations were not filled during the reporting year. This led to a decrease of 2.8% in the average workforce to 4,148 for 2009. The number of employees in the Handling Segment fell by 5.6%, while the Airport Segment reported an increase of 6.0% in the average staff. The Flughafen Wien Group employed a total of 3,925 men and women as of 31 December 2009, which represents a decline of 5.2% or 216 in year-on-year comparison. Personnel expenses fell by € 4.8 million or 2.2% to € 215.4 million. This reduction reflected the lower average number of employees, but was also supported by a decrease in overtime work and unused vacation as well as the realisation of synergies.

Other operating expenses (excluding depreciation and amortisation) declined € 1.5 million to € 97.7 million, whereby the major cost savings were realised in maintenance (€ 1.4 mill.), marketing and market communication (€ 8.5 mill.), rental expenses (€ 1.5 mill.) and travel and training costs (€ 0.4 mill.). These savings were contrasted by increases in third party services (€ 1.4 mill.), legal and consulting fees (€ 1.8 mill.) and additions to the valuation allowances for receivables (€ 0.7 mill.). Costs of € 8.4 million directly related to the terminal extension VIE-Skylink were expensed during the reporting year.

Earnings before interest, taxes, depreciation and amortisation (EBITDA) fell by 17.6% to € 166.5 million (2008: € 201.9 mill.). The Airport Segment generated the largest share of Group EBITDA with € 113.3 million or 68.1%, followed by the Retail & Properties Segment with € 57.0 million or 34.2%. The Handling Segment recorded 12.5% of Group EBITDA with € 20.8 million, while the Other Segments generated € 4.1 million or 2.4%. The non-allocated, negative EBITDA is related above all to personnel expenses and other operating costs in the administrative area as well as an addition to the valuation allowances for receivables.

EBITDA by segment in € million



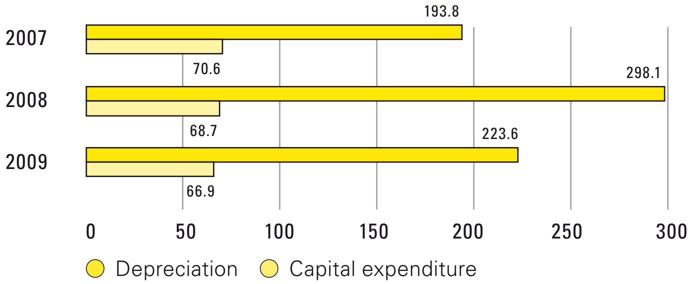
Not allocated: 2009: € -28.7 million, 2008: € -26.8 million, 2007: € -22.9 million

EBITDA by segment in %

	2009	2008	2007
Airport	68.1	66.6	69.3
Handling	12.5	12.4	11.8
Retail & Properties	34.2	29.1	26.0
Other Segments	2.4	5.2	4.8
Not allocated	-17.3	-13.4	-12.1

Despite the high level of capital expenditure, depreciation fell by € 1.7 million to € 66.9 million since prepayments and assets under construction are only written down after completion.

Depreciation and capital expenditure in € million



The decrease in EBITDA led to a 25.3% decline in EBIT to € 99.6 million (2008: € 133.3 mill.). The Airport Segment made the largest contribution to EBIT with € 78.7 million, followed by the Retail & Properties Segment with € 42.8 million. With a minus of 8.1%, the EBIT decline was the lowest in this segment. The Handling Segment generated EBIT of € 13.7 million. The Other Segments recorded EBIT of minus € 6.5 million for 2009 (2008: minus € 0.2 mill.).

EBIT by segment in € million

	2009	2008	2007
Airport	78.7	97.3	94.1
Handling	13.7	16.9	14.8
Retail & Properties	42.8	46.5	38.3
Other Segments	-6.5	-0.2	-3.6
Not allocated	-29.1	-27.2	-23.3

Share of segments in Group EBIT in %

	2009	2008	2007
Airport	79.1	73.0	78.2
Handling	13.7	12.7	12.3
Retail & Properties	43.0	34.9	31.9
Other Segments	-6.5	-0.2	-3.0
Not allocated	-29.3	-20.4	-19.3

Financial results improved € 10.7 million or 75.1% in year-on-year comparison to minus € 3.6 million. Lower distributions from short-term securities led to a decline in interest income from securities and other interest income to € 3.6 million for the reporting year (2008: € 8.1 mill.). Despite an increase in financial liabilities, interest expense fell by € 3.3 million to € 10.5 million. This decrease was attributable to the mandatory capitalisation of borrowing costs on assets under construction, which amounted to € 15.9 million (2008: € 10.6 million). Excluding the capitalisation of these borrowing costs, interest expense would have risen from € 24.4 million to € 26.4 million.

Other financial results (excluding companies consolidated at equity) improved significantly from minus € 12.9 million to minus € 0.3 million. This development reflected prior year charges comprising € 5.7 million of impairment losses to short-term securities and € 7.0 million of losses on the sale of short-term securities. In addition, gains of € 0.1 million on the disposal of short-term securities were contrasted by the write-off of € 0.3 million in loans granted during 2008.

Associates consolidated at equity and joint ventures generated a total of € 3.4 million in 2009 (2008: € 3.9 mill.). The investments in Malta Airport and Košice Airport were responsible for income of € 2.7 million and € 1.3 million, respectively. The investment in Friedrichshafen Airport produced a loss of € 0.7 million. An additional T€ 40 of income was attributable to City Air Terminalbetriebsgesellschaft m.b.H and T€ 57 to the investment in Schedule Coordination Austria GmbH. Earnings before taxes (EBT) amounted to € 96.0 million for the reporting year (2008: € 119.0 mill.).

The income from the companies included in the consolidated financial statements was taxed almost exclusively in Austria. The tax rate equalled 23.6% for 2009, compared with 23.4% in the previous year. Net profit of € 73.3 million for the 2009 financial year (2008: € 91.1 mill.) is attributable in full to the equity holders of the parent company, Flughafen Wien AG. Based on an unchanged number of shares outstanding, earnings per share equalled € 3.49, compared with € 4.34 in 2008.

Information on management policies

The financial management of the Flughafen Wien Group is supported by a system of indicators, which utilises selected and closely synchronised ratios. These indicators define the scope of development, profitability and financial security within which the Flughafen Wien Group moves in the pursuit of its primary goal to realise profitable growth.

Depreciation, which will rise over the coming years due to the high level of capital expenditure at the airport, has a significant influence on the earnings indicators used by the Flughafen Wien Group. In order to permit an independent evaluation of the operating strength and performance of the individual business segments, EBITDA – which equals operating profit plus depreciation and amortisation – is defined as the key indicator. The Group also uses the EBITDA margin, which shows the relationship of EBITDA to revenue. The EBITDA margin equalled 33.2% in 2009, compared with 36.8% in the previous year. The defence of high profitability is a stated goal of management.

The protection of a solid financial structure has top priority, especially in times of crisis on financial markets. This financial security is measured by the gearing ratio, which compares net financial liabilities with the carrying amount of equity. Net debt rose by € 106.6 million over the level at year-end 2008 due to an increase of € 73.9 million in financial liabilities to finance the capital expenditure programme in the Flughafen Wien Group as well as the redemption or sale of short-term securities totalling € 32.2 million and a € 1.2 million decline in cash and cash equivalents. Gearing equalled 77.2% as of 31 December 2009, based on equity of € 794.8 million (2008: 65.3%).

In addition to the EBIT margin, the return on equity (ROE) is also used to evaluate the profitability of the Group. The ROE compares net profit for the period with the average capital employed during the financial year. It is the objective of the Flughafen Wien Group to exceed the return required by investors and lenders on the capital market. The standard for this return is the cost of capital, which represents a weighted average of the cost of equity and debt (weighted average cost of capital; WACC).

Profitability indicators in %

	2009	**2008**	**2007[1]**
EBITDA margin	33.2	36.8	36.6
EBIT margin	19.9	24.3	23.1
ROE	9.3	12.1	12.0
ROCE	5.4	8.4	9.1

[1] Adjusted (2007: EBITDA resp. EBIT/operating income)

Financial indicators

	2009	**2008**	**2007**
Net debt in € million	613.9	507.3	297.0
Equity ratio in %	42.7	44.7	47.1
Gearing in %	77.2	65.3	40.4
Equity in € million	794.8	776.4	734.9
Working capital in € million	-158.2	-142.1	-162.3
Fixed assets / balance sheet total in %	92.6	90.1	85.4
Asset coverage II in %	89.5	89.7	100.8

Value added in € million

Source	2009	Change in %	2008	2007
Operating income	517.1	-7.9	561.3	535.7
Less cost of consumables and services	-194.8	-6.3	-207.9	-193.5
Value added	**322.3**	**-8.8**	**353.4**	**342.3**

Use				
Employees	210.8	-2.1	215.4	208.6
Shareholders	44.1	-19.2	54.6	52.5
Company	29.3	-19.9	36.5	35.2
Creditors (interest)	10.5	-24.2	13.8	14.6
Public authorities (taxes)	27.7	-16.4	33.1	31.6
Minority shareholders	0.0	-	0.0	-0.2
Value added	**322.3**	**-8.8**	**353.4**	**342.3**

Income statement, summary in € million

	2009	Change in %	2008	2007
Revenue	501.7	-8.5	548.1	521.4
Other operating income	15.4	16.2	13.2	14.3
Operating income	517.1	7.9	561.3	535.7
Operating expenses, excl. depreciation	350.6	-2.4	359.4	344.7
EBITDA	166.5	-17.6	201.9	191.0
Depreciation	66.9	-2.5	68.7	70.6
EBIT	99.6	-25.3	133.3	120.3
Financial results	-3.6	-75.1	-14.3	-6.4
EBT	96.0	-19.3	119.0	114.0
Taxes	22.7	-18.6	27.8	26.5
Net profit	**73.3**	**-19.5**	**91.1**	**87.5**
Thereof profit due to minority interests	0.0	-	0.0	-0.2
Thereof profit due to parent company	73.4	-19.5	91.1	87.7
Earnings per share in €	3.49	-19.6	4.34	4.18

Segment results 2009 in € million

	Airport	Handling	Retail & Properties	Other Segments	Not allocated	Group
Operating income	260.1	199.8	106.1	92.0	8.1	517.1
Operating expenses	181.4	186.1	63.3	98.5	37.2	417.5
Earnings before interest and taxes	78.7	13.7	42.8	-6.5	-29.1	99.6

Financial, Asset and Capital Structure

Assets

Non-current assets rose by 10.1% during the reporting year to equal € 1,722.5 million as of 31 December 2009. The carrying amount of intangible assets increased 2.1% to € 13.0 million. Goodwill remained unchanged at the prior year level of € 4.4 million. The major additions in 2009 – primarily software – are contrasted by amortisation of € 1.9 million. Property, plant and equipment represented the largest component of non-current assets, equalling € 1,471.3 million at year-end 2009. Additions of € 220.3 million during the reporting year were contrasted by depreciation of € 61.2 million. The majority of these additions (€ 185.2 million) involved prepayments and construction in progress relating to the terminal extension VIE-Skylink, the baggage sorting equipment, the third runway and the plaza in front of the terminal building. Land and buildings with a total value of € 24.0 million were also purchased during the reporting year; the applicable depreciation equalled € 21.9 million. The additions to investment properties were comprised primarily of a cargo building that opened for operations in January 2009. The carrying amount of companies consolidated at equity rose by € 2.6 million in 2009 following the recognition of the proportional share of results due to Flughafen Wien AG for that financial year.

Current assets declined 19.1% to € 138.4 million, chiefly due to the disposal of securities that had a carrying amount of € 32.2 million as of 31 December 2008. Receivables and other assets totalled € 66.8 million, and remain nearly unchanged in comparison with the prior year. The major part of this position represents trade receivables of € 44.0 million (2008: € 48.9 mill.). Receivables due from taxation authorities rose by € 4.1 million to € 14.0 million, and are comprised chiefly of undisputed value added tax on investments as well as receivables arising from income taxes. Cash and cash equivalents fell by 18.3% to € 5.4 million in 2009. Most of the securities have been pledged to improve the conditions on refinancing with Austrian banks.

Non-current assets rose from 90.1% to 92.6% of total assets in 2009, above all due to an increase in property, plant and equipment and a reduction in current receivables and short-term securities. The balance sheet total increased 7.2% to € 1,860.9 million as of 31 December 2009.

Equity and liabilities

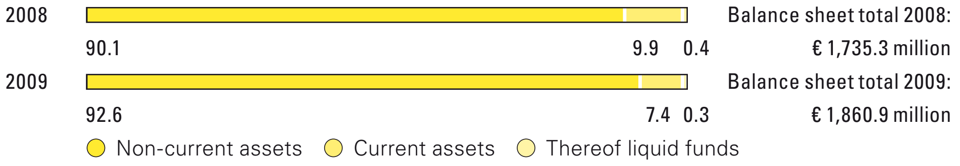
Equity recorded by the Flughafen Wien Group rose by 2.4% to equal € 794.8 million as of 31 December 2009. Net profit of € 73.3 million for the reporting year was contrasted by the dividend payment of € 54.6 million for 2008. Actuarial losses related to the provisions for severance compensation reduced equity by € 1.5 million. The fair value measurement of securities increased equity by € 0.5 million. Changes to the non-current provisions for the employee fund are recognised directly in equity, and had a positive effect of € 1.0 million during the reporting year. The increase in financial liabilities as a result of the capital expenditure programme at Vienna International Airport led to a decline in the equity ratio, which fell from 44.7% at the end of the prior year to 42.7% as of 31 December 2009.

Non-current liabilities rose by € 120.5 million to € 747.2 million, chiefly due to a € 103.5 million loan that was concluded to finance the capital expenditure programme. The increase in non-current provisions was related primarily to the provisions for severance compensation, which grew by € 2.9 million. Additions totalling € 2.1 million were made to other non-current provisions for employee benefits (pensions, service anniversary bonuses and part-time work for older employees), while provisions related to the employee fund fell by € 1.4 million. Other non-current liabilities rose by € 6.4 million to € 50.1 million, and are comprised mainly of amounts due to the environmental fund that was established in connection with the mediation process as well as accruals and government grants. An addition of € 3.2 million was made to the environmental fund during the reporting year. Due to the postponement of the expected payment date, the amount reported under current liabilities in 2008 was reclassified to other non-current liabilities during the reporting year.

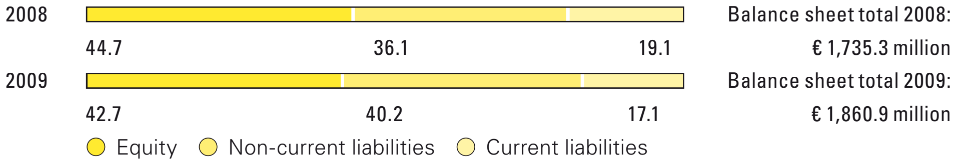
Current liabilities fell by € 13.3 million to € 318.9 million. The increased use of long-term loans was reflected in a € 29.5 million decline in current financial liabilities to € 90.7 million. Additionally, miscellaneous current provisions decreased 15.8% to € 90.9 million. The main components of these provisions are related to unused vacation, which was reduced by 27.5% in connection with the cost reduction programme, as well as goods and services not yet invoiced (minus € 11.7 mill.) and other items (minus € 2.6 mill.). Trade payables rose by € 42.2 million to a total of € 103.8 million at year-end 2009 as a result of the invoices issued by trade firms for the work completed on the terminal extension VIE-Skylink up to the end of June 2009, when Flughafen Wien AG withdrew from all contracts for the construction of this project. The 22.6% decline in miscellaneous current liabilities to € 32.8 million resulted from the reclassification of a payment due to the environmental fund from current to non-current liabilities in 2009.

Balance sheet structure as a % of the balance sheet total

Assets



Equity and Liabilities



Balance sheet structure in € million

Assets	**2009**	**2008**	**2007**
Non-current assets	1,722.5	1,564.3	1,333.8
Current assets	138.4	171.0	227.0
Thereof liquid funds	5.4	6.6	29.3
Balance sheet total	**1,860.9**	**1,735.3**	**1,560.9**

Equity and liabilities	**2009**	**2008**	**2007**
Equity	794.8	776.4	734.9
Non-current liabilities	747.2	626.7	607.8
Current liabilities	318.9	332.2	218.1
Balance sheet total	**1,860.9**	**1,735.3**	**1,560.9**

Cash flow statement

Net cash flow from operating activities rose by € 7.1 million to € 155.5 million. The lower profit before taxes (minus € 23.0 mill.) and a decline in depreciation (minus € 9.6 mill.) are contrasted by an increase of € 24.9 million in liabilities and a reduction of € 14.0 million in provisions. The reduction of € 0.6 million in receivables also had a positive effect. Losses of € 0.8 million on the disposal of securities and fixed assets were included in the determination of cash flow from operating activities.

Net cash flow from investing activities equalled minus € 176.0 million in 2009, compared with minus € 234.7 million in the previous year. Payments of € 208.2 million were made for the purchase of property, plant and equipment and intangible assets, while payments for the purchase of financial assets equalled € 1.1 million. Payments received for the sale of other securities amounted € 32.2 million (2008: € 97.0 mill.).

A dividend of € 54.6 million was distributed to shareholders in 2009 (2008: € 52.5 mill.). Current and non-current borrowings also rose by € 73.9 million (2008: € 140.0 mill.). In total, cash and cash equivalents declined by € 1.2 million to € 5.4 million as of 31 December 2009.

Cash flow, summary in € million

	2009	Change in %	2008	2007
Cash and cash equivalents as of 1 January	6.6	-77.3	29.3	91.9
Net cash flow from operating activities	155.5	4.8	148.4	164.4
Net cash flow from investing activities	-176.0	-25.0	-234.7	-277.1
Net cash flow from financing activities	19.3	-69.6	63.5	50.1
Currency translation adjustments	0.0	-100.0	0.1	0.0
Cash and cash equivalents as of 31 December	5.4	-18.3	6.6	29.3

Corporate Spending

Investments in intangible assets, property, plant and equipment and financial assets fell by 24.9% to € 224.7 million in 2009. The expenditures are comprised of € 221.4 million for property, plant and equipment, € 2.2 million for intangible assets and € 1.1 million for financial assets.

Terminal extension VIE-Skylink

Investments for the reporting year focused primarily on the terminal extension VIE-Skylink at € 115.4 million. The terminal extension will increase the design capacity of the terminal building to 26 million passengers, but the real capacity will be substantially higher. The VIE-Skylink will include the construction of a pier with 17 aircraft positions close to the building. The terminal extension will house additional check-in counters as well as baggage transfer and sorting equipment plus space for an additional 33 retail and 19 gastronomy facilities. Including the revenue generated by the existing space at the airport, rental income is expected to total over € 40.0 million per year after the redesign and optimisation of space.

Numerous factors – such as additional requirements by public authorities, the optimisation of the retail and gastronomy concept, the reorganisation of the project and rising prices – led to an increase in the cost of this project over the original estimate and to a delay in the initial schedule. Furthermore, the complexity of the project as well as the required structural and security equipment led to problems in realising construction as initially planned. In 2008 the company announced a budget of € 657 million, which was approved by the Supervisory Board. In spring 2009 it became apparent that the actual costs would exceed this level, and the project was consequently reorganised.

An extensive evaluation showed that the timetables could not be met, and also indicated that both the price and timing of construction would deviate significantly from the original plans. A fundamental redirection of the project, above all with respect to the activities required to complete construction, therefore became necessary. Further municipal permits were also required. As a consequence of these events, Flughafen Wien AG withdrew from all contracts for construction services connected with the VIE-Skylink project at the end of July 2009.

Contract negotiations between Flughafen Wien AG and the involved firms as well as tenders for the continuation of construction brought successful results during the second half of 2009. The major contracts were concluded, and a tender was held to select a general contractor for the interior construction. The project management tender and the tender for the local construction oversight were completed and the contracts were awarded. The tender to select a possible general contractor for the entire project should be completed during the third or fourth quarter of 2010. A general contractor would be responsible for all planning and construction services up to the completion and transfer of this project, and would also carry all further costs. The decision to award this contract will be based on the economic benefits for Flughafen Wien AG.

Adjusted schedule and budget

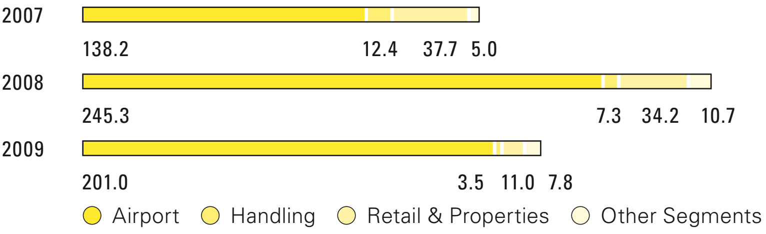
Construction on the VIE-Skylink project was resumed in mid-February 2010 and should be completed during the second half of 2011. Operations in the terminal extension are expected to start during the first six months of 2012, independent of the possible selection of a general contractor.

In December 2009 the company announced a budget € 830 million for the terminal extension VIE-Skylink, which was also approved by the Supervisory Board. This amount includes provisions for risk, reserves and the possible commissioning of a general contractor. The goal remains intact to hold costs below this amount and also meet the time schedule.

Other investments

Other major investments during the reporting year included the ramp in front of the airport building (€ 13.0 mill.), security systems (€ 9.1 mill.), the new fire department headquarters and checkpoints (€ 8.7 mill.), baggage sorting equipment (€ 4.0 mill.), the guidance system (€ 4.4 mill.), technical noise protection (€ 9.1 mill.) and a forwarding agent building (€ 2.1 mill.).

Investments in property, plant and equipment and intangible assets by segment in € million



Not allocated: 2009: € 0.2 million, 2008: € 0.5 million, 2007: € 0.4 million

Major projects 2009 in € million

(including capitalised borrowing costs)

Intangible assets	
Software	1.7

Property, plant and equipment	
Terminal extension VIE-Skylink	115.4
Capitalisation of assets connected with the third runway	13.3
Plaza in front of the terminal building	13.0
Security systems	9.1
Construction of new fire department building and checkpoints	8.7
Austrian Federal Railway station	6.7
Land	6.0
Taxiways and aprons	4.9
Baggage sorting equipment	4.0
Guidance system	4.4
Gate equipment for car parks and parking areas	2.2
Forwarding agent building	2.1

Financial assets	
Loans granted	1.1

Major projects 2008 in € million

(including capitalised borrowing costs)

Intangible assets	
Electricity usage rights	4.8

Property, plant and equipment	
Terminal extension VIE-Skylink	163.4
Construction of new fire department building and checkpoints	21.2
Capitalisation of assets connected with the third runway	14.4
Expansion of car park 4	13.4
Baggage sorting equipment	12.7
Plaza in front of the terminal building	8.4
Airport Logistic Center	7.7
Taxiways and aprons	5.6
Bus gates, hall	3.8
Security systems	1.4

Investments and financing in € million

Investments	**2009**	**Change in %**	**2008**	**2007**
Intangible assets	2.2	-58.0	5.2	0.9
Property, plant and equipment	221.4	-24.4	292.9	192.9
Financial assets	1.1	19.6	0.9	7.7
Total investments	224.7	-24.9	299.0	201.5
Financing				
Net cash flow from operating activities	155.5	4.8	148.4	164.4
Depreciation and amortisation	67.8	-3.5	70.3	70.8

Financial Instruments

Information on the financial instruments used by the Flughafen Wien Group is provided in the notes to the financial statements.

Branch Offices

As in the prior year, the Flughafen Wien Group had no branch offices in 2009.

Development Risks

Risk management

Risk management forms an integral part of the operational and strategic procedures in the Flughafen Wien Group, and is firmly anchored in all corporate processes. Responsibility lies with the individual business unit managers or subsidiary directors, who are supported by the investment management and controlling departments as well as the risk management group in the general secretariat of Flughafen Wien AG.

The risks to which the company is exposed are monitored and evaluated at regular intervals in accordance with the risk management guideline of Flughafen Wien AG. This process covers the identification, evaluation, monitoring and management of risks. Non-financial risks are also identified and assessed. Measures are implemented to address all documented risks and thereby transfer, reduce or – under ideal circumstances – completely avoid these risks.

The risk management database was expanded in 2009 to include additional application and inquiry options, which will allow for the effective and efficient maintenance and documentation of the extensive risk inventory list. The Management Board provides the Audit Committee of the Supervisory Board with regular reports on risk management.

The company has concluded insurance policies to cover specific damages and liability risks, which allow for the minimisation of possible financial losses. In addition to control systems and instruments, Flughafen Wien AG has established an internal audit department that regularly evaluates business practices and organisational processes for compliance with Group guidelines, security and efficiency. The Management Board has therefore created the necessary instruments and structures to identify risks at an early point in time and to subsequently implement appropriate countermeasures or otherwise minimise these risks. These existing systems will be further developed and evaluated as part of projects that are currently in progress.

Defence of strong position as east-west hub

A key success factor for the Flughafen Wien Group is the positioning of Vienna International Airport as an east-west hub. This hub function is utilised primarily by the airport's major customer, the Austrian Airlines Group. In 2009 this carrier recorded a 10.2% decline in the total number of passengers, including a decrease of 10.3% in traffic to Eastern Europe. In addition to the general recovery in air travel, a significant factor for the future development of the Flughafen Wien Group is the integration of the Austrian Airlines Group into the Lufthansa organisation. This integration led to route adjustments in 2009, which should now be largely completed. Since there are relatively few overlaps between Lufthansa, Swiss and the Austrian Airlines Group with respect to destinations in Eastern Europe, Flughafen Wien AG assumes the Austrian Airlines Group will continue its "Focus East" strategy. Vienna International Airport also intends to increase its positioning as a leading east-west hub for travel to the emerging economic regions of Central and Eastern Europe over the coming years.

Development and expansion of new fields of business

Opportunities to develop new areas of business outside the airport are evaluated regularly. The Retail & Properties Segment also assesses the potential for growth in the areas of rental and parking. Projects are only realised if they increase the value of the Flughafen Wien Group and also support the payment of an attractive dividend.

Expansion to meet the long-term development of traffic

The expansion projects at Vienna International Airport are realised in close coordination with airline customers, and are also based on the expected development of traffic. The realisation of the terminal extension VIE-Skylink is also supported by expert forecasts for a long-term increase in passenger volume. The inherent potential for growth at Vienna International Airport reduces the financial risk associated with these investments, which are intended to guarantee sufficient capacity to meet demand.

Financial risks

The investment programme under realisation by the Flughafen Wien Group is largely financed with long-term borrowings, which were concluded primarily at fixed interest rates. In order to ensure the availability of sufficient liquidity, commitments for € 350 million in additional lines of credit were arranged in 2009. Flughafen Wien AG filed an application with Österreichische Kontrollbank during the reporting year, requesting a guarantee for € 300 million of these credit lines in accordance with an Austrian law for the protection of liquidity. In order to cover the peak requirements of the investment programme, the company raised € 103.5 million through the issue of a multi-tranche promissory note in 2009. The solid financial base of the Flughafen Wien Group will guarantee the availability of financing for expansion plans and possible airport acquisitions at favourable conditions in the future. Detailed information on financial instruments, strategies and financial risks – including liquidity risk, credit risk, interest rate risk and foreign exchange risk – is provided in notes (33) to (35) of the financial statements.

Market risks and risks arising from the customer structure

The development of business at Flughafen Wien AG is dependent to a significant degree on factors that influence international travel as well as macroeconomic developments. The dangers of a decline in traffic at Vienna International Airport as a consequence of terror, war or other external shocks (e.g., SARS epidemic) are extremely difficult for an individual company to control. In addition to emergency plans, Vienna International Airport works to counter the effects of such shocks, above all with high demands on the quality of security and proactive public relations. This involves close cooperation with the Austrian Federal Ministry of the Interior and the Federal Police Department in Schwechat as well as specially designed security measures for customers. Flughafen Wien AG can also react to the intensity and impact of such events with flexible cost and price structures as well as the modification of its capital expenditure programme.

The Austrian Airlines Group remains the largest customer of Vienna International Airport, despite a steady decline in its share of total passenger volume over recent years. The long-term development of this airline as a strong and independent home carrier and the network strategy of the Star Alliance, in which the Austrian Airlines Group is a partner, represent key factors for the success of the Flughafen Wien Group. Therefore, developments in this area are monitored on a continuous basis. The handling contracts with the Austrian Airlines Group were extended to 2012 during the first half of the reporting year. The effects of the takeover of the Austrian Airlines Group by Lufthansa are difficult to estimate at the present time, above all because of the economic crisis.

A further decline in traffic as well as high kerosene prices could lead to a reduction in routes and frequencies as well as a decline in liquidity, especially for the low-cost carriers. On 1 September 2009 bankruptcy proceedings were opened over SkyEurope, and flight operations were subsequently terminated. This airline had a 2.6% share of passengers at Vienna International Airport in 2009 (2008: 6.0%). Appropriate provisions were created to reflect the impairment of receivables due from this company.

Appropriate marketing measures as well as attractive tariff and incentive models that benefit all airlines are used to counter market risk. The company’s goal is to share the occupancy risk of the airlines and also support key intercontinental flights as well as destinations throughout Eastern and Central Europe. Including the incentives offered by Flughafen Wien AG, the duties charged by Vienna International Airport are below the European average.

Competition by other service providers (for example, in the handling or security area) is countered with individual service offerings and the maintenance of high quality standards.

Investment risk

The expansion projects carried out by the Flughafen Wien Group are defined in a master plan, which is adapted regularly to meet actual developments. A special analysis procedure is used to evaluate the potential risk associated with investment projects in the planning stage, while regular risk monitoring is based on an analysis and evaluation process that is part of project controlling.

The completion of the terminal extension VIE-Skylink represents one of the major challenges for the future due to the complexity of this project. A description of the project as well as information on the progress of construction and time schedules are provided on page 83 of this Management Report.

Another challenge is formed by the environmental impact study for the construction of a third runway. Flughafen Wien AG filed an application with the responsible authorities in the provincial government of the province of Lower Austria for the approval of the project "parallel runway 11R/29L (third runway)" in accordance with the Austrian environmental impact assessment act. A decision on the start of construction will be made after receipt of the final ruling and an extensive analysis of the actual airport requirements.

The ex-post environmental impact report for Vienna International Airport was filed with the Austrian Ministry for Transportation, Industry and Technology on 3 April 2009. The first revision to this ex-post report, which was required to incorporate improvements required by the authorities, was submitted on schedule and made available for public review until 3 December 2009. The authorities and their experts will now evaluate the submitted statements and issue a final report, which is expected in the second quarter of 2010.

Damage risks

The risk of damages includes fire and other events that could result from natural disasters, accidents or terror as well as the theft of property. In addition to appropriate safety and fire protection measures and emergency plans that are rehearsed on a regular basis, these risks are covered by insurance.

Legal risks

The requirements of public authorities, above all in the area of environmental protection (e.g. noise and emissions) can lead to legal risks. Flughafen Wien AG works to counter these risks, above all, with information and the involvement of local citizens in the mediation process (e.g. third runway) or through neighbourhood advisory boards.

The tariffs charged by Vienna International Airport are subject to approval by the Austrian Civil Aviation Authority. Flughafen Wien AG and this agency have agreed to an index model that covers tariffs up to the end of 2011. If this agreement is not extended, the provisions of the Austrian Civil Aviation Act will take effect.

Flughafen Wien AG has refused to recognise certain invoices for work on the terminal extension VIE-Skylink, which has led to the start of legal proceedings. Some of these proceedings are currently pending in court. The Austrian Federal Tender Office also conducted a review of the tender for a general contractor for the construction and/or completion of the VIE-Skylink and the tender for local construction management. The review of the tender for local construction management led to the reversal of the tender award. This tender was subsequently completed in accordance with a ruling issued by the Austrian Federal Tender Office, and the tender was accepted. Based on the withdrawal from contracts for the VIE-Skylink project, it cannot be excluded that individual firms may file claims against Flughafen Wien AG. However, these claims cannot be quantified at the present time.

Possible claims for damages in connection with the terminal extension as well as the related consequences are currently under analysis by Flughafen Wien AG together with legal experts.

Report on the key features of the internal control and risk management systems for accounting processes

In accordance with § 82 of the Austrian Stock Corporation Act, the Management Board is responsible for the development and implementation of an internal control and risk management system for accounting processes that meets the requirements of the company. The following section explains the organisation of the internal controls related to accounting processes at Flughafen Wien AG.

Introduction

The description of the major features of these internal controls is based on the structure defined by the Committee of Sponsoring Organisations of the Treadway Commission (COSO). The COSO framework comprises five related components: the control environment, risk assessment, control activities, information and communication and monitoring.

The objective of the internal control system is to support management in implementing – and continuously improving – effective internal controls for accounting. The internal control system is designed to ensure compliance with guidelines and directives, and to also create favourable conditions for specific control activities in key accounting processes.

The internal audit department carries out independent and regular reviews of compliance with corporate policies for the accounting area. This department reports directly to the Management Board.

Control environment

The foundation for the control environment is formed by the corporate culture within which management and employees operate. The company works actively to improve communications and convey its principal values for the achievement of goals relating to moral standards, ethics and integrity – both in the company and in interaction with other parties.

The implementation of the internal control system for accounting processes is regulated in internal guidelines and directives. The related responsibilities were adjusted to meet the needs of the company in order to create a satisfactory control environment.

Risk assessment

The risks associated with accounting processes are identified by management and monitored by the Supervisory Board. Attention is focused on risks that are normally considered to be material.

The continuous evaluation of the internal control activities carried out by the relevant functions is based on a risk-oriented model. The assessment of the risk arising from erroneous financial reporting is based on different criteria. For example, complex accounting policies can lead to an increased risk of error. Different principles for the valuation of assets and a complex or changing business environment can also lead to material errors in financial reporting. The continuous evaluation of risks and reporting to the Supervisory Board are based on a risk management database that was created especially for this purpose.

The preparation of the annual financial statements involves the use of estimates, which carry an inherent risk of deviation from actual future developments. In particular, the following circumstances or positions in the annual financial statements are involved: employee-related provisions, the results of legal disputes, the collectability of receivables and the valuation of investments in other companies and property, plant and equipment. The company draws on external experts or publicly available sources whenever necessary, in order to minimise the risk of inaccurate estimates.

Control activities

In addition to the Supervisory Board and Management Board, mid-level management (e.g. department heads and senior managers) carry out control activities for ongoing business processes to ensure that potential errors or variances in financial reporting are prevented, discovered and corrected. These control activities range from the review of results for the various accounting periods by management and the controlling department to the specific transition of accounts and the analysis of ongoing accounting processes.

The Management Board is responsible for defining the hierarchy levels to ensure that activities are not carried out and controlled by the same person.

Control activities to guarantee IT security represent an integral part of the internal control system. Access to sensitive functions and data is restricted. SAP and PC Konsol enterprise reporting software are used for accounting and financial reporting purposes. The functionality of the accounting system is guaranteed, among others, by automated IT controls.

In the subsidiaries, the relevant managers are responsible for the development and implementation of an internal control and risk management system for accounting processes that meets the needs of their particular company. These managers also represent the final authority for ensuring compliance with all related Group guidelines and directives.

Information and communications

The guidelines and directives for financial reporting are updated regularly by management, and communicated to all involved employees via the Intranet or internal announcements. Moreover, financial reporting and the related guidelines and directives are regularly discussed by various corporate bodies, e.g. at meetings of the department heads, senior managers and management. These corporate bodies include management as well as department heads and key accounting managers. The work of these corporate bodies is intended to ensure compliance with all accounting guidelines and directives, and to also identify and communicate weak points and opportunities for the improvement of accounting processes.

The accounting staff also attends regular training courses that cover changes in international accounting policies and practices, in order to minimise the risk of unintended errors.

Monitoring

Management, the controlling department and the Supervisory Board are responsible for the continuous monitoring of the internal control system throughout the company. In addition, the individual department heads and senior managers are responsible for monitoring activities in their individual areas. Controls and plausibility checks are carried out at regular intervals, and the internal control system is also reviewed by the internal audit department. In addition, the internal control system includes a self-monitoring and supervisory function.

The results of monitoring activities are reported to management and the Supervisory Board. Top management receives regular financial reports, e.g. monthly reports on the development of revenue and earnings in the individual segments of business as well as reports on the development of net debt and receivables. The Supervisory Board is also provided with regular information on the financing of the Flughafen Wien Group. Financial statements intended for publication are reviewed by key accounting employees and the Management Board, and then by the Audit Committee of the Supervisory Board, before they are passed on to the responsible corporate bodies.

Research and Development

Flughafen Wien AG is a service provider, and therefore does not carry out traditional research activities. However, a total of € 2.5 million was spent in 2009 (2008: € 2.0 mill.) to improve individual program modules of the internally generated airport operations software.

Environmental and Labour Issues

Flughafen Wien AG is committed to careful and conscious interaction with the environment as well as sustainable management, and implements numerous measures to meet these goals. A total of T€ 799.3 was invested in environmental protection during the reporting year (2008: T€ 889.4). Activities focused on the reduction of pollutant and noise emissions in order to minimise the impact of the airport on its surrounding environment – and above all on neighbouring residents. The company's fleet of environmentally friendly natural gas autos, which are used on the aprons, was expanded from 37 to 74 vehicles in 2009. These additions gave Flughafen Wien AG one of the largest natural gas auto fleets in Austria. The noise protection programme defined in the mediation contract also continued during 2009. Roughly 11,000 households are entitled to participate in this programme, and the preparation of expert opinions and renovations are currently in process. The noise protection programme is intended to improve the quality of life for neighbouring residents under both the current two-runway system and a possible three-runway system. Moreover, the dialogue forum approved a noise-related tariff model during the reporting year for implementation in several steps up to mid-2011. These tariffs will be calculated separately for each aircraft based on the actual level of noise generated.

The Flughafen Wien Group had an average workforce of 4,148 in 2009 (2008: 4,266). The number of employees declined during the year, especially in the Handling Segment, parallel to the decline in traffic. Employees are offered a wide variety of training and continuing education programmes that concentrated, among others, on seminars to improve social skills and IT classes in 2009. The first cycle of the Airport Management Training Programmes (AMTP), an airport-specific course with an international focus, was concluded during the reporting year. A new training programme for senior managers was also started, which will focus on leadership as well as languages and communication. In order to increase motivation, Flughafen Wien AG provides a wide range of employee benefits that include a company-operated day care centre, free travel to and from the airport and subsidies for supplementary accident and health insurance as well as contributions to a company pension fund. Employees are also able to participate in the success of the company through an employee fund that holds 10% of the shares in Flughafen Wien AG. As a result of the safety campaign, the number of reportable accidents per 1,000 employees fell by 16.5% to 37.5 in 2009.

Disclosures required by § 243a of the Austrian Commercial Code

1. Share capital and shares

The share capital of Flughafen Wien AG totals € 152,670,000 and is fully paid in. It is divided into 21,000,000 shares of bearer stock. All shares carry the same rights and obligations (“one share = one vote“).

2. Syndication agreement

Two core shareholders – the province of Lower Austria (4.2 million shares) and the city of Vienna (4.2 million shares) – hold 40% of the company’s shares in a syndicate. The syndication agreement was concluded in 1999 and has remained unchanged since that time. It calls for the joint exercise of voting rights on the syndicated shares at the annual general meeting. Any amendments to the syndication agreement, the dissolution of the syndicate and resolutions to admit a new partner to the syndicate require unanimous approval. The syndication agreement provides for reciprocal rights of purchase if one party intends to sell its syndicated shares to a buyer outside the syndicate (third party) through a legal transaction in exchange for return compensation. This reciprocal right of purchase does not apply if the syndicated shares are transferred to a holding company in which the transferring syndicate partner owns at least a majority stake. The company is not aware of any other limitations on voting rights or the transfer of shares.

3. Investments of over 10% in the company

The city of Vienna and the province of Lower Austria each hold an investment of 20% in Flughafen Wien AG. In addition, Flughafen Wien Mitarbeiterbeteiligung Privatstiftung (the employee fund) holds 10% of the share capital of Flughafen Wien AG. The company is not aware of any other shareholders with a stake of 10% or more in share capital.

4. Shares with special control rights

The company is not aware of any special control rights on the part of shareholders.

5. Control of voting rights for the shares held by the employee fund

The voting rights for the shares held by the Flughafen Wien employee fund are exercised by the managing board of this entity. The appointment to or dismissal of members from the fund’s managing board requires the approval of the advisory board of the Flughafen Wien employee fund, whereby a simple majority is required for such decisions. The advisory board is comprised of five members, with two members each delegated by employees and the employer. These four members unanimously elect a fifth person to serve as the chairman of the advisory board.

6. Appointment and dismissal of members of the Management and Supervisory Boards

In accordance with the Austrian Corporate Governance Code, the company's articles of association permit the appointment of a person to the Management Board for the last time in the calendar year in which the candidate reaches his/her 65th birthday. Election to the Supervisory Board is possible for the last time in the calendar year in which the candidate reaches his/her 70th birthday. There are no other provisions governing the appointment and dismissal of members of the Managing Board or Supervisory Board or the amendment of the company's articles of association that are not derived directly from Austrian law.

7. Share buyback and authorised capital

The Management Board has been granted no explicit rights that are not derived directly from Austrian law, in particular with respect to the issue or repurchase of shares in the company. The company has no authorised capital at the present time.

8. Change of control

In the event of an actual, impending or justifiably assumed change of control (in accordance with the following definition), a financial liability of € 400 million may be called prematurely and related collateral may be cancelled if there are reasons to assume the change will or could have a negative impact on the future fulfilment of the financial liability and Flughafen Wien AG does not take actions within a certain period of time to provide this contract partner with collateral that is deemed acceptable. A change of control is defined as an event that leads to (i) a direct or indirect reduction in the investment held jointly by the province of Lower Austria and the city of Vienna in Flughafen Wien AG to less than 40% of the total number of voting shares or (ii) a natural person or legal entity that currently does not exercise control over Flughafen Wien AG gains control over Flughafen Wien AG (e.g. either directly or indirectly, through the ownership of shares, economic circumstances or in another manner, and either alone or together with third parties (i) acquires more than 50% of the voting shares in Flughafen Wien AG or (ii) the right to nominate the majority of members to the decision-making bodies of Flughafen Wien AG or exercises a controlling influence over these persons). A change of control does not include a direct or indirect reduction in the joint investment held by the province of Lower Austria and the city of Vienna to less than 40% but more than 30% of the voting shares in Flughafen AG in conjunction with a capital increase by the company without the full or partial exercise of subscription rights by these two shareholders, unless a natural person or legal entity that does not currently exercise control over Flughafen Wien AG gains control over the company at the same time.

9. Compensation agreements in the event of a public takeover bid

There are no agreements for compensation between the company and the members of its Management Board, Supervisory Board or employees that would take effect if a public takeover bid is made.

Outlook

Economic researchers are forecasting steady recovery in the global economy beginning in 2010. The GDP in the euro region is expected to increase by 0.7%, whereby the new EU member states should generate stronger growth than the EU-15. According to the Austrian economic research institute WIFO, the Austrian economy should expand by 1.8% per year from 2010 to 2014. In the air travel branch, the second half of 2009 brought the first indications that the downturn was beginning to slow. Against this backdrop, Vienna International Airport also recorded a year-on-year increase in passengers during December 2009.

Flughafen Wien AG is forecasting an increase of 2.0% in the number of passengers and 5.0% in maximum take-off weight (MTOW) as well as a constant number of flight movements (+/-0%) for 2010. Over the long-term – for the period up to 2020 – average growth is expected to reach 5.2% per year.

Investments are forecasted to total € 330.6 million in 2010. Construction on the VIE-Skylink was resumed during mid-February 2010 and should be completed during the second half of 2011. Operations in the VIE-Skylink are planned to begin during the first six months of 2012, independent of the decision to select a possible general contractor.

Subsequent Events

Traffic results for January 2010 provide the first indications of slow recovery. The number of passengers handled at Vienna International Airport rose by 4.1% over the comparable prior year period to 1,202,594. Flight movements fell by 2.7%, while maximum take-off weight (MTOW) and cargo increased 1.0% and 30.8%, respectively. The number of local passengers totalled 825,660 in January 2010, for a plus of 4.7%. The number of transfer passengers was 3.3% higher.

The tariffs at Vienna International Airport were raised by a net total of 0.50% as of 1 January 2010 based on the index formula. This adjustment includes a 13.0% reduction in the landing tariff as well as a 7.3% increase the passenger tariff. The new scheme also gives Vienna International Airport a very competitive tariff structure.

In a letter dated 19 February 2010, the minority shareholder of KSC Holding (KSCH) exercised the put option to sell its 19.05% stake in the company to Flughafen Wien AG. Following the purchase of this stake, the Flughafen Wien Group owns 100% of KSCH and 66% of KSC (Letisko Košice – Airport Letisko a.s.).

Schwechat, 26 February 2010

The Management Board

Ernest Gabmann
Member of the Board

Herbert Kaufmann
Member of the Board
and Speaker

Gerhard Schmid
Member of the Board

Consolidated Income Statement

for the period from 1 January to 31 December 2009

in T€	Notes	2009	2008
Revenue	(1)	501,687.5	548,059.1
Other operating income	(2)	15,386.8	13,239.9
Operating income		517,074.3	561,299.1
Consumables and services used	(3)	-37,474.3	-39,991.6
Personnel expenses	(4)	-215,394.2	-220,197.9
Other operating expenses	(5)	-97,731.6	-99,196.2
Earnings before interest, taxes, depreciation and amortisation (EBITDA)		166,474.1	201,913.4
Depreciation and amortisation	(6)	-66,908.9	-68,654.7
Earnings before interest and taxes (EBIT)		99,565.2	133,258.7
Income from investments, excl. companies at equity	(8)	225.0	394.3
Net financing costs	(9)	-6,900.6	-5,704.7
Other financial expense/income	(10)	-302.8	-12,914.4
Financial results, excl. companies at equity		-6,978.3	-18,224.8
Income from companies at equity	(7)	3,417.4	3,932.4
Financial results		-3,560.9	-14,292.4
Profit before taxes (EBT)		96,004.3	118,966.3
Income taxes	(11)	-22,657.3	-27,829.1
Net profit for the period		73,346.9	91,137.2
Thereof attributable to:			
Equity holders of the parent		73,360.9	91,148.8
Minority interest		-13.9	-11.6
Number of shares outstanding (weighted average)	(21)	21,000,000	21,000,000
Earnings per share (in €, basic = diluted)		3.49	4.34
Recommended/paid dividend per share (in €)		2.10	2.60
Recommended/paid dividend (in T€)		44,100.0	54,600.0

Consolidated Statement of Comprehensive Income

for the period from 1 January to 31 December 2009

in T€	**2009**	**2008**
Net profit for the period	73,346.9	91,137.2
Income and expense recognised directly in equity (gross)		
Change in fair value of available-for-sale securities	663.9	-257.7
Changes arising from foreign currency translation	0.0	6,412.8
Fair value measurement of put option held by minority interest	-224.9	-1,067.5
Acquisition of minority interest from put option	0.0	-4,131.0
Cash flow hedge	-164.2	-410.9
Actuarial gains/losses	-1,939.6	2,996.4
Employee fund	1,288.0	380.0
Deferred taxes on items recognised directly in equity	38.0	-676.9
Total income and expense recognised directly in equity	-338.9	3,245.1
Net profit for the period	73,346.9	91,137.2
Total recognised income and expense	73,008.0	94,382.4
Thereof attributable to:		
Equity holders of the parent	73,022.0	94,383.8
Minority interest	-13.9	-1.5

Consolidated Balance Sheet

as of 31 December 2009

Assets

in T€	Notes	31.12.2009	31.12.2008
Non-current assets			
Intangible assets	(12)	12,977.6	12,715.7
Property, plant and equipment	(13)	1,471,339.5	1,320,988.0
Investment property	(14)	126,896.0	122,690.1
Investments accounted for using the equity method	(15)	107,368.9	104,790.1
Other financial assets	(16)	3,923.3	3,075.6
		1,722,505.4	1,564,259.5
Current assets			
Inventories	(17)	3,310.8	3,535.9
Securities	(18)	62,884.7	94,418.6
Receivables and other assets	(19)	66,802.0	66,427.3
Cash and cash equivalents	(20)	5,428.6	6,642.8
		138,426.2	171,024.6
Total Assets		1,860,931.6	1,735,284.1

Equity and Liabilities

in T€	Notes	31.12.2009	31.12.2008
Equity			
Share capital	(21)	152,670.0	152,670.0
Capital reserves	(22)	117,657.3	117,657.3
Other reserves	(23)	4,646.9	5,726.8
Retained earnings	(24)	519,554.7	500,052.7
Minority interest	(25)	263.6	277.5
		794,792.4	776,384.3
Non-current liabilities			
Provisions	(26)	92,943.0	89,327.3
Financial liabilities	(27)	591,551.6	488,198.2
Other liabilities	(28)	50,137.6	43,693.9
Deferred tax liabilities	(11)	12,567.8	5,467.2
		747,199.9	626,686.6
Current liabilities			
Provisions for taxation	(29)	835.0	300.0
Other provisions	(29)	90,863.2	107,854.2
Financial liabilities	(27)	90,671.6	120,132.3
Trade payables	(30)	103,804.1	61,579.9
Other liabilities	(31)	32,765.3	42,346.8
		318,939.3	332,213.1
Total Equity and Liabilities		1,860,931.6	1,735,284.1

Consolidated Cash Flow Statement

for the period from 1 January to 31 December 2009

in T€		**2009**	**2008**
	Profit before taxes	96,004.3	118,966.3
+	Depreciation / - revaluation of non-current assets	64,599.2	74,233.9
+	Losses / - gains on the disposal of non-current assets	734.6	2,546.7
+	Losses / - gains on the disposal of securities	33.8	6,868.3
-	Reversal of investment subsidies from public funds	-1,354.8	-1,365.8
-	Other non-cash transactions	-164.2	-410.9
-	Increase / + decrease in inventories	225.1	-157.7
-	Increase / + decrease in receivables	555.7	-11,531.9
+	Increase / - decrease in provisions	-14,027.0	7,514.9
+	Increase / - decrease in liabilities	24,793.6	-22,379.2
	Currency translation adjustments	0.0	-1,120.4
	Net cash flows from ordinary operating activities	171,400.4	173,164.2
-	Income taxed paid	-15,926.7	-24,768.5
	Net cash flow from operating activities	155,473.7	148,395.7
+	Payments received on the disposal of non-current assets	1,140.9	129.1
-	Payments made for the purchase of non-current assets	-209,274.2	-269,712.7
+	Payments received for non-repayable subsidies	0.0	57.0
+	Payments received on the disposal of securities	32,152.6	97,044.1
-	Payments made for the purchase of securities	0.0	-62,186.4
	Net cash flow from investing activities	-175,980.7	-234,669.1
-	Dividend	-54,600.0	-52,500.0
	Change in minority interest	0.0	-23,951.9
	Change in financial liabilities	73,892.8	139,993.8
	Net cash flow from financing activities	19,292.8	63,541.8
	Change in cash and cash equivalents	-1,214.3	-22,731.5
	Currency translation adjustments	0.0	81.4
+	Cash and cash equivalents at the beginning of the period	6,642.8	29,293.0
	Cash and cash equivalents at the end of the period	5,428.6	6,642.8

For additional information, see note (32)

Consolidated Statement of Changes in Equity

in T€	Share capital	Capital reserves	Available-for-sale reserve	Hedging reserve
Balance on 1.1.2008	152,670.0	117,657.3	-0.7	26.1
Total recognised income and expense	0.0	0.0	-193.3	-308.2
Capital repayment minority interest				
Dividend				
Balance on 31.12.2008	152,670.0	117,657.3	-194.0	-282.1

in T€	Share capital	Capital reserves	Available-for-sale reserve	Hedging reserve
Balance on 1.1.2009	152,670.0	117,657.3	-194.0	-282.1
Total recognised income and expense	0.0	0.0	498.0	-123.2
Dividend				
Balance on 31.12.2009	152,670.0	117,657.3	304.1	-405.2

Attributable to equity holders of the parent						
Actuarial gains/losses	Currency translation reserve	Total other reserves	Retained earnings	Total before minority interest	Minority interest	Total
-3,677.4	1,230.2	-2,421.7	466,317.4	734,223.0	711.8	734,934.8
2,247.3	6,402.6	8,148.5	86,235.3	94,383.8	-1.5	94,382.4
				0.0	-432.8	-432.8
			-52,500.0	-52,500.0		-52,500.0
-1,430.0	7,632.9	5,726.8	500,052.7	776,106.8	277.5	776,384.3
-1,430.0	7,632.9	5,726.8	500,052.7	776,106.8	277.5	776,384.3
-1,454.7	0.0	-1,079.9	74,101.9	73,022.0	-13.9	73,008.1
			-54,600.0	-54,600.0		-54,600.0
-2,884.8	7,632.9	4,646.9	519,554.7	794,528.9	263.6	794,792.4

Notes to the Consolidated Financial Statements

General Information and Methods

Information on the company

Flughafen Wien Aktiengesellschaft (AG) and its subsidiaries are service companies that are active in the construction and operation of civil airports and related facilities. As a civil airport operator, the company manages Vienna International Airport. Vöslau-Kottingbrunn is operated by the subsidiary Flugplatz Vöslau BetriebsGmbH. The headquarters of the company are located in Schwechat, Austria. The address of the company is: Flughafen Wien AG, P.O. Box 1, A-1300 Wien-Flughafen. Flughafen Wien AG is listed in the company register of the provincial and commercial court of Korneuburg under number FN 42984 m.

Basis of preparation

The consolidated financial statements of Flughafen Wien AG as of 31 December 2009 were prepared in accordance with International Financial Reporting Standards (IFRS), as adopted by the European Union (EU), as well as the requirements of § 245a of the Austrian Commercial Code.

The financial year represents the calendar year. The structure of the balance sheet distinguishes between non-current and current assets and liabilities, which are in part classified by term in the notes. The income statement is prepared in accordance with the nature of expense method under which “total costs“ are shown.

The financial statements of Flughafen Wien AG and its subsidiaries are consolidated on the basis of uniform accounting and valuation principles. The financial statements of all subsidiaries included in the consolidation are prepared as of the balance sheet date for the consolidated financial statements.

The consolidated financial statements are prepared in euros. In order to provide a better overview, amounts are generally shown in thousand euros (T€). These rounded figures also include exact amounts that are not shown, and rounding differences can therefore occur. This also applies to other information such as the number of employees, traffic data etc.

Application of new and revised standards and interpretations

The Group applied all new or revised standards and interpretations that were issued by the International Accounting Standards Board (IASB) and International Financial Reporting Interpretations Committee (IFRIC) of the IASB and adopted by the EU, if these standards and interpretations were relevant for the business activities of the Group and required mandatory application. In particular, the following announcements by the IASB were applied for the first time during the 2009 financial year:

Revision of IAS 1 "Presentation of Financial Statements"	Applicable to financial years beginning on or after 1 January 2009
Amendment to IAS 23 "Borrowing Costs"	Applicable to financial years beginning on or after 1 January 2009
Amendments to IAS 32 "Financial Instruments: Presentation and IAS 1 "Presentation of Financial Statements" concerning cancellable financial instruments and obligations resulting from liquidation	Applicable to financial years beginning on or after 1 January 2009
Amendment to IFRS 2 "Share-based Payment" concerning exercise conditions and settlement	Applicable to financial years beginning on or after 1 January 2009
Amendments to IFRS 7 "Financial Instruments: Disclosures"	Applicable to financial years beginning on or after 1 January 2009
IFRS 8 "Operating Segments"	Applicable to financial years beginning on or after 1 January 2009
Amendments to IFRS 1 "First-time Adoption of IFRS" and IAS 27 "Consolidated and Separate Financial Statements" concerning the acquisition cost of a subsidiary, joint venture or other associated company	Applicable to financial years beginning on or after 1 January 2009
IFRIC 12 "Service Concession Arrangements"	Applicable to financial years beginning on or after 1 January 2008
IFRIC 13 "Customer Loyalty Programmes"	Applicable to financial years beginning on or after 1 January 2008
IFRIC 15 "Agreements for the Construction of Real Estate"	Applicable to financial years beginning on or after 1 January 2009
IFRIC 16 "Hedges of a Net Investment in a Foreign Operation"	Applicable to financial years beginning on or after 1 October 2008
Clarification to the enactment (Guidance on implementing of changes to IAS 39 "Financial Instruments: Recognition and Measurement" and IFRS 7 "Financial Instruments: Disclosures" to the "Reclassification of Financial Instruments"	Applicable to financial years beginning on or after 1 July 2008
Improvements to IFRS (improvement project) from May 2008	Applicable to financial years beginning on or after 1 January 2009

The amendment to IAS 23 "Borrowing Costs", which requires the capitalisation of borrowing costs incurred for the acquisition or production of qualified assets, has been applied in preparing the consolidated financial statements of Flughafen Wien AG since the 2006 financial year through the use of the option provided by the previously applicable version of IAS 23. The initial application of IFRS 8 – a standard that calls for extensive disclosures – led to the redefinition of the reportable segments of the Flughafen Wien Group (see note (1)). The application of the revised IAS 1 led to a change in the presentation of the statement of comprehensive income and the statement of changes in equity. However, the initial application of these standards had no effect on the asset, financial or earnings position or the cash flows of the Group.

The application of the new or revised standards and interpretations had no effect on the asset, financial or earnings position or cash flows of the Flughafen Wien Group.

The following standards and interpretations have been announced, but their application was not mandatory during the reporting year:

Amendment to IAS 27 "Consolidated and Separate Financial Statements"	Applicable to financial years beginning on or after 1 July 2009
Amendment to IFRS 3 "Business Combinations"	Applicable to financial years beginning on or after 1 July 2009
IFRS 9 "Financial Instruments"	Applicable to financial years beginning on or after 1 January 2013; not yet adopted by the EU into European law
Amendment to IAS 39 "Financial Instruments: Recognition and Measurement" concerning qualified hedging instruments	Applicable to financial years beginning on or after 1 July 2009
Amendment to IFRS 2 "Share-based Payment" concerning cash settlements	Applicable to financial years beginning on or after 1 January 2010; not yet adopted by the EU into European law
Amendments to IFRS 1 "First-time Adoption of IFRS" concerning additional disclosures	Applicable to financial years beginning on or after 1 January 2010; not yet adopted by the EU into European law
Amendments to IAS 32 "Financial Instruments: Presentation" concerning the classification of issued rights	Applicable to financial years beginning on or after 1 February 2010

Amendments to IAS 24 "Related Party Disclosures"	Applicable to financial years beginning on or after 1 January 2011; not yet adopted by the EU into European law
Amendments to IFRIC 14 „The Limit on a Defined Benefit Asset, Minimum Funding Requirements and their Interaction" concerning voluntary payments in connection with minimum funding requirements	Applicable to financial years beginning on or after 1 January 2011; not yet adopted by the EU into European law
IFRIC 17 "Distributions of Non-cash Assets"	Applicable to financial years beginning on or after 1 July 2009
IFRIC 18 "Transfers of Assets from Customers"	Applicable to financial years beginning on or after 1 July 2009
IFRIC 19 "Extinguishing Financial Liabilities with Equity Instruments"	Applicable to financial years beginning on or after 1 July 2010; not yet adopted by the EU into European law
Amendments to IFRIC 9 "Reassessment of Embedded Derivate" and IAS 39 "Financial Instruments: Recognition and Measurement"	Applicable to financial years beginning on or after 30 June 2009
Improvements to individual IFRS (improvement project) from April 2009	Applicable to financial years beginning on or after 1 January 2010; not yet adopted by the EU into European law

The effects of the future application of the above standards and interpretations on the consolidated financial statements of Flughafen Wien AG cannot be estimated in advance.

Consolidation range

The consolidated financial statements include all subsidiaries, joint ventures and associated companies of Flughafen Wien AG (with the exception of seven subsidiaries and one associated company). Subsidiaries are companies under the direct or indirect control of Flughafen Wien AG.

Seven subsidiaries and one associated company were not included in the consolidated financial statements because their economic significance and influence on the asset, financial and earnings position of the Group are immaterial. The combined consolidated revenues of these companies equalled less than 1.0% of Group revenue in 2009 (2008: less than 1.0%).

The existence and effects of potential voting rights that can be exercised or converted at the present time are included in determining whether control exists. Control is considered to exist when the parent company is directly or indirectly able to govern the financial and operating policies of an entity. A subsidiary is initially consolidated when control begins and deconsolidated when control ends.

Joint ventures are companies in which control is exercised together with other entities. Associated companies are entities over which Flughafen Wien AG can exercise significant influence but do not qualify for classification as a subsidiary or joint venture. Associated companies and joint ventures are included in the consolidated financial statements using the equity method.

The 2009 consolidated financial statements include Flughafen Wien AG as well as 12 (2008: 12) and 5 foreign (2008: 3) subsidiaries that are controlled by Flughafen Wien AG. The minority interest in KSC Holding a.s. is carried as a liability because the minority shareholders have a put option to sell their shares to Flughafen Wien AG. In addition, 3 domestic (2008: 3) and 4 foreign (2008: 4) companies are included at equity.

The companies included in the consolidated financial statements and the methods used for consolidation are listed in an appendix to the notes.

In 2008 Flughafen Wien AG acquired an additional 33.24% of the shares in the foreign subsidiaries BTS Holding, a.s. and KSC Holding, a.s. The share of capital owned by the Flughafen Wien Group has equalled 80.95% since that time. The purchase price of T€ 661.0 for the shares in BTS Holding, a.s. and T€ 22,372.8 for the shares in KSC Holding, a.s. were treated as transactions between shareholders and recorded directly in equity.

City Air Terminal Betriebsgesellschaft m.b.H., Malta Mediterranean Link Consortium Ltd. and Letisko Košice – Airport Košice a.s. are included in the consolidated financial statements using the equity method, even through Flughafen Wien AG directly or indirectly controls the majority of voting rights. These companies are considered to be under joint control because key decisions on corporate policies are made in cooperation with the co-shareholders.

Changes in the consolidation range during 2009

The following companies were included in the consolidated financial statements for the first time in 2009:

Company	Date of consolidation	Type of consolidation	Share of capital	Description
VIE Malta Finance Holding Ltd.	1.6.2009	Full consolidation	100.0%	Founding
VIE Malta Finance Ltd.	1.6.2009	Full consolidation	100.0%	Founding

In 2009 Flughafen Wien AG and Vienna International Airport Beteiligungsholding GmbH founded VIE Malta Finance Holding Ltd. with share capital of T€ 2. VIE Malta Finance Holding Ltd. and Vienna International Airport Beteiligungsholding GmbH subsequently founded VIE Malta Finance Ltd. with share capital of T€ 2. The registered headquarters of these companies are located in Luqa, Malta, and their areas of business cover financing activities for the Flughafen Wien Group.

There were no deconsolidations during the 2009 financial year.

Changes in the consolidation range during 2008

The following companies were included in the consolidated financial statements for the first time in 2008:

Company	Date of consolidation	Type of consolidation	Share of capital	Description
Flugplatz Bad Vöslau BetriebsGmbH	2.10.2008	Full consolidation	100.0%	Founding

On 2 October 2008 Vienna Aircraft Handling Gesellschaft m.b.H. founded Flugplatz Bad Vöslau BetriebsGmbH with share capital of T€ 35.0. The business activities of this company include the operation and development of Vöslau Airport as well as the planning, construction and operation of buildings and equipment.

The assets owned by Flughafen Wien AG that were allocated to the "Flugplatz Vöslau" business unit were transferred to Bad Vöslau BetriebsGmbH as of 1 January 2009 based on a contract for a contribution in kind and contribution to capital.

There were no deconsolidations during the 2008 financial year.

Significant accounting policies

Consolidation principles

In accordance with IFRS, all business combinations must be accounted for using the purchase method. This method involves the allocation of the purchase price for an acquired subsidiary to the acquired assets, liabilities and contingent liabilities. The determining factor is the fair value at the time control over the subsidiary is obtained. All identifiable assets as well as the assumed liabilities and contingent liabilities are measured at fair value, irrespective of the amount of the investment. Any remaining positive difference is recognised as goodwill, while any remaining negative difference is recognised immediately to profit and loss. In the periods following the business combination, the realised differences between the carrying amount and fair value of the acquired assets and liabilities are carried forward, amortised or reversed in accordance with the treatment of the relevant item.

Minority interests in the net assets of a consolidated subsidiary are shown as a separate item under Group equity, unless the minority shareholders have a claim to repayment of their capital or the sale of their shares to the parent company. Minority interests represent the amount of the relevant shares on the date of the business combination plus any change in equity attributable to the minority shareholders beginning on the date of the business combination.

The revenue and expenses of a subsidiary are included in the consolidated financial statements beginning on the date of acquisition, and remain until the parent company loses control. The difference between the proceeds on the sale of a subsidiary and its carrying amount, including any accumulated currency translation adjustments that were recognised directly in equity, are recognised as a gain or loss on the sale of the subsidiary when the company is sold. Income and expenses, receivables and liabilities, and profit or loss recorded on transactions between companies in the consolidation are eliminated if these amounts are material.

Investments in associated companies and joint ventures that are included in the consolidated financial statements using the equity method are recognised at cost as of the date of acquisition. This carrying amount is subsequently increased or decreased by the share of profit or loss attributable to the Flughafen Wien Group. Goodwill related to an associated company or joint venture is included in the carrying amount of the investment and is not amortised on a scheduled basis. In the periods following the initial recognition of a business combination, any realised differences between the carrying amount and the fair value of assets and liabilities are adjusted, amortised or reversed in accordance with the treatment of the corresponding items. If the application of IAS 39 indicates that the investment could be impaired, the full carrying amount is tested for impairment. The 10.1% stake directly held in MIA is classified as an associate because – together with the shares held through MMLC – significant influence can be exercised over the company’s business and financial policies.

Foreign currency translation

Foreign currency transactions in the individual company financial statements are translated into the functional currency at the exchange rate in effect on the date of the business deal. Monetary items in foreign currencies are translated at the exchange rate in effect on the balance sheet date. Differences arising from foreign currency translation are principally recognised to profit and loss as a net amount.

The reporting currency and functional currency of the Austrian Group companies is the euro. The functional currency of the foreign subsidiaries and companies consolidated using the equity method is the relevant local currency, since these companies are independent from a financial, economic and organisational standpoint. The financial statements of companies located outside the euro zone are translated in accordance with the modified current rate method. Under this method the component items of equity are translated in part at historical rates; all other balance sheet items are translated at the rate in effect on the balance sheet date; and income and expenses are translated at the average exchange rate for the year. Differences arising from foreign currency translation are recorded under the currency translation reserve under equity, without recognition to profit and loss.

The following table shows the development of selected exchange rates in relation to the euro during the reporting year. These rates are used to translate data from the financial statements of the foreign Group companies:

	Balance sheet date 1 EUR =		Average rate for the year 1 EUR =	
	31.12.2009	**31.12.2008**	**2009**	**2008**
Slovakian Krone (SKK)[1]	N/A[1]	30.13	N/A[1]	31.13

1) Slovakia introduced the euro as of 1 January 2009, and foreign exchange translation is no longer required.

Intangible assets

Intangible assets with a finite useful life are recognised at cost and amortised on a straight-line basis over a useful life of four to ten years. If there are signs of impairment and the recoverable amount – which is the higher of fair value less costs to sell and the value in use of the asset – is less than the carrying amount, an impairment loss is recognised.

Internally generated intangible assets are recognised at production cost when the relevant criteria have been met, and amortised over their expected useful life. The useful life of these assets equals eight years.

Borrowing costs and development expenses are capitalised if the relevant requirements have been met, and amortised over the relevant useful life.

Intangible assets with indefinite useful lives are valued at cost, and are immaterial in the Flughafen Wien Group. These assets are not amortised on a systematic basis, but instead are tested for impairment each year and reduced to the recoverable amount if necessary. If the reasons for previously recognised impairment losses cease to exist, the impairment loss is appropriately reversed.

Goodwill is not amortised on a systematic basis; as an alternative, the recoverable amount of the cash-generating unit to which the goodwill was allocated is tested for impairment (“impairment only” approach). Cash-generating units are created by combining assets at the lowest level that would generate independent cash flows or form the basis of monitoring for internal management purposes. An impairment test must be carried out each year as well as in cases where there are signs that the cash-generating unit may be impaired. If the carrying amount of a cash-generating unit exceeds its recoverable amount, the relevant goodwill must be written down by the difference. Impairment losses recognised to goodwill may never be reversed. If the impairment of a cash-generating unit exceeds the carrying amount of allocated goodwill, the remaining impairment loss is recognised through a proportional reduction in the carrying amounts of the assets belonging to the cash-generating unit.

The recoverable amount of a cash-generating unit is generally determined by calculating the value in use according to the discounted cash flow (DCF) method. These DCF calculations are based on multi-year financial plans, which were approved by management and are also used for internal reporting. The designated planning periods reflect the assumptions for the short- to mid-term development of the market. Cash flows after the detailed planning period are computed using the expected long-term growth rates. The risk-adjusted cost of capital represents the weighted average cost of capital for equity and debt.

Property, plant and equipment

Property, plant and equipment is carried at acquisition or production cost, which is reduced by straight-line depreciation. The production cost for internally generated assets comprises direct costs and an appropriate share of material and production overheads as well as production-based administrative expenses. Acquisition and production cost includes the purchase price as well as any direct costs that are required to bring the asset to the intended location and operating condition. Borrowing costs that are directly related to the acquisition, construction or production of qualified assets are capitalised as part of acquisition or production cost.

The depreciation period is determined on the basis of the presumed economic useful life, whereby ordinary depreciation is based on the following useful lives:

	Years
Operational buildings	33.3
Other buildings	10–50
Take-off and landing runways, taxiways, aprons	20
Other facilities	7–20
Technical equipment and machinery	5–20
Motor vehicles	5–10
Other equipment, furniture, fixtures and office equipment	4–15

The Flughafen Wien Group holds no non-current assets that would qualify for classification as non-current assets available for sale.

Impairment of intangible assets and property, plant and equipment

Intangible assets and property, plant and equipment that show signs of impairment are tested by comparing their carrying amount with the recoverable amount. If it is not possible to associate the asset with future cash flows that are independent of other assets, the impairment test is performed on the next higher group of assets. If the recoverable amount is less than the carrying amount, an impairment loss is recognised to reduce the asset or cash-generating unit to this lower amount. If the reasons for previously recognised impairment losses cease to exist, the impairment loss is appropriately reversed.

The recoverable amount of a cash-generating unit is generally determined by calculating the value in use according to the discounted cash flow (DCF) method. This involves the preparation of cash flow forecasts, which extend beyond the expected useful life of the asset or cash-generating unit. The (pre-tax) discount rate used for the calculation reflects the risk associated with the asset or cash-generating unit.

Leased and rented assets

The economic ownership of a leased asset is attributable to the contract partner that carries the major opportunities and risks arising from the lease. If the lessor carries the major opportunities and risks (operating lease), the leased asset remains on the lessor’s balance sheet and is measured in accordance with the accounting regulations applicable to the relevant asset. In an operating lease, both the lessor and lessee recognise the lease payment through profit and loss.

If the lessee carries the major opportunities and risks connected with a leased asset (finance lease), the asset is recognised by the lessee at fair value or the lower present value of future minimum lease payments at the time of acquisition and subsequently depreciated over the economic useful life or shorter contract term. At the same time, a lease obligation is recorded equal to the carrying amount of the leased asset. The lessor records a receivable equal to the net investment value of the lease. The lease expense and income are apportioned between a finance charge / finance income and a reduction of the outstanding liability / receivable.

Investment property

Investment property comprises all property that is held to generate rental income and/or for capital appreciation, and is not used for production or administrative purposes. It also includes land that is held for a future use that cannot be determined at the present time. If the property is used in part for business operations, the relevant share is allocated to this category of use. Investment property is carried at depreciated cost. Borrowing costs are capitalised as part of acquisition or production cost. Depreciation is calculated over a period of 33.3 to 50 years based on the straight line method.

Inventories

Inventories are stated at the lower of cost and net selling value, whereby the determination of cost is based on the moving average price method. Net selling value represents the estimated proceeds on sale in a normal business transaction less the estimated costs of completion and estimated selling expenses. Net selling value also includes any impairment that could result from reduced usability.

Provisions for severance compensation, pensions and service anniversary bonuses

The calculation of the provisions for severance compensation, pensions and service anniversary bonuses as obligations resulting from defined benefit plans is based on actuarial principles and the projected unit credit method, whereby the liabilities reflect the defined benefit obligation. For the severance compensation and pension provisions, actuarial gains and losses arising from adjustments to reflect past history or changes in actuarial assumptions are recognised to equity in the period incurred without recognition to profit and loss; for the service anniversary bonus provisions, these items are expensed as incurred. All other changes in the provisions for severance compensation, pensions and service anniversary bonuses – such as service cost or interest expense – are reported under personnel expenses.

The determination of the present value of future claims incorporates future wage and salary increases as well as a discount for employee turnover that is based on the length of service with the company. The discount rate is based on the yields in effect on the relevant balance sheet date.

The retirement age represents the first possible date for early retirement permitted by the 2004 pension reform in Austria (federal budget act of 2003) and reflects all transition regulations. The retirement age for female employees reflects a gradual increase in the retirement age for women in keeping with Austrian law.

The AVÖ 2008-P life expectancy tables for male and female salaried employees, which are prepared by F.W. Pagler, form the biometric basis for the calculation of provisions for pensions.

The obligations for severance compensation, pensions and service anniversary bonuses were calculated on the basis of the following parameters:

	2009	2008
Discount rate	5.30%	5.50%
Wage and salary increases	3.70%	3.50%
Pension increases (only for pensions)	2.12%	1.50%
Expected return on insurance (only for pensions)[1]	3.26%	4.13%
Discount for employee turnover (graduated)	0%–12%	0%–12%

[1] The expected income is based on the returns generated in the previous financial year.

Payments required by defined contribution plans (contributions to pension plans and legally required employee severance compensation funds) are recognised to profit or loss in the appropriate period, and shown under personnel expenses.

Other provisions

Other provisions include legal or constructive obligations to third parties, which are based on past transactions or events and are expected to lead to an outflow or resources that can be reliably estimated. These provisions reflect all recognisable risks related to the assumed settlement amount, and are based on the best possible estimate. A provision is not created if a reliable estimation of the amount is not possible. Provisions are discounted, if the resulting effect is material. Expenses that result from the discounting of provisions are recorded under financial results, with the exception of the provisions for severance compensation, pensions and service anniversary bonuses.

Investment subsidies from public funds

Subsidies granted by public authorities for the purchase of property, plant and equipment (“investment subsidies”) are recorded under current or non-current liabilities and released to the income statement over the useful life of the related asset on a straight-line basis. Special investment allowances granted by the Republic of Austria are treated as investment subsidies.

Financial instruments

A financial instrument is a contract that simultaneously creates a financial asset in one entity and a financial liability or equity instrument in another entity. In particular, financial assets include financial investments such as non-consolidated and other holdings, securities, trade receivables, credits granted and other receivables, non-derivative and derivative financial assets held for trading, and cash and cash equivalents. Financial liabilities generally represent an obligation to deliver cash or other financial assets to a creditor, and are comprised above all of amounts due to credit institutions, trade payables and derivative financial liabilities. The initial recognition and derecognition of financial instruments generally takes place as of the settlement date, which is the day on which the asset is delivered to or by the Group. Financial assets and financial liabilities are normally not offset for presentation, except in cases where there is a legally enforceable right to offset the amounts and settlement will take place on a net basis.

Financial assets are initially recognised at fair value. The fair values shown on the balance sheet generally represent the market prices of the financial assets. In cases where market prices are not readily available, fair value is determined using recognised valuation models and current market parameters. For this calculation, the cash flows previously fixed or determined by way of forward rates based on the current yield curve are discounted as of the measurement date using the discount factors calculated from the yield curve applicable to the reporting date.

The Flughafen Wien Group has not yet applied the option to designate financial assets or financial liabilities upon initial recognition as financial assets or financial liabilities at fair value through profit or loss (fair value option) in cases where the specified criteria have been met.

Non-derivative financial assets (securities)

Securitised receivables for which there is no active market are assigned to the category of "loans and receivables" and carried at amortised cost. Non-interest bearing financial assets and low-interest financial assets are generally carried at fair value. Any material difference between cost and the repayment amount is accrued over the term of the loan in accordance with the effective interest rate method, and reported under financial results. In the event of impairment, the carrying amount of the financial asset is reduced to the present value of the expected repayments with recognition through profit and loss. If the reasons for previously recognised impairment losses cease to exist, the impairment loss is appropriately reversed.

Investments in securities that are classified as "financial assets held for trading" are measured at fair value, if this figure can be reliably determined. Any gains and losses resulting from subsequent measurement are recognised to profit or loss in the period incurred.

Shares in non-consolidated subsidiaries and other securities as well as associated companies and other investments that are not recorded at equity are classified as "available-for-sale financial assets" and generally measured at fair value, if this figure can be reliably determined.

If the fair value of non-listed equity instruments cannot be determined reliably, the shares are carried at cost after the deduction of any necessary impairment losses.

Gains and losses resulting from changes in fair value are basically recognised directly in equity (fair value reserve) after the deduction of deferred taxes. Impairment losses that reflect a lasting and significant decline in fair value are recognised to profit or loss and removed from the fair value reserve. If circumstances at a later measurement date indicate that fair value has increased as a result of events which occurred after the recognition of the impairment loss, a corresponding reversal of the impairment loss is generally recognised to profit or loss. Impairment losses recognised to profit or loss for available-for-sale equity instruments may only be reversed without recognition to profit or loss. Impairment losses to equity instruments that are measured at cost may neither be reversed to profit or loss nor recognised directly in equity.

Any accumulated gains and losses recognised to equity on the measurement of financial assets at fair value are transferred to the income statement when the relevant asset expires or is sold.

Purchases and sales are recorded as of the settlement date.

Receivables

Trade receivables and other current receivables are measured at the initially recognised value less impairment losses. Individual valuation allowances are recorded to reflect the expected credit risk; actual default leads to derecognition of the relevant receivable. The creation of individual valuation allowances also involves the grouping of receivables that may need to be reduced to reflect impairment based on similar credit risk characteristics as well as the subsequent recognition of valuation allowances based on past experience. Impairment losses on trade receivables are recorded to separate allowance accounts. Other non-current receivables are measured at amortised cost and, if material, payment at a later date is reflected through discounting.

Cash and cash equivalents

Cash and cash equivalents, which include bank accounts and short-term deposits with credit institutions, have a remaining term of up to three months at the date of acquisition. These items are measured at fair value, which generally reflects the nominal value.

Liabilities

Financial liabilities are recognised at an amount equal to the actual funds received, which generally reflects fair value. Any material difference between the amount received and the repayment amount is distributed over the term of the liability according to the effective interest rate method, and reported under financial results. Trade payables and other liabilities are carried at amortised cost.

Derivative financial assets and liabilities

The Flughafen Wien Group uses selected derivative financial instruments (interest rate swaps) to hedge the risk of changes in interest rates on investments and financing transactions. Derivative financial instruments – which are not embedded in an effective hedge as defined in IAS 39 and must therefore be classified as "held for trading" – are recognised at fair value (which generally represents cost) as of the date the contract is concluded. Subsequent measurement is also based on fair value, which represents the market price for traded derivatives. Instruments that are not quoted on an exchange are valued on the basis of comparable transactions or settlement offers by the relevant business partners. For interest rate swaps, fair value reflects the amount that the Group would receive or be required to pay on the settlement date. This amount is calculated using the interest rates and interest rate structure curves that are relevant for the settlement date. Changes in fair value are generally recognised through profit and loss to the income statement, unless the derivative financial instrument is qualified as an effective hedge in accordance with IAS 39.

Positive fair values are recorded under receivables and other assets, while negative fair values are recorded under other liabilities.

The Group applies the requirements for hedge accounting as defined in IAS 39 ("Hedge Accounting") to instruments that are concluded to hedge future cash flows. This reduces the volatility of the income statement. Cash flow hedges are used to provide protection against fluctuations in the cash flows generated by recognised assets and liabilities or highly probable planned transactions. If an instrument is classified as a cash flow hedge, the effective portion of the change in the value of the hedge is recorded under equity (hedging reserve) without recognition through profit and loss until the results of the underlying transaction are recognised; the ineffective portion of the change in the value of the hedge is recognised to profit and loss.

The Flughafen Wien Group meets the strict requirements of IAS 39 for the application of hedge accounting as follows: at the start of the hedge, the relationship between the financial instrument used for the hedge and the underlying transaction as well as the goals and strategy for the hedge are documented. This includes the allocation of the hedge instrument to the relevant assets and liabilities or (pre-arranged) future transactions as well as the measurement of the effectiveness of the hedge instrument. The effectiveness of existing hedges is monitored regularly, and must remain within a range of 80 to 125%. If a hedge is ineffective, it is reversed.

Income taxes

Income taxes include the taxes due and payable on taxable income as well as deferred taxes. The provisions for taxation are generally comprised of obligations for domestic and foreign income taxes, and cover the reporting year as well as any obligations from previous years. The liabilities are calculated in accordance with the tax regulations of the countries where the Group conducts its business activities.

Flughafen Wien AG is the group parent under the definition provided by § 9 (8) of the Austrian Corporate Income Tax Act of 1988. In this function, the group parent apportions and charges the applicable share of taxes to the member companies of the group; if a group company generates a loss, the relevant credit is only made when this company again records taxable profit. This settlement of tax charges leads to a reduction in the tax expense shown on the income statement of the group parent. If there are any subsequent variances, the tax settlements with group companies are adjusted accordingly.

In accordance with the liability approach, deferred tax assets and deferred tax liabilities are recognised for temporary differences between the carrying amounts on the consolidated balance sheet and the balance sheet prepared for tax purposes as well as for tax loss carryforwards. Deferred tax assets are recognised when it is probable that sufficient taxable profit will be available to utilise a deductible temporary difference. Deferred taxes are only created for temporary differences arising from shares in subsidiaries and companies recorded at equity in cases where there is an intention to sell the investment and the gain on sale will be taxable. Deferred taxes are valued in accordance with the tax regulations that are valid or were enacted as of the balance sheet date for the financial statements. Therefore, the tax rates expected in the future are applied to the reversal of temporary differences.

Realisation of income

Revenue and other operating income is realised when services are provided or the risks and opportunities associated with these services have been transferred to the buyer, under the assumption that a probable economic benefit will flow and this benefit can be reliably estimated.

Income from investments

This position includes the share of profit or loss from companies valued at equity as well as impairment charges, write-ups, proceeds or loss on sale and dividends. Dividends are recognised when the relevant resolution for distribution has been passed.

Discretionary judgment and estimation uncertainty

The presentation of the Group's asset, financial and earnings position in the consolidated financial statements is dependent on discretionary judgment concerning the measurement and valuation methods applied as well as the assumptions and estimates made by management. Actual results may differ from these estimates. The following key estimates and related assumptions as well as the uncertainties connected with the accounting and valuation methods applied by the Group are decisive for an understanding of the underlying risks of financial reporting and the possible effects on the consolidated financial statements in future financial years.

The valuation of intangible assets, property, plant and equipment, and investments accounted for using the equity method is connected with estimates related to the determination of fair value at the time of acquisition. The stakes in companies recorded at equity have a total carrying amount of T€ 107,368.9 (2008: T€ 104,790.1). This estimation process applies above all to assets acquired through business combinations. The expected useful life of the various assets must also be estimated. The determination of the fair value of assets and liabilities as well as the useful life of assets is based on judgments made by management.

Accounting for business combinations involves estimates to determine the fair value of acquired assets, liabilities and contingent liabilities. Properties are measured on the basis of expert opinions. Identifiable intangible assets are measured in accordance with appropriate valuation methods that reflect the type of asset and the availability of information. The use of a market approach for the valuation of intangible assets is generally not possible because of a lack of comparable market prices, and an income approach is therefore used. Customer relationships are measured in accordance with the multi-period excess earnings method, which determines the present value of income from the existing customer base. Under the assumption that an intangible asset will only generate cash flows in connection with other tangible and intangible assets, the determination of the relevant cash surpluses also includes operating expenses and calculatory usage fees (contributory asset charges) for these “supporting“ assets. This valuation incorporates a decline in the planned income stream over time based on an appropriate churn rate for customers.

The impairment testing of intangible assets (carrying amount: T€ 8,583.3, 2008: T€ 8,321.3), goodwill (carrying amount: T€ 4,394.4, 2008: T€ 4,394.4), property, plant and equipment (carrying amount: T€ 1,471,339.5, 2008: T€ 1,320,988.0), investment property (carrying amount: T€ 126,896.0, 2008: T€ 122,690.1,) and financial assets (carrying amount: T€ 111,292.3, 2008: T€ 107,865.7) involves estimates for the cause, timing and amount of impairment. Impairment can be caused by a number of factors, such as changes in the current competitive situation, expectations for the development of passenger volume, increases in the cost of capital, changes in the future availability of financing, technological obsolescence, the termination of services, current replacement costs, the purchase prices paid for comparable transactions or other changes in the operating environment. The recoverable amount of a specific asset or cash-generating unit is normally determined in accordance with the discounted cash flow method, which also makes use of assumptions by management for future cash flows, risk-adjusted discount rates and appropriate useful lives. For this reason, the calculation of the present value of expected future cash flows and the classification of an asset as impaired depend on management´s judgement and evaluation of future development opportunities.

The Flughafen Wien Group created valuation allowances of T€ 10,409.3 (2008: T€ 6,360.8) for doubtful receivables to reflect expected losses that arise from the unwillingness or inability of customers to pay. Management evaluates the appropriateness of the valuation allowances for doubtful receivables based on the term structure of receivable balances and past experience on the derecognition of receivables, also considering the credit standing of customers and changes in payment conditions. If the financial position of customers should deteriorate, the actual write-offs could exceed the scope of the expected derecognition.

The valuation of provisions for severance compensation, pensions and service anniversary bonuses with a combined carrying amount of T€ 81,770.1 (2008: T€ 77,675.8) is based on assumptions for the discount rate, retirement age and life expectancy as well as future increases in wages, salaries and pensions.

The provisions for pending legal proceedings and other outstanding claims arising from settlement, arbitration or government proceedings total T€ 2,906.4 (2008: T€ 2,881.3). The recognition and measurement of these provisions are connected to a significant degree with estimates made by management. The evaluation of the probability that a pending legal proceeding will be successful and lead to a liability as well as the quantification of the possible amount of a related payment obligation are dependent to a significant degree on an assessment of the relevant situation. As a result of the uncertainties connected with this assessment, actual losses may differ from the original estimates and the amount of the provision.

Income taxes are calculated for every tax jurisdiction in which the Group operates. This involves the calculation of actual expected taxes for each tax subject as well as an evaluation of the temporary differences between the carrying amounts of certain balance sheet items in the consolidated financial statements and the financial statements prepared for tax purposes. Deferred tax assets of T€ 11,086.3 (2008: T€ 12,095.2) were recognised since it is probable that the Group will be able to utilise them. The use of deferred tax assets is dependent on the ability to generate sufficient income in the individual tax jurisdictions. Various factors are used to evaluate the probability of the future use of deferred tax assets, which may include past earnings, operating forecasts and/or tax planning strategies. If actual earnings differ from these estimates or the estimates must be adjusted in future periods, this may have a negative effect on the asset, financial and earnings position of the Group. The impairment of a deferred tax asset leads to derecognition of the relevant item through profit or loss.

Notes to the Consolidated Income Statement

(1) Revenue and segment reporting

Revenue includes all income generated by the ordinary business activities of the Flughafen Wien Group. Revenue is presented excluding value added tax as well as other taxes that are collected from customers and passed on to taxation authorities.

The Flughafen Wien Group applied IFRS 8 for the first time as of 1 January 2009. IFRS 8 follows the management approach much more rigorously than IAS 14 and calls for segment reporting that is based solely on the internal organisation and reporting structure as well as the internal measurement indicators used by the company.

IFRS 8 identifies operating segments as components of a company: that engage in business activities from which they can earn revenues and incur expenses (also together with and from other segments); and whose operating results are regularly reviewed by the company’s chief operating decision-makers to make decisions about resources to be allocated to the segment and assess its performance; and for which discrete financial information is available.

In accordance with the previously applicable provisions of IAS 14, a company was required to define two types of segments (operating segments and geographical segments) based on the “risks and rewards“ approach. The system for internal reporting to management represented the starting point for the identification of these segments.

The introduction of IFRS 8 resulted in strict compliance with the management approach. The starting point is formed by the operating segments that meet the quantitative thresholds defined in IFRS 8.13 and are therefore reportable. Operating segments that exhibit similar characteristics as defined in IFRS 8.12 and are also similar to the other factors described in IFRS 8.12 are aggregated together with these reportable segments into a single operating segment. Activities that are not reportable in their own right and cannot be aggregated with other reportable segments are combined into the category “Other Segments” in agreement with IFRS 8.16.

Airport

The business segments aviation and airport services are combined into the reportable operating segment “Airport”. The activities of the Aviation Segment are comprised primarily of the traditional services performed by an airport operator. These services include the operation and maintenance of all aircraft movement areas and the terminals as well as all equipment and facilities involved in passenger and baggage handling, including the VIP Center and VIP lounges. The fees for these services are generally subject to tariff regulations. The airport services unit provides wide a range of services to support airport operations, to deal with emergencies and disruptions and to ensure security. Vöslau Airport is also allocated to the Airport Segment.

Handling

The Handling Segment supplies a broad range of services for the handling of aircraft and passengers on scheduled and charter flights. It is also responsible for the handling of general aviation aircraft and passengers as well as the operation of the General Aviation Center. In addition, security controls for persons and hand luggage are provided by the Handling Segment.

Retail & Properties

The Retail & Properties Segment provides various services to support airport operations, including shopping, gastronomy and parking. Activities related to the development and marketing of real estate are also included in this segment.

Other Segments

This segment comprises various services that are provided to other operating segments as well as external customers, and include technical services and repairs, infrastructure maintenance, energy supply and waste disposal, telecommunications and information technology, electro-mechanical and building services, the construction and maintenance of infrastructure facilities, construction management and consulting.

Also allocated to this segment are the subsidiaries of Flughafen Wien AG that hold shares in associates and joint ventures in foreign countries and have no other operating activities.

Explanation of the amounts shown

The accounting principles used to develop the data for segment reporting are the same as the accounting principles applied in preparing the IFRS consolidated financial statements. The criteria used by the Flughafen Wien Group to evaluate segment performance include, among others, earnings before interest and taxes (EBIT). Depreciation is split into scheduled depreciation and impairment losses, and is derived from the assets allocated to the individual segments. The underlying prices for inter-segment revenues and services reflect market-based standard costs or rates, which are generally based on internal costs.

In accordance with internal reporting, separate information is provided on internal and external revenues as well as scheduled depreciation and amortisation. Other items such as the financial results or tax expense attributable to the individual operating segments are not included under segment information because internal reporting only covers these positions down to and including EBIT and this information is not monitored on a regular basis by the main decision-makers.

Segment assets and liabilities comprise all assets and liabilities that can be allocated to the operating business. In particular, segment assets include intangible assets, property, plant and equipment, trade receivables and other receivables as well as inventories. The Flughafen Wien Group does not show segment liabilities for each reportable operating segment because these liabilities are not monitored on a regular basis by a key decision-maker. Segment assets do not include the assets shown under "Other (not allocated)" in the reconciliation of segment assets to Group assets. The Group assets designated as not allocated are comprised primarily of intangible assets and property, plant and equipment used by administrative functions as well as financial assets, non-current receivables, current securities, inventories, trade receivables, receivables due from subsidiaries, receivables due from investments recorded at equity, receivables due from taxation authorities, other receivables and assets, prepaid expenses and deferred charges, and cash and cash equivalents.

Segment investments include additions to intangible assets and property, plant and equipment.

The information provided by geographic area also includes the revenue generated with external customers as well as the amounts recognised for non-current assets (excluding financial instruments, deferred tax assets, post-employment benefits and rights arising from insurance contracts). This data is presented for Austria, the company's home country, and in total for all other countries. If the revenue or non-current assets in a third country reach a material level, these amounts are presented separately.

The number of employees at the segment level is based on the average number of employees for the financial year, weighted by the scope of employment.

Companies included in the consolidated financial statements using the equity method are generally included under "other segments" or under non-allocated assets if the relevant parent company is not assigned to one of the operating segments.

Segment results for 2009

in T€ (except employees)	Airport	Handling	Retail & Properties	Other Segments	Group
External segment revenue	226,468.5	169,787.7	88,826.6	16,225.4	501,308.2
Internal segment revenue	28,741.8	28,377.7	15,501.7	70,593.9	
Segment revenue	255,210.3	198,165.4	104,328.3	86,819.3	
Other external revenue					379.3
Group revenue					501,687.5
Segment results	78,723.0	13,673.4	42,785.6	-6,471.3	128,710.8
Other (not allocated)					-29,145.6
Group EBIT					99,565.2
Segment depreciation and amortisation	34,591.8	7,149.5	14,216.7	10,538.9	66,496.9
Other (not allocated)					412.1
Group depreciation					66,908.9
Segment investments	201,026.6	3,526.9	11,020.6	7,769.7	223,343.8
Other (not allocated)					241.6
Group investments					223,585.3
Segment assets	1,182,614.6	40,832.8	356,738.1	184,953.6	1,765,139.0
Thereof investments recorded at equity and joint ventures				107,368.9	
Other (not allocated)					95,792.6
Group assets					1,860,931.6
Segment employees (average)	423	2,955	77	539	3,995
Other (not allocated)					153
Group employees (average)					4,148

Segment results for 2008

in T€ (except employees)	Airport	Handling	Retail & Properties	Other Segments	Group
External segment revenue	250,801.5	186,288.3	94,585.5	15,848.0	547,523.3
Internal segment revenue	28,044.9	27,536.1	12,534.9	69,967.5	
Segment revenue	278,846.4	213,824.3	107,120.4	85,815.5	
Other external revenue					535.8
Group revenue					548,059.1
Segment results	97,251.4	16,948.1	46,546.4	-244.8	160,501.1
Other (not allocated)					-27,242,4
Group EBIT					133,258,7
Segment depreciation and amortisation	37,154.4	8,039.5	12,306.7	10,709.5	68,210.0
Other (not allocated)					444.7
Group depreciation					68,654.7
Segment investments	245,310.7	7,299.9	34,231.4	10,702.4	297,544.4
Other (not allocated)					549.3
Group investments					298,093.7
Segment assets	1,023,905.4	50,331.1	358,897.8	179,302.8	1,612,437.1
Thereof investments recorded at equity and joint ventures				104,790.1	
Other (not allocated)					122,847.0
Group assets					1,735,284.1
Segment employees (average)	399	3,132	78	502	4,112
Other (not allocated)					154
Group employees (average)					4,266

Reconciliation of reportable segment results to Group EBIT

in T€	2009	2008
Total reported segment results (EBIT)	128,710.8	160,501.1
Administration		
Revenues	6,220.7	6,389.8
Other operating income	1,881.5	1,645.2
Consumables	-575.8	-768.0
Personnel expenses	-13,179.0	-13,775.4
Other operating expenses	-23,080.9	-20,289.4
Depreciation and amortisation	-412.1	-444.7
Total not allocated	-29,145.6	-27,242.4
Group EBIT	99,565.2	133,258.7

The non-allocated items shown in the reconciliation are related solely to the administrative area.

Reconciliation of segment assets to Group assets

in T€	31.12.2009	31.12.2008
Assets by segment		
Airport	1,182,614.6	1,023,905.4
Handling	40,832.8	50,331.1
Retail & Properties	356,738.1	358,897.8
Other Segments	184,953.6	179,302.8
Total assets in reportable segments	1,765,139.0	1,612,437.1
Assets not allocated to a specific segment		
Intangible assets and property, plant and equipment used in administration	1,084.5	1,529.1
Other financial assets	3,310.4	2,482.8
Non-current receivables	111.3	98.8
Current securities	62,884.7	94,418.6
Inventories	113.3	138.6
Trade receivables	33.3	0.1
Receivables due from subsidiaries	456.1	266.2
Receivables due from investments recorded at equity	140.3	0.1
Receivables due from taxation authorities	14,040.0	9,945.7
Other receivables and assets	5,315.6	4,973.4
Prepaid expenses and deferred charges	2,874.6	2,350.8
Cash and cash equivalents	5,428.6	6,642.8
Total not allocated	95,792.6	122,847.0
Group assets	1,860,931.6	1,735,284.1

Segment results for 2009 by region

in T€	Austria	Malta	Slovakia	Group
External revenue	501,040.4	647.1	0.0	501,687.5
Non-current assets	1,629,031.9	46,326.9	47,146.6	1,722,505.4

The assets allocated to Malta and Slovakia also include the value of investments in other companies owned by these fully consolidated subsidiaries. The investments in Malta Airport generated net profit of € 2.7 million (2008: € 2.4 mill.) and the investment in Košice Airport net profit of € 1.3 million (2008: € 1.6 mill.) The values of the investments in the airport corporations in Malta and Slovakia are not shown here.

Segment results for 2008 by region

in T€	Austria	Malta	Slovakia	Group
External revenue	547,296.7	762.4	0.0	548,059.1
Non-current assets	1,473,924.0	44,445.7	45,889.7	1,564,259.5

Information on the primary customer

The Flughafen Wien Group generated income of € 184.5 million with its primary customer in 2009. This income was recorded in all segments.

(2) Other operating income

in T€	2009	2008
Own work capitalised	8,470.0	7,466.3
Income from the disposal of property, plant and equipment	65.3	59.6
Income from the reversal of provisions	3,899.1	3,069.6
Income from the reversal of investment subsidies from public funds	1,354.8	1,365.8
Income from rights granted	818.0	722.3
Income from insurance	122.8	95.9
Income from the reversal of valuation allowances	0.0	30.5
Miscellaneous	656.8	429.8
	15,386.8	13,239.9

The increase in own work capitalised during the reporting year resulted above all from the capitalisation of € 1.1 million for internally generated software.

(3) Consumables and services used

in T€	2009	2008
Consumables	17,615.2	19,589.7
Energy	16,548.4	16,044.8
Services	3,310.8	4,357.1
	37,474.3	39,991.6

The company was able to reduce the cost of consumables and services used by € 2.5 million or 6.3% to € 37.5 million in 2009. This amount reflects a decline of € 2.0 million in the cost of consumables and € 1.5 million in services. The cost reductions are contrasted by an increase of € 0.5 million in energy costs and € 0.5 million in third party services for customer orders.

(4) Personnel expenses

in T€	2009	2008
Wages	95,133.9	100,605.6
Salaries	62,468.3	60,060.8
Expenses for severance compensation	7,434.8	7,800.2
Thereof contributions to severance fund	1,073.6	1,137.8
Expenses for pensions	3,542.9	3,289.8
Thereof contributions to pension funds	1,540.0	1,889.6
Expenses for legally required duties and contributions	44,543.8	45,758.1
Other employee benefits	2,270.4	2,683.3
	215,394.2	220,197.9

The average number of employees fell by 2.8% to 4,148 in 2009. The largest reduction was recorded in the Handling Segment with minus 5.6%. In the Airport Segment the average number of employees rose by 6.0%, whereby it should be noted that this segment has a substantially smaller staff than the Handling Segment. As of 31 December 2009 the Flughafen Wien Group had a total workforce of 3,925, which represents a year-on-year decline of 5.2% or 216 employees. Personnel expenses were reduced by a total of € 4.8 million or 2.2% to € 215.4 million. In addition to a reduction in the average number of employees, the decrease in personnel expenses was achieved through a decrease in overtime work and unused vacation days as well as the realisation of synergies.

(5) Other operating expenses

in T€	2009	2008
Other taxes (excluding income taxes)	410.0	412.6
Maintenance	16,622.4	18,010.6
Third party services	14,852.1	14,173.6
Consulting expenses	8,971.5	7,197.5
Marketing and market communication	19,280.9	27,732.3
Postage and telecommunications	1,633.1	1,754.9
Rental and lease payments	8,307.6	9,828.2
Insurance	3,571.5	3,832.2
Travel and training	1,774.8	2,127.4
Damages	78.6	515.9
Valuation allowances to and derecognition of receivables	4,156.1	3,623.2
Losses on the disposal of property, plant and equipment	800.1	2,606.3
Exchange rate differences	426.3	609.0
Miscellaneous operating expenses	16,846.7	6,772.4
	97,731.6	99,196.2

Maintenance expenses cover the regular upkeep of buildings and equipment, the maintenance of data processing equipment and the renovation of runways, aprons and taxiways.

Third party services are comprised primarily of costs for the baggage reconciliation system and handling of baggage carts, fees for waste water and garbage disposal, cleaning services and temporary personnel for the subsidiary Vienna Airport Infrastruktur Maintenance GmbH.

Consulting expenses include fees paid to attorneys, notaries public, tax advisors and the auditors of the annual financial statements as well as miscellaneous consultants' fees.

The following services were provided by auditors of the annual financial statements during the reporting year:

in T€	**2009**	**2008**
Audit of the annual financial statements	251.2	248.4
Other assurance services	3.5	0.0
Other services	0.0	1.4
	254.7	249.8

The expenses incurred for marketing and market communications were related chiefly to traditional public relations activities as well as measures that are designed to strengthen the position of Vienna International Airport as an east-west hub.

Miscellaneous operating expenses include € 8.4 million that are directly related to the terminal extension VIE-Skylink.

(6) Amortisation and depreciation

in T€	**2009**	**2008**
Amortisation of intangible assets		
Scheduled amortisation	1,930.6	1,839.1
	1,930.6	1,839.1
Depreciation of property, plant and equipment		
Scheduled depreciation	64,978.3	66,815.6
	64,978.3	66,815.6
	66,908.9	68,654.7

(7) Income from investments recorded at equity

in T€	**2009**	**2008**
Income	4,073.3	5,212.2
Expenses	-655.9	-1,279.9
	3,417.4	3,932.4

A pro rata share of gains totalling T€ 21.2 was not recognised during the reporting year (2008: loss of T€ 122.4). The cumulative total of unrecognised losses equals T€ 141.9 (2008: T€ 163.1).

(8) Income from investments, excluding investments recorded at equity

in T€	2009	2008
Income from subsidiaries not included in the consolidation	225.0	0.0
Income from investments in other companies	0.0	406.0
Expenses arising from subsidiaries not included in the consolidation	0.0	-11.7
	225.0	394.3

(9) Interest income/expense

in T€	2009	2008
Interest and similar income	3,570.3	8,103.5
Interest and similar expenses	-10,470.9	-13,808.2
	-6,900.6	-5,704.7

(10) Other financial income/expense

in T€	2009	2008
Income arising on the disposal of securities	4.3	133.0
Losses arising on the disposal of securities	-38.0	-7,001.3
Impairment losses on securities and other financial instruments	-269.1	-6,046.0
	-302.8	-12,914.4

In 2008 other financial results were negatively influenced by impairment losses of € 5.7 million that were recognised to short-term securities as well as losses of € 7.0 million arising from the sale of short-term securities, for total charges of € 12.7 million. These securities represented shares in investment funds.

(11) Income taxes

in T€	2009	2008
Current tax expense	15,520.7	21,874.1
Current tax expense relating to prior periods	-1.9	-29.0
Change in deferred income taxes	7,138.5	5,983.9
	22,657.3	27,829.1

The total tax expense of T€ 22,657.3 for 2009 (2008: T€ 27,829.1) is T€ 1,343.7 (2008: T€ 1,912.5) less than the calculated tax expense of T€ 24,001.1 (2008: T€ 29,741.6) that would result from the application of the Austrian corporate tax rate (25%) to profit before tax of T€ 96,004.3 (2008: T€ 118,966.3). The difference between the calculated tax rate and the effective tax rate shown in the financial statements is explained in the following table:

Tax reconciliation

in T€	2009	2008
Profit before taxes	96,004.3	118,966.3
Calculated income tax	24,001.1	29,741.6
Decreases in taxes based on		
Adjustments for foreign tax rates	-72.3	-167.8
Tax effects of reductions for local taxes	-1,407.6	-1,916.9
	-1,480.0	-2,084.8
Increases in taxes based on		
Adjustments for foreign tax rates	48.7	25.4
Tax effects of additions for local taxes	68.4	160.1
Permanent differences	21.0	15.7
	138.1	201.2
Income tax expense for the period	22,659.2	27,858.0
Income tax expense from prior periods	-1.9	-29.0
Income tax expense according to income statement	22,657.3	27,829.1
Effective tax rate	23.6%	23.4%

The differences between the carrying amounts in the IFRS financial statements and the financial statements prepared for tax purposes as well as the loss carryforwards recognised as of the balance sheet date have the following effect on deferred tax liabilities as shown on the balance sheet:

Deferred taxes

in T€	2009	2008
Deferred tax assets		
Intangible assets and property, plant and equipment	153.7	214.3
Financial assets	358.9	537.9
Provisions for severance compensation	4,017.9	2,535.6
Provisions for pensions	1,610.6	1,283.0
Provisions for service anniversary bonuses	798.9	689.8
Transfer of shares to employee fund	98.1	2,196.7
Other provisions	2,274.6	2,615.6
Tax loss carryforwards	1,773.7	2,022.5
	11,086.3	12,095.2
Deferred tax liabilities		
Intangible assets and property, plant and equipment	21,492.9	16,379.8
Securities	379.9	48.0
Other assets and liabilities	886.7	116.7
Tax provisions from consolidation entries	894.6	1,017.9
	23,654.1	17,562.4
Total provisions for taxation (net)	12,567.8	-5,467.2

The following tables show the development and allocation of the total change in the provision for deferred taxes into the components that are recognised to profit or loss and the components that are recognised directly in equity:

Development of deferred tax assets

in T€	**2009**	**2008**
Balance on 1.1.	12,095.2	16,176.8
Changes recognised to profit or loss		
Consolidation entries recognised to profit or loss	-1,171.9	-3,237.4
Total changes recognised to profit or loss	-1,171.9	-3,237.4
Changes recognised directly in equity		
Actuarial differences	484.9	-749.1
Other changes recognised in equity	-322.0	-95.0
Total changes recognised directly in equity	162.9	-844.1
Balance on 31.12.	11,086.3	12,095.2

Development of deferred tax liabilities

in T€	**2009**	**2008**
Balance on 1.1.	17,562.4	14,983.1
Changes recognised to profit or loss		
Consolidation entries recognised to profit or loss	6,090.1	2,830.3
Changes in Group entries recognised to profit or loss	-123.4	-83.8
Total changes recognised to profit or loss	5,966.7	2,746.5
Changes recognised directly in equity		
Other changes recognised directly in equity	124.9	-167.2
Balance on 31.12.	23,654.1	17,562.4

The calculation of deferred tax assets is based on the 25% corporate income rate currently applicable in Austria. The deferred tax assets and deferred tax liabilities held by the Austrian companies were netted out. The calculation of taxes in foreign countries is based on the applicable tax rates (32.5% for Malta and 19% for Slovakia).

The changes recognised directly in equity are related to gains and losses from available-for-sale financial instruments, cash flow hedges and the employee fund as well as actuarial gains and losses not affecting net income.

Deferred tax assets of T€ 699.2 had not been recognised as of 31 December 2009 (2008: T€ 699.2).

Notes to the Consolidated Balance Sheet

Non-current assets

(12) Intangible assets

Intangible assets include goodwill, concessions, industrial property rights, software and related licenses.

T€	Concessions and rights	Goodwill	Total
Development from 1.1. to 31.12.2009			
Net carrying amount as of 1.1.2009	8,321.3	4,394.4	12,715.7
Additions	2,192.6	0.0	2,192.6
Amortisation	-1,930.6	0.0	-1,930.6
Net carrying amount as of 31.12.2009	8,583.3	4,394.4	12,977.6
Balance on 31.12.2009			
Acquisition cost	30,328.6	4,394.4	34,723.0
Accumulated amortisation	-21,745.3	0.0	-21,745.3
Net carrying amount	8,583.3	4,394.4	12,977.6

T€	Concessions and rights	Goodwill	Total
Development from 1.1. to 31.12.2008			
Net carrying amount as of 1.1.2008	4,883.7	4,434.4	9,318.1
Additions	5,215.8	0.0	5,215.8
Transfers	63.9	0.0	63.9
Disposals	-3.0	-40.0	-43.0
Amortisation	-1,839.1	0.0	-1,839.1
Net carrying amount as of 31.12.2008	8,321.3	4,394.4	12,715.7
Balance on 31.12.2008			
Acquisition cost	28,784.2	4,394.4	33,178.5
Accumulated amortisation	-20,462.9	0.0	-20,462.9
Net carrying amount	8,321.3	4,394.4	12,715.7

The major additions for the reporting year represent the capitalisation of internally generated software (T€ 1,051.5) and purchased software. Expenditures of T€ 1,491.8 for the development of individual programme modules for an internally generated airport operations software programme were recognised as expenses in 2009 (2008: T€ 1,961.8).

(13) Property, plant and equipment

T€	Land and buildings	Technical equipment and machinery	Other equipment, furniture, fixtures and office equipment	Pre-payments and construction in progress	Total
Development from 1.1. to 31.12.2009					
Net carrying amount as of 1.1.2009	488,352.2	254,868.4	49,444.8	528,322.6	1,320,988.0
Additions	14,672.8	12,163.4	8,215.2	185,246.0	220,297.3
Transfers	32,267.3	14,744.0	1,455.0	-55,383.1	-6,916.8
Disposals	-1,055.5	-9.0	-96.4	-696.1	-1,857.0
Depreciation	-21,890.1	-25,586.4	-13,695.5	0.0	-61,172.0
Net carrying amount as of 31.12.2009	512,346.7	256,180.4	45,323.2	657,489.3	1,471,339.5
Balance on 31.12.2009					
Acquisition cost	794,465.2	655,681.8	178,528.1	658,004.2	2,286,679.3
Accumulated depreciation	-282,118.4	-399,501.4	-133,205.0	-514.9	-815,339.7
Net carrying amount	512,346.7	256,180.4	45,323.2	657,489.3	1,471,339.5

T€	Land and buildings	Technical equipment and machinery	Other equipment, furniture, fixtures and office equipment	Pre-payments and construction in progress	Total
Development from 1.1. to 31.12.2008					
Net carrying amount as of 1.1.2008	482,120.5	270,697.5	49,652.4	296,025.7	1,098,496.0
Additions	18,545.6	9,921.9	15,079.4	249,331.0	292,877.9
Transfers	8,433.7	653.9	7.7	-14,683.9	-5,588.6
Disposals	-109.7	-74.4	-83.4	-2,350.2	-2,617.7
Depreciation	-20,637.8	-26,330.6	-15,211.3	0.0	-62,179.7
Net carrying amount as of 31.12.2008	488,352.2	254,868.4	49,444.8	528,322.6	1,320,988.0
Balance on 31.12.2008					
Acquisition cost	747,733.0	630,455.0	175,057.0	528,837.4	2,082,082.5
Accumulated depreciation	-259,380.8	-375,586.6	-125,612.2	-514.9	-761,094.6
Net carrying amount	488,352.2	254,868.4	49,444.8	528,322.6	1,320,988.0

Borrowing costs of T€ 15,939.3 were capitalised in 2009 (2008: T€ 10,578.3). The average interest rate on financing for the reporting year was 4.1% (2008: 4.4%).

The following table shows the major additions to property, plant and equipment in 2009 and 2008, including capitalised interest expense on debt:

Airport Segment in T€	**2009**
Terminal extension VIE-Skylink	115,371.6
Capitalisation related to third runway	13,295.0
Ramp in front of the airport building	13,011.2
Security systems	9,089.2
Fire department building and checkpoints	8,373.3
Austrian Federal Railway Station	6,722.3
Land	5,966.8
Taxiways and aprons	4,868.8
Guidance system	4,378.6
Baggage sorting equipment	3,988.1

Handling Segment in T€	**2009**
Special vehicles	2,180.4
Operating equipment	1,107.8

Retail & Properties Segment in T€	**2009**
Gate equipment for car parks and parking areas	2,208.4
Forwarding agent building	2,087.3
Office Park 1	1,257.9

Other Segments in T€	**2009**
Software	1,681.4
IT hardware	1,086.3
Infrastructure west extension	1,091.1
Fixtures and operating equipment	895.9
Transformer station	663.2

Airport Segment in T€	**2008**
Terminal extension VIE-Skylink	163,413.1
Fire department building	15,178.8
Capitalisation related to third runway	14,435.7
Baggage sorting equipment	12,729.6
Checkpoints east / west / GAC and operational buildings	6,051.5
Expansion of the north-east apron	5,633.2
Security systems	1,364.5

Handling Segment in T€	**2008**
Special vehicles	4,568.2
Operating equipment	2,416.4

Retail & Properties Segment in T€	**2008**
Expansion of car park 4	13,392.1
Plaza adjoining the VIE-Skylink	8,401.1
Airport Logistic Center North	7,746.6

Other Segments in T€	**2008**
Electricity supply rights	4,758.9
IT hardware	1,357.8
Central workshops and warehouse	860.8

(14) Investment property

T€	**2009**	**2008**
Development from 1.1. to 31.12.		
Net carrying amount as of 1.1.	122,690.1	122,595.1
Additions	1,095.4	0.0
Transfers	6,916.8	5,524.7
Disposals	0.0	-793.8
Depreciation	-3,806.3	-4,635.9
Net carrying amount as of 31.12.	126,896.0	122,690.1
Balance on 31.12.		
Acquisition cost	158,573.8	152,095.8
Accumulated depreciation	-31,677.8	-29,405.6
Net carrying amount	126,896.0	122,690.1

T€	**2009**	**2008**
Rental income	14,161.3	14,179.5
Operating expenses for rented properties	4,651.3	4,715.7
Operating expenses for vacant properties	677.3	946.4

Investment property is comprised primarily of buildings that are held to generate rental income. The operating expenses for vacant properties are related to the Office Park 3, which is currently undergoing a general renovation.

The main component of the transfers for 2009 is a forwarding agent building that was carried as property under construction as of 31 December 2008 and opened for operations during the reporting year.

According to internal calculations that are based on an earnings valuation, the fair value of investment property generally reflects the carrying amount as of the balance sheet date.

(15) Investments accounted for using the equity method

T€	2009	2008
Development from 1.1. to 31.12.		
Net carrying amount as of 1.1.	104,790.1	99,704.1
Foreign currency translation	0.0	4,607.6
Transfer of profits	4,043.3	4,235.8
Transfer of losses	-640.6	-288.2
Depreciation of identifiable assets	-15.3	-15.3
Dividends	-808.6	-3,453.9
Net carrying amount as of 31.12.	107,368.9	104,790.1
Balance on 31.12.		
Acquisition cost	107,373.6	104,794.8
Accumulated results	-4.7	-4.7
Net carrying amount	107,368.9	104,790.1

(16) Other financial assets

T€	31.12.2009	31.12.2008
Originated loans and receivables	1,614.0	773.9
Available-for-sale financial assets	2,309.3	2,301.7
	3,923.3	3,075.6

Originated loans and receivables include a loan of T€ 59.0 (2008: T€ 33.4) granted to Société Internationale Télécommunications Aéronautiques SC, a loan of T€ 500.0 granted to Austro Port Boden- und Flugzeugabfertigungsges.m.b.H and loans to employees totalling T€ 111.3 (2008: T€ 98.8) as well as a receivable of T€ 135.0 (2008: T€ 141.7) related to the granting of an investment subsidy by the Austrian Environmental Fund.

Available-for-sale financial assets are comprised chiefly of T€ 986.0 (2008: T€ 978.4) in investment fund shares that have been held for a longer period of time as well as shares in subsidiaries totalling T€ 1,322.2 (2008: T€ 1,322.2), which were not included in the consolidated financial statements because the related amounts are immaterial at the present time.

Shares in non-consolidated subsidiaries (2009):

- Flughafen Wien / Berlin-Brandenburg International Entwicklungsbeteiligungsgesellschaft mbH, in liquidation
- GetService Dienstleistungsgesellschaft m.b.H.
- “GetService“-Flughafen-Sicherheits- und Servicedienst GmbH
- Salzburger Flughafen Sicherheitsgesellschaft m.b.H.
- VIAS Hellas Security Air Transport Services Limited Liability Company, in liquidation
- VIE Shops Entwicklungs- und Betriebsges.m.b.H.
- VIE Indien Projektentwicklung & Beteiligung GmbH

Shares in non-consolidated subsidiaries (2009):

- OAO “Petroport-konzessii” Open Stock Company

Current assets

(17) Inventories

in T€	31.12.2009	31.12.2008
Consumables and supplies	3,310.8	3,535.9
	3,310.8	3,535.9

Consumables and supplies are comprised above all of de-icing materials, fuel, spare parts and other materials used in airport operations.

(18) Securities

in T€	31.12.2009	31.12.2008
Investment funds	33,984.7	34,678.6
Fixed-interest securities	28,900.0	59,740.0
	62,884.7	94,418.6

The investment funds were classified under "available-for-sale financial assets", while the fixed-interest securities were classified as "loans and receivables" and "available-for-sale financial assets".

In 2008 an impairment charge of T€ 5,674.0 (2007: T€ 3,923.4) was recorded to the above-mentioned investment fund and recognised to profit or loss because the impairment was considered to be permanent

As of 31 December 2009, securities totalling T€ 33,984.7 (2008: T€ 62,492.1) were pledged to Austrian financial institutions in order to obtain better conditions on short-term lines of credit.

(19) Receivables and other assets

in T€	31.12.2009	31.12.2008
Gross trade receivables	54,384.8	55,251.9
Less valuation allowances	-10,409.3	-6,360.8
Net trade receivables	43,975.5	48,891.0
Receivables due from unconsolidated subsidiaries	456.1	266.2
Receivables due from investments recorded at equity	140.3	0.1
Receivables due from taxation authorities	14,040.0	9,945.7
Other receivables and assets	5,315.6	4,973.4
Prepaid expenses and deferred charges	2,874.6	2,350.8
	66,802.0	66,427.3

The payment terms for trade receivable generally range from 8 to 30 days. Individual valuation allowances were recognised to reflect possible bad debt losses. The book value of trade receivables approximates the fair value of these items. The receivables due from taxation authorities represent advance payments on corporate income taxes as well as VAT tax credits.

(20) Cash and cash equivalents

in T€	31.12.2009	31.12.2008
Cash	130.4	194.6
Short-term deposits (fixed-term deposits)	5,298.1	6,448.2
Deposits with financial institutions	5,428.6	6,642.8

The commitment period for all short-term investments was less than three months at the time the investment was made. The average interest rate on deposits with financial institutions equalled 0.35% as of 31 December 2009 (2008: 2.60%). The carrying amount of cash and cash equivalents approximates fair value.

Equity

(21) Share capital

The share capital of Flughafen Wien AG is fully paid in and totals T€ 152,670.0. It is divided into 21,000,000 shares of bearer stock, which carry voting and dividend rights. All shares carry the same rights and obligations (“one share – one vote“). There were 21,000,000 shares outstanding as of 31 December 2009, which reflects the same number as in the prior year.

Earnings per share as shown on the income statement are calculated by dividing the share of net profit for the period attributable to the shareholders of the parent company by the weighted average number of shares outstanding for the financial year. There are no option rights for the issue of new shares. Therefore, basis earnings per share equal diluted earnings per share.

The recommended dividend is dependent on the approval of the annual general meeting, and was therefore not recognised as a liability in the consolidated financial statements. The recommended dividend for the 2009 financial year equals € 2.10 (2008: € 2.60) per share.

(22) Capital reserves

Capital reserves are comprised of a T€ 92,221.8 premium generated by the stock issue in 1992 and T€ 25,435.5 premium realised on the capital increase in 1995. These items were recognised in the individual accounts of Flughafen Wien AG.

(23) Other reserves

The development of other reserves is shown on the statement of changes in equity.

(24) Retained earnings

Retained earnings comprise the profits generated by the Group after the deduction of dividends. The maximum amount that can be distributed to the shareholders of the parent company equals the amount shown as "total profit" on the individual financial statements of Flughafen Wien AG as of 31 December 2009.

Income and expenses related to the employee fund

The tenth (extraordinary) annual general meeting on 15 November 2000 authorised the repurchase of Flughafen Wien shares at an amount equal to 10% of share capital for subsequent transfer to an employee fund. A total of 2,100,000 shares (10% of share capital) were repurchased on 30 November 2000. These shares were transferred to Flughafen Wien Mitarbeiterbeteiligung Privatstiftung (the employee fund) on 20 December 2000 (2,000,000 shares) and 2 February 2001 (100,000 shares). The shares owned by the fund carry voting and dividend rights, whereby the fund distributes the dividends received from Flughafen Wien AG directly to employees with no deductions.

This share-based payment to employees of the Flughafen Wien Group was granted prior to the enactment of IFRS 2 "Share-based Payment". The relevant effects are recognised directly in equity under retained earnings. Apart from the transfer of treasury stock in 2000 and 2001, the effects of the Group's acceptance of corporate tax obligations on behalf of the employee fund are as follows:

in T€	2009	2008
Balance on 1.1.	13,046.4	12,761.5
Partial release of provision for foundation expenses	1,288.0	380.0
Deferred taxes	-322.0	-95.0
Balance on 31.12.	14,012.4	13,046.4

(25) Minority interest

Minority interest represents the third party shares in the equity of consolidated subsidiaries. As of 31 December 2009 minority interest was related to the stake held by the minority shareholder RZB Holding GmbH in the Slovakian subsidiary BTS Holding a.s.

The development of minority interest is shown on the statement of changes in equity.

Non-current liabilities

(26) Non-current provisions

in T€	31.12.2009	31.12.2008
Severance compensation	52,806.6	49,910.1
Pensions	17,646.1	17,128.6
Service anniversary bonuses	11,317.5	10,637.1
Part-time work for older employees	11,172.8	10,287.5
Fund expenses (long-term portion)	0.0	1,364.0
	92,943.0	89,327.3

Provisions for severance compensation

Legal regulations and collective bargaining agreements grant employees who joined the company before 1 January 2003 a lump-sum payment on termination or retirement. The amount of this severance compensation is based on the length of service with the company and compensation at the end of employment. Employees who joined the company after 31 December 2002 no longer have a direct claim to legal severance compensation from their employer. For these employment contracts, severance compensation obligations are met through regular payments to an employee benefit fund. This severance compensation model only requires the employer to make regular contributions. In cases where collective bargaining agreements call for higher severance compensation payments to certain employees, provisions were created to cover the relevant amounts.

Development of the provision for severance compensation obligations

in T€	2009	2008
Provision recognised as of 1.1. = present value (DBO) of obligations	49,910.1	50,734.1
Net expense recognised to profit or loss	6,361.3	6,662.4
Actuarial gains(-)/losses(+) not recognised to profit or loss	1,879.5	-2,727.7
Severance compensation payments	-5,344.3	-4,758.7
Provision recognised as of 31.12. = present value (DBO) of obligations	52,806.6	49,910.1

The cumulative actuarial losses on the provisions for severance compensation that were recognised directly in equity amounted to T€ 3,650.3 as of 31 December 2009 (2008: T€ 2,134.7).

Personnel expenses include the following

in T€	2009	2008
Service cost	3,673.9	3,529.4
Interest cost	2,687.4	2,344.8
Subsequent service costs	0.0	788.2
Severance compensation expense recorded under personnel expenses	6,361.3	6,662.4

Historical information on the provision for severance compensation in T€

	2009	2008	2007
Present value (DBO) of obligations on 31.12.	52,806.6	49,910.1	50,734.1
Adjustments (+) gains / (-) losses based on experience	630.0	-2,365.1	-1,216.4
As a % of the present value of the obligation (DBO) at the end of the period	1.2	-4.7	-2.4

Experienced-based adjustments represent the actuarial gains and losses caused by differences between the assumptions for individual employee-related parameters and the parameters applicable to the entire workforce. Among others, these parameters include the development of wages and salaries, the number of deaths, early retirement and resignations.

Severance compensation payments are expected to equal T€ 3,140.9 in 2010 (prior year: T€ 2,543.1)

Provisions for pensions

Flughafen Wien AG has concluded individual agreements for the payment of supplementary defined benefit payments to certain active and retired key employees. These commitments are covered in part by reinsurance, which represents plan assets as defined in IAS 19. The amount of the provision was reduced by the amount of the insurance. No contributions to plan assets are expected in 2010.

Employees who joined the company before 1 September 1986 had a claim to defined benefit pension subsidies based on special company agreements. These payments were dependent on the length of employment and final compensation. In autumn 2001 active employees were given the option of receiving a one-time settlement payment equal to 100% of the 2000 provision for pensions, as calculated in accordance with Austrian commercial law, and transferring to a contribution-based pension fund model with no requirement for subsequent contributions on the part of the employer. A total of 588 employees accepted this offer at the beginning of 2002. Retired employees who did not accept the settlement offered in 2001 still have a claim to pension payments.

For employees who joined the company after 1 September 1986, Flughafen Wien AG has concluded a company agreement for retirement, invalidity and survivors' pensions through a contract with a pension fund (defined contribution plan).

The company makes payments equal to 2.5% of monthly wages and salaries for all employees covered by the company pension agreement as long as their employment relationship remains in effect. In addition, employees can make additional contributions to the fund. Employees claims for retirement and survivors pensions arising from contributions made by the employer are transferred to the pensions fund five years after the start of contribution payments. These amounts become vested after a further five years.

Reconciliation to the provision for pensions on the balance sheet

in T€	2009	2008
Present value (DBO) of the obligation as of 31.12.	22,735.6	22,068.6
Pension plan assets at fair value as of 31.12.	-5,089.5	-4,940.0
Provision recognised as of 31.12.	17,646.1	17,128.6

Development of the present value of the obligation (DBO)

in T€	2009	2008
Present value (DBO) of the obligation as of 1.1.	22,068.6	22,230.6
Service cost	966.5	364.4
Interest cost	1,036.3	1,035.8
Actuarial gains(-) / losses(+) not recognised to profit or loss	-81.1	-268.8
Pension payments	-1,254.7	-1,293.4
Present value (DBO) of the obligation as of 31.12.	22,735.6	22,068.6

The cumulative actuarial gains on the provisions for pensions that were recognised directly in equity amounted to T€ 765.6 as of 31 December 2009 (2008: T€ 704.7).

Development of plan assets

in T€	2009	2008
Plan assets at fair value as of 1.1	4,940.0	3,320.9
Return on plan assets	149.5	85.7
Employer contribution	0.0	1,533.4
Plan assets at fair value as of 31.12.	5,089.5	4,940.0

The pension plan assets represent qualified reinsurance policies.

Personnel expenses include the following

in T€	2009	2008
Service cost	966.5	364.4
Interest cost	1,036.3	1,035.8
Return on plan assets	-149.5	-85.7
Pension expenses recorded under personnel expenses	1,853.4	1,314.5

Historical information on pension obligations

in T€	2009	2008	2007
Present value (DBO) of obligations on 31.12.	22,735.6	22,068.6	22,230.6
Plan assets at fair value	-5,089.5	-4,940.0	-3,320.9
Deficit (+) / surplus (-)	17,646.1	17,128.6	18,909.6
Adjustments (+) gains / (-) losses based on experience	-1,196.3	-570.3	-1,651.6
As a % of the present value of the obligation (DBO) at the end of the period	-5.3	-2.6	-7.4
As a % of pension plan assets at the end of the period	-23.5	-11.5	-49.7

Pension payments are expected to total T€ 1,411.8 in 2010 (prior year: T€ 1,528.0).

Provision for service anniversary bonuses

The employees of the Austrian companies are entitled to receive special bonuses for long years of service. The specific entitlement criteria and amount of the bonus are regulated by the collective bargaining agreements for the employees of public airports in Austria.

Development of the provision for service anniversary bonuses

in T€	2009	2008
Provision recognised as of 1.1. = present value (DBO) of obligations	10,637.1	10,380.6
Net expense recognised to profit or loss	1,140.2	615.9
Service anniversary bonus payments	-459.8	-359.4
Provision recognised as of 31.12. = present value (DBO) of obligations	11,317.5	10,637.1

Personnel expenses include the following

in T€	2009	2008
Service cost	589.6	717.0
Interest cost	573.1	479.8
Actuarial gains(-) / losses (+) recognised to profit or loss	-22.5	-580.9
Service anniversary bonuses recorded under personnel expenses	1,140.2	615.9

Provisions for part-time work for older employees

This item reflects mandatory payments to personnel who work part-time under special regulations governing employment for older members of the workforce, as well as the costs for time worked above and beyond the agreed number of hours.

in T€	1.1.2009	Use	New creation	31.12.2009
Part-time work for older employees	10,287.5	-2,523.4	3,408.7	11,172.8

Provision for fund expenses

This item includes the current and non-current portions of the obligation to cover tax expense for "Flughafen Wien Mitarbeiterbeteiligung Privatstiftung" (the employee fund). Increases or decreases in the provisions are credited or charged to equity, without recognition to profit or loss.

in T€	1.1.2009	Use	Reversal	New creation	31.12.2009
Fund expenses	2,194.3	-76.0	-1,288.0	76.0	906.3
Thereof current	830.3				906.3
Thereof non-current	1,364.0				0.0

(27) Non-current and current financial liabilities

in T€	31.12.2009	31.12.2008
Current financial liabilities	90,671.6	120,132.3
Bank loans, long-term	591,551.6	488,198.2
Financial liabilities	682,223.2	608,330.5

The bank loans were concluded to finance the extensive capital expenditure programme at Vienna International Airport. A € 103.5 million promissory note was issued by the subsidiary VIE Malta Finance Ltd. during the reporting year. This promissory note has a term of four to six years and carries an interest rate of 4.0%. The credit volume with the European Investment Bank remained at the prior year level of € 400.0 million; both segments of this loan have fixed interest rates averaging 4.5%. The terms of these loans extend to June 2031, with no repayments of principal required during the first nine years. The issue of the promissory note allowed for a reduction in current financial liabilities to € 90.7 million.

The remaining terms of the bank loans are as follows:

in T€	**31.12.2009**	**31.12.2008**
Up to one year	90,671.6	120,132.3
More than one year and up to five years	59,561.6	9,730.0
More than five years	531,990.0	478,468.2
	682,223.2	608,330.5

All financial liabilities were concluded in euros.

(28) Other non-current liabilities

in T€	**31.12.2009**	**31.12.2008**
Amounts due to companies recorded at equity	1,585.7	1,585.7
Environmental fund (non-current portion)	17,017.3	8,373.3
Accruals	29,083.6	30,214.0
Investment subsidies from public funds	2,451.0	3,520.9
	50,137.6	43,693.9

The liabilities to the environmental fund represent obligations arising from the mediation process. The component shown under current liabilities in the prior year (T€ 9,199.2) was reclassified to non-current liabilities because the payout is expected to take place later than originally estimated.

The accruals are comprised primarily of rental prepayments by Austro Control GmbH for the air traffic control tower, which was completed in 2005. The lease has a term of 33 years ending in April 2038.

Flughafen Wien AG received non-repayable investment subsidies from public authorities during the period from 1977 to 1985. In 1997, 1998 and 1999 Flughafen Wien AG also received investment subsidies from the European Union. The investment allowances received from the Republic of Austria from 2002 to 2004 are treated the same as the investment subsidies from public funds and reversed to profit or loss over the useful life of the relevant assets.

Current liabilities

(29) Current provisions

in T€	31.12.2009	31.12.2008
Unused vacation	10,295.7	14,194.7
Other claims by employees	5,446.1	4,315.7
Income taxes	835.0	300.0
Fund expenses	906.3	830.3
Goods and services not yet invoiced	58,070.5	69,779.8
Outstanding discounts	7,531.1	9,751.2
Miscellaneous provisions	8,613.4	8,982.6
	91,698.3	108,154.2

Development from 1.1. to 31.12.2009

in T€	Carrying amount as of 1.1.2009	Use	Reversal	New creation	Carrying amount as of 31.12.2009
Unused vacation	14,194.7	-3,928.5	0.0	29.5	10,295.7
Other claims by employees	4,315.7	-4,008.1	-213.5	5,352.1	5,446.1
Income taxes	300.0	-297.1	-1.9	834.0	835.0
Fund expenses	830.3	-867.1	0.0	943.1	906.3
Goods and services not yet invoiced	69,779.8	-33,231.0	-1,363.7	22,885.4	58,070.5
Outstanding discounts	9,751.2	-8,566.9	-870.0	7,216.9	7,531.1
Miscellaneous provisions	8,982.6	-3,073.3	-1,553.2	4,257.3	8,613.4
Total	108,154.2	-53,972.1	-4,002.3	41,518.4	91,698.3

The provisions for other claims by employees are comprised primarily of overtime pay and performance bonuses.

Miscellaneous current provisions are comprised primarily of accruals to cover claims for damages, a provision for security services and liability insurance for 2009.

(30) Trade payables

in T€	31.12.2009	31.12.2008
To third parties	97,512.1	56,529.6
To not consolidated subsidiaries	6,232.0	5,050.1
To companies recorded at equity	60.0	0.2
	103,804.1	61,579.9

(31) Other current liabilities

in T€	31.12.2009	31.12.2008
Environmental fund (current portion)	0.0	9,199.2
Other tax liabilities	1,412.0	1,502.6
Other social security liabilities	4,522.4	5,395.4
Investment subsidies from public funds	1,024.0	1,308.9
Amounts due to companies recorded at equity	5,775.1	5,140.6
Customers with credit balances	1,225.8	1,399.8
Accruals for wages	6,278.8	6,635.1
Other accruals	2,210.7	2,381.7
Amounts due to minority shareholders	8,170.0	7,700.0
Miscellaneous liabilities	2,146.4	1,683.4
	32,765.3	42,346.8

The amounts due to minority shareholders reflect a put option held by the minority shareholders of the Slovakian subsidiary KSC Holding a.s. for the sale of their investments.

The other accruals consist primarily of the current portion of rental prepayments by Austro Control GmbH for the new air traffic control tower.

Amounts due to the environmental fund were reclassified from current to non-current liabilities to reflect the expected payment date.

Other disclosures

(32) Cash flow statement

The indirect method was used to prepare the consolidated cash flow statement. Information on the components of cash and cash equivalents is provided under note (20).

Interest payments and dividends received are included under cash flow from operating activities. Of this amount, T€ 4,739.1 (2008: T€ 7,738.5) represents interest income and T€ 22,089.8 (2008: T€ 22,158.6) interest expense. Dividends received totalled T€ 1,063.6 (2008: T€ 3,859.9). The dividend paid by Flughafen Wien AG is included under cash flow from financing activities.

The purchase of property, plant and equipment was eliminated from the cash flow statement as a non-cash transaction. Including payments made and eliminated in prior years, the elimination totaled € 15.4 million (2008: T€ 29.3 million).

(33) Additional disclosures on financial instruments

Receivables, originated loans and other financial assets

The following tables show the term structure of receivables, originated loans and other financial assets as well as the development of valuation allowances:

			Thereof not adjusted but overdue during the following periods				
2009 in T€	**Carrying amount after valuation allowance 31.12.2009**	**Thereof neither adjusted nor overdue**	**Up to 30 days**	**From 31 to 90 days**	**From 91 to 180 days**	**From 181 to 360 days**	**Over 360 days**
Remaining term up to 1 year	49,683.4	35,971.8	3,217.9	7,333.0	619.2	925.0	97.4
Remaining term over 1 year	21,614.0	21,614.0	0.0	0.0	0.0	0.0	0.0
Total	71,297.4	57,585.8	3,217.9	7,333.0	619.2	925.0	97.4

			Thereof not adjusted but overdue during the following periods				
2008 in T€	**Carrying amount after valuation allowance 31.12.2008**	**Thereof neither adjusted nor overdue**	**Up to 30 days**	**From 31 to 90 days**	**From 91 to 180 days**	**From 181 to 360 days**	**Over 360 days**
Remaining term up to 1 year	54,200.5	37,539.7	6,363.2	4,334.5	763.5	766.9	437.8
Remaining term over 1 year	50,773.9	50,773.9	0.0	0.0	0.0	0.0	0.0
Total	104,974.3	88,313.6	6,363.2	4,334.5	763.5	766.9	437.8

There were no indications as of the balance sheet date that the debtors would be unable to meet their obligations for the payment of receivables or originated loans that were neither adjusted nor overdue.

The valuation allowances relate primarily to trade and other receivables, and developed as follows in 2009 and 2008:

2009 in T€	**Valuation allowances 1.1.2009**	**Change[1)]**	**Valuation allowances 31.12.2009**
Individual valuation allowances	8,210.8	3,989.6	12,200.3
Collective valuation allowances	49.6	58.9	108.5
	8,260.4	4,048.5	12,308.8

1) Net sum of addition, reversal and use

2008 in T€	**Valuation allowances 1.1.2008**	**Change[1)]**	**Valuation allowances 31.12.2008**
Individual valuation allowances	4,890.8	3,319.8	8,210.6
Collective valuation allowances	25.5	24.1	49.6
	4,916.2	3,344.0	8,260.2

1) Net sum of addition, reversal and use

Expenses for the derecognition of receivables (primarily trade receivables) totalled T€ 43.0 for the reporting year (2008: T€ 175.2).

An analysis of the receivables adjusted as of the balance sheet date according to the period overdue is shown below:

2009 in T€	**Carrying amount before valuation allowance 31.12.2009**	**Individual valuation allowance 31.12.2009**	**Collective valuation allowance 31.12.2009**	**Carrying amount after valuation allowance 31.12.2009**
Overdue < 1 year	5,706.3	5,357.4	108.4	240.6
Overdue > 1 year	7,276.0	6,808.0	0.1	467.9
Total	12,982.4	12,165.4	108.5	708.5

2008 in T€	**Carrying amount before valuation allowance 31.12.2008**	**Individual valuation allowance 31.12.2008**	**Collective valuation allowance 31.12.2008**	**Carrying amount after valuation allowance 31.12.2008**
Overdue < 1 year	3,992.2	3,607.8	48.2	336.2
Overdue > 1 year	5,260.2	4,603.0	1.3	665.9
Total	9,252.4	8,210.8	49.5	992.1

Financial liabilities – term structure

The following tables show the contractually agreed (undiscounted) interest and principal repayments for the non-derivative financial liabilities held by the Flughafen Wien Group:

2009 in T€	Carrying amount 31.12.2009	Gross cash flows as of 31.12.2009	< 1 year	Cash flows 1–5 years	> 5 years
Fixed-interest bank loans	558,059.2	845,907.5	111,535.6	124,455.8	609,916.2
Variable interest bank loans	124,164.0	119,963.5	19,963.5	44,800.0	55,200.0
Trade payables	103,804.1	103,804.1	103,804.1	0.0	0.0
Other liabilities	29,435.5	29,435.5	27,853.3	0.0	1,582.2
Derivative liabilities	540.3	572.3	158.6	413.7	0.0
Total			263,315.0	169,669.5	666,698.4

2008 in T€	Carrying amount 31.12.2008	Gross cash flows as of 31.12.2008	< 1 year	Cash flows 1–5 years	> 5 years
Fixed-interest bank loans	581,903.9	921,606.8	148,217.5	112,719.8	660,669.4
Variable interest bank loans	26,426.6	24,060.1	24,060.1	0.0	0.0
Trade payables	61,579.9	61,579.9	61,579.9	0.0	0.0
Other liabilities	26,845.3	26,845.3	16,886.3	8,373.3	1,585.7
Derivative liabilities	376.1	406.3	158.6	247.7	0.0
Total			250,902.2	121,340.9	662,255.1

This listing includes all instruments held by the Group as of 31 December 2009 for which payments have been contractually agreed. The variable interest payments on financial instruments were based on the interest rates established as of 31 December 2009. Financial liabilities that can be repaid at any time are always allocated to the earliest repayment period.

Carrying amounts, amounts recognised and fair values by valuation category

Management assumes that – with the exception of the items listed – the carrying amounts of financial assets and financial liabilities that are stated at cost generally reflect fair value.

Carrying amounts, amounts recognised and fair values by valuation category

2009 in T€	Valuation category	Carrying amount as of 31.12.2009	Nominal value = fair value
ASSETS			
Cash and cash equivalents	Liquid funds	5,428.6	5,428.6
Trade receivables	LaR	44,431.6	
Originated loans and other receivables	LaR	26,872.5	
Other non-derivative financial assets			
Investments in other companies (not consolidated)	AfS	1,323.3	
Available-for-sale securities	AfS	43,870.8	
LIABILITIES			
Trade payables	FLAC	103,804.1	
Financial liabilities	FLAC	682,223.2	
Other liabilities	FLAC	27,793.2	
Derivative financial liabilities			
Derivatives with hedges	Hedging	540.3	

Abbreviations:
LaR – Loans and receivables, AfS – available-for-sale financial instruments, HfT – Held-for-trading financial instruments
Hedging – hedging agreements, FLAC – financial liabilities measured at amortised cost

2008 in T€	Valuation category	Carrying amount as of 31.12.2008	Nominal value = fair value
ASSETS			
Cash and cash equivalents	Liquid funds	6,642.8	6,642.8
Trade receivables	LaR	49,157.3	
Originated loans and other receivables	LaR	55,817.8	
Other non-derivative financial assets			
Investments in other companies (not consolidated)	AfS	1,323.3	
Available-for-sale securities	AfS	45,397.0	
LIABILITIES			
Trade payables	FLAC	61,579.9	
Financial liabilities	FLAC	608,330.5	
Other liabilities	FLAC	26,845.3	
Derivative financial liabilities			
Derivatives with hedges	Hedging	376.1	

Abbreviations:
LaR – Loans and receivables, AfS – available-for-sale financial instruments, HfT – Held-for-trading financial instruments
Hedging – hedging agreements, FLAC – financial liabilities measured at amortised cost

Amounts recognised according to IAS 39				
Amortised cost	Cost	Fair value not recognised in profit or loss	Fair value recognised in profit or loss	Fair value as of 31.12.2009
				5,428.6
44,431.6				44,431.6
26,872.5				26,872.5[1]
1,129.9	193.4			1,323.3
	632.6	43,238.1		43,870.8
103,804.1				103,804.1
682,223.2				433,661.6[2]
27,793.2				27,793.2
		540.3		540.3

1) Fair value could not be reliably determined due to the lack of market values for these assets; for reasons of simplicity, the items are therefore shown at amortised cost.

2) The high share of long-term, fixed-interest borrowings and a substantial increase in the risk premium for financing (credit spreads) in 2009 led to a significant difference between fair value and amortised cost.

Amounts recognised according to IAS 39				
Amortised cost	Cost	Fair value not recognised in profit or loss	Fair value recognised in profit or loss	Fair value as of 31.12.2008
				6,642.8
49,157.3				49,157.3
55,817.8				55,817.8[1]
1,129.9	193.4			1,323.3
	632.6	10,085.8	34.678,6	45,397.0
61,579.9				61,579.9
608,330.5				358,283.6[2]
26,845.3				26,845.3
		376.1		376.1

1) Fair value could not be reliably determined due to the lack of market values for all assets; for reasons of simplicity, these items are therefore shown at amortised cost.

2) The high share of long-term, fixed-interest borrowings and a substantial increase in the risk premium for financing (credit spreads) in 2008 led to a significant difference between fair value and amortised cost.

Trade receivables, originated loans and other receivables generally have short remaining terms. Therefore, the carrying amounts of these items approximate fair value as of the balance sheet date.

The non-consolidated investments in other companies, which area classified as "available-for-sale financial assets (AfS)" represent unlisted equity instruments, whose fair value cannot be reliably determined. These instruments are consequently measured at cost or amortised cost.

Trade payables and other liabilities normally have short remaining terms, and the carrying amounts of these items approximate fair value as of the balance sheet date.

The fair values of financial liabilities due to financial institutions (bank loans) and other financial liabilities are generally determined using the present value of the payments related to these obligations and in accordance with the applicable yield curve and credit spread appropriate for Flughafen Wien AG.

Valuation methods and assumptions for the determination of fair value

The fair value of financial assets and financial liabilities is determined as follows: the fair value of financial assets and financial liabilities that are traded on active liquid markets at standardised terms and condition are based on market price. This procedure is used for listed redeemable obligations, bills of exchange, promissory notes and perpetual bonds.

The securities classified under level 2 are not listed directly, but include only stocks and bonds that are traded on public exchanges. The fair value of these securities is derived from the market value of the listed stocks and bonds.

The fair value of other financial assets and financial liabilities (with the exception of derivates) is determined by applying recognised valuation models that include current market parameters. This procedure involves discounting the relevant cash flows – that were defined at an earlier point in time or determined by applying the current interest rate curve through forward rates – back to the balance sheet date using the discount rates derived from the applicable interest rate curve.

The fair value of derivatives is based on market prices. The fair value of non-listed transactions is determined using the price of comparable transactions or a settlement offer by the relevant business partner. For interest rate swaps, fair value represents the amount the Group would receive or be required to pay if the financial instrument were settled as of the balance sheet date. This amount is calculated by applying the interest rates and interest rate curves applicable to the balance sheet date.

Financial instruments carried at fair value

The following section provides an overview of financial instruments that are measured at fair value after initial recognition. These financial instruments are classified in three levels of disclosure that reflect the significance of the factors used for measurement:

- The prices listed for identical assets or liabilities on active markets (applied without change) (level 1),
- Input factors that do not include listed prices as defined for level 1, but which can be monitored directly (e.g. prices) or indirectly (e.g. derived from prices) for the relevant asset or liability (level 2), and
- Factors not based on monitored market data that are used to measure the relevant asset or liability (non-observable input factors) (level 3).

				31.12.2009
	Level 1	**Level 2**	**Level 3**	**Total**
ASSETS				
Financial assets carried at fair value				
Available-for-sale securities	9,253.4	33,984.7	0.0	43,238.1
Available-for-sale financial assets – total	9,253.4	33,984.7	0.0	43,238.1
LIABILITIES				
Financial liabilities at fair value				
Derivatives with hedges	0.0	540.3	0.0	540.3
Total derivatives	0.0	540.3	0.0	540.3

				31.12.2008
	Level 1	**Level 2**	**Level 3**	**Total**
ASSETS				
Available-for-sale financial assets				
Available-for-sale securities	10,085.8	34,678.6	0.0	44,764.3
Available-for-sale financial assets – total	10,085.8	34,678.6	0.0	44,764.3
LIABILITIES				
Financial liabilities at fair value				
Derivatives with hedges	0.0	376.1	0.0	376.1
Total derivatives	0.0	376.1	0.0	376.1

No items were reclassified between levels 1 and 2 during the reporting year.

Major assumptions for the determination of fair value

Available-for-sale securities

The fair value of available-for-sale securities classified under level 1 is based on the market prices (stock exchange listings) applicable to the relevant balance sheet date. The securities classified under level 2 are not traded directly on a stock exchange, but represent shares and bonds that are listed on public exchanges. The fair value of these securities is derived from the market values of the listed shares and bonds.

Derivatives with hedges

For interest rate swaps, fair value represents the amount the Group would receive or be required to pay if the financial instrument were settled as of the balance sheet date. This amount is calculated by applying the interest rates and interest rate curves applicable to the balance sheet date.

Net results by valuation category

		From subsequent measurement					
2009 in T€	**From interest**	**At fair value recognised in profit or loss**	**At fair value not recognised in profit or loss**	**Foreign currency trans-lation**	**Impair-ment**	**From derecog-nition**	**Net results 2009**
Liquid funds	39.6			-1.0			38.6
Loans and receivables (LaR)	2,073.1			-0.8	-4,425.0		-2,352.7
Available-for-sale financial assets (AfS)	2,261.3		500.3			-33.7	2,727.9
Financial liabilities at amortised cost (FLAC)	-9,454.3						-9,454.3
Hedging	-212.7		-164.2				-377.0
Total	-5,293.0		336.0	-1.8	-4,425.0	-33.7	-9,417.5

		From subsequent measurement					
2008 in T€	**From interest**	**At fair value recognised in profit or loss**	**At fair value not recognised in profit or loss**	**Foreign currency trans-lation**	**Impair-ment**	**From derecog-nition**	**Net results 2008**
Liquid funds	491.6			1.0			492.6
Loans and receivables (LaR)	1,809.8			-0.3	-3,591.1		-1.781.6
Available-for-sale financial assets (AfS)	5,397.2	-5,685.7	-257.7			-7,001.3	-7,547.5
Held-for-trading financial assets (HfT)	707.8					133.0	840.8
Financial liabilities at amortised cost (FLAC)	-12,821.9						-12,821.9
Hedging	90.8		-376.1				-285.3
Total	-4,324.6	-5,685.7	-633.8	0.7	-3,591.1	-6,868.3	-21,102.9

The interest received on financial instruments is included under net financing costs. The other components of net results are recorded under other financial results, with the exception of the valuation allowances to trade and other receivables that are classified under "loans and receivables". These valuation allowances are shown under other operating expenses.

Results from the subsequent measurement of financial instruments that are classified as held-for-trading also include interest rate and fair value measurement effects.

Net financing costs of T€ 9,454.3 (2008: T€ 12,821.9) for financial liabilities measured at amortised cost consist primarily of interest expense on bank loans. This item also includes interest results from interest added to and discounted from other financial liabilities. A further item included in this position is the interest income from an interest rate derivative, which was used by Flughafen Wien AG during the reporting year as part of a cash flow hedge to hedge the risk of cash flows related to financial liabilities.

In connection with the recording of changes in the fair value of available-for-sale financial assets without recognition to profit or loss, net valuation gains of T€ 500.3 were recognised directly in equity during the reporting year (2008: net valuation losses of T€ 257.7). Of the total amounts recorded in equity, no transfers were made to profit or loss in 2008 (prior year: transfer of losses totalling T€ 2,550.6).

(34) Derivative financial instruments

Interest rate swaps

In 2007 Flughafen Wien AG concluded a receiver interest rate swap (receive fixed – pay variable) to hedge the risk of cash flows related to a variable interest financial liability. The variable interest financial liability was designated as the hedged item at an amount reflecting the nominal value of the interest rate swap. Changes in the cash flows of the hedged item, which result from changes in the variable interest rate, are offset by the changes in the cash flows of the interest rate swap. This hedging is designed to transform a variable interest bank loan into a fixed-interest financial liability, and thereby hedge the cash flow related to the financial liability. Credit risks do not represent a part of hedging activities.

Structured interest rate swaps	**31.12.2009**	**31.12.2008**
Nominal value in T€	10,000.0	10,000.0
Fair value	-540.3	-376.1
Average interest rate received	0.72%	4.68%
Average interest rate paid	3.76%	3.76%
Remaining term in years	2.9	3.9

The calculation reflects market data as of the valuation date, and is based on generally accepted valuation models (Black-Scholes, Heath-Jarrow-Morton). The average variable interest rates, which could be subject to major changes during the term of the swap, reflect the interest rates in effect as of the balance sheet date.

The effectiveness of the hedging relationship is determined prospectively using the critical terms match method in accordance with IAS 39.AG 108. An effectiveness test is carried out retrospectively as of every balance sheet date using the cumulative dollar-offset method. Under this method, the changes in the cash flows of the hedged item and the hedging instrument are determined and compared. If the ratio is between 80% and 125%, the hedge is considered to be effective. This hedge was effective as of 31 December 2009. The recognition directly in equity of the change in the fair value of the hedging instrument resulted in the recording of a T€ 123.2 loss to the hedging reserve during 2009 (2008: gain of T€ 308.2).

(35) Risk management

Financial risks

The financial assets, liabilities and planned transactions of the Flughafen Wien Group are exposed to a variety of market risks from changes in interest rates, exchange rates and stock market prices. The goal of financial risk management is to limit these market risks through the steady optimisation of operating and financial activities. Measures to achieve these objectives depend on the expected risk, and include the selected use of derivative and non-derivative hedging instruments. Hedging generally involves only those risks that could have an impact on the cash flows of the Group. Derivative financial instruments are used exclusively for hedging purposes, and never for trading or other speculative functions. In order to minimise credit risk, hedges are basically concluded with leading financial institutions that have a first-class credit rating.

The basic principles of the Group's financial policy are defined each year by the Management Board, and monitored by the Supervisory Board. The Group treasury department is responsible for the implementation of financial policy and ongoing risk management. Certain transactions require the prior approval of the business unit manager and, if specific limits are exceeded, the approval of the Management Board, which is also provided with regular information on the scope and volume of the Group's current risk exposure. The treasury department views the effective management of liquidity risk and market risk as one of their primary duties.

Liquidity risk

The objective of liquidity management is to ensure that the Group is able to meet its payment obligations at all times. Liquidity management is based on short-term and long-term liquidity forecasts, which are subject to variance analyses and adjusted if necessary. The operating segments of the Group provide the treasury department with information that is used to develop a liquidity profile, and the active management of payment flows is used to optimise net financing costs. Certain components of financial investments are held in the form of securities (investment funds, bonds) that serve as a liquidity reserve and can generally be sold at any time.

Additional quantitative information is provided under note (33).

Credit risk

The Flughafen Wien Group is exposed to risks arising from its business operations as well as the risk of default that is connected with certain investment and financing activities. In the investment and financing area, transactions are concluded almost exclusively with partners that have at least an A credit rating (S&P, Moody`s). Contract partners that are not rated by these agencies must also have an excellent credit standing. The Group only acquires shares in investment funds that are under the direction of recognised international asset management companies. In the operating business, outstanding receivables are monitored continuously on a centralised basis. The risk resulting from default is minimised by short payment periods, agreements for the provision of collateral such as deposits or bank guarantees, and the increased use of direct debit and automatic collection procedures. The risk of default is countered by individual and collective valuation allowances. The credit risk associated with receivables can generally be considered low, since the majority of receivables are due and payable within a short period of time and are based on long-term relationships with customers.

The carrying amounts of financial assets (including derivative financial instruments with a positive market value) represent the maximum default and credit risk, since there were no major agreements (e.g. settlement agreements) as of the balance sheet date for the reporting statements that could reduce the maximum risk of default.

Additional quantitative information is provided under note (33).

Interest rate risk

Interest rate risk represents the risk that the fair value or the future payment flows generated by a financial instrument could fluctuate because of changes in interest rate levels. Interest rate risk includes the present value risk on fixed interest financial instruments as well as the risk associated with cash flows from variable interest financial instruments, and is related above all to long-term financial instruments. These longer terms are less important in the operating area, but can be material for financial assets, securities and financial liabilities.

The Flughafen Wien Group is exposed to interest rate risk above all in the euro zone. In accordance with the current and forecasted debt structure, the treasury department selectively uses interest rate derivatives to adjust the interest rates on financial liabilities to meet the composition defined by management and thereby reduce the potential impact of interest rate fluctuations.

In order to depict market risks, IFRS 7 requires the disclosure of sensitivity analyses that demonstrate the effects of hypothetical changes in relevant risk variables on earnings and equity. The Flughafen Wien Group is not only exposed to interest rate risks, but also to foreign exchange risks and price risks arising from investments in other companies. The periodic effects are determined by evaluating the hypothetical changes in risk variables on financial instruments as of the balance sheet date for the financial statements. This procedure assumes that the amount as of this date is representative of the entire year.

Interest rate risks are presented in the form of sensitivity analyses as required by IFRS 7. These analyses show the effects of changes in interest rate levels on financing costs, interest income and expenses as well as other components of earnings and equity. The interest rate sensitivity analyses are based on the following assumptions:

- Changes in the interest rates of non-derivative financial instruments with fixed interest rates only affect earnings that are measured at fair value. Therefore, fixed-interest financial instruments carried at amortised cost are not exposed to interest rate risk as defined in IFRS 7.

- Changes in the interest rates of financial instruments that serve as cash flow hedges to provide protection against interest-related fluctuations in payments have an effect on the hedging reserve in equity, and are therefore included in the relevant sensitivity calculations.

- Changes in interest rates have an impact on the financing cost of non-derivative variable interest financial instruments if the related interest payments are not designated as the underlying financial instrument for a cash flow hedge. In such cases, they are included in the sensitivity calculations for earnings.

- Changes in the interest rates of interest rate derivatives (interest rate swaps) that are not included in a hedge as defined in IAS 39 have an effect on other financial results (valuation adjustments concerning financial assets to reflect fair value) and are therefore included in the sensitivity calculations for earnings.

If market interest rates had been 100 basis points higher/lower as of 31 December 2009, earnings would have been T€ 657.0 lower/higher (2008: T€ 150.2 higher/lower). The theoretical impact of T€ 657.0 (2008: T€ 150.2) on earnings results from the potential effect of variable interest securities and financial liabilities. If market interest rates had been 100 basis points higher/lower as of 31 December 2008, equity – including tax effects – would have been T€ 492.7 lower/higher (2008: T€ 112.7 higher/lower).

Foreign exchange risk

Foreign exchange risks arise in connection with financial instruments that are denominated in a currency other than the functional currency of the Group company for which they are measured. For the purposes of IFRS, there is no foreign exchange risk on financial instruments that are denominated in the functional currency. Differences resulting from the translation of financial statements from a foreign currency into the Group currency are not affected by the provisions of IFRS 7.

The Flughafen Wien Group is exposed to foreign exchange risks in connection with investments, financing measures and operating activities. Foreign exchange risks in the investment area arise primarily in connection with the purchase and sale of stakes in foreign companies. As of the balance sheet date for the 2009 financial statements, the Group was not exposed to any material risks from transactions denominated in a foreign currency.

Foreign exchange risks in the financing area are related to financial liabilities that are denominated in foreign currencies as well as foreign currency loans that were concluded as financing for Group companies. The Flughafen Wien Group was not exposed to any material foreign exchange risks in the financing area as of 31 December 2009.

The individual Group companies carry out their business activities almost entirely in their relevant functional currency, which is generally the same as the reporting currency of the Flughafen Wien Group. For this reason, the Group's foreign exchange risk in the operating area is considered to be low.

In accordance with IFRS 7, foreign exchange risks are generally presented in the form of a sensitivity analysis. The relevant risk variables are generally non-functional currencies in which the Group holds financial instruments. The foreign exchange sensitivity analysis is based on the following assumptions:

The major non-derivative monetary financial instruments – which include receivables, interest-bearing securities and debt instruments, cash and cash equivalents, and interest-bearing liabilities – are denominated primarily in the functional currency. Therefore, changes in foreign exchange rates have no material effect on earnings or equity.

Interest income from and expenses for financial instruments are recognised primarily in the functional currency. As a result, changes in the foreign exchange rates relating to these items have no effect on earnings or equity.

The non-interest bearing securities and equity instruments held by the Group are non-monetary and, consequently, do not carry any foreign exchange risk as defined in IFRS 7.

In summary, the risks to the Flughafen Wien Group arising from changes in foreign exchange rates were considered to be low as of the closing date for the 2009 financial statements. A quantitative foreign exchange sensitivity analysis was therefore not prepared.

Other price risks

In connection with the analysis of market risks, IFRS 7 also requires the disclosure of information on the effects of hypothetical changes in risk variables on the price of financial instruments. The relevant risk variables include, above all, stock market prices or indexes. As of 31 December 2009 and 2008, the Flughafen Wien Group held no investments that would be categorised as available-for-sale.

Capital management

Financial management in the Flughafen Wien Group is designed to support a sustainable increase in the value of the company and also maintain a capital structure that will ensure an excellent credit rating.

Gearing represents the most important indicator for financial management. It is defined as the ratio of net financial liabilities (non-current and current financial liabilities less liquid funds and current securities) and equity as shown on the consolidated balance sheet. The main instruments used for management are an increase or decrease in financial liabilities as well as the strengthening of the equity base through the retention of earnings or the adjustment of dividend payments. Management has not defined a specific target for gearing, but has set a limit of two-thirds for the debt ratio as a secondary indicator. This goal remains unchanged from the prior year. The following table shows the development of gearing:

in T€		**2009**	**2008**
	Financial liabilities	682,223.2	608,330.5
-	Liquid funds	-5,428.6	-6,642.8
-	Current securities	-62,884.7	-94,418.6
=	Net financial liabilities	613,909.9	507,269.1
./.	Carrying amount of equity	794,792.4	776,384.3
=	Gearing	77.2%	65.3%

Gearing rose during the reporting year, above all due to an increase of € 73.9 million (2008: € 140.0 mill.) in borrowings and the sale of current assets totalling € 31.5 million.

Neither Flughafen Wien AG nor its subsidiaries are subject to minimum capital requirements defined by external sources.

(36) Operating leases

Flughafen Wien as the lessor

The following table shows the lease payments arising from non-cancellable rental and lease contracts in which the Flughafen Wien Group serves as the lessor. In particular, the related objects represent operating and commercial buildings at Vienna International Airport (including investment property).

in T€	**2009**	**2008**[1]
Lease payments recognised as income of the reporting period	109,092.9	122,899.9
Thereof conditional payments from revenue-based rents	5,996.1	7,759.5
Future minimum lease payments		
Up to one year	53,724.5	54,291.3
More than one and up to five years	90,386.9	88,178.1
More than five years	230,429.7	240,155.3

[1] adjusted

Flughafen Wien as the lessee

Major non-cancellable leases in which the Flughafen Wien Group serves as the lessee have been concluded with HERMIONE Raiffeisen-Immobilien-Leasing GmbH for the rental of operating buildings at Vienna International Airport and with SITA Information Networking Computing Inc., USA, for the rental of operating equipment and furnishings, including operating software, for the check-in counters in the terminals. The following table shows the lease payments arising from these contracts:

in T€	**2009**	**2008**
Lease payments recognised as expense of the reporting period	8,101.9	9,907.6
Thereof conditional payments from expense-based rents	3,217.4	5,764.2

Future minimum lease payments		
Up to one year	6,861.7	10,245.1
More than one and up to five years	22,965.4	37,871.0
More than five years	57,206.5	102,303.6

The conditional lease payments recognised as expenses during the reporting period are linked to a fixed reference interest rate (6-month EURIBOR).

(37) Other obligations and risks

Flughafen Wien AG is required to assume the costs of the "Flughafen Wien Mitarbeiterbeteiligung Privatstiftung" (the employee fund), which consist primarily of corporate income tax, in the form of subsequent contributions.

In accordance with § 7 Par. 4 of the charter of the Schwechat Waste Water Association dated 10 December 2003, Flughafen Wien AG is liable as a member of this organisation for T€ 4,672.9 (2008: T€ 4,936.0) of loans related to the construction and expansion of sewage treatment facilities.

MMLC entered into a loan with a term ending in mid-2018 and an outstanding balance of € 17.4 million as of 31 December 2009. Flughafen Wien AG has agreed not to sell its investment in MMLC during the term of this loan. Furthermore, Flughafen Wien AG has confirmed the following to the lending institution: all necessary steps will be undertaken to ensure that the Group's investments maintain a healthy financial position at all times; the corporate policies of Flughafen Wien AG include the fulfilment of financial obligations by MMLC at all times; and MMLC will be equipped with a financial basis that enables the company to meet its obligations at any time.

A tax audit of the Austrian companies has been in progress since 2009. This audit covers the years from 2004 to 2007 (corporate income tax and value added tax) as well as a review of 2008 and 2009 in accordance with § 144 of the Austrian Fiscal Code, and had not been concluded by the time these consolidated financial statements were prepared. The potential obligation resulting from these events could not be reliably estimated as of the balance sheet data.

Information on obligations arising from obligations to make pension and pension subsidy payments is provided under note (26).

Information on the pledging of current securities is provided under note (18).

Obligations for the purchase of intangible assets and property, plant and equipment amounted to € 104.4 million as of 31 December 2009 (2008: € 166.5 mill.).

(38) Information on business associations with related companies and persons

The province of Lower Austria and the city of Vienna each hold 20% of the shares in Flughafen Wien AG. Both shareholders have a significant influence on Flughafen Wien AG because of the size of these stakes, and are therefore classified as related parties of Flughafen Wien AG. There were no material business relationships with either the province of Lower Austria or the city of Vienna during the reporting year.

Moreover, all subsidiaries, joint ventures and associated companies as well as key managers and the members of the Supervisory Board of Flughafen Wien AG are considered to be related parties or persons. The business relationships between Flughafen Wien AG and non-consolidated subsidiaries are immaterial. Information on the receivables and liabilities due from/to related companies and persons is provided under the relevant position in the notes. T€ 5,637.1 of services provided by non-consolidated subsidiaries were recognised as expenses in 2009 (2008: T€ 4,923.4).

The Flughafen Wien Group recorded revenue of T€ 1,017.9 in 2009 (2008: T€ 997.1) with the joint venture City Air Terminal Betriebsgesellschaft m.b.H. and revenue of T€ 968.6 (2008: T€ 858.1) with the associate Schedule Coordination Austria GmbH.

As of 31 December 2009 receivables and originated loans due from companies recorded at equity totalled T€ 611.6 (2008: T€ 546.5). The impairment charges recognised to these items equalled T€ 372.0 for the reporting year (2008: T€ 372.0). Liabilities due to companies recorded at equity equalled T€ 5,835.2 (2008: T€ 5,142.5) as of this same date.

Natural related parties

No material transactions were conducted in 2009 between the Flughafen Wien Group and persons in key management positions or their close family members. Relations with bodies of the company are described under note 39.

(39) Information on bodies of the corporation and employees

The following table shows the average number of employees in the Flughafen Wien Group:

Employees (excluding Management Board and managing directors)	2009	2008
Workers	2,993	3,119
Staff	1,156	1,146
	4,148	4,266

The members of the Management Board of Flughafen Wien AG received the following remuneration for the 2009 and 2008 financial years:

in T€	2009 Fixed compensation	2009 Performance based compensation 2008	2009 Non-cash remuneration	2009 Total remuneration	2008 Total remuneration
Christian Domany	190.3	145.1	5.4	340.8	430.3
Herbert Kaufmann	253.8	145.1	7.5	406.4	430.5
Gerhard Schmid	253.8	145.1	7.5	406.4	430.5
Ernest Gabmann	211.7	0.0	5.6	217.2	0.0
	909.5	435.3	25.9	1,370.7	1,291.4

The remuneration system for the members of the Management Board and first level of management is comprised of fixed and performance-based components. The performance based compensations represents bonuses for the 2008 financial year, that were paid out during 2009. There are no stock option plans for management. The company carries reinsurance to cover pension claims by the members of the Management Board.

Exceptional performance and the realisation of targeted goals by employees are rewarded in the form of bonuses.

Compensation paid to former members of the Management Board totalled T€ 675.6 for the reporting year (2008: T€ 670.3).

Expenses for persons in key management positions
Key management includes the members of the Management Board, the authorised officers of Flughafen Wien AG and the members of the Supervisory Board of Flughafen Wien AG. The following table shows the remuneration paid to these persons in 2009 and 2008, including the changes in provisions:

2009 in T€	Supervisory Board	Management Board	Key employees
Current payments	160.4	1,370.7	1,923.5
Post-employment benefits	0.0	1,012.4	66.9
Other long-term benefits	0.0	3.5	12.8
Benefits due at the end of employment	0.0	83.9	82.6
Total	160.4	2,470.5	2,085.8

2008 in T€	Supervisory Board	Management Board	Key employees
Current payments	167.8	1,291.4	1,650.9
Post-employment benefits	0.0	501.5	61.8
Other long-term benefits	0.0	2.6	14.3
Benefits due at the end of employment	0.0	40.7	64.1
Total	167.8	1,836.2	1,791.1

(40) Significant events occurring after the balance sheet date

Traffic results for January 2010 provide the first signs of slow recovery. The number of passengers handled at Vienna International Airport rose by 4.1% over the comparable prior year period to 1,202,594. Flight movements fell by 2.7%, while maximum take-off weight (MTOW) and cargo increased 1.0% and 30.8%, respectively. The number of local passengers totalled 825,660 in January 2010, for a plus of 4.7%. The number of transfer passengers was 3.3% higher.

An additional stake in SCA Schedule Coordination Austria GmbH was acquired for € 68,400 through a contract of assignment dated 22 October 2009; this stake represents a fully paid-in share with a nominal value of € 6,750. In accordance with point 6 of the contract of assignment, all rights and obligations connected with this investment were transferred to the new shareholder as of 31 December 2009.

In a letter dated 19 February 2010, the minority shareholder of KSC Holding (KSCH) exercised the put option to sell its 19.05% stake in the company to Flughafen Wien AG. Following the purchase of this stake, the Flughafen Wien Group owns 100% of KSCH and 66% of KSC (Letisko Košice – Airport Letisko a.s.).

All events occurring after the balance sheet date that are important for valuation and measurement as of 31 December 2009 – such as outstanding legal proceedings or claims for damages and other obligations or impending losses that must be recognised or disclosed in accordance with IAS 10 – are included in these consolidated financial statements or are not known.

Schwechat, 26 February 2010

The Management Board

Ernest Gabmann Member of the Board	**Herbert Kaufmann** Member of the Board and Speaker	**Gerhard Schmid** Member of the Board

Subsidiaries of Flughafen Wien AG

Company	Abbreviation	Parent company	Country	Share owned by the Group	Type of consolidation
Flughafen Wien AG	VIE		Austria		VK
Flughafen Wien Immobilienverwertungsgesellschaft m.b.H.	IVW	VIE	Austria	100.0%	VK
Flugplatz Vöslau BetriebsGmbH	LOAV	VAH	Austria	100.0%	VK
Mazur Parkplatz GmbH	MAZU	VIEL	Austria	100.0%	VK
VIE International Beteiligungsmanagement Gesellschaft m.b.H.	VINT	VIAB	Austria	100.0%	VK
VIE Liegenschaftsbeteiligungsgesellschaft m.b.H.	VIEL	VIE	Austria	100.0%	VK
VIE Office Park Errichtungs- und Betriebsgesellschaft m.b.H.	VOPE	VIEL	Austria	100.0%	VK
Vienna Aircraft Handling Gesellschaft m.b.H.	VAH	VIE	Austria	100.0%	VK
Vienna Airport Business Park Immobilienbesitzgesellschaft m.b.H.	BPIB	VIEL	Austria	100.0%	VK
Vienna Airport Infrastruktur Maintenance GmbH	VAI	VIE	Austria	100.0%	VK
Vienna International Airport Beteiligungsholding GmbH	VIAB	VIE	Austria	100.0%	VK
Vienna International Airport Security Services Ges.m.b.H.	VIAS	VIE	Austria	100.0%	VK
VIE Office Park 3 BetriebsGmbH	VWTC	VIEL	Austria	100.0%	VK
BTS Holding, a.s.	BTSH	VIE	Slovakia	80.95%	VK
KSC Holding, a.s.	KSCH	VIE	Slovakia	80.95%	VK
VIE (Malta) Limited	VIE Malta	VINT	Malta	100.0%	VK
VIE Malta Finance Holding Ltd.	VIE MFH	VIE	Malta	100.0%	VK
VIE Malta Finance Ltd.	VIE MF	VIE MFH	Malta	100.0%	VK
Austro Port Boden- und Flugzeugabfertigungsges.m.b.H.	APBF	VIE	Austria	25.0%	EQ
City Air Terminal Betriebsgesellschaft m.b.H.	CAT	VIE	Austria	50.1%	EQ
SCA Schedule Coordination Austria GmbH	SCA	VIE	Austria	40.0%	EQ
Flughafen Friedrichshafen GmbH	FDH	VINT	Germany	25.15%	EQ
Letisko Košice – Airport Košice, a.s.	KSC	KSCH	Slovakia	66.0%	EQ
Malta International Airport p.l.c.	MIA	VIE Malta	Malta	10.1%	EQ
Malta Mediterranean Link Consortium Limited (subgroup with Malta International Airport p.l.c.)	MMLC	VIE Malta	Malta	57.1%	EQ
GetService Dienstleistungsgesellschaft m.b.H.	GETS	VIAS	Austria	100.0%	NK
"GetService"-Flughafen-Sicherheits- und Servicedienst GmbH	GET2	VIAS	Austria	51.0%	NK
Salzburger Flughafen Sicherheitsgesellschaft m.b.H.	SFS	VIAS	Austria	100.0%	NK
VIE Shops Entwicklungs- und Betriebsges.m.b.H.	SHOP	VIE	Austria	100.0%	NK
VIE Indien Projektentwicklung und Beteiligung GmbH	VIND	VINT	Austria	100.0%	NK
Flughafen Wien / Berlin-Brandenburg International Entwicklungsbeteiligungsgesellschaft mbH, in liquidation	VIE BBI	VIE	Germany	100.0%	NK
OAO "Petroport-konzessii" Offene Aktiengesellschaft	PETR	VINT	Russia	25.0%	NK
VIAS Hellas Security Air Transport Services Limited Liability Company, in liquidation	VIAS Hellas	VIAS	Greece	100.0%	NK

Type of consolidation:
VK = full consolidation, EQ = equity method, NK = not consolidated for reasons of immateriality

Investments of Flughafen Wien AG

All amounts were determined in accordance with national law, unless IFRS data were available.

1. Subsidiaries fully consolidated in the Group financial statements

Flughafen Wien Immobilienverwertungsgesellschaft m.b.H. (IVW)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

The commercial leasing of assets, in particular real estate, as well as the acquisition of property and buildings at Vienna International Airport.

IFRS value in T€	2009	2008
Assets	110,940.3	112,156.7
Liabilities	23,932.7	25,444.9
Equity	87,007.5	86,711.8
Revenue	15,748.5	15,284.7
Net profit for the period	7,495.8	7,200.0

Flugplatz Vöslau BetriebsGmbH (LOAV)

Headquarters:	2540 Bad Vöslau – Flugplatz
Share owned:	100% VAH

Operation and development of Vöslau Airport as well as the planning, construction and operation of buildings and equipment.

IFRS value in T€	2009	2008[1)]
Assets	5,965.5	62.8
Liabilities	320.5	35.3
Equity	5,645.0	27.5
Revenue	761.5	0.0
Loss for the period	-364.2	-7.5

1) Abbreviated financial year, founded in 2008

Mazur Parkplatz GmbH (MAZU)

Headquarters:	2320 Schwechat
Share owned:	100% VIEL

Operation of the Mazur car park and parking facilities.

IFRS value in T€	2009	2008
Assets	5,358.2	4,752.4
Liabilities	525.4	88.3
Equity	4,832.8	4,664.1
Revenue	1,329.6	1,470.3
Net profit for the period	468.7	318.6

VIE International Beteiligungsmanagement Gesellschaft m.b.H. (VINT)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIAB

Founding and management of local project companies for international acquisitions, consulting and project management.

IFRS value in T€	2009	2008
Assets	61,240.8	59,641.9
Liabilities	2,430.6	822.0
Equity	58,810.3	58,819.9
Revenue	2,172.3	3,579.5
Net profit for the period	1,990.4	3,037.8

VIE Liegenschaftsbeteiligungsgesellschaft m.b.H. (VIEL)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Holding company for the BPIB, VOPE, MAZUR and VWTC subsidiaries, which are active in the purchase, development and marketing of property under their ownership.

IFRS value in T€	2009	2008
Assets	57,179.9	56,608.3
Liabilities	7,777.7	8,248.5
Equity	49,402.2	48,359.8
Revenue	0.0	0.0
Net profit/loss for the period	1,042.4	-79.6

VIE Office Park Errichtungs- und Betriebsgesellschaft m.b.H. (VOPE)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIEL

Development of real estate, in particular the Office Park 2.

IFRS value in T€	2009	2008
Assets	45,986.6	47,095.6
Liabilities	27,000.1	28,223.2
Equity	18,986.5	18,872.3
Revenue	3,148.3	3,152.3
Net profit for the period	952.2	779.6

Vienna Aircraft Handling Gesellschaft m.b.H. (VAH)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Provision of a full range of services for general aviation and, in particular, for business aviation; major revenue generators are private aircraft handling and aircraft handling services provided on behalf of Flughafen Wien AG in the general aviation sector (incl. fuelling and the provision of hangar space).

IFRS value in T€	2009	2008
Assets	7,441.8	1,904.2
Liabilities	1,357.0	1,814.2
Equity	6,084.7	90.0
Revenue	11,260.0	15,467.5
Net profit for the period	1,434.8	1,807.7

Vienna Airport Business Park Immobilienbesitzgesellschaft m.b.H. (BPIB)

Headquarters:	1300 Flughafen Wien
Share owned:	99% VIEL, 1% IVW

Purchase and marketing of property.

IFRS value in T€	2009	2008
Assets	6,111.4	5,899.5
Liabilities	321.6	1,105.1
Equity	5,789.8	4,794.5
Revenue	7,225.9	7,166.6
Net profit/loss for the period	995.3	-365.4

Vienna Airport Infrastruktur Maintenance GmbH (VAI)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Provision of services for electrical facilities and equipment as well as the construction of electrical and supply facilities, in particular technical equipment for airports, and the installation of electrical infrastructure.

IFRS value in T€	**2009**	**2008**
Assets	5,100.7	2,765.1
Liabilities	3,279.6	937.7
Equity	1,821.1	1,827.5
Revenue	9,913.3	6,952.7
Net profit for the period	493.7	590.3

Vienna International Airport Beteiligungsholding GmbH (VIAB)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Acquisition and investment in international subsidiaries and other companies; participation in international airport privatisation programmes; this company serves as the holding company for the VINT subsidiary.

IFRS value in T€	**2009**	**2008**
Assets	57,468.0	55,461.3
Liabilities	0.0	0.0
Equity	57,468.0	55,461.3
Revenue	0.0	0.0
Net profit for the period	2,006.7	7.1

Vienna International Airport Security Services Ges.m.b.H. (VIAS)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Provision of security services (persons and hand luggage) on behalf of the Austrian Ministry of the Interior, and various other services for aviation customers (wheelchair transport, control of oversize baggage, document control etc.); the company also participates in tenders for the provision of security services at other airports through its Austrian and foreign subsidiaries.

IFRS value in T€	**2009**	**2008**
Assets	16,567.4	16,128.6
Liabilities	7,213.4	7,293.4
Equity	9,354.0	8,835.3
Revenue	32,748.0	36,177.1
Net profit for the period	1,518.6	1,951.8

VIE Office Park 3 BetriebsGmbH (VWTC)

Headquarters:	1300 Flughafen Wien
Share owned:	99% VIEL, 1% BPIB

Rental and development of real estate, in particular the Office Park 3.

IFRS value in T€	2009	2008
Assets	23,758.7	24,378.9
Liabilities	2,611.9	1,796.8
Equity	21,146.8	22,582.1
Revenue	1,874.8	1,983.0
Loss for the period	-1,435.4	-381.7

BTS Holding a.s. (BTSH)

Headquarters:	811 03 Bratislava, Slovakia
Share owned:	47.7% VIE, 33.25% VINT

Provision of services and consulting for airports; plans also called for the company to hold the intended investment in Bratislava Airport.

IFRS value in T€	2009	2008
Assets	1,403.8	1,476.2
Liabilities	20.2	19.5
Equity	1,383.6	1,456.7
Revenue	0.0	0.0
Loss for the period	-73.1	-60.9

KSC Holding a.s. (KSCH)

Headquarters:	811 03 Bratislava, Slovakia
Share owned:	47.7% VIE, 33.25% VINT

Holding company for the 66% investment in Košice Airport as well as the provision of consulting services.

IFRS value in T€	2009	2008
Assets	47,190.1	45,917.3
Liabilities	5,668.5	5,623.9
Equity	41,521.5	40,293.4
Revenue	0.0	0.0
Net profit for the period	1,228.2	1,547.0

VIE (Malta) Limited (VIE Malta)

Headquarters:	Malta
Share owned:	99.8% VINT, 0.2% VIAB

Provision of services and consulting for airports; the financial statements of VIE (Malta) Limited include the at-equity valuation of the subgroup financial statements of Malta Mediterranean Link Consortium Ltd. and Malta International Airport plc.

IFRS value in T€	2009	2008
Assets	48,600.4	48,196.1
Liabilities	18,737.9	18,872.1
Equity	29,862.5	29,324.0
Revenue	647.1	762.4
Net profit for the period	2,338.4	2,316.5

VIE Malta Finance Holding Ltd. (VIE MFH)

Headquarters:	Malta
Share owned:	99.95% VIE, 0.05% VIAB

Holding company for the subsidiary VIE Malta Finance Ltd.

IFRS value in T€	2009[1)]
Assets	10.9
Liabilities	32.5
Equity	-21.6
Revenue	0.0
Loss for the period	-23.6

1) Abbreviated financial year, founded in 2009

VIE Malta Finance Ltd. (VIE MF)

Headquarters:	Malta
Share owned:	99.95% VIE MFH, 0.05% VIAB

Purchase and sale, investment and trading in financial instruments.

IFRS value in T€	2009[1)]
Assets	106,486.6
Liabilities	105,914.6
Equity	572.0
Revenue	0.0
Net profit for the period	570.0

1) Abbreviated financial year, founded in 2009

2. Subsidiaries and investments included in the consolidated financial statements at equity

Austro Port Boden- und Flugzeugabfertigungsges.m.b.H. (APBF)

Headquarters:	1300 Flughafen Wien
Share owned:	25% + 1 Share VIE

Provision of ground handling services at Vienna International Airport.

Values in acc. with Austrian Commercial Code in T€	2009[1]	2008[2]
Assets	1,232.2	1,119.1
Liabilities	1,791.3	1,762.3
Equity	-559.1	-643.1
Revenue	4,440.1	4,925.0
Net profit/loss for the period	84.0	-482.0

1) Preliminary values, 2) Adjusted to reflect final values

City Air Terminal Betriebsgesellschaft m.b.H. (CAT)

Headquarters:	1300 Flughafen Wien
Share owned:	50.1% VIE

Operation of the City Airport Express as a railway operator from the “Wien-Mitte” transit centre to and from Vienna International Airport; operation of check-in facilities at the “Wien-Mitte” transit centre combined with baggage logistics for airport passengers; consulting for third parties on the organisation and development of traffic connections between airports and cities.

IFRS values in T€	2009	2008
Assets	18,821.5	19,052.0
Liabilities	5,550.7	5,860.7
Equity	13,270.8	13,191.3
Revenue	9,052.6	8,633.1
Net profit for the period	79.5	222.0

SCA Schedule Coordination Austria GmbH (SCA)

Headquarters:	1300 Flughafen Wien
Share owned:	40% VIE

Schedule coordinator for airports in Austria, e.g. the company allocates time slots to aircraft in accordance with EU law, principles defined by the IATA and applicable legal regulations, and also carries out other activities that are directly or indirectly related to the business of the company.

Values in acc. with Austrian Commercial Code in T€	**2009[1)]**	**2008**
Assets	802.9	698.3
Liabilities	137.7	174.8
Equity	665.2	523.5
Revenue	966.5	971.5
Net profit for the period	164.7	169.7

1) Preliminary values

Flughafen Friedrichshafen GmbH (FDH)

Headquarters:	Friedrichshafen, Germany
Share owned:	25.15% VINT

Operation of Friedrichshafen Airport.

IFRS values in T€	**2009**	**2008**
Assets	44,230.0	41,175.3
Liabilities	25,924.6	21,443.7
Equity	18,305.4	19,731.6
Revenue	9,330.2	10,149.2
Loss for the period	-2,547.2	-1,145.9

Letisko Košice – Airport Košice, a.s. (KSC)

Headquarters:	Košice, Slovakia
Share owned:	66% KSCH

Operation of Košice Airport.

IFRS values in T€	**2009**	**2008**
Assets	70,192.0	68,763.9
Liabilities	1,442.7	1,919.0
Equity	68,749.3	66,844.9
Revenue	10,802.5	13,776.3
Net profit for the period	1,986.4	2,568.2

Malta International Airport plc. (MIA)

Headquarters:	Malta
Share owned:	10.1% VIE Malta, 40% MMLC

Operation of Malta International Airport.

IFRS values in T€	**2009[1)]**	**2008[2)]**
Assets	126,107.1	122,729.8
Liabilities	72,883.4	70,348.3
Equity	53,223.7	52,381.5
Revenue	46,128.3	44,938.3
Net profit for the period	8,747.2	8,632.4

1) Preliminary values, 2) Adjusted to reflect final values

The company is listed on the Malta Stock Exchange. The market price per share equalled € 2.45 as of the balance sheet date (translated value for 2008: € 2.5) and the market value of the shares owned T€ 16,740.0 (2008: T€ 17,081.6).

Malta Mediterranean Link Consortium Ltd. (MMLC)

Headquarters:	Malta
Share owned:	57.1% VIE Malta

Holding company for the investment in Malta International Airport.

IFRS values in T€	**2009[1)]**	**2008[2)]**
Assets	153,112.4	150,437.5
Liabilities	90,347.9	90,112.9
Equity	62,764.6	60,324.6
Revenue	46,128.3	45,116.3
Net profit for the period	3,206.5	2,783.0

1) Preliminary values 2) Adjusted to reflect final values

3. Investments not included in the consolidated financial statements

GetService Dienstleistungsgesellschaft m.b.H. (GETS)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIAS

Provision of all types of security services related to airport operations.

Values in acc. with Austrian Commercial Code in T€	2009	2008
Assets	1,111.0	1,003.7
Liabilities	431.6	318.0
Equity	679.4	685.7
Revenue	2,504.6	2,574.8
Net profit for the period	218.7	224.6

"GetService"-Flughafen-Sicherheits- und Servicedienst GmbH (GET2)

Headquarters:	1300 Flughafen Wien
Share owned:	51% VIAS

Provision of security services, personnel leasing, cleaning including snow removal etc.

Values in acc. with Austrian Commercial Code in T€	2009	2008
Assets	4,109.9	3,401.0
Liabilities	1,220.1	1,225.2
Equity	2,889.9	2,175.7
Revenue	5,001.4	4,717.1
Net profit for the period	716.3	599.9

Salzburger Flughafen Sicherheitsgesellschaft m.b.H. (SFS)

Headquarters:	5020 Salzburg
Share owned:	100% VIAS

Provision of security services; the company is not active at the present time.

Values in acc. with Austrian Commercial Code in T€	2009	2008
Assets	56.8	57.3
Liabilities	0.0	0.0
Equity	56.8	57.3
Revenue	0.0	0.0
Loss for the period	-0.6	-0.1

VIE Shops Entwicklungs- und Betriebsges.m.b.H (SHOP)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Planning, development, marketing and operation of shops at airports in Austria and other countries.

Values in acc. with Austrian Commercial Code in T€	**2009**	**2008**
Assets	17.9	20.9
Liabilities	0.1	0.0
Equity	17.8	20.9
Revenue	0.0	0.0
Loss for the period	-3.1	-2.4

VIE Indien Projektentwicklung und Beteiligung GmbH (VIND)

Headquarters:	1300 Flughafen Wien
Share owned:	74% VINT, 26% VIE

Acquisition of international subsidiaries and investments in airport projects, above all in India.

Values in acc. with Austrian Commercial Code in T€	**2009**	**2008**
Assets	88.4	44.6
Liabilities	19.9	7.4
Equity	68.5	37.1
Revenue	68.2	23.9
Net profit for the year	31.4	3.9

Flughafen Wien / Berlin-Brandenburg International Entwicklungsbeteiligungsgesellschaft m.b.H. (VIE BBI), in liquidation

Headquarters:	12529 Schönefeld, Germany
Share owned:	100% VIE

Holding company for an investment in BBIP Berlin-Brandenburg International Partner GmbH & Co KG, which was to develop the Berlin Airport project; the company has been in liquidation since September 2008.

in T€	**2007**
Assets	2,870.8
Liabilities	1,574.1
Equity	1,296.7
Revenue	0.0
Loss for the period	-340.2

VIAS Hellas Security Air Transport Services Limited Liability Company (VIAS Hellas), in liquidation

Headquarters:	Athens, Greece
Share owned:	100% VIAS

Provision of security services for airports; the company was founded to enable VIAS to participate in tenders for the provision of security services at airports in Greece.

in T€	2005
Equity	11.7
Revenue	0.0
Loss for the period	-2.6

OAO "Petroport-konzessii" Offene Aktiengesellschaft

Headquarters:	Russia
Share owned:	25% VINT

Airport consulting (special purpose vehicle to pursue the bid for Pulkovo Airport)

in T€	2009 1)
Assets	508.9
Liabilities	1,507.5
Equity	-998.7
Revenue	0
Loss for the period	-994.0

1) Preliminary results, Translated at 1 € = 43.154 RUB, the official rate issued by the Austrian National Bank

Statement of the Members of the Management Board

In accordance with § 82 of the Austrian Stock Corporation Act

We confirm to the best of our knowledge that the consolidated financial statements provide a true and fair view of the assets, liabilities, financial position and profit or loss of the group as required by the applicable accounting standards and that the group management report provides a true and fair view of the development and performance of the business and the position of the group, together with a description of the principal risks and uncertainties the group faces.

Schwechat, 26 February 2010

The Management Board

Ernest Gabmann Member of the Board	**Herbert Kaufmann** Member of the Board and speaker	**Gerhard Schmid** Member of the Board

Auditor's Report

Report on the Consolidated Financial Statements

We have audited the accompanying consolidated financial statements of

Flughafen Wien Aktiengesellschaft,
Schwechat,

for the **year from 1 January 2009 to 31 December 2009**. These consolidated financial statements comprise the consolidated balance sheet as of 31 December 2009, the consolidated income statement, the consolidated statement of comprehensive income, the consolidated cash flow statement and the consolidated statement of changes in equity for the year ended 31 December 2009 and a summary of significant accounting policies and other explanatory notes.

Management's Responsibility for the Consolidated Financial Statements and for the Accounting System

The Company's management is responsible for the group accounting system and for the preparation and fair presentation of these consolidated financial statements in accordance with International Financial Reporting Standards (IFRSs) as adopted by the EU. This responsibility includes: designing, implementing and maintaining internal control relevant to the preparation and fair presentation of the consolidated financial statements that are free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditors' Responsibility and Description of Type and Scope of the Statutory Audit

Our responsibility is to express an opinion on these consolidated financial statements based on our audit. We conducted our audit in accordance with laws and regulations applicable in Austria and Austrian Standards on Auditing , as well as in accordance with International Standards on Auditing, issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC). Those standards require that we comply with professional guidelines and that we plan and perform the audit to obtain reasonable assurance about whether the consolidated financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Group's preparation and fair presentation of the consolidated financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Group's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements.

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

Opinion

Our audit did not give rise to any objections. In our opinion, which is based on the results of our audit, the consolidated financial statements comply with legal requirements and give a true and fair view of the financial position of the Group as of 31 December 2009 and of its financial performance and its cash flows for the year from 1 January to 31 December 2009 in accordance with International Financial Reporting Standards (IFRSs) as adopted by the EU.

Report on the Management Report for the Group

Pursuant to statutory provisions, the management report for the Group is to be audited as to whether it is consistent with the consolidated financial statements and as to whether the other disclosures are not misleading with respect to the Company's position. The auditor's report also has to contain a statement as to whether the management report for the Group is consistent with the consolidated financial statements and whether the disclosures pursuant to Section 243a UGB (Austrian Commercial Code) are appropriate.

In our opinion, the management report for the Group is consistent with the consolidated financial statements. The disclosures pursuant to Section 243a UGB (Austrian Commercial Code) are appropriate.

Vienna, 26 February 2010

KPMG Austria GmbH
Wirtschaftsprüfungs- und Steuerberatungsgesellschaft

signed by:

Walter Reiffenstuhl Martin Wagner
(Austrian Chartered Accountants)

Management Report of Flughafen Wien AG

Information on the Company

Flughafen Wien Aktiengesellschaft (AG) and its subsidiaries are service companies that are active in the construction and operation of civil airports and related facilities. As a civil airport operator, the Company manages Vienna International Airport and Vöslau-Kottingbrunn Airport. The headquarters of the Company are located in Schwechat, Austria. The address of the Company is: Flughafen Wien AG, P.O. Box 1, A-1300 Wien-Flughafen. Flughafen Wien AG is listed in the company register of the provincial and commercial court of Korneuburg under number FN 42984 m.

The Economic Environment

The success of an airport is influenced by external factors that include the general development of the economy and the international connections offered by its catchment area as well as the purchasing power of private households and the resulting influence on travel behaviour.

The economy

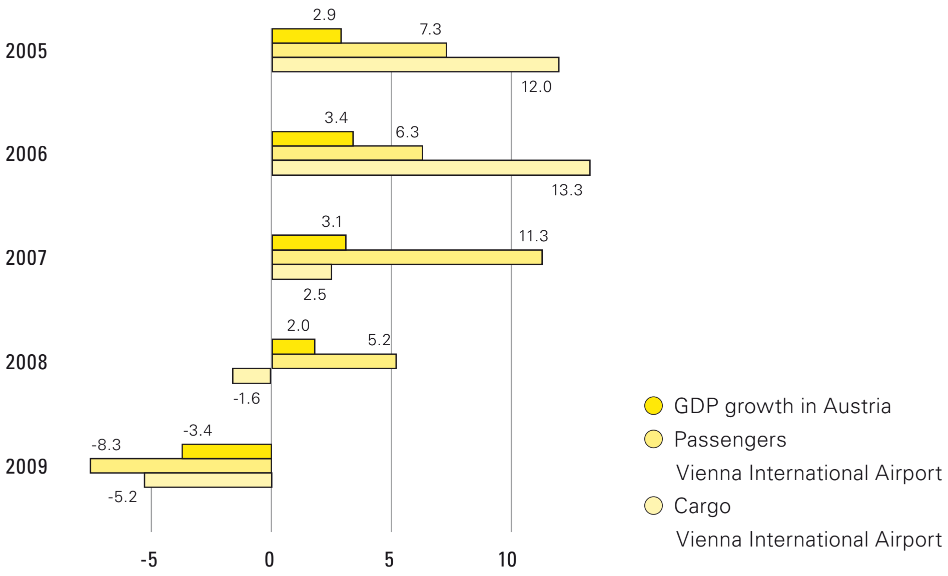
The worldwide financial and economic crisis has triggered the most severe recession since World War II. According to preliminary data issued by the Austrian economic research institute WIFO, the global economy contracted by roughly 1% in 2009 (2008: +3.1%). In the euro region, growth fell from 0.7% to minus 3.9%. The crisis has had a particularly strong impact on countries with high volatility in the property branch, such as Spain and Ireland, as well as export-driven national economies, e.g. Germany and the Netherlands. The new EU member states in Eastern and South-eastern Europe were also unable to detach from the downward trend, and recorded an average decline of 3.8% for the year (2008: +3.7%). The Austrian economy contracted by a real 3.4% in 2009 (2008: +2.0%). Real disposable income in Austria was strengthened by low inflation and economic measures such as a tax reform and high wage agreements, and this supported a 0.5% rise in private consumption.

A comparison of GDP growth in Austria with the number of passengers and cargo volume at Vienna International Airport underscores the declining correlation between these indicators in recent years.

Forecasts for 2010

Economic researchers expect slow recovery beginning in 2010. A GDP increase of 0.7% is forecasted for the euro region, whereby the new EU countries should generate stronger growth than the EU-15. According to WIFO reports, the Austrian economy should expand by 1.8% per year during the period from 2010 to 2014.

GDP growth, passengers and cargo in %



Tourism

The tourism industry in Austria was also negatively affected by the difficult economic environment in 2009. According to Statistik Austria, the number of overnight stays fell by 1.9% to 124.3 million in 2009 (2008: 126.6 mill.). Declines were also recorded in overnight stays by guests from key countries of origin: Germany (-2.6%), the Netherlands (-1.2%), Russia (-12.4%) and Great Britain (-16.8%). In contrast, an increase was registered in the number of overnight stays by guests from Switzerland (+2.2%), Italy (+1.3%), the Czech Republic (+9.9%) and France (+0.3%). Although overnight stays by East European travellers generally decreased in 2009 because of the economic crisis, they have in part more than doubled over the past nine years. These countries represent a potential driver for future growth when the general economic climate improves because of the low starting position.

After record levels in recent years, Vienna recorded a 3.8% decline in overnight stays to 9.8 million for 2009 (2008: 10.2 mill.). Overnight stays from most of the core markets were lower, but increases were registered above all in the number of Asian visitors. Overnight stays by guests from Japan rose by 8%, from China by 16%, from India by 2% and from Taiwan by an impressive 36%.

Traffic at Vienna International Airport

Vienna International Airport in European comparison

2009 was a difficult year for the aviation industry that also brought a sharp drop in traffic for numerous airports across Europe. Vienna International Airport recorded an above-average decline in passenger volume compared with its benchmark competitors, which resulted from flight plan adjustments made in reaction to the difficult economic environment as well as changes resulting from the takeover of Vienna's key customer, the Austrian Airlines Group, by Lufthansa. Another contributing factor to the negative development of traffic was the sizeable decrease in the number of passengers travelling to Eastern Europe (-14.6%). This downturn was intensified by the bankruptcy of SkyEurope, which recorded strong growth in the volume of passengers handled at Vienna International Airport during the first half of 2008. The positive results generated by other airlines, in particular low-cost carriers such as NIKI and Air Berlin, partly offset the generally negative trend.

Traffic at European airports

	Passengers in thous.	Change vs. 2008 in %	Flight movements	Change vs. 2008 in %
London[1)]	118,395.8	-4.2	861,547	-5.0
Frankfurt	50,932.8	-4.7	452,361	-4.5
Paris[2)]	82,985.0	-4.7	738,624	-5.5
Madrid	48,275.0	-5.1	445,551	-7.7
Amsterdam	43,569.6	-8.1	391,262	-8.7
Rome	38,481.0	-3.5	353,185	-5.9
Munich	32,681.1	-5.4	376,770	-7.7
Milan	25,846.7	-9.3	276,946	-10.6
Zurich	21,879.1	-0.8	223,425	-3.6
Vienna	**18,114.1**	**-8.3**	**243,430**	**-8.6**
Prague	11,643.4	-7.8	160,460	-8.2
Budapest	8,084.4	-4.1	104,171	-6.1

1) London Heathrow, Gatwick and Stansted, 2) Paris Charles de Gaulle, Paris Orly
Source: ACI Europe Traffic Report December 2009

Traffic at Vienna International Airport

Vienna International Airport handled a total of 18,114,103 passengers during 2009. That represents a year-on-year decline of 8.3%, but is lower than the 9.0% forecasted by Flughafen Wien AG. Flight movements fell by 8.6% to 243,430, compared with the original forecast of minus 8%. Maximum take-off weight (MTOW) dropped 7.1% to 7,255,079 tonnes, or slightly less than the expected decline of 8%. This development reflected the use of larger aircraft with a parallel reduction in the number of flight movements.

Cargo turnover at Vienna International Airport totalled 254,006 tonnes in 2009, or 5.2% less than in the previous year. This decline was less than the decrease in passenger volume, and resulted from an increase in Vienna's market share compared with other airports. Air cargo was 0.8% lower at 185,724 tonnes, while trucking fell by 15.4% to 68,283 tonnes.

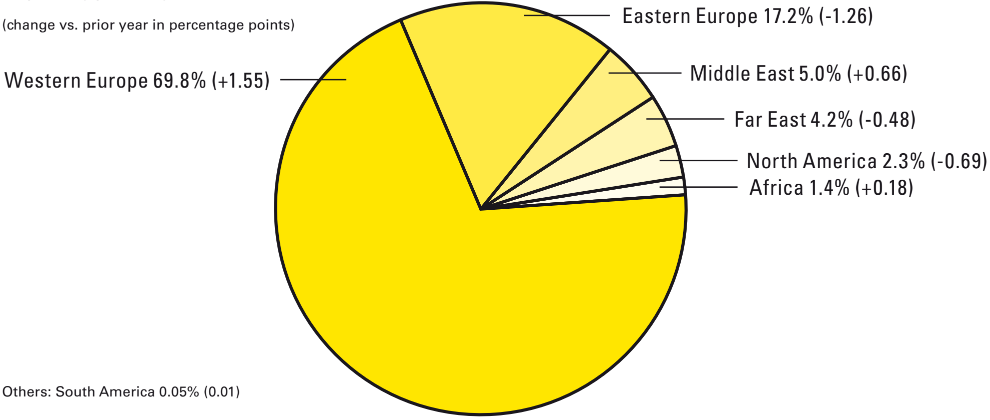
Vienna International Airport offered flights to a total of 187 destinations during the reporting year (2008: 187) – including 43 in Eastern Europe (2008: 48) – and thereby maintained its leading position as an east-west hub. In comparison: Frankfurt offered flights to 38 (2008: 40) destinations in Eastern Europe, Prague 29 (2008: 31) and Munich 31 (2008: 33).

The sharp 14.6% drop in traffic to Eastern Europe during 2009 led to a shift in the distribution of scheduled passenger traffic by region. In particular, the number of passengers travelling to Western Europe rose slightly during the reporting year.

Passengers in 2009 by region

Departing passengers

(change vs. prior year in percentage points)



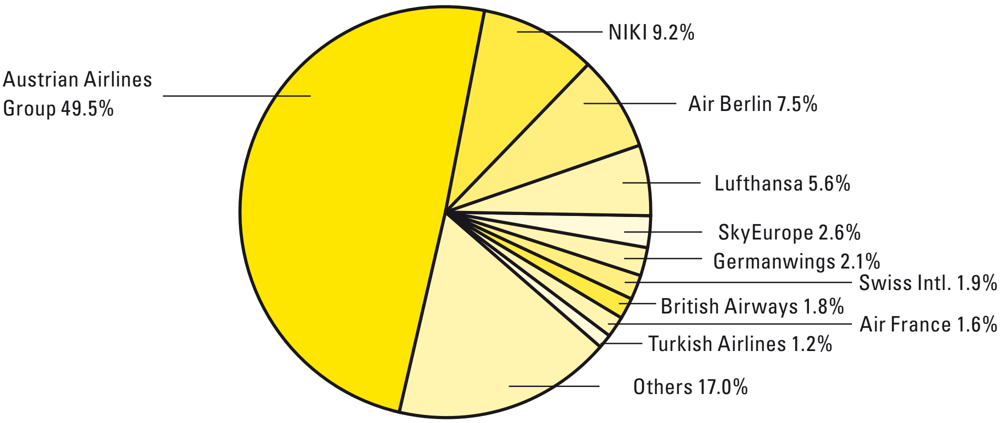
Others: South America 0.05% (0.01)

The major airlines at Vienna International Airport

Eight new airline customers were acquired in 2009, while eight other carriers terminated services to or from Vienna. The Austrian Airlines Group remained the largest carrier at Vienna International Airport with a 49.5% share of passengers (2008: 49.6%). The low-cost carrier NIKI reported a 20.6% increase in the number of passengers, and thereby expanded its position as the second largest airline in Vienna. Air Berlin (2.9%), Swiss Intl. (9.0%) and British Airways (4.7%) also recorded higher passenger volume during the reporting year. Sky Europe terminated its services in 2009, while Germanwings registered a 21.5% decline in passengers. Eleven low-cost carriers served Vienna on a regular basis during 2009, carrying a total of 4,188,868 passengers (-9.0%) for a market share of 23.1%.

The average seat occupancy (charter and scheduled) rose from 68.2% in 2008 to 68.7%.

Passengers in 2009 by airline



Tariff and Incentive Policy

The tariff adjustments implemented at Vienna International Airport as of 1 January 2009 (landing, passenger, parking and infrastructure tariffs) were determined using the index formula that has been in effect for many years. This formula is based on the growth in traffic and the inflation rate.

The tariff changes as of 1 January 2009 were as follows:

Landing tariff for passenger flights	+0.72%
Landing tariff for cargo flights	+0.72%
Infrastructure tariff airside and parking	+0.72%
Passenger tariff	+0.38%
Infrastructure tariff landside	+0.38%
Infrastructure tariff for fuelling	+2.70%

In order to strengthen the transfer function of Vienna International Airport, the long-standing transfer incentive was raised by € 2.00 to € 10.21 per departing transfer passenger from 1 July 2009 to 30 June 2010. The other incentive programmes – the destination incentive, the frequency incentive and the high frequency incentive – were continued during the reporting year.

Revenue

Decline in revenue parallels development of traffic

Flughafen Wien AG recorded revenue of € 465.3 million in 2009. This year-on-year decline of 6.9% reflects the 8.3% drop in passenger volume for the year.

Revenue from airport activities fell by 8.4% to € 193.9 million, but still remains the strongest driver for Company revenues with a share of 41.7% (2008: 42.4%). The decline in revenue resulted above all from the downturn in traffic.

A total of 18.1 million passengers were handled in 2009, which represents a decline of 8.3% or 1.6 million passengers in relation to the prior year. Maximum take-off weight fell by 7.1% and flight movements by 8.6%. Cargo turnover (incl. trucking) was 5.2% lower than in 2008. As in the previous year, the low-cost carriers were responsible for a major share of the passengers at Vienna International Airport. The share of the Austrian Airlines Group – based on passenger volume – declined only slightly from 49.6% in 2008 to 49.5% for the reporting year. The average seat occupancy (charter and scheduled flights) rose from 68.2% in 2008 to 68.7%.

Airport activities generated revenue of € 193.9 million in 2009 (2008: € 211.8 million). The development of the landing tariff (-8.5%), which is dependent on MTOW, and the passenger tariff (-8.2%) roughly reflects the decline in traffic. With a share of 58.8% (2008: 59.7%), airport activities generated the largest share of aviation revenue.

Handling activities produced revenue of € 136.1 million during the reporting year. The moderate decline of 4.8% is explained by the fact that reductions of 0.1% for handling services were similar to the prior year level, even though individual services rose by a strong 28.7% to € 17.7 million. Ramp handling sank fell by 7.3% year-on-year to € 89.1 million, and traffic handling dropped 10.5% to € 10.8 million. Revenue from cargo handling declined in accordance with the development of cargo volume, falling to € 28.0 million (2008: € 30.5 million).

Cargo turnover amounted to 254,006 tonnes in 2009, for a minus of 5.2%. Pure air cargo fell by 0.8%. Trucking matched the prior year level, but the share of Flughafen Wien AG declined from 69,456 tonnes to 52,164 tonnes following the market entry of another provider.

Non-aviation revenue totalled € 135.3 million in 2009 (2008:€ 145.3 million). Parking services generated revenue of € 24.8 million (-6.0%). Although short-term parking area 2 was closed, the subsequent opening of short-term parking area 3 increased the number of available spaces by 0.6% to a total of 18,515. Primary revenue from the retail and gastronomy operations totalled € 144.8 million in 2009, compared with € 159.5 million in the previous year.

Seasonality of the airport business

Flughafen Wien AG generally records the highest revenues during the second and third quarters of the year because of the vacation season in Europe. The third quarter was also the strongest in 2009 with 25.9% of annual revenue, followed by the fourth quarter with 25.5% since new airlines started operations during these periods and increased frequencies as well as new destinations – primarily with low-cost carriers – were offered.

Earnings

The development of earnings in Flughafen Wien AG during 2009 can be summarised as follows:

- Revenue: minus 6.9% to € 465.3 million
- Operating income: minus 6.3% to € 477.2 million
- Cost of consumable and services: increase of 3.8% to € 34.7 million
- Personnel expenses: increase of € 3.0 million to € 184.6 million
- Operating expenses, excluding depreciation: plus € 10.7 million to € 339.7 million
- Earnings before interest, taxes, depreciation and amortisation (EBITDA): minus 23.7% to € 137.5 million
- Depreciation: minus 4.2% to € 62.2 million
- Earnings before interest and taxes (EBIT): minus 34.7% to € 75.3 million
- Financial results: plus € 5.4 million to minus € 11.6 million
- Earnings before taxes (EBT): minus 35.3% to € 63.6 million
- Net profit for the year: minus 35.7% to € 51.4 million
- Retained earnings: minus 19.2% to € 44.1 million

Other operating income rose by € 2.4 million to € 7.4 million in 2009, primarily due to the reversal of provisions. Operating income totalled € 477.2 million for the reporting year (2008: € 509.2 mill.).

Operating expenses

Amounts in € mill.	**2009**	**2008**
Consumables and services	34.7	33.4
Personnel	184.6	181.6
Other operating expenses	120.4	114.0
Depreciation and amortisation	62.2	64.9
Total	**401.9**	**393.9**

The cost of consumables and services rose by € 1.3 million, or 3.8%, to € 34.7 million. This development resulted above all from an increase of € 0.5 million in energy costs and € 0.4 million in expenditures for consumables.

The average number of employees fell by 1.3% to 3,236 for the reporting year. Personnel expenses rose by € 3.0 million, or 1.7%, to € 184.6 million. This growth was partly offset by a reduction in overtime work and unused vacation as well as the utilisation of synergies.

Other operating expenses rose by € 6.4 million to € 120.4 million, whereby the primary causes were to be found in other operating expenses (€ 9.9 million), services provided by subsidiaries (€ 5.3 million), attorneys' fees (€ 2.4 million) and additions to the valuation adjustments for receivables (€ 1.3 million). Savings were realised in the areas of market communication (€ 8.4 million) and maintenance (€ 2.0 million). Costs of € 8.4 million that are directly related to the terminal extension VIE-Skylink were expensed during the reporting year.

Earnings before interest, taxes, depreciation and amortisation (EBITDA) recorded by Flughafen Wien AG fell by 23.7% to € 137.5 million in 2009 (2008: € 180.2 million).

Depreciation and amortisation, and investments (excl. financial assets)

in € mill.	**2009**	**2008**
Depreciation and amortisation	62.2	64.9
Investments	206.4	286.8

The decline in EBITDA led to a 34.7% drop in EBIT to € 75.3 million for 2009 (2008: € 115.3 million).

Financial results improved € 5.4 million, or 31.7%, in year-on-year comparison to minus € 11.6 million. Lower distributions from short-term securities led to a decline in interest income from securities and other interest income to € 3.9 million for the reporting year (2008: € 8.1 million). Higher Group interest charges led to an increase of € 2.2 million in interest and similar expenses to € 27.5 million. Expenses arising from financial assets and current securities declined € 9.9 million to € 1.5 million as the result of lower losses on and write-downs to securities. Income from the transfer of profit and loss and investments in subsidiaries rose by € 2.4 million to € 10.2 million, above all due to a € 3.6 million higher distribution of profit from IVW.

The tax rate equalled 19.2% for 2009, compared with 18.7% in 2008. Net profit of € 51.4 million for 2009, was € 28.5 million lower than the prior year.

Information on management policies

The financial management of the Flughafen Wien Group is supported by a system of indicators, which utilises selected and closely synchronised ratios. These indicators define the scope of development, profitability and financial security within which the Flughafen Wien Group moves in the pursuit of its primary goal to realise profitable growth.

Depreciation, which will rise over the coming years due to the high level of capital expenditure at the airport, has a significant influence on the earnings indicators used by the Flughafen Wien Group. In order to permit an independent evaluation of the operating strength and performance of the individual business segments, EBITDA – which equals operating profit plus depreciation and amortisation – is defined as the key indicator. The Group also uses the EBITDA margin, which shows the relationship of EBITDA to revenue. The EBITDA margin equalled 28.8% in 2009, compared with 35.4% in the previous year. The defence of high profitability is a stated goal of management.

In addition to the EBIT margin, the return on equity (ROE) is also used to evaluate the profitability of the Group. The ROE compares net profit for the period with the average capital employed during the financial year. It is the objective of Flughafen Wien AG to exceed the return required by investors and lenders on the capital market. The standard for this return is the cost of capital, which represents a weighted average of the cost of equity and debt (weighted average cost of capital; WACC).

Income statement, summary in € mill.

	2009	Change in %	2008
Revenue	465.3	-6.9	499.9
Other operating income (incl. own work capitalised)	11.8	27.2	9.3
Operating income	477.1	-6.3	509.2
Operating income excl. depreciation and amortisation	-339.6	3.3	-329.0
EBITDA	137.5	-23.7	180.2
Depreciation and amortisation	-62.2	-4.2	-64.9
EBIT	75.3	-34.7	115.3
Financial results	-11.7	-31.7	-17.0
EBT	63.6	-35.3	98.3
Income taxes	-12.2	-33.3	-18.4
Net profit	51.4	-35.7	79.9

Financial, Asset and Capital Structure

Assets

Total assets rose by 6.5% to € 1,742.2 million in 2009 (2008: € 1.635,0 million). The ongoing extensive capital expenditure programme led to an increase of 9.7% in non-current assets to € 1,620.0 million (€ 1,477.3 million). Current securities declined € 32.8 million to € 61.4 million, while deposits with financial institutions and cash on hand fell by € 1.0 million to € 2.1 million. Trade receivables decreased € 7.1 million to € 31.74 million, and were the main reason for the € 155.4 million drop in current assets to € 120.4 million.

Equity and liabilities

Equity fell by 0.7% to € 678.8 million as a result of the decline in earnings. An addition of € 5.5 million was made to voluntary reserves, which consequently rose to € 361.8 million. Provisions decreased 7.9% from € 186.2 million to € 171.6 million. This reduction reflected a € 15.3 million decline in the provisions for outstanding invoices and a € 4.0 million decrease in other provisions. The provision for severance compensation was responsible for an increase of € 2.5 million. As in the prior year, no provisions for taxes were created in 2009 because of the high prepayments made during the year. The reduced use of short-term financing led to a decrease of € 29.6 million in amounts due to financial institutions, which fell to € 578.7 million. Liabilities rose by € 127.5 million to € 852.3 million, in particular due to an increase of € 41.7 million in trade payables as of the balance sheet date and an increase of € 114.0 million in amounts due to subsidiaries to € 139.8 million.

Cash Flow

in T€		2009	2008
Net cash flow from operating activities			
+/–	Profit / loss for the year	51,394.0	79,931.0
+	Depreciation and amortisation	62,212.4	64,919.7
+	Write-downs to financial assets and current securities	1.109.1	6,787.2
–	Write-ups to financial assets	-786.4	-838.2
+	Untaxed reserves	-1,354.8	-1,308.9
+/–	Change in employee-related provisions	3,887.6	-1,384.1
+/–	Change in other non-current provisions	885.3	591.5
–/+	Gains(-)/losses(+) on the disposal of non-current assets	399.4	2,493.0
+	Results from the disposal of current securities	-158.2	4,227.8
	Gross cash flow	**117,588.5**	**155,419.1**
–/+	Increase / decrease in inventories	411.3	-157.7
–/+	Increase / decrease in receivables due from customers	7,127.3	-6,981.6
–/+	Increase / decrease in receivables due from Group companies (excl. financing)	-1,435.7	5,356.6
–/+	Increase / decrease in other receivables and assets (excl. financing) as well as prepaid expenses and deferred charges	-4,370.9	-10,224.0
+/–	Increase / decrease in trade payables	27,671.1	-5,976.2
+/–	Increase / decrease in amounts due to Group companies (excl. financing)	11,155.2	-4,742.0
+/–	Increase / decrease in other provisions	-19,433.5	-10,850.5
+/–	Increase / decrease in other liabilities (excl. financing) and deferred income	-550.3	-782.7
		20,574.4	**-34,358.0**
	Operating cash flow	**138,162.9**	**121,061.1**
Net cash flow from investing activities			
–	Payments made for investments in intangible assets and property, plant and equipment	-192,223.5	-258,204.8
+	Disposal of intangible assets and property, plant and equipment	5,845.9	50.0
–	Investments in financial assets	-6,840.4	-62,790.6
+	Disposal of financial assets and current securities	34,760.1	100,071.9
		-158,457.9	**-220,873.5**
Net cash flow from financing activities			
–	Dividend / repayment of shareholder contributions	-54,600.0	-52,500.0
+/–	Change in mid-term and short-term financial liabilities	73,892.8	139,993.8
		19,292.8	**87,493.8**
Change in cash and cash equivalents		**-1,002.2**	**-12,318.7**

Profitability indicators	**2009**	**2008**
EBIT in T€	75,279.0	115,329.0
EBITDA in T€	137,491.4	180,248.7
EBIT margin in %	15.8	22.6
EBITDA margin in %	28.8	35.4
ROE in %	7.4	11.7

Balance sheet structure	**2009**	**2008**
Assets		
Non-current assets in %	93.0	90.4
Current assets in %	7.0	9.6
Total assets in T€	**1,742,154.4**	**1,635,025.4**
Equity and liabilities		
Equity in %	39.6	42.5
Liabilities in %	60.4	57.5
Total equity and liabilities in T€	**1,742,154.4**	**1,635,025.4**

Definition of indicators:

EBIT margin

EBIT (Earnings before Interest and Taxes)
Formula: EBIT / Operating income

EBITDA margin

EBITDA (Earnings before Interest, Taxes, Depreciation and Amortisation)
Formula: (EBIT + depreciation and amortisation) / Operating income

ROE

(Return on Equity after Tax)
Formula: Net profit for the period / Average equity (including untaxed reserves and investment subsidies)
Average equity: (Equity in the prior year + equity in the current year) / 2

Corporate Spending

Investments in intangible assets, property, plant and equipment and financial assets fell by 27.1% to € 213.2 million in 2009. The expenditures are comprised of € 205.3 million for property, plant and equipment, € 1.1 million for intangible assets and € 6.8 million for financial assets.

Terminal extension VIE-Skylink

Investments for the reporting year focused primarily on the terminal extension VIE-Skylink at € 102.8 million. The terminal extension will increase the design capacity of the terminal building to 26 million passengers, but the real capacity will be substantially higher. The VIE-Skylink will include the construction of a pier with 17 aircraft positions close to the building. The terminal extension will house additional check-in counters as well as baggage transfer and sorting equipment plus space for an additional 33 retail and 19 gastronomy facilities. Including the revenue generated by the existing space at the airport, rental income is expected to total over € 40.0 million per year after the redesign and optimisation of space.

Numerous factors – such as additional requirements by public authorities, the optimisation of the retail and gastronomy concept, the reorganisation of the project and rising prices – led to an increase in the cost of this project over the original estimate and to a delay in the initial schedule. Furthermore, the complexity of the project as well as the required structural and security equipment led to problems in realising construction as initially planned. In 2008 the Company announced a budget of € 657 million, which was approved by the Supervisory Board. In spring 2009 it became apparent that the actual costs would exceed this level, and the project was consequently reorganised.

An extensive evaluation showed that the timetables could not be met, and also indicated that both the price and timing of construction would deviate significantly from the original plans. A fundamental redirection of the project, above all with respect to the activities required to complete construction, therefore became necessary. Further municipal permits were also required. As a consequence of these events, Flughafen Wien AG withdrew from all contracts for construction services connected with the VIE-Skylink project at the end of July 2009.

Contract negotiations between Flughafen Wien AG and the involved firms as well as tenders for the continuation of construction brought successful results during the second half of 2009. The major contracts were concluded, and a tender was held to select a general contractor for the interior construction. The project management tender and the tender for the local construction oversight were completed and the contracts were awarded. The tender to select a possible general contractor for the entire project should be completed during the third or fourth quarter of 2010. A general contractor would be responsible for all planning and construction services up to the completion and transfer of this project, and would also carry all further costs. The decision to award this contract will be based on the economic benefits for Flughafen Wien AG.

Adjusted schedule and budget

Construction on the VIE-Skylink project was resumed in mid-February 2010 and should be completed during the second half of 2011. Operations in the terminal extension are expected to start during the first six months of 2012, independent of the possible selection of a general contractor.

In December 2009 the Company announced a budget € 830 million for the terminal extension VIE-Skylink, which was also approved by the Supervisory Board. This amount includes provisions for risk, reserves and the possible commissioning of a general contractor. The goal remains intact to hold costs below this amount and also meet the time schedule.

Other investments

Other major investments during the reporting year included the ramp in front of the airport building (€ 12.6 million), security systems (€ 8.9 million), the new fire department headquarters and checkpoints (€ 8.3 million), baggage sorting equipment (€ 2.7 million), the guidance system (€ 4.3 million), technical noise protection (€ 8.9 million) and a forwarding agent building (€ 2.0 million).

Major projects in € mill.	**2009**
Property, plant and equipment	
Terminal extension VIE-Skylink	102.8
Capitalisation of assets connected with the third runway	12.9
Plaza in front of the terminal building	12.6
Security systems	8.9
Construction of new fire department building and checkpoints	8.3
Austrian Federal Railway station	6.7
Land	5.2
Taxiways and aprons	4.7
Guidance system	4.3
Baggage sorting equipment	2.7
Gate equipment for car parks and parking areas	2.2
Forwarding agent building	2.0
Financial assets	
Loans granted	1.1

Branch Offices

As in the prior year, the Company had no branch offices in 2009.

Financial Instruments

A financial instrument is a contract that simultaneously creates a financial asset in one entity and a financial liability or equity instrument in another entity. In particular, financial assets include financial investments such as non-consolidated and other holdings, securities, trade receivables, credits granted and other receivables, non-derivative and derivative financial assets, and cash and cash equivalents. Financial liabilities generally represent an obligation to deliver cash or other financial assets to a creditor, and are comprised above all of amounts due to credit institutions, trade payables and derivative financial liabilities. Financial assets and financial liabilities are normally not offset for presentation, except in cases where there is a legally enforceable right to offset the amounts and settlement will take place on a net basis.

In 2007 Flughafen Wien AG concluded a receiver interest rate swap (receive fixed – pay variable) to hedge the risk of cash flows related to a variable interest financial liability. The variable interest financial liability was designated as the hedged item at an amount reflecting the nominal value of the interest rate swap. Further details are provided in the notes to the financial statements.

Risks of Future Development

Risk management

Risk management forms an integral part of the operational and strategic procedures in Flughafen Wien AG, and is firmly anchored in all corporate processes. Responsibility lies with the individual business unit managers or subsidiary directors, who are supported by the investment management and controlling departments as well as the risk management group in the general secretariat of Flughafen Wien AG.

The risks to which the Company is exposed are monitored and evaluated at regular intervals in accordance with the risk management guideline of Flughafen Wien AG. This process covers the identification, evaluation, monitoring and management of risks. Non-financial risks are also identified and assessed. Measures are implemented to address all documented risks and thereby transfer, reduce or – under ideal circumstances – completely avoid these risks.

The risk management database was expanded in 2009 to include additional application and inquiry options, which will allow for the effective and efficient maintenance and documentation of the extensive risk inventory list. The Management Board provides the Audit Committee of the Supervisory Board with regular reports on risk management.

The Company has concluded insurance policies to cover specific damages and liability risks, which allow for the minimisation of possible financial losses. In addition to control systems and instruments, Flughafen Wien AG has established an internal audit department that regularly evaluates business practices and organisational processes for compliance with Group guidelines, security and efficiency. The Management Board has therefore created the necessary instruments and structures to identify risks at an early point in time and to subsequently implement appropriate countermeasures or otherwise minimise these risks. These existing systems will be further developed and evaluated as part of projects that are currently in progress.

Defence of strong position as east-west hub

A key success factor for Flughafen Wien AG is the positioning of Vienna International Airport as an east-west hub. This hub function is utilised primarily by the airport's major customer, the Austrian Airlines Group. In 2009 this carrier recorded a 10.2% decline in the total number of passengers, including a decrease of 10.3% in traffic to Eastern Europe. In addition to the general recovery in air travel, a significant factor for the future development of Flughafen Wien AG is the integration of the Austrian Airlines Group into the Lufthansa organisation. This integration led to route adjustments in 2009, which should now be largely completed. Since there are relatively few overlaps between Lufthansa, Swiss and the Austrian Airlines Group with respect to destinations in Eastern Europe, Flughafen Wien AG assumes the Austrian Airlines Group will continue its "Focus East" strategy. Vienna International Airport also intends to increase its positioning as a leading east-west hub for travel to the emerging economic regions of Central and Eastern Europe over the coming years.

Development and expansion of new fields of business

Opportunities to develop new areas of business outside the airport are evaluated regularly. The Retail & Properties Segment also assesses the potential for growth in the areas of rental and parking. Projects are only realised if they increase the value of the Flughafen Wien Group and also support the payment of an attractive dividend.

Expansion to meet the long-term development of traffic

The expansion projects at Vienna International Airport are realised in close coordination with airline customers, and are also based on the expected development of traffic. The realisation of the terminal extension VIE-Skylink is also supported by expert forecasts for a long-term increase in passenger volume. The inherent potential for growth at Vienna International Airport reduces the financial risk associated with these investments, which are intended to guarantee sufficient capacity to meet demand.

Financial risks

The investment programme under realisation by Flughafen Wien AG is largely financed with long-term borrowings, which were concluded primarily at fixed interest rates. In order to ensure the availability of sufficient liquidity, commitments for € 350 million in additional lines of credit were arranged in 2009. Flughafen Wien AG filed an application with Österreichische Kontrollbank during the reporting year, requesting a guarantee for € 300 million of these credit lines in accordance with an Austrian law for the protection of liquidity. In order to cover the peak requirements of the investment programme, the Company raised € 103.5 million through the issue of a multitranche promissory note in 2009. The solid financial base of Flughafen Wien AG will guarantee the availability of financing for expansion plans and possible airport acquisitions at favourable conditions in the future.

Market risks and risks arising from the customer structure

The development of business at Flughafen Wien AG is dependent to a significant degree on factors that influence international travel as well as macroeconomic developments. The dangers of a decline in traffic at Vienna International Airport as a consequence of terror, war or other external shocks (e.g., SARS epidemic) are extremely difficult for an individual company to control. In addition to emergency plans, Vienna International Airport works to counter the effects of such shocks, above all with high demands on the quality of security and proactive public relations. This involves close cooperation with the Austrian Federal Ministry of the Interior and the Federal Police Department in Schwechat as well as specially designed security measures for customers. Flughafen Wien AG can also react to the intensity and impact of such events with flexible cost and price structures as well as the modification of its capital expenditure programme.

The Austrian Airlines Group remains the largest customer of Vienna International Airport, despite a steady decline in its share of total passenger volume over recent years. The long-term development of this airline as a strong and independent home carrier and the network strategy of the Star Alliance, in which the Austrian Airlines Group is a partner, represent key factors for the success of Flughafen Wien AG. Therefore, developments in this area are monitored on a continuous basis. The handling contracts with the Austrian Airlines Group were extended to 2012 during the first half of the reporting year. The effects of the takeover of the Austrian Airlines Group by Lufthansa are difficult to estimate at the present time, above all because of the economic crisis.

A further decline in traffic as well as high kerosene prices could lead to a reduction in routes and frequencies as well as a decline in liquidity, especially for the low-cost carriers. On 1 September 2009 bankruptcy proceedings were opened over Sky Europe, and flight operations were subsequently terminated. This airline had a 2.6% share of passengers at Vienna International Airport in 2009 (2008: 6.0%). Appropriate provisions were created to reflect the impairment of receivables due from this company.

Appropriate marketing measures as well as attractive tariff and incentive models that benefit all airlines are used to counter market risk. The Company’s goal is to share the occupancy risk of the airlines and also support key intercontinental flights as well as destinations throughout Eastern and Central Europe. Including the incentives offered by Flughafen Wien AG, the duties charged by Vienna International Airport are below the European average.

Competition by other service providers (for example, in the handling or security area) is countered with individual service offerings and the maintenance of high quality standards.

Investment risks

The expansion projects carried out by Flughafen Wien AG are defined in a master plan, which is adapted regularly to meet actual developments. A special analysis procedure is used to evaluate the potential risk associated with investment projects in the planning stage, while regular risk monitoring is based on an analysis and evaluation process that is part of project controlling.

The completion of the terminal extension VIE-Skylink represents one of the major challenges for the future due to the complexity of this project.

Another challenge is formed by the environmental impact study for the construction of a third runway. Flughafen Wien AG filed an application with the responsible authorities in the provincial government of the province of Lower Austria for the approval of the project “parallel runway 11R/29L (third runway)“ in accordance with the Austrian environmental impact assessment act. A decision on the start of construction will be made after receipt of the final ruling and an extensive analysis of the actual airport requirements.

The ex-post environmental impact report for Vienna International Airport was filed with the Austrian Ministry for Transportation, Industry and Technology on 3 April 2009. The first revision to this ex-post report, which was required to incorporate improvements required by the authorities, was submitted on schedule and made available for public review until 3 December 2009. The authorities and their experts will now evaluate the submitted statements and issue a final report, which is expected in the second quarter of 2010.

Damage risks

The risk of damages includes fire and other events that could result from natural disasters, accidents or terror as well as the theft of property. In addition to appropriate safety and fire protection measures and emergency plans that are rehearsed on a regular basis, these risks are covered by insurance.

Legal risks

The requirements of public authorities, above all in the area of environmental protection (e.g. noise and emissions) can lead to legal risks. Flughafen Wien AG works to counter these risks, above all, with information and the involvement of local citizens in the mediation process (e.g. third runway) or through neighbourhood advisory boards.

The tariffs charged by Vienna International Airport are subject to approval by the Austrian Civil Aviation Authority. Flughafen Wien AG and this agency have agreed to an index model that covers tariffs up to the end of 2011. If this agreement is not extended, the provisions of the Austrian Civil Aviation Act will take effect.

Flughafen Wien AG has refused to recognise certain invoices for work on the terminal extension VIE-Skylink, which has led to the start of legal proceedings. Some of these proceedings are currently pending in court. The Austrian Federal Tender Office also conducted a review of the tender for a general contractor for the construction and/or completion of the VIE-Skylink and the tender for local construction management. The review of the tender for local construction management led to the reversal of the tender award. This tender was subsequently completed in accordance with a ruling issued by the Austrian Federal Tender Office, and the tender was accepted. Based on the withdrawal from contracts for the VIE-Skylink project, it cannot be excluded that individual firms may file claims against Flughafen Wien AG. However, these claims cannot be quantified at the present time.

Possible claims for damages in connection with the terminal extension as well as the related consequences are currently under analysis by Flughafen Wien AG together with legal experts.

Report on the key features of the internal control and risk management systems for accounting processes

In accordance with § 82 of the Austrian Stock Corporation Act, the Management Board is responsible for the development and implementation of an internal control and risk management system for accounting processes that meets the requirements of the company. The following section explains the organisation of the internal controls related to accounting processes at Flughafen Wien AG.

Introduction

The description of the major features of these internal controls is based on the structure defined by the Committee of Sponsoring Organisations of the Treadway Commission (COSO). The COSO framework comprises five related components: the control environment, risk assessment, control activities, information and communication and monitoring.

The objective of the internal control system is to support management in implementing – and continuously improving – effective internal controls for accounting. The internal control system is designed to ensure compliance with guidelines and directives, and to also create favourable conditions for specific control activities in key accounting processes.

The internal audit department carries out independent and regular reviews of compliance with corporate policies for the accounting area. This department reports directly to the Management Board.

Control environment

The foundation for the control environment is formed by the corporate culture within which management and employees operate. The company works actively to improve communications and convey its principal values for the achievement of goals relating to moral standards, ethics and integrity – both in the company and in interaction with other parties.

The implementation of the internal control system for accounting processes is regulated in internal guidelines and directives. The related responsibilities were adjusted to meet the needs of the company in order to create a satisfactory control environment.

Risk assessment

The risks associated with accounting processes are identified by management and monitored by the Supervisory Board. Attention is focused on risks that are normally considered to be material.

The continuous evaluation of the internal control activities carried out by the relevant functions is based on a risk-oriented model. The assessment of the risk arising from erroneous financial reporting is based on different criteria. For example, complex accounting policies can lead to an increased risk of error. Different principles for the valuation of assets and a complex or changing business environment can also lead to material errors in financial reporting. The continuous evaluation of risks and reporting to the Supervisory Board are based on a risk management database that was created especially for this purpose.

The preparation of the annual financial statements involves the use of estimates, which carry an inherent risk of deviation from actual future developments. In particular, the following circumstances or positions in the annual financial statements are involved: employee-related provisions, the results of legal disputes, the collectability of receivables and the valuation of investments in other companies and property, plant and equipment. The company draws on external experts or publicly available sources whenever necessary, in order to minimise the risk of inaccurate estimates.

Control activities

In addition to the Supervisory Board and Management Board, mid-level management (e.g. department heads and senior managers) carry out control activities for ongoing business processes to ensure that potential errors or variances in financial reporting are prevented, discovered and corrected. These control activities range from the review of results for the various accounting periods by management and the controlling department to the specific transition of accounts and the analysis of ongoing accounting processes.

The Management Board is responsible for defining the hierarchy levels to ensure that activities are not carried out and controlled by the same person.

Control activities to guarantee IT security represent an integral part of the internal control system. Access to sensitive functions and data is restricted. SAP and PC Konsol enterprise reporting software are used for accounting and financial reporting purposes. The functionality of the accounting system is guaranteed, among others, by automated IT controls.

In the subsidiaries, the relevant managers are responsible for the development and implementation of an internal control and risk management system for accounting processes that meets the needs of their particular company. These managers also represent the final authority for ensuring compliance with all related Group guidelines and directives.

Information and communications

The guidelines and directives for financial reporting are updated regularly by management, and communicated to all involved employees via the Intranet or internal announcements. Moreover, financial reporting and the related guidelines and directives are regularly discussed by various corporate bodies, e.g. at meetings of the department heads, senior managers and management. These corporate bodies include management as well as department heads and key accounting managers. The work of these corporate bodies is intended to ensure compliance with all accounting guidelines and directives, and to also identify and communicate weak points and opportunities for the improvement of accounting processes.

The accounting staff also attends regular training courses that cover changes in international accounting policies and practices, in order to minimise the risk of unintended errors.

Monitoring

Management, the controlling department and the Supervisory Board are responsible for the continuous monitoring of the internal control system throughout the company. In addition, the individual department heads and senior managers are responsible for monitoring activities in their individual areas. Controls and plausibility checks are carried out at regular intervals, and the internal control system is also reviewed by the internal audit department. In addition, the internal control system includes a self-monitoring and supervisory function.

The results of monitoring activities are reported to management and the Supervisory Board. Top management receives regular financial reports, e.g. monthly reports on the development of revenue and earnings in the individual segments of business as well as reports on the development of net debt and receivables. The Supervisory Board is also provided with regular information on the financing of the Flughafen Wien Group. Financial statements intended for publication are reviewed by key accounting employees and the Management Board, and then by the Audit Committee of the Supervisory Board, before they are passed on to the responsible corporate bodies.

Research and Development

Flughafen Wien AG is a service provider, and therefore does not carry out traditional research activities. However, a total of € 2.5 million was spent in 2009 (2008: € 2.0 mill.) to improve individual program modules of the internally generated airport operations software.

Environmental and Labour Issues

Flughafen Wien AG is committed to careful and conscious interaction with the environment as well as sustainable management, and implements numerous measures to meet these goals. A total of T€ 799.3 was invested in environmental protection during the reporting year (2008:

T€ 889.4). Activities focused on the reduction of pollutant and noise emissions in order to minimise the impact of the airport on its surrounding environment – and above all on neighbouring residents. The Company's fleet of environmentally friendly natural gas autos, which are used on the aprons, was expanded from 37 to 74 vehicles in 2009. These additions gave Flughafen Wien AG one of the largest natural gas auto fleets in Austria. The noise protection programme defined in the mediation contract also continued during 2009. Roughly 11,000 households are entitled to participate in this programme, and the preparation of expert opinions and renovations are currently in process. The noise protection programme is intended to improve the quality of life for neighbouring residents under both the current two-runway system and a possible three-runway system. Moreover, the dialogue forum approved a noise-related tariff model during the reporting year for implementation in several steps up to mid-2011. These tariffs will be calculated separately for each aircraft based on the actual level of noise generated.

Flughafen Wien AH had an average workforce of 3,236 in 2009 (2008: 3,278). The number of employees declined during the year, especially in the Handling Segment, parallel to the decline in traffic. Employees are offered a wide variety of training and continuing education programmes that concentrated, among others, on seminars to improve social skills and IT classes in 2009. The first cycle of the Airport Management Training Programmes (AMTP), an airport-specific course with an international focus, was concluded during the reporting year. A new training programme for senior managers was also started, which will focus on leadership as well as languages and communication. In order to increase motivation, Flughafen Wien AG provides a wide range of employee benefits that include a Company-operated day care centre, free travel to and from the airport and subsidies for supplementary accident and health insurance as well as contributions to a Company pension fund. Employees are also able to participate in the success of the Company through an employee fund that holds 10% of the shares in Flughafen Wien AG. As a result of the safety campaign, the number of reportable accidents per 1,000 employees fell by 16.5% to 37.5 in 2009.

Disclosures required by § 243a of the Austrian Commercial Code

1. Share capital and shares

The share capital of Flughafen Wien AG totals € 152,670,000 and is fully paid in. It is divided into 21,000,000 shares of bearer stock. All shares carry the same rights and obligations ("one share = one vote").

2. Syndication agreement

Two core shareholders – the province of Lower Austria (4.2 million shares) and the city of Vienna (4.2 million shares) – hold 40% of the Company's shares in a syndicate. The syndication agreement was concluded in 1999 and has remained unchanged since that time. It calls for the joint exercise of voting rights on the syndicated shares at the annual general meeting. Any amendments to the syndication agreement, the dissolution of the syndicate and resolutions to admit a new partner to the syndicate require unanimous approval. The syndication agreement provides for reciprocal rights of purchase if one party intends to sell its syndicated shares to a buyer outside the syndicate (third party) through a legal transaction in exchange for return compensation. This reciprocal right of purchase does not apply if the syndicated shares are transferred to a holding company in which the transferring syndicate partner owns at least a majority stake. The Company is not aware of any other limitations on voting rights or the transfer of shares.

3. Investments of over 10% in the Company

The city of Vienna and the province of Lower Austria each hold an investment of 20% in Flughafen Wien AG. In addition, Flughafen Wien Mitarbeiterbeteiligung Privatstiftung (the employee fund) holds 10% of the share capital of Flughafen Wien AG. The Company is not aware of any other shareholders with a stake of 10% or more in share capital.

4. Shares with special control rights

The Company is not aware of any special control rights on the part of shareholders.

5. Control of voting rights for the shares held by the employee fund

The voting rights for the shares held by the Flughafen Wien employee fund are exercised by the managing board of this entity. The appointment to or dismissal of members from the fund's managing board requires the approval of the advisory board of the Flughafen Wien employee fund, whereby a simple majority is required for such decisions. The advisory board is comprised of five members, with two members each delegated by employees and the employer. These four members unanimously elect a fifth person to serve as the chairman of the advisory board.

6. Appointment and dismissal of members of the Management and Supervisory Boards

In accordance with the Austrian Corporate Governance Code, the Company's articles of association permit the appointment of a person to the Management Board for the last time in the calendar year in which the candidate reaches his/her 65th birthday. Election to the Supervisory Board is possible for the last time in the calendar year in which the candidate reaches his/her 70th birthday. There are no other provisions governing the appointment and dismissal of members of the Managing Board or Supervisory Board or the amendment of the Company's articles of association that are not derived directly from Austrian law.

7. Share buyback and authorised capital

The Management Board has been granted no explicit rights that are not derived directly from Austrian law, in particular with respect to the issue or repurchase of shares in the Company. The Company has no authorised capital at the present time.

8. Change of control

In the event of an actual, impending or justifiably assumed change of control (in accordance with the following definition), a financial liability of € 400 million may be called prematurely and related collateral may be cancelled if there are reasons to assume the change will or could have a negative impact on the future fulfilment of the financial liability and Flughafen Wien AG does not take actions within a certain period of time to provide this contract partner with collateral that is deemed acceptable. A change of control is defined as an event that leads to (i) a direct or indirect reduction in the investment held jointly by the province of Lower Austria and the city of Vienna in Flughafen Wien AG to less than 40% of the total number of voting shares or (ii) a natural person or legal entity that currently does not exercise control over Flughafen Wien AG gains control over Flughafen Wien AG (e.g. either directly or indirectly, through the ownership of shares, economic circumstances or in another manner, and either alone or together with third parties (i) acquires more than 50% of the voting shares in Flughafen Wien AG or (ii) the right to nominate the majority of members to the decision-making bodies of Flughafen Wien AG or exercises a controlling influence over these persons). A change of control does not include a direct or indirect reduction in the joint investment held by the province of Lower Austria and the city of Vienna to less than 40% but more than 30% of the voting shares in Flughafen AG in conjunction with a capital increase by the Company without the full or partial exercise of subscription rights by these two shareholders, unless a natural person or legal entity that does not currently exercise control over Flughafen Wien AG gains control over the Company at the same time.

9. Compensation agreements in the event of a public takeover bid

There are no agreements for compensation between the Company and the members of its Management Board, Supervisory Board or employees that would take effect if a public takeover bid is made.

Outlook

Economic researchers are forecasting steady recovery in the global economy beginning in 2010. The GDP in the euro region is expected to increase by 0.7%, whereby the new EU member states should generate stronger growth than the EU-15. According to the Austrian economic research institute WIFO, the Austrian economy should expand by 1.8% per year from 2010 to 2014. In the air travel branch, the second half of 2009 brought the first indications that the downturn was beginning to slow. Against this backdrop, Vienna International Airport also recorded a year-on-year increase in passengers during December 2009.

Flughafen Wien AG is forecasting an increase of 2.0% in the number of passengers and 5.0% in maximum take-off weight (MTOW) as well as a constant number of flight movements (+/-0%) for 2010. Over the long-term – for the period up to 2020 – average growth is expected to reach 5.2% per year.

Investments are forecasted to total € 320 million in 2010. Construction on the VIE-Skylink was resumed during mid-February 2010 and should be completed during the second half of 2011. Operations in the VIE-Skylink are planned to begin during the first six months of 2012, independent of the decision to select a possible general contractor.

Subsequent Events

Traffic results for January 2010 provide the first indications of slow recovery. The number of passengers handled at Vienna International Airport rose by 4.1% over the comparable prior year period to 1,202,594. Flight movements fell by 2.7%, while maximum take-off weight (MTOW) and cargo increased 1.0% and 30.8%, respectively. The number of local passengers totalled 825,660 in January 2010, for a plus of 4.7%. The number of transfer passengers was 3.3% higher.

The tariffs at Vienna International Airport were raised by a net total of 0.50% as of 1 January 2010 based on the index formula. This adjustment includes a 13.0% reduction in the landing tariff as well as a 7.3% increase the passenger tariff. The new scheme also gives Vienna International Airport a very competitive tariff structure.

In a letter dated 19 February 2010, the minority shareholder of KSC Holding (KSCH) exercised the put option to sell its 19.05% stake in the company to Flughafen Wien AG. Following the purchase of this stake, the Flughafen Wien Group owns 100% of KSCH and 66% of KSC (Letisko Košice – Airport Letisko a.s.).

Schwechat, 26 February 2010

The Management Board

Ernest Gabmann
Member of the Board

Herbert Kaufmann
Member of the Board
and Speaker

Gerhard Schmid
Member of the Board

Balance Sheet

as of 31 December 2009

Assets	**31.12.2009 in €**	**31.12.2008 in T€**
A) Non-current assets		
I. Intangible assets		
1. Concessions and rights	7,106,971.49	7,809.5
II. Property, plant and equipment		
1. Land and buildings	467,030,528.02	436,058.2
2. Machinery and equipment	210,243,161.23	213,644.5
3. Other equipment, furniture, fixtures and office equipment	43,431,109.95	47,728.6
4. Prepayments made and construction in progress	628,227,328.67	512,851.0
Total II	1,348,932,127.87	1,210,282.3
III. Financial assets		
1. Shares in subsidiaries	191,825,660.40	186,296.2
2. Loans granted to subsidiaries	55,886,895.96	57,643.2
3. Investments in other companies	9,053,323.50	9,053.3
4. Loans granted to companies in which an investment is held	500,000.00	500.0
5. Non-current securities (rights)	5,722,139.47	5,572.6
6. Other loans granted	1,002,688.96	175.1
Total III	263,990,708.29	259,240.5
Total A)	1,620,029,807.65	1,477,332.3
B) Current assets		
I. Inventories		
1. Supplies	3,124,642.39	3,535.9
II. Receivables and other assets		
1. Trade receivables	31,729,333.66	38,856.7
2. Receivables due from subsidiaries	3,652,007.40	2,355.6
3. Receivables due from companies in which an investment is held	139,389.95	0.1
4. Other receivables and assets	18,226,904.11	13,303.5
Total II	53,747,635.12	54,515.8
III. Securities and shares		
1. Miscellaneous securities and shares	61,392,133.76	94,226.6
Total III	61,392,133.76	94,226.6
IV. Cash on hand and deposits with financial institutions	2,113,433.45	3,115.6
Total B)	120,377,844.72	155,394.0
C) Prepaid expenses and deferred charges	1.746.701.08	2,299.2
Total Assets	1,742,154,353.45	1,635,025.4

Equity and Liabilities	**31.12.2009 in €**	**31.12.2008 in T€**
A) Equity		
I. Share capital	152,670,000.00	152,670.0
II. Share premium (appropriated)	117,657,318.52	117,657.3
III. Reserves		
1. Statutory reserve	2,579,158.88	2,579.2
2. Other reserves (voluntary reserves)	361,800,888.90	356,289.7
Total III	364,380,047.78	358,868.9
IV. Retained earnings, Thereof profit carried forward: € 9,867.09; 2008: T€ 5.7	44,104,992.94	54,609.9
Total A)	678,812,359.24	683,806.0
B) Untaxed reserves		
1. Valuation reserve based on special depreciation	8,027,015.08	6,238.1
2. Other untaxed reserves	170,602.10	171.8
Total B)	8,197,617.18	6,409.9
C) Investment subsidies from public funds	3,474,986.59	4,829.7
D) Provisions		
1. Provisions for severance compensation	50,563,117.00	48,023.6
2. Provisions for pensions	22,735,615.89	22,068.6
3. Other provisions	98,252,221.81	116,119.4
Total D)	171,550,954.70	186,211.6
E) Liabilities		
1. Amounts due to financial institutions	578,723,215.83	608,330.5
2. Prepayments received on orders	364,716.00	257.6
3. Trade payables	96,529,996.24	54,784.4
4. Amounts due from subsidiaries	139,834,748.77	25,874.2
5. Amounts due from companies in which an investment is held	5,835,160.79	5,140.6
6. Other liabilities Thereof from taxes: € 0.0; 2008: T€ 0.0 Thereof from social security: € 3,811,241.90; 2008: T€ 4,526.5	30,969,774.71	30,347.4
Total E)	852,257,612.34	724,734.7
F) Deferred income	27,860,823.40	29,033.5
Total Equity and Liabilities	1,742,154,353.45	1,635,025.4
Contingent liabilities	87,620,533.09	120,198.4

Income Statement

from 1 January to 31 December 2009

	1.1.–31.12.2009 in €	1.1.–31.12.2008 in T€
1. Revenue	465,312,354.58	499,907.8
2. Own work capitalised	4,471,558.10	4,367.6
3. Other operating income		
a) Income from the disposal of non-current assets, with the exception of financial assets	62,011.92	43.2
b) Income from the reversal of provisions	3,736,828.19	2,348.0
c) Income from the reversal of investment subsidies from public funds	1,354,753.42	1,365.8
d) Miscellaneous	2,214,919.07	1,185.6
Total 3.	7,368,512.60	4,942.5
Operating income (subtotal of No. 1 to 3)	477,152,425.28	509,217.9
4. Cost of consumables and services		
a) Cost of materials	32,925,613.64	32,112.4
b) Cost of services	1,747,346.93	1,294.1
Total 4.	34,672,960.57	33,406.6
5. Personnel expenses		
a) Wages	74,207,831.52	77,493.6
b) Salaries	58,987,493.27	56,404.6
c) Expenses for severance compensation and contributions to employee severance compensation fund	8,546,708.89	4,148.2
d) Expenses for pensions	3,461,713.51	3,021.1
e) Expenses for legally required social security and payroll-related duties and mandatory contributions	37,384,362.86	37,948.5
f) Other employee benefits	2,049,332.84	2,588.4
Total 5.	184,637,442.89	181,604.3
6. Depreciation and amortisation Thereof unscheduled write-downs to non-current assets in accordance with § 204 (2) of the Austrian Commercial Code: € 0.0; 2008: T€ 0.0	62,212,411.65	64,919.7

(continued)	1.1.–31.12.2009 in €	1.1.–31.12.2008 in T€
7. Other operating expenses		
a) Non-income based taxes	355,328.60	358.5
b) Miscellaneous	119,995,278.14	113,599.9
Total 7.	120,350,606.74	113,958.3
Total 4.–7.	401,873,421.85	393,888.9
8. Operating profit (subtotal of No. 1 to 7)	75,279,003.43	115,329.0
9. Income from investments in other companies Thereof from subsidiaries: € 10,130,062.95 2008: T€ 7,361.7	10,169,262.95	7,776.5
10. Income from other securities and loans granted Thereof from subsidiaries: € 2,265,425.65 2008: T€ 2,528.1	2,302,272.90	2,534.7
11. Interest and similar income Thereof from subsidiaries: € 384,232.86 2008: T€ 108.9	3,856,287.79	8,092.4
12. Income from the disposal and write-up of financial assets	982,561.95	1,176.2
13. Expenses arising from financial assets and current securities Thereof write-downs: € 1,109,107.38; 2008: T€ 6,787.2	1,457,563.83	11,353.0
14. Interest and similar expenses Thereof to subsidiaries: € 3,259,027.17 2008: T€ 1,490.4	27,495,316.95	25,274.6
15. Financial results (subtotal of No. 9 to 14)	-11,642,495.19	-17,047.8
16. Profit on ordinary activities	63,636,508.24	98,281.2
17. Income taxes	-12,242,475.22	-18,350.2
18. Net profit for the year	51,394,033.02	79,931.0
19. Reversal of untaxed reserves	2,647.29	283.2
20. Addition to untaxed reserves	1,790,360.63	0.0
21. Addition to reserves	5,511,193.83	25,610.0
22. Profit carried forward from the prior year	9,867.09	5.7
23. Retained earnings	44,104,992.94	54,609.9

Notes to the 2009 Annual Financial Statements of Flughafen Wien AG

General Information on the 2009 Annual Financial Statements of Flughafen Wien AG

General Information

These annual financial statements are based on the prevailing provisions of Austrian commercial law. They were prepared in accordance with the principles of correct bookkeeping and accounting. In particular, the principle of prudence was observed and impending losses were recognised but unrealised gains were not recorded. All assets, provisions and obligations were recorded and individually measured, whereby valuation was free of arbitrariness.

The income statement was prepared in accordance with the Austrian method under which “total costs“ are shown.

It should be noted that rounding differences can result from the use of rounded amounts in the annual financial statements.

Legal Relationships

As of 31 December 2009 Flughafen Wien AG had a contract for the transfer of profit and loss with the subsidiary Vienna Aircraft Handling Gesellschaft m.b.H.

Classification

The Company is classified as a large corporation under the provisions of § 221 (3) of the Austrian Commercial Code.

Structure and Accounting Methods

The balance sheet was structured in accordance with the provisions of §§ 224 ff of the Austrian Commercial Code. The income statement was prepared in accordance with the Austrian method under which “total costs“ are shown pursuant to § 231 (2) of the Austrian Commercial Code.

Valuation Methods

Purchased intangible assets and property, plant and equipment are carried at acquisition or production cost, less scheduled amortisation and depreciation as well as any necessary impairment charges. Production costs also include an appropriate part of material and production overheads, but exclude interest.

The Company's assets have the following useful lives: intangible assets: 4 to 20 years; facilities installed on property: 10 to 20 years; buildings: 10 to 50 years; machinery and equipment: 10 to 20 years; and other equipment, furniture, fixtures and office equipment: 4 to 15 years. Low-value assets are written off completely in the year of purchase.

Non-interest bearing loans granted by the Company are discounted, while interest-bearing loans are carried at the nominal value as of the balance sheet date.

In accordance with § 206 of the Austrian Commercial Code, current assets are carried at acquisition or production cost that reflects loss-free valuation.

Identifiable risks related to receivables are reflected in valuation adjustments.

Foreign currency assets are measured using the exchange rate (FX-bid rate) in effect on the date of acquisition or the lower rate on the balance sheet date. Foreign currency liabilities are measured using the exchange rate (FX-offer rate) in effect on the date of acquisition or the higher rate on the balance sheet date.

Revaluations permitted by § 208 (1) of the Austrian Commercial Code were not recorded in accordance with § 208 (2) of the Austrian Commercial Code, were it was possible to retain a lower value for the determination of taxable profit under the condition that this amount can also be used in the annual financial statements.

The Company did not elect to use the option provided by § 198 (10) of the Austrian Commercial Code for the capitalisation of deferred taxes.

Provisions were recorded at the amount considered necessary by reasonable judgment.

Liabilities were recorded at their repayment amount.

Derivative Financial Instruments

Interest rate and foreign exchange hedges are included in the valuation of primary financial instruments. Losses arising from changes in the present value of derivative financial instruments that do not qualify for hedge accounting are expensed as incurred.

Interest Rate Swap

A fixed interest rate swap with a nominal value of T€ 10,000.0 and a term of five years was concluded in 2007 as a hedge against future increases in interest rates. The market value was negative as of 31 December 2009, and a provision was therefore created for impending losses.

The valuation of the interest rate swap was based on recognised mathematical methods and market data available at the time of calculation.

in T€	Book value 2009	Market value 2009	Book value 2008	Market value 2008
EUR/CHF	-573.8	-573.8	-372.8	-372.8

Notes to the Balance Sheet

Assets

Non-current assets

The development of the individual positions of non-current assets is shown on the attached schedule of non-current assets.

The value of land included under land and buildings is T€ 90,469.4 (2008: T€ 88,091.0).

Write-ups of T€ 786.4 (2008: T€ 838.2) were recorded to loans granted to subsidiaries to reflect the reversal of the discount from a shareholder loan (IVW). Of the total loans granted, T€ 2,610.9 (2008: T€ 1,512.8) are due and payable within one year.

Non-current securities and similar rights

Non-current securities are comprised of the following:

in T€	Book value 2009	Book value 2008
Shares	494.9	494.9
Other	5,227.2	5,077.7
	5,722.1	5,572.6

The position "Other" is comprised primarily of the repurchase value of reinsurance for pensions (T€ 5,089.5). As in the prior year, these policies are pledged.

Current assets

Inventories were valued using the weighted average price method or, in certain cases, the fixed price method. In individual cases, write-downs were recorded to reflect low turnover.

Valuation adjustments of T€ 10,248.7 (2008: T€ 6,299.4) were recorded to trade receivables as of the balance sheet date.

As in the prior year, receivables due from subsidiaries resulted primarily from invoices for the provision of goods and services as well as a contract for the transfer of profit and loss.

The following table shows the terms of receivables and other assets:

Remaining term up to one year Flughafen Wien AG

Amounts in T€	2009	2008
Trade receivables	31,729.3	38,856.7
Receivables due from subsidiaries	3,652.0	2,355.6
Receivables due from associates	139.4	0.1
Other receivables and assets	18,115.6	13,204.7
Total	53,636.3	54,417.1

Remaining term over one year Flughafen Wien AG

Amounts in T€	2009	2008
Other receivables and assets	111.3	98.8
Total	111.3	98.8

Other receivables and assets include T€ 1,552.4 of credit card settlements and T€ 916.4 of accrued interest, which will only become due and payable after the balance sheet date.

The major components of other receivables are as follows:

Amounts in T€	2009	2008
Receivables from taxes	13,351.6	8,619.4
Receivables from credit card companies	1,552.4	1,038.1
Accrued interest	916.4	2,119.7
Receivables from salary/wage advances	454.6	385.4
Miscellaneous receivables	1,951.8	1,140.8
Total	18,226.9	13,303.5

Treasury shares

The Company held no treasury shares as of 31 December 2009.

Current securities

Current securities are comprised of the following:

Current securities

in T€	Book value 2009	Market value 2009	Book value 2008	Market value 2008
GF 7 Fund	32,492.1	33,984.7	32,492.1	32,492.1
R 63 Fund	0.0	0.0	2,186.5	2,186.5
Raiffeisen Floater	0.0	0.0	29,808.0	29,808.0
RZB bond (subordinated)	8,900.0	8,900.0	9,740.0	9,740.0
RLB NÖ supplementary capital	20,000.0	21,050.0	20,000.0	20,932.0
	61,392.1	63,934.7	94,226.6	95,158.6

Write-ups of T€ 1,492.6 to current securities would have been possible in 2009 (2008: write-ups not recorded T€ 0.0).

The GF 7 Fund with T€ 33,984.7 (2008: T€ 32,492.1) was pledged to Bank Austria in order to receive more favourable conditions on short-term lines of credit.

Prepaid expenses and deferred charges

The Company did not elect to use the option provided by § 198 (10) of the Austrian Commercial Code for the capitalisation of deferred taxes. Deferred tax assets totalled T€ 6,858.5 (2008: T€ 7,333.0).

The deferred tax assets resulted chiefly from employee-related provisions.

Equity and Liabilities

Equity

Share capital totalled € 152,670,000.00 as of 31 December 2009. It is divided into 21,000,000 shares of bearer common stock.

The stock issue in 1992 generated a premium of T€ 92,221.8, while the capital increase in 1995 generated a premium of T€ 25,435.5. These two amounts comprise the appropriated share premium. The statutory reserve remains unchanged at the prior year level of T€ 2,579.2.

Voluntary reserves rose from T€ 356,289.7 by T€ 5,511.2 to T€ 361,800.9.

Retained earnings total T€ 44,105.0 (2008: T€ 54,609.9).

The following table shows the development of retained earnings:

in T€

	Retained earnings as of 31.12.2008	54,609.9
-	Distribution of profit	-54,600.0
+	Net profit for the year	51,394.0
+	Release of untaxed reserves	2.6
-	Addition to untaxed reserves	-1,790.4
-	Addition to reserves	-5,511.2
	Retained earnings as of 31.12.2009	44,105.0

Untaxed reserves

The composition and development of untaxed reserves is shown in the attached appendices 2, 3 and 4.

Investment subsidies from public funds

The Company received investment subsidies from public authorities during the period from 1977 to 1985. These subsidies are shown separately after “untaxed reserves“ as an extension to the legal structure of the balance sheet. The classification and development of this position are shown in the attached listing.

Provisions

The calculation of the provision for severance compensation at Flughafen Wien AG as of 31 December 2009 was based on an actuarial expert opinion, which was prepared in accordance with IFRS (IAS 19). An interest rate of 5.3% (2008: 5.5%) and the projected unit credit method were used for the calculation. The retirement age represents the first possible date for (early) retirement permitted by the 2004 pension reform in Austria (federal budget act of 2003) and reflects all transition regulations. The biometric basis for calculation is formed by the F.W. Pagler – AVÖ 2008-P life expectancy tables for male and female employees.

The provisions for pensions were determined in accordance with actuarial principles based on IFRS (IAS 19). An interest rate of 5.3% (2008: 5.5%) and the projected unit credit method were used for the calculation. The biometric basis for calculation is formed by the F.W. Pagler – AVÖ 2008-P life expectancy tables for salaried employees. The retirement age represents the first possible date for (early) retirement permitted by the 2004 pension reform in Austria (federal budget act of 2003) and reflects all transition regulations.

Other provisions are comprised mainly of the following: provision for service anniversary bonuses: T€ 10,702.2 (2008: T€ 10.021,1); provision for parttime work for older employees: T€ 11,172.8 (2008: T€ 10,287.5), unused vacation: T€ 9,362.7 (2008: T€ 12,900.1); bonuses for the reporting year: T€ 1,949.7 (2008: T€ 1,716.3); deliveries and services not yet invoiced: T€ 44,774.7 (2008: T€ 59,978.0); and provisions for discounts: T€ 7,588.1 (2008: T€ 10,606.2).

The provisions for service anniversary bonuses were computed in accordance with actuarial principles based on IFRS (IAS 19). An interest rate of 5.3% (2008: 5.5%) and the projected unit credit method were used for the calculation. The biometric basis for calculation is formed by the F.W. Pagler – AVÖ 2008-P life expectancy tables for male and female employees. The retirement age represents the first possible date for (early) retirement permitted by the 2004 pension reform in Austria (federal budget act of 2003) and reflects all transition regulations.

Liabilities

The following table shows the terms of liabilities:

Remaining term up to one year

Amounts in T€	**2009**	**2008**
Amounts due to financial institutions	95,151.6	120,132.3
Prepayments received	364.7	257.6
Trade payables	96,530.0	54,784.4
Amounts due to subsidiaries	36,334.7	25,874.2
Amounts due to companies in which an investment is held	5,835.2	5,140.6
Other liabilities	11,507.5	21,507.4
Total	245,723.7	227,696.5

Remaining term from one to five years

Amounts in T€	**2009**	**2008**
Amounts due to financial institutions	5,400.6	9,730.0
Amounts due to subsidiaries	103,500.0	0.0
Other liabilities	19,462.3	8,840.0
Total	128,362.9	18,570.0

Remaining term over five years

Amounts in T€	**2009**	**2008**
Amounts due to financial institutions	478,171.0	478,468.2
Total	478,171.0	478,468.2

Of the total amounts due to subsidiaries, T€ 103,500.0 are related to financing and the investment of liquid funds by the subsidiaries with the parent company.

Amounts due to companies in which an investment is held are comprised primarily of bank deposits invested for City Air Terminal Betriebsgesellschaft m.b.H.

Other liabilities include wages and salaries totalling T€ 5,149.5 (2008: T€ 5,247.8) from December 2009 (and 2008), customer credits of T€ 1,181.4 (2008: T€ 1,355.3), amounts of T€ 3,811.2 (2008: T€ 4,526.5) due to social security carriers and accrued interest of T€ 237.2 (2008: T€ 211.9) that will only become due and payable after the balance sheet date.

Deferred income

Deferred income is comprised chiefly of rental prepayments of T€ 27,045.1 (2008: T€ 28,000.0) for the air traffic control tower.

Contingent liabilities

In accordance with § 7 Par. 4 of the charter of the Schwechat Waste Water Association dated 10 December 2003, Flughafen Wien AG is liable as a member of this organisation for T€ 4,672.9 of loans related to the construction and expansion of sewage treatment facilities.

Vienna Airport Business Park Immobilienbesitzgesellschaft m.b.H., a wholly owned subsidiary of the Group, concluded a lease with HERMIONE Raiffeisen-Immobilien-Leasing GmbH in December 2005 for hangar buildings at Vienna International Airport. Flughafen Wien AG has provided a guarantee for payment of the variable leasing fees, which currently equal approximately T€ 398.0 and T€ 28.8 per month, over a remaining term of 16, respectively 19 years.

Other financial obligations

The Company entered into purchase obligations for intangible assets and property, plant and equipment totalling € 104.4 million during the reporting year (2008: € 166.5 million).

Flughafen Wien AG is required to carry the costs of the Flughafen Wien Mitarbeiterbeteiligung Privatstiftung (the employee fund) through subsequent contributions to the fund. These costs are comprised primarily of corporate income tax.

The following table shows the obligations to third parties arising from the use of property, plant and equipment not shown on the balance sheet:

Remaining term of one to five years

Amounts in T€	2010	2010–2014
Liabilities arising from operating leases	3,346.1	14,037.6
Total	3,346.1	14,037.6

Flughafen Wien AG has provided Landesbank Baden-Württemberg with a guarantee for the correct and timely payment of principal and interest related to the T€ 103,500.0 promissory note issued by the subsidiary VIE Malta Finance Ltd.

Notes to the Income Statement

Revenue Flughafen Wien AG

Amounts in T€	**2009**	**2008**
Airport revenue	193,947.3	211,752.8
Handling revenue	136,063.5	142,903.3
Aviation revenue	330,010.8	354,656.1
Lease, rental and usage revenue, parking revenue	92,329.4	105,240.6
Other revenue	42,972.1	40,011.2
Non-aviation revenue	135,301.6	145,251.7
Total revenue	465,312.4	499,907.8
Thereof with subsidiaries	13,098.9	10,764.0

Aviation revenue comprises airport and handling revenues. Non-aviation revenue consists of revenues generated by energy supply and waste disposal services, IT services, rentals and concessions, including passenger and other services.

All revenues are generated in Austria.

The 6.9% year-on-year drop in aviation revenue (T€ 24,645.3) resulted from a decline in airport revenue and lower revenue from handling services.

Non-aviation revenue recorded by Flughafen Wien AG was 6.9% lower (T€ 9,950.2) than in the prior year. This development resulted above all from a decrease in lease, rental and usage revenue and revenue from parking services.

Income from the release of investment subsidies from public funds reflected the write-down or disposal of the relevant assets, which were carried at full acquisition cost less depreciation. This position also includes a release of T€ 766.1 (2008: T€ 766.1) from the investment allowance created during earlier years in accordance with § 108e of the Austrian Income Tax Act.

Flughafen Wien AG recorded a year-on-year increase of 1.7% in personnel expenses to T€ 184,637.4 in 2009 (2008: T€ 181,604.3). This development resulted primarily from additions to the workforce as well as wage and salary raises mandated by collective bargaining agreements, which were responsible for an increase of T€ 2,582.9 to T€ 58,987.5. The growth in personnel expenses also included higher severance compensation expenses of T€ 8.546,7 (plus T€ 4,398.5). In contrast, wage payments fell by T€ 3,285.7 to T€ 74,207.8.

Severance compensation expenses are classified as follows:

Severance compensation expenses Flughafen Wien AG

Amounts in T€	**2009**	**2008**
Addition to provision for severance compensation	2,539.6	-1,374.8
Severance payments	5,236.5	4,706.4
Contributions to employee severance compensation fund	770.7	816.6
Total	8,546.7	4,148.2

Depreciation and amortisation were 4.2% lower than in the prior year.

Other operating expenses are comprised of the following:

Other operating expenses Flughafen Wien AG

Amounts in T€	**2009**	**2008**
Services provided by subsidiaries	39,715.6	34,463.8
Marketing and market communication	19,195.9	27,558.5
Maintenance	15,473.2	17,498.8
Third party services	10,841.3	10,484.9
Miscellaneous operating costs	10,594.1	679.0
Legal, audit and consulting fees	8,460.5	5,878.8
Insurance	2,931.3	2,938.3
Rentals and leasing	2,449.0	2,222.2
Postage and telecommunications expense	1,576.3	1,693.1
Addition to valuation adjustments to receivables	4,679.6	3,405.6
Losses on the disposal of intangible assets and property, plant and equipment	461.4	535.5
Miscellaneous expenses	3,972.2	6,599.8
Total	120,350.6	113,958.3

Expenses for the auditor of the annual financial statements, KPMG Austria GmbH, Wirtschaftsprüfungs- und Steuerberatungsgesellschaft, totalled T€ 215.3 (2008: T€ 209,4), whereby T€ 88.3 are related to the audit of the annual financial statements (2008: T€ 80.0) and T€ 127.0 (2008: T€ 129.4) to other assurance services.

Costs of T€ 8,379.5 related to the terminal extension VIE-Skylink were expensed during the reporting year.

The settlement of fees for the provision of security services in 2008 led to expenses of T€ 2,741.3 that were recorded in 2009.

Financial results totalled T€ -11,642.5 (2008: T€ -17,047.8) and are comprised of the following:

Financial results Flughafen Wien AG

Amounts in T€	**2009**	**2008**
Income from investments in other companies	10,169.3	7,776.5
Thereof subsidiaries	10,130.1	7,361.7
Income from securities and loans granted	2,302.3	2,534.7
Thereof subsidiaries	2,265.4	2,528.1
Interest and similar income	3,856.3	8,092.4
Thereof subsidiaries	384.2	108.9
Income from the disposal and write-up of financial assets	982.6	1,176.2
Thereof from the write-up of loans granted to subsidiaries	786.4	838.2
Expenses arising from financial assets and current securities	-1,457.6	-11,353.0
Thereof subsidiaries	0.0	-704.9
Interest and similar expenses	-27,495.3	-25,274.6
Thereof subsidiaries	-3,259.0	-1,490.4
Total	-11,642.5	-17,047.8

The income from investments in other companies includes income of T€ 1,430.1 (2008: T€ 1,828.7) from the contract for the transfer of profit and loss.

Expenses arising from financial assets and current securities comprises T€ 38.0 (2008: T€ 4,565.8) of losses on the disposal of current securities and T€ 1,109.1 (2008: T€ 6,787.1) of write-downs to current securities.

Income tax expenses fell by T€ 6,107.7 to T€ 12,242.5.

The theoretical income tax expenses attributable to profit on ordinary activities amounted to T€ 15,909.1. The actual tax rate for 2009 was 19.2%, which is slight more than the prior year level of 18.7%.

Tax expense declined T€ 2,252.0 during the reporting year because of the tax settlement in the corporate group.

As in the prior year, tax accruals that could have been capitalised in accordance with § 198 (10) of the Austrian Commercial Code were not recorded in 2009.

Other Information

Corporate Bodies and Employees

The members of the Supervisory Board in 2009 are listed below:
Johannes CORETH, Member of the Board of Niederösterreichische Versicherung
Erwin HAMESEDER, General Director of Raiffeisenholding NÖ-Wien, up to 18 May 2009
Christoph HERBST, Attorney-at-law
Franz LAUER, General Director (ret.) of Wiener Städtische Versicherung
Hans-Jörgen MANSTEIN, Manstein Zeitschriftenverlag GesmbH
Alfons METZGER, Metzger Realitäten Group
Alfred REITER, Chairman of the Board (ret.) of Investkredit Bank AG
Karl SAMSTAG, (Former) General Director of Bank Austria Creditanstalt AG
Karl SKYBA, (Former) General Director of Wiener Stadtwerke Holding AG
Burkhard HOFER, General Director of EVN AG; as of 20 August 2009

Delegated by the Works' Committee:
Manfred BIEGLER, Chairman of the Salaried Employees' Works Committee
Thomas SCHÄFFER, Vice-Chairman of the Salaried Employees' Works Committee
Eduard OETTL, Salaried Employees' Works Committee, up to 11 February 2009
Dieter ROZBORIL, Chairman of the Waged Employees' Works Committee
Karl HROMADKA, Vice-Chairman of the Waged Employees' Works Committee
Heinz WESSELY, Waged Employees' Works Committee, as of 11 February 2009

Chairmen of the Supervisory Board:
Johannes CORETH, up to 19 August 2009
Christoph HERBST, as of 20 August 2009

Their Deputies:
Karl SAMSTAG
Alfred REITER

Representative of the Supervisory Authorities:
Rolf A. NEIDHART

The members of the Management Board in 2009 were:
Herbert KAUFMANN, Member of the Board and Speaker
Gerhard SCHMID, Member of the Board
Christian DOMANY, Member of the Board up to 28 February 2009
Ernest GABMANN, Member of the Board as of 1 March 2009

The following persons were joint signatories in 2009:
Ernest EISNER
Franz IMLINGER
Johannes FREILER
Werner HACKENBERG
Michael HÖFERER
Friedrich LEHR
Karl SCHLEINZER
Michael TMEJ
Michael KOCHWALTER
Norbert STEINER, as of 30 September 2009
Christoph LEHR, as of 30 September 2009

The average number of employees was as follows:

Flughafen Wien AG[1]	2009	2008
Wage employees	2,165	2,220
Salaried employees	1,071	1,058
Total	3,236	3,278

1) Excluding the members of the Management Board

The members of the Management Board of Flughafen Wien AG received the following remuneration for their work in 2009 and 2008:

	2009	2009	2009	2009	2008
in T€	Fixed compensation	Performance based compensation 2008	Non-cash remuneration	Total remuneration	Total remuneration
Christian Domany	190.3	145.1	5.4	340.8	430.3
Herbert Kaufmann	253.8	145.1	7.5	406.4	430.5
Gerhard Schmid	253.8	145.1	7.5	406.4	430.5
Ernest Gabmann	211.7	0.0	5.5	217.2	0.0
	909.6	435.3	25.9	1,370.7	1,291.4

The performance-based compensation represents bonuses for the 2008 financial year, which were paid out during 2009.

Compensation paid to former members of the Management Board totalled T€ 675.6 (2008: T€ 670.3).

The total expenses for severance compensation and pensions, excluding former members of the Management Board, amounted to T€ 791.4 (2008: T€ 662.1) for the members of the Management Board and key employees. The comparable amount for other employees was T€ 10,541.5 (2008: T€ 5,836.9).

The members of the Supervisory Board received attendance fees and remuneration of T€ 160.4 in 2009 (2008: T€ 167.8).

As of 31 December 2009, there were no outstanding receivables from advances or loans granted to the members of the Supervisory Board or Management Board.

Schwechat, 26 February 2010

The Management Board

Ernest Gabmann
Member of the Board

Herbert Kaufmann
Member of the Board
and Speaker

Gerhard Schmid
Member of the Board

Auditor’s Report

Report on the Financial Statements

We have audited the accompanying financial statements, including the accounting system, of

Flughafen Wien Aktiengesellschaft,
Schwechat, Austria

for the **fiscal year from 1 January 2009 to 31 December 2009.** These financial statements comprise the balance sheet as of 31 December 2009, the income statement for the fiscal year ended 31 December 2009, and the notes.

Management's Responsibility for the Financial Statements and for the Accounting System

The Company’s management is responsible for the accounting system and for the preparation and fair presentation of these financial statements in accordance with Austrian Generally Accepted Accounting Principles. This responsibility includes: designing, implementing and maintaining internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditors’ Responsibility and Description of Type and Scope of the statutory audit

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with laws and regulations applicable in Austria and Austrian Standards on Auditing. Those standards require that we comply with professional guidelines and that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Company’s preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company’s internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinion

Our audit did not give rise to any objections. In our opinion, which is based on the results of our audit, the financial statements comply with legal requirements and give a true and fair view of the financial position of the Company as of 31 December 2009 and of its financial performance for the year from 1 January 2009 to 31 December 2009 in accordance with Austrian Generally Accepted Accounting Principles.

Report on Other Legal Requirements (Management Report)

Pursuant to statutory provisions, the management report is to be audited as to whether it is consistent with the financial statements and as to whether the other disclosures are not misleading with respect to the Company’s position. The auditor’s report also has to contain a statement as to whether the management report is consistent with the financial statements and whether the disclosures pursuant to Section 243a UGB (Austrian Commercial Code) are appropriate.

In our opinion, the management report is consistent with the financial statements. The disclosures pursuant to Section 243a UGB (Austrian Commercial Code) are appropriate.

Vienna, 26 February 2010

KPMG Austria GmbH
Wirtschaftsprüfungs- und Steuerberatungsgesellschaft

signed by:

Walter Reiffenstuhl	Martin Wagner
Wirtschaftsprüfer	Wirtschaftsprüfer

(Austrian Chartered Accountants)

Appendix to the Notes

Development of Non-Current Assets from 1 January 2009 to 31 December 2009

Appendix 1 to the Notes

	Development of acquisition and production cost		
Non-current assets in €	**Balance on 1.1.2009**	**Direct additions**	**Reclassification**
I. Intangible assets			
1. Concessions and rights	26,761,372.26	1,118,452.66	0.00
2. Goodwill	0.00	0.00	0.00
3. Prepayments made	0.00	0.00	0.00
Subtotal	26,761,372.26	1,118,452.66	0.00
II. Property, plant and equipment			
1. Land and buildings, including buildings on land owned by third parties	611,296,923.90	14,474,120.50	38,978,760.10
2. Machinery and equipment	629,451,682.22	12,017,120.23	14,696,348.74
3. Other equipment, furniture, fittings and office equipment	170,391,198.59	7,935,220.62	1,432,745.11
4. Prepayments made and construction in progress	512,851,011.67	170,860,089.11	-55,107,853.95
Subtotal	1,923,990,816.38	205,286,550.46	0.00
III. Financial assets			
1. Shares in subsidiaries	188,966,241.11	5,529,419.29	0.00
2. Loans granted to subsidiaries	63,405,310.76	50,000.00	0.00
3. Investments in other companies	9,052,943.50	0.00	0.00
4. Other investments	380.00	0.00	0.00
5. Loans granted to companies in which an investment is held	500,000.00	0.00	0.00
6. Non-current securities (rights)	5,572,639.02	149,500.45	0.00
7. Other loans granted	175,069.58	1,111,439.33	0.00
Subtotal	267,672,583.97	6,840,359.07	0.00
Total	2,218,424,772.61	213,245,362.19	0.00

			Book values			
Disposals	Balance on 31.12.2009	Accumulated depr./amort. 31.12.2009	Balance on 31.12.2009	Balance on 1.1.2009	Depr./amort. for current financial year	Write-ups for current financial year
1,247,819.79	26,632,005.13	19,525,033.64	7,106,971.49	7,809,450.94	1,820,931.52	0.00
0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00	0.00	0.00	0.00
1,247,819.79	26,632,005.13	19,525,033.64	7,106,971.49	7,809,450.94	1,820,931.52	0.00
7,928,572.14	656,821,232.36	189,790,704.34	467,030,528.02	436,058,234.49	18,173,285.60	0.00
5,393,479.25	650,771,671.94	440,528,510.71	210,243,161.23	213,644,458.62	28,696,388.47	0.00
6,323,297.24	173,435,867.08	130,004,757.13	43,431,109.95	47,728,608.25	13,521,806.06	0.00
375,918.16	628,227,328.67	0.00	628,227,328.67	512,851,011.67	0.00	0.00
20,021,266.79	2,109,256,100.05	760,323,972.18	1,348,932,127.87	1,210,282,313.03	60,391,480.13	0.00
0.00	194,495,660.40	2,670,000.00	191,825,660.40	186,296,241.11	0.00	0.00
2,592,765.35	60,862,545.41	4,975,649.45	55,886,895.96	57,643,239.54	0.00	-786,421.77
0.00	9,052,943.50	0.00	9,052,943.50	9,052,943.50	0.00	0.00
0.00	380.00	0.00	380.00	380.00	0.00	0.00
0.00	500,000.00	0.00	500,000.00	500,000.00	0.00	0.00
0.00	5,722,139.47	0.00	5,722,139.47	5,572,639.02	0.00	0.00
14,712.57	1,271,796.34	269,107.38	1,002,688.96	175,069.58	269,107.38	0.00
2,607,477.92	271,905,465.12	7,914,756.83	263,990,708.29	259,240,512.75	269,107.38	-786,421.77
23,876,564.50	2,407,793,570.30	787,763,762.65	1,620,029,807.65	1,477,332,276.72	62,481,519.03	-786,421.77

Development of Valuation Reserve based on Special Depreciation

Appendix 2 to the Notes

in T€	Balance on 1.1.2009	Use to cover direct depreciation	Reversal to dispose assets	Addition	Balance on 31.12.2009
I. Property, plant and equipment					
1. Land and buildings	1,211,447.92	0.00	0.00	4,709.09	1,216,157.01
2. Machinery and equipment	0.43	0.27	0.00	823,190.98	823,191.14
3. Other equipment, furniture, fixtures and office equipment	0.00	0.00	0.00	962,460.56	962,460.56
Subtotal	1,211,448.35	0.27	0.00	1,790,360.63	3,001,808.71
Total	1,211,448.35	0.27	0.00	1,790,360.63	3,001,808.71

Development of Valuation Reserve based on Transfer of Undisclosed Reserves in acc. with § 12 Austrian Income Tax Act

Appendix 3 to the Notes

in €	Balance on 1.1.2009	Use to cover direct deprecation	Addition	Balance on 31.12.2009
I. Property, plant and equipment				
1. Land and buildings	5,026,659.56	1,453.19	0.00	5,025,206.37
Total	5,026,659.56	1,453.19	0.00	5,025,206.37

Development of Other Untaxed Reserves

Appendix 4 to the Notes

in €	Balance on 1.1.2009	Reversal	Addition	Balance on 31.12.2009
Investment allowance in acc. with § 10 of the Austrian Income Tax Act				
1994	5,412.31	0.00	0.00	5,412.31
1996	4,647.35	0.00	0.00	4,647.35
1997	452.57	0.00	0.00	452.57
1998	886.72	0.00	0.00	886.72
2000	160,396.98	1,193.83	0.00	159,203.15
Total	171,795.93	1,193.83	0.00	170,602.10

Developments of Investments Subsidies from Public Funds

Appendix 5 to the Notes

in €	Balance on 1.1.2009	Disposal	Reversal	Addition	Balance on 31.12.2009
I. Property, plant and equipment					
1. Land and buildings	2,455,056.73	0.00	341,655.33	0.00	2,113,401.40
2. Machinery and equipment	727,127.82	1,962.16	245,067.23	0.00	480,098.43
Total	3,182,184.55	1,962.16	586,722.56	0.00	2,593,499.83

Development of Investment Allowance

Appendix 6 to the Notes

in €	Balance on 1.1.2009	Disposal	Reversal	Balance on 31.12.2009
Investment allowance in acc. with § 108e of the Austrian Income Tax Act				
2002	216,873.58	0.00	216,873.58	0.00
2003	433,805.55	0.00	216,902.88	216,902.67
2004	996,876.33	0.00	332,292.24	664,584.09
Total	1,647,555.46	0.00	766,068.70	881,486.76

Subsidiaries and Investments of Flughafen Wien AG

Appendix 7 to the Notes

Flughafen Wien Immobilienverwertungsgesellschaft m.b.H. (IVW)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

The commercial leasing of assets, in particular real estate, as well as the acquisition of property and buildings at Vienna International Airport.

in T€	2009	2008	Change	Change in %
Equity	84,808.8	84,513.1	295.8	0.3
Revenue	15,748.5	15,284.7	463.8	3.0
Net profit for the period	7,495.8	7,200.0	295.8	4.1

Vienna Aircraft Handling Gesellschaft m.b.H. (VAH)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Provision of a full range of services for general aviation and, in particular, for business aviation; major revenue generators are private aircraft handling and aircraft handling services provided on behalf of Flughafen Wien AG in the general aviation sector (incl. fuelling and the provision of hangar space).

in T€	2009	2008	Change	Change in %
Equity	5,583.4	56.0	5,527.4	9,869.3
Revenue	11,260.0	15,467.5	-4,207.5	-27.2
Net profit for the period	1,432.1	1,828.7	-396.7	-21.7

Vienna Airport Infrastruktur Maintenance GmbH (VAI)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Provision of services for electrical facilities and equipment as well as the construction of electrical and supply facilities, in particular technical equipment for airports, and the installation of electrical infrastructure.

in T€	2009	2008	Change	Change in %
Equity	1,798.6	1,804.8	-6.1	-0.3
Revenue	9,913.3	6,952.7	2,960.6	42.6
Net profit for the period	495.4	572.4	-77.0	-13.5

Vienna International Airport Security Services Ges.m.b.H. (VIAS)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Provision of security services (persons and hand luggage) on behalf of the Austrian Ministry of the Interior, and various other services for aviation customers (wheelchair transport, control of oversize baggage, document control etc.); the company also participates in tenders for the provision of security services at other airports through its Austrian and foreign subsidiaries.

in T€	2009	2008	Change	Change in %
Equity	8,963.2	8,547.1	416.1	4.9
Revenue	32,748.0	36,177.1	-3,429.0	-9.5
Net profit for the period	1,453.3	2,056.4	-603.1	-29.3

VIE Liegenschaftsbeteiligungsgesellschaft m.b.H. (VIEL)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Holding company for the BPIB, VOPE, MAZUR and VWTC subsidiaries, which are active in the purchase, development and marketing of property under their ownership.

in T€	2009	2008	Change	Change in %
Equity	48,819.2	48,043.8	775.4	1.6
Revenue	0.0	0.0	0.0	n.a.
Net profit for the period	775.4	-350.6	1,125.9	321.2

Vienna International Airport Beteiligungsholding GmbH (VIAB)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Acquisition and investment in international subsidiaries and other companies; participation in international airport privatisation programmes; this company serves as the holding company for the VINT subsidiary.

in T€	2009	2008	Change	Change in %
Equity	57,467.8	55,461.2	2,006.7	3.6
Revenue	0.0	0.0	0.0	n.a.
Net profit for the period	2,006.7	7.1	1,999.6	28,197.7

Flughafen Wien / Berlin-Brandenburg International Entwicklungsbeteiligungsgesellschaft m.b.H. (VIE-BBI), in Liquidation

Headquarters:	12529 Schönefeld, Germany
Share owned:	100% VIE

Holding company for an investment in BBIP Berlin-Brandenburg International Partner GmbH & CoKG, which was to develop the Berlin Airport project; the company has been in liquidation since September 2008.

in T€	2007	2006	Change	Change in %
Equity	1,296.7	1,126.4	170.3	15.1
Revenue	0.0	0.0	0.0	n.a.
Loss for the year	-340.2	-564.7	224.5	39.8

VIE Shops Entwicklungs- und Betriebsgesellschaft m.b.H (VIE-Shops)

Headquarters:	1300 Flughafen Wien
Share owned:	100% VIE

Planning, development, marketing and operation of shops at airports in Austria and other countries.

in T€	2009	2008	Change	Change in %
Equity	17.8	20.9	-3.1	-14.7
Revenue	0.0	0.0	0.0	n.a.
Loss for the year	-3.1	-2.4	-0.7	-29.4

City Air Terminal Betriebsgesellschaft m.b.H. (CAT)

Headquarters:	1300 Flughafen Wien
Share owned:	50.1% VIE

Operation of the City Airport Express as a railway operator from the "Wien-Mitte" transit centre to and from Vienna International Airport; operation of check-in facilities at the "Wien-Mitte" transit centre combined with baggage logistics for airport passengers; consulting for third parties on the organisation and development of traffic connections between airports and cities.

in T€	2009	2008	Change	Change in %
Equity	11,617.4	11,529.1	88.3	0.8
Revenue	9,052.6	8,633.1	419.5	4.9
Net profit for the period	89.1	282.4	-193.3	-68.4

Austro Port Boden- und Flugzeugabfertigungsges.m.b.H. (APBF)

Headquarters:	1300 Flughafen Wien
Share owned:	25% + 1 share VIE

Provision of ground handling services at Vienna International Airport.

in T€	2009 1)	2008 2)	Change	Change in %
Equity	-559.1	-643.1	84.0	13.1
Revenue	4,440.1	4,925.0	-484.8	-9.8
Net profit for the period	84.0	-482.0	566.0	117.4

1) Preliminary values; 2) Adjusted to reflect final values

SCA Schedule Coordination Austria GmbH (SCA)

Headquarters:	1300 Flughafen Wien
Share owned:	40% VIE

Schedule coordinator for airports in Austria, e.g. the company allocates time slots to aircraft in accordance with EU law, principles defined by the IATA and applicable legal regulations, and also carries out other activities that are directly or indirectly related to the business of the company.

in T€	2009 1)	2008	Change	Change in %
Equity	665.2	523.5	141.7	27.1
Revenue	966.5	971.5	-5.0	-0.5
Net profit for the period	165.2	169.7	-4.6	-2.7

1) Preliminary values

BTS Holding a.s. (BTSH)

Headquarters:	811 03 Bratislava, Slovakia
Share owned:	47.7% VIE

Provision of services and consulting for airports; plans also call for the company to hold the intended investment in Bratislava Airport.

IFRS values in T€	**2009**	**2008**	**Change**	**Change in %**
Equity	1,383.6	1,456.7	-73.1	-5.0
Revenue	0.0	0.0	0.0	n.a.
Loss for the year	-73.1	-60.9	-12.3	-20.2

KSC Holding a.s. (KSCH)

Headquarters:	811 03 Bratislava, Slovakia
Share owned:	47.7% VIE

Holding company for the 66% investment in Košice Airport as well as the provision of consulting services.

IFRS values in T€	**2009**	**2008**	**Change**	**Change in %**
Equity	41,521.5	40,293.4	1,228.2	3.0
Revenue	0.0	0.0	0.0	n.a.
Net profit for the period	1,228.2	1,547.0	-318.9	-20.6

VIE Indien Projektentwicklung & Beteiligung GmbH (VIND)

Headquarters:	1300 Flughafen Wien
Share owned:	26% VIE

Acquisition of international subsidiaries and investments in airport projects, above all in India.

IFRS values in T€	**2009**	**2008**	**Change**	**Change in %**
Equity	68.5	37.1	31.4	84.5
Revenue	68.2	23.9	44.2	184.8
Net profit for the period	31.4	3.9	27.4	695.4

VIE Malta Finance Holding Ltd. (VIE MFH)

Headquarters:	Malta
Share owned:	99.95% VIE; 0.05% VIAB

Holding company for the subsidiary VIE Malta Finance Ltd.

IFRS values in T€	**2009**[1)]
Assets	10.9
Liabilities	32.5
Equity	-21.6
Revenue	0.0
Loss for the year	-23.6

1) Abbreviated financial year, founded in 2009

Statement of the Members of the Management Board

In accordance with § 82 of the Austrian Stock Corporation Act

We confirm to the best of our knowledge that the separate financial statements provide a true and fair view of the assets, liabilities, financial position and profit or loss of the parent company as required by the applicable accounting standards and that the management report provides a true and fair view of the development and performance of the business and the position of the company, together with a description of the principal risks and uncertainties faced by the company.

Schwechat, 26 February 2010

The Management Board

Ernest Gabmann
Member of the Board

Herbert Kaufmann
Member of the Board
and speaker

Gerhard Schmid
Member of the Board

Imprint

Flughafen Wien Aktiengesellschaft
P.O. Box 1
1300 Wien-Flughafen
Austria
Telephone: +43/1/7007/0
Telefax: +43/1/7007/23001
www.viennaairport.com

Data Registry Nr.: 008613
Corporate Register Nr.: FN 42984 m
Court of Registry:
Provincial Court in Korneuburg

Investor Relations
Robert Dusek
Telephone: +43/1/7007/ 23126
e-mail: investorrelations@viennaairport.com

Corporate Communications
Robert Dusek
Telephone: +43/1/7007/ 22300
e-mail: r.dusek@viennaairport.com

Press Office
Peter Kleemann
Telephone:+43/1/7007/23000
e-mail: p.kleemann@viennaairport.com

The Flughafen Wien Group provides the following information in the Internet:
Flughafen Wien AG website: www.viennaairport.com
Noise protection programme at Vienna International Airport: www.laermschutzprogramm.at
The environment and aviation: www.vie-umwelt.at
Facts & figures on the third runway: www.drittepiste.viennaairport.com
Dialogue forum at Vienna International Airport: www.dialogforum.at
Mediation process (archive): www.viemediation.at

Vienna
International
Airport

Open For New Horizons.

WWW.VIENNAAIRPORT.COM