FLUGHAFEN WIEN AG

Results for Q1-3/2013

Vienna International Airport

Highlights in Q1-3/2013

- Passenger traffic -1.1% in Q1-3/2013 – but +0.2% in local PAX
  - Reasons: severe winter, capacity reductions by the airlines and strikes in Germany, Yen devaluation, crisis in Egypt
  - PAX development in October +1.0%
- 2.8% growth in revenue due to adjusted security fee and reduction of incentives as well as increased rentals of advertising space and real estate and income from de-icing services
- Operating costs below prior year level despite severe winter and full operations in Check-in 3
- EBITDA above expectations due to strict cost discipline and special effects: +9.7% over Q1-3/2012
- EBIT and net profit negatively influenced, as expected, by higher scheduled depreciation on Check-in 3 as well as an impairment charge to a cargo building (€ -4.9 mill.):
  - EBIT at € 94.4 mill. (-8.2%)
  - Net profit at € 64.3 mill. (-10.9%) – almost reaches FY-target
- Net debt reduced by approx. € 80 mill. to € 639.0 mill. – already significantly below FY-target; gearing improves to 71.5%
- Investments for 2013 reduced from € 100 mill. to € 80 mill
- Free cash flow more than doubled to € 112.3 mill.

Traffic slightly lower in Q1-3/2013

	Q1-3/2013	Q1-3/2012	Δ in %
Passengers (in mill.)	16.74	16.93	-1.1
Local passengers (in mill.)	11.49	11.46	0.2
Transfer passengers (in mill.)	5.23	5.43	-3.7
Flight movements (in 1,000)	175.34	185.89	-5.7
MTOW (in mill. tonnes)	5.96	6.17	-3.4
Cargo incl. trucking (in 1,000 tonnes)	186.03	189.07	-1.6
Seat load factor (in %)	75.2	73.1	2.0%p.

- Traffic results in Q1-3/2013 negatively affected by special factors:
  - Unusually severe winter with heavy snowfall
  - Capacity reduction by airlines & cabin re-fitting on Austrian long-haul flights
  - Strikes in Germany
  - Yen devaluation
  - Crisis in Egypt
- Reversal of trend in cargo – positive development during the last five months
- Malta: 3.16 mill. passengers, more than 260,000 or 9% above Q1-3/2012

Traffic Results – Share of Airlines

	Q1-3/2013	Q1-3/2012	Q1-3/2013	Δ in %
Passagiere	16,738,211	16,927,884		-1.1
	Share in %	Share in %	PAX absolute	PAX Δ in %
Austrian Airlines Group	49.0	49.4	8,206,967	-1.8
Lufthansa	5.5	5.3	919,152	1.6
Germanwings	2.6	2.2	431,694	16.5
Swiss Intl.	1.6	1.5	265,496	6.4
LH Gruppe gesamt[1]	60.3	60.5	10,089,273	-1.5
NIKI	11.7	12.4	1,952,434	-7.3
airberlin	6.0	6.2	1,006,587	-4.4
HG/AB Gruppe gesamt	17.7	18.7	2,959,021	-6.4
Turkish Airlines	2.3	1.6	378,496	41.9
British Airways	1.8	1.7	303,036	7.7
Emirates	1.6	1.5	260,900	4.7
KLM Royal Dutch Airlines	1.3	1.1	213,343	11.4
Sonstige	15.1	15.0	2,534,142	-0.1

1) Including Brussels Airlines, SunExpress, British Midland (until 2012) and Air Dolomiti

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EBIT and net profit negatively influenced by depreciation and interest expense as expected

in € mill.	Q1-3/2013	Q1-3/2012	Δ in %
Revenue	470.3	457.5	2.8
EBITDA	191.5	174.6	9.7
EBIT	94.4	102.8	-8.2
Financial results	-10.8	-8.6	25.3
Profit before taxes (EBT)	83.6	94.2	-11.3
Net profit for the period (after taxes and non-controlling interests)	64.3	71.7	-10.3

- Revenue growth due to adjusted security fee and reduction of incentives as well as increased rentals of advertising space and real estate and income from de-icing services
- Expenses y-o-y reduced by efficiency improvement and strict cost discipline despite Check-in 3 and severe winter
- As a consequence, 9.7% improvement in EBITDA
- EBIT negatively affected by higher scheduled depreciation (€ 25.2 mill. above Q1-3/2012) and impairment charge to a cargo building (€ -4.9 mill.)
- Net profit below prior year due to higher interest expense (capitalised interest in Q1-3/2012: € 5.9 mill.)

Improvement in financial structure: free cash flow more than doubled; net debt target already reached

	Q1-3/2013	Q1-3/2012	Δ in %
Net debt (in € mill.; 30.9.2013 vs. 31.12.2012)	639.0	719.6	-11.2
Gearing (in %; 30.9.2013 vs. 31.12.2012)	71.5	84.5	-13.0%p.
Cash flow from operating activities (in € mill.)	171.3	139.1	23.2
Free cash flow (in € mill.)	112.3	44.2	154.0
CAPEX (in € mill.)	55.3	56.5	-2.3
Equity (in € mill.; 30.9.2013 vs. 31.12.2012)	894.1	851.6	5.0
Equity ratio (in %; 30.9.2013 vs. 31.12.2012)	45.3	41.3	4.0%p.

As of 30.9.2013 – Guidance for 2013:

Net debt / EBITDA ratio approx 2.7x

Expenses

in € mill.	Q1-3/2013	Q1-3/2012	Δ in %
Consumables	-34.7	-30.2	14.9
Personnel	-185.4	-189.8	-2.4
Other operating expenses	-75.3	-81.4	-7.6
Depreciation, amortisation & impairment	-97.1	-71.8	35.4

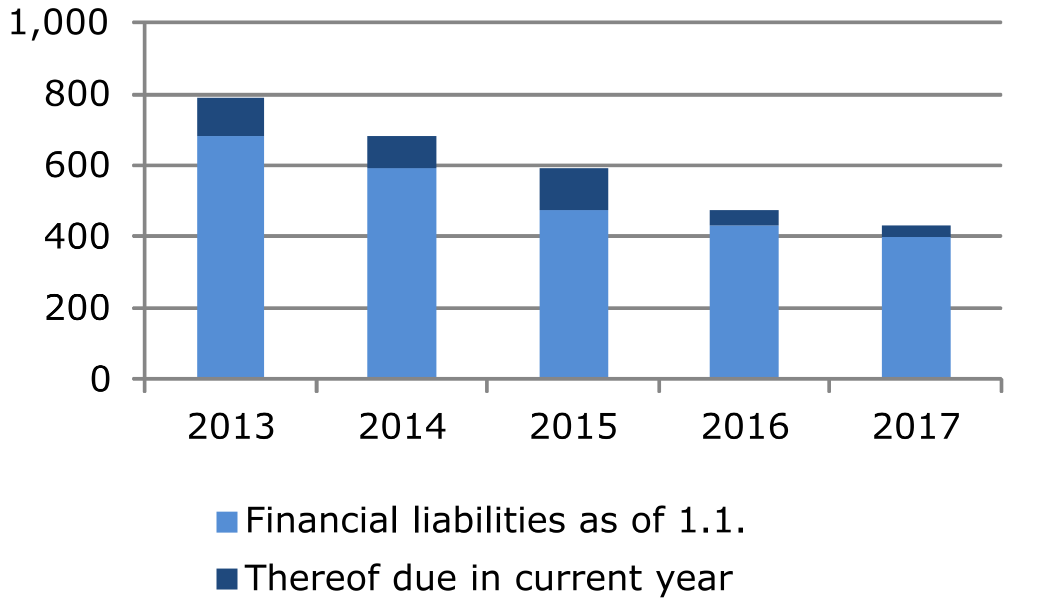
- Higher expenses for de-icing materials due to severe winter and planned increase in use of maintenance materials. Decline in energy consumption despite full operations in Check-in 3.
- Personnel expenses substantially lower: increases defined by collective bargaining agreements in May 2012 and higher use of winter services more than offset by 2.1% reduction in average number of employees
- Decline in other expenses despite higher costs for snow removal:
  - Positive effects: no impairment charges to receivables, book value disposals or damages as in Q1-3/2012
  - Reduction in expenses for rental and leasing as well as for marketing and market communications
  - Maintenance costs reduced by 5.1% despite doubling of terminal areas

Debt and Gearing

- Decline in cash and cash equivalents (€ -32.6 mill.) and securities (€ -9.7 mill.) due to repayment of financial liabilities
- Reduction of 12.0% in long-term debt to € 734.0 mill. chiefly due to reclassification of items to current financial liabilities
- Current liabilities decline by € 31.0 mill. from year-end 2012 to € 344.9 mill. due to decrease in provisions, trade payables and loan repayments, despite reclassification from non-current liabilities
- Gearing falls further from 84.5% on 31.12.2012 to 71.5% as of 30.9.2013
- Net debt falls by € 80.6 mill. since the beginning of 2013 to below € 640 mill. – FY target of € 680 mill. clearly topped

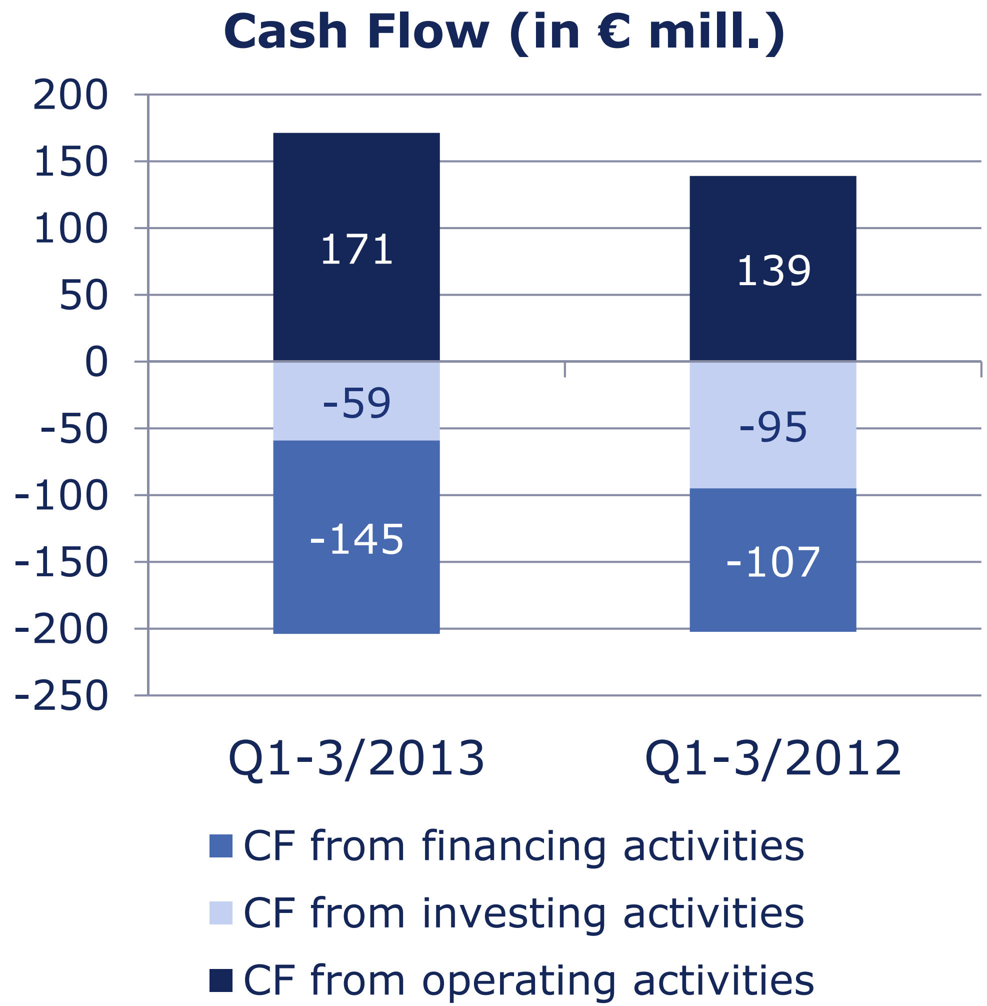
	30.9.2013	31.12.2012	Δ in %
Net debt (in € mill.)	639.0	719.6	-11.2
Gearing (in %)	71.5	84.5	-13.0%p.

Maturity structure (as of 31.12.2012; in € mill.)



Cash Flow and CAPEX

- Free cash flow more than doubles from € 44.2 mill. to € 112.3 mill.
- Cash flow from operating activities increases 23.2% to € 171.3 mill. in Q1-3/2013 due to improvement in operating results
- Cash flow from investing activities reduced in Q1-3/2013, above all due to a decline in payments made for the purchase of non-current assets after the opening of Check-in 3
- Cash flow from financing activities negative, mainly due to repayment of financial liabilities and dividend
- Investments (CAPEX) total € 55.3 mill. – major projects: renovation of Runway 16/34 and expansion of forwarding agent building



Current Projects

Renovation of Runway 16/34 during April and May 2013 completed

- Runway last renovated nearly 20 years ago
- Total costs approx. € 28 mill.
- Final grooving and marking works completed in October as scheduled

Modernisation of infrastructure and increase in service quality

- 30 locations already opened (e.g. Versace / Zilli / Michael Kors, Burger King, Longchamp, Christ, Wolford)
- Renovation of plaza / arcade / Pier West by summer 2014
- All shops: opening generally one quarter later than planned
- Revitalisation of forwarding agent building almost completed
- Completion of intercity rail station

Real estate development and portfolio optimisation

- Expansion of hotel offering – tender for operators and investors
- Expansion of conference offering
- Further optimisation of location marketing

Terminal 2 – evaluation of project alternatives in progress

- No decision expected before 2014; earliest start of investments in 2016

Adjustment in the presentation of segment results increases transparency

- General operating costs are now allocated to the individual operating segments based on an appropriate key

Traffic Forecasts

- From the current viewpoint, traffic development will reflect the announced range
- Special effects and capacity adjustments by major airlines
- Challenging market environment for airlines
- Positive development of passenger traffic in October: +1%
  Clear signs of trend reversal for cargo: positive development – during the last five months in total +8% above the corresponding period in 2012

	1-10/2013	Forecast for 2013
Passengers	18,748,395 (-0.9%)	-1% to +1%
Flight movements	195,853 (-5.6%)	-4% to -6%
MTOW (in tonnes)	6,677,110 (-3.0%)	Slight decline

Financial Guidance for 2013 Confirmed

	2012	Financial targets for 2013
Revenue	€ 607 mill.	Approx. € 625 mill[1]
EBITDA	€ 221 mill.	Increase > € 230 mill.
Net profit	€ 72 mill.	> € 65 mill.
Net debt	3.3x EBITDA € 720 mill.	Target: decrease ≤ 2.9x EBITDA (<€ 680 mill.) ➡ Status 30.9.2013: 2.7 EBITDA (€ 639 mill.)
CAPEX	€ 102 mill.	approx. € 80 mill. (reduced from € 100 mill.)

1) Revenue could also fall slightly below € 625 mill. if there is a decline n the number of passengers

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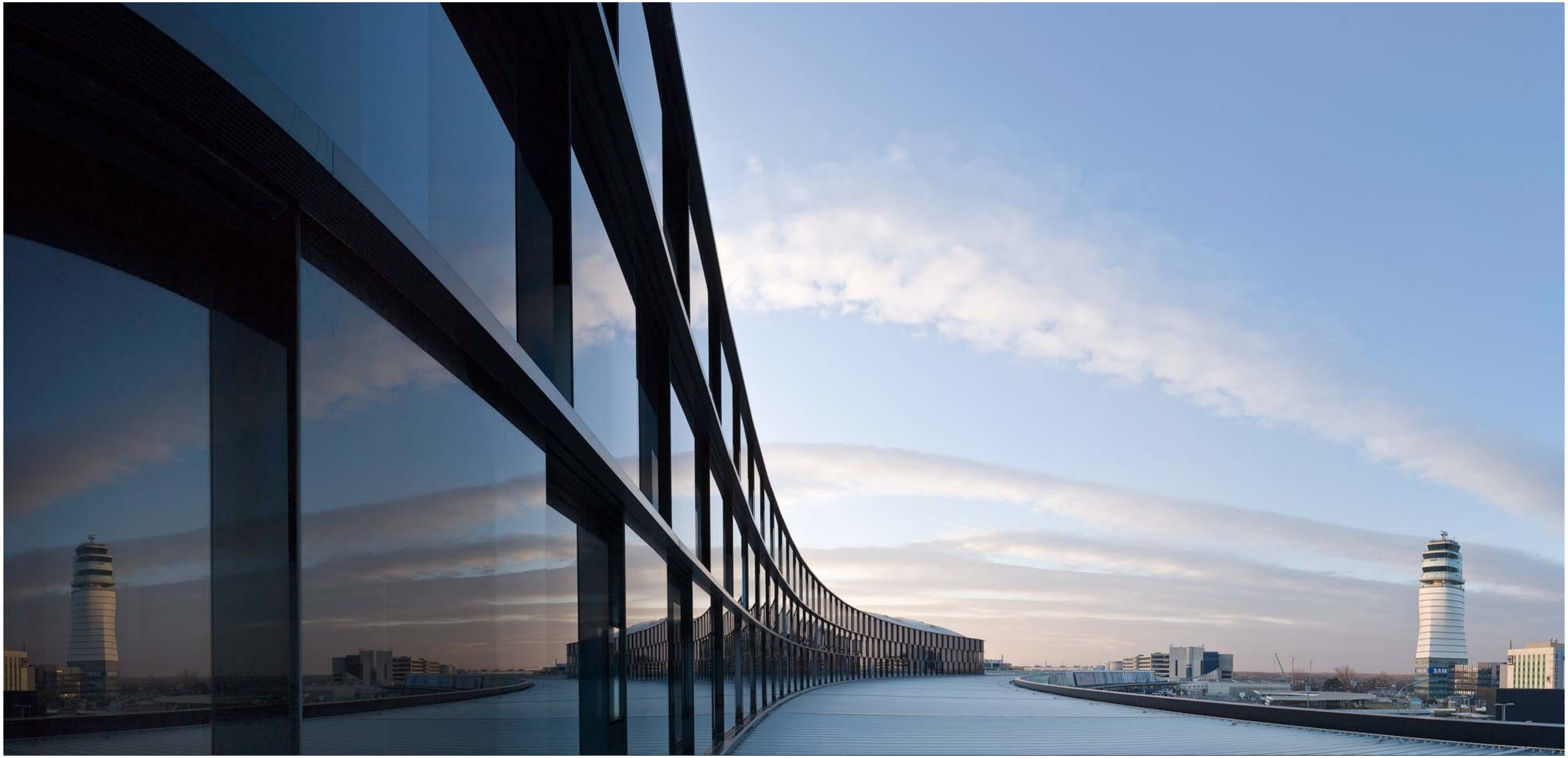
APPENDIX



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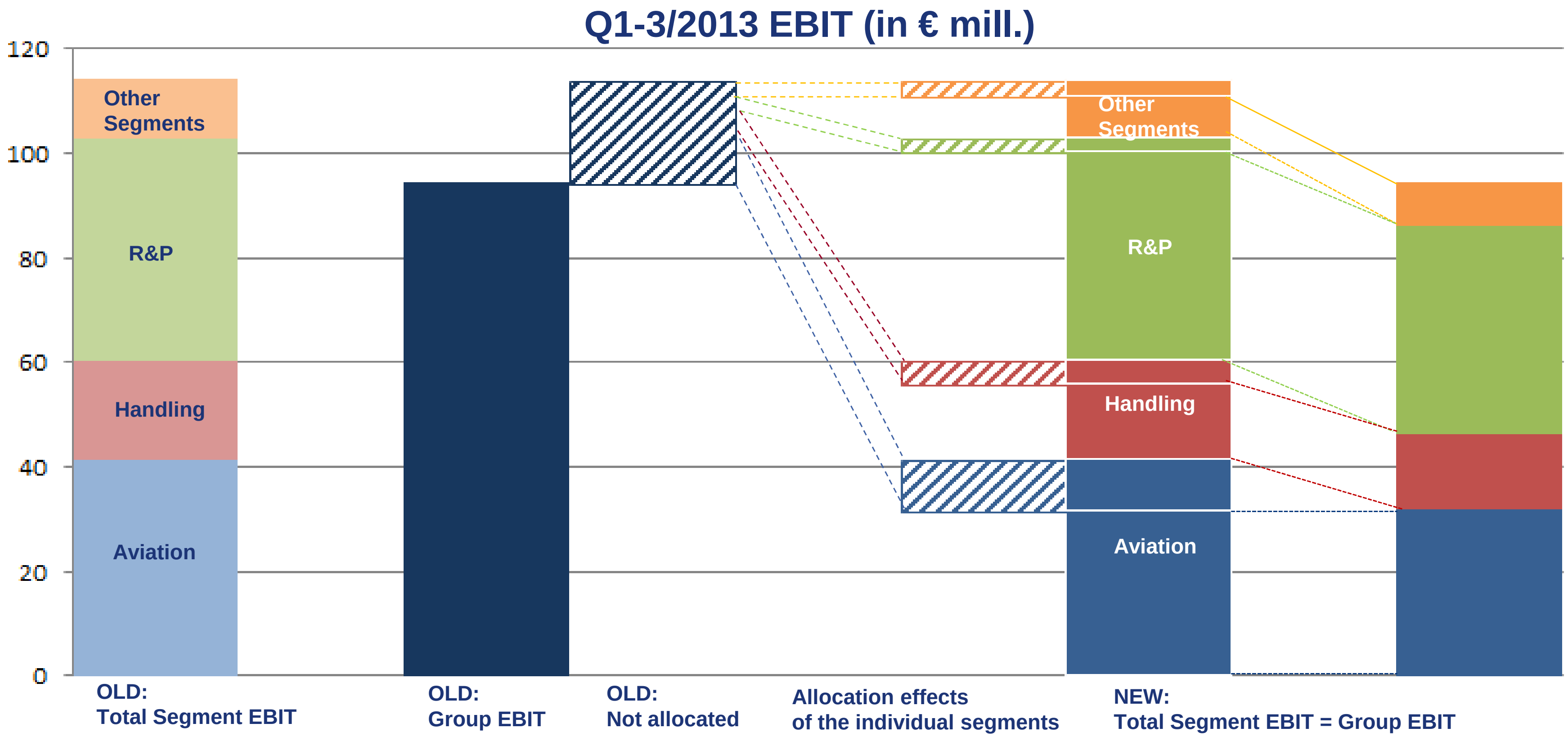
Segment Results – Reconciliation



- Previously unallocated administrative costs are now assigned to the individual reporting segments; due to the allocation of administrative income and expenses, the reconciliation of reportable segment results to Group EBIT is no longer required
- Rough aggregated keys to allocate general administrative expenses to the segments:
  - Airport: ca. 50%
  - Handling: ca. 20%
  - Retail & Properties: ca. 15%
  - Other Segments: ca. 15%

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Segment Results – Q1-3/2013

	Airport		Handling[1]		Retail & Properties		Other Segments	
		Δ in %		Δ in %		Δ in %		Δ in %
External revenue (in € mill.)	250.7	5.8	115.0	-2.3	91.6	0.9	12.9	7.1
EBITDA (in € mill.)	98.7	0.3	18.8	52.4	55.9	6.0	18.3	63.8
EBIT (in € mill.)	31.7	-40.8	14.7	85.4	39.9	0.3	8.2	n.a.
Employees (average)	498	0.7	3,198	-3.1	83	-0.6	625	0.7
Employees (30.9.2013 vs.31.12.2012.)	510	1.8	3,064	-1.3	83	1.1	626	1.5

1) Handling also includes VAH (Handling General Aviation) and security services provided by VIAS

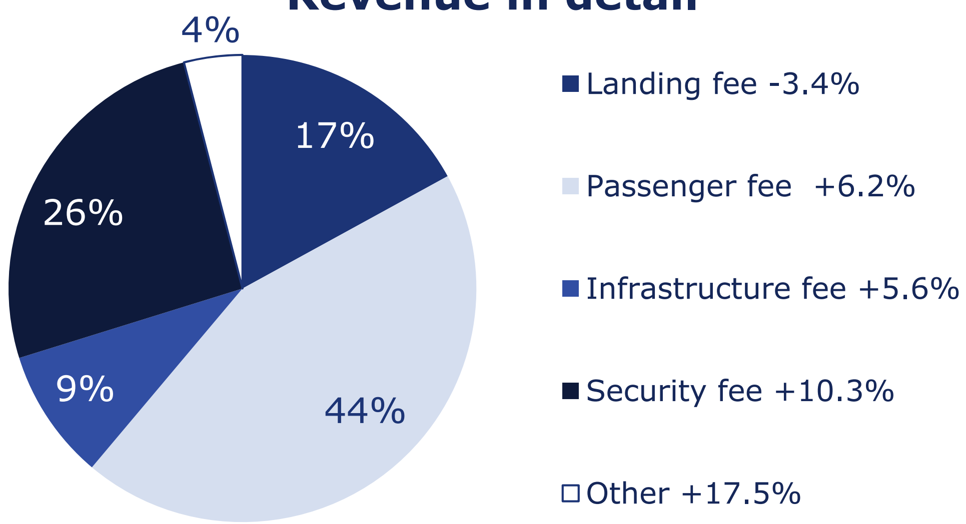
- Airport Segment: positive revenue development due to decline in incentives and adjusted security fee; EBIT negatively affected by scheduled depreciation on Check-in 3
- EBIT plus in Handling Segment due to higher de-icing revenue, higher income from VIAS and strict cost discipline
- Continued high margins for Retail & Properties

Airport Segment

- Increase in revenue – despite traffic decline in Q1-3/2013 – above all due to adjusted security fee and decline in incentives
- Comparatively low increase in expenses
  - Increased costs resulting from severe winter and doubling of the terminal areas more than offset by the reduction of expenses for rental and leasing as well as for marketing and market communication
- EBIT negatively affected by increase in scheduled depreciation

in € mill.	Q1-3/2013	Q1-3/2012	Δ in %
External revenue	250.7	236.9	5.8
EBITDA	98.7	98.4	0.3
EBIT	31.7	53.5	-40.8
Employees (average)	498	495	0.7

Revenue in detail



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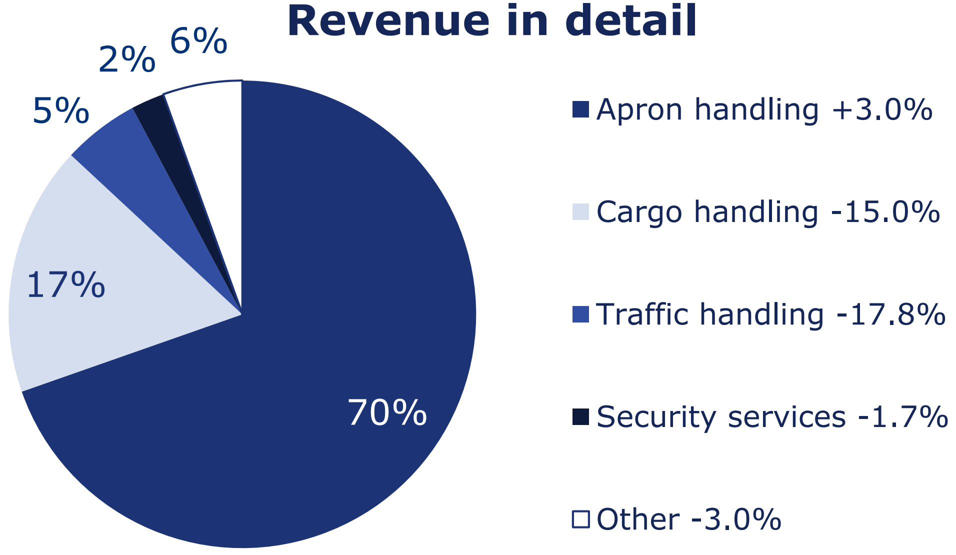
Handling Segment

- Revenue growth supported, in particular, by income from individual services, mainly de-icing
- Substantial increase in income from VIAS
- Severe winter reflected in added costs for de-icing materials and overtime for winter services
- Total personnel expenses still reduced due to lower average number of employees (-104)
- Since June, reversal of cargo trend visible: +8% from June to October in comparison to the corresponding period in 2012

in € mill.	Q1-3/2013	Q1-3/2012	Δ in %
External revenue	115.0	117.7	-2.3
EBITDA	18.8	12.3	52.4
EBIT	14.7	7.9	85.4
Employees (average)	3,198	3,302	-3.1

Revenue in detail

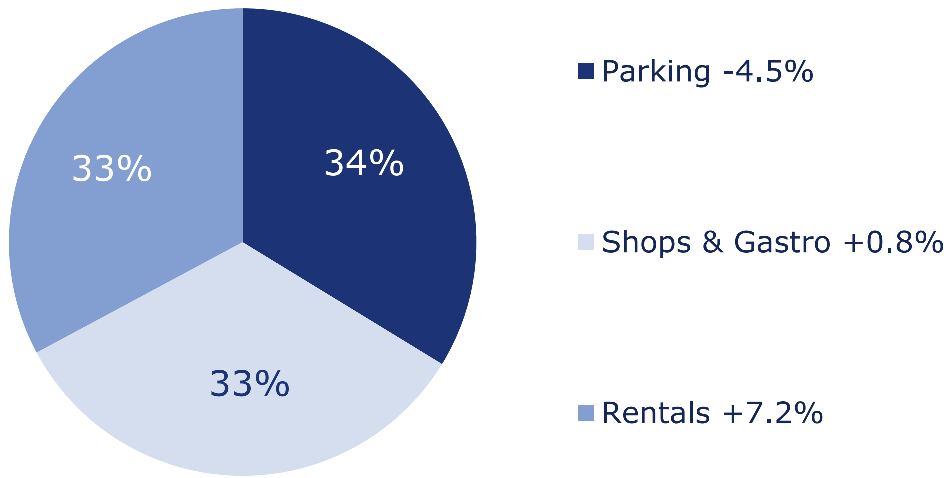


Retail & Properties Segment

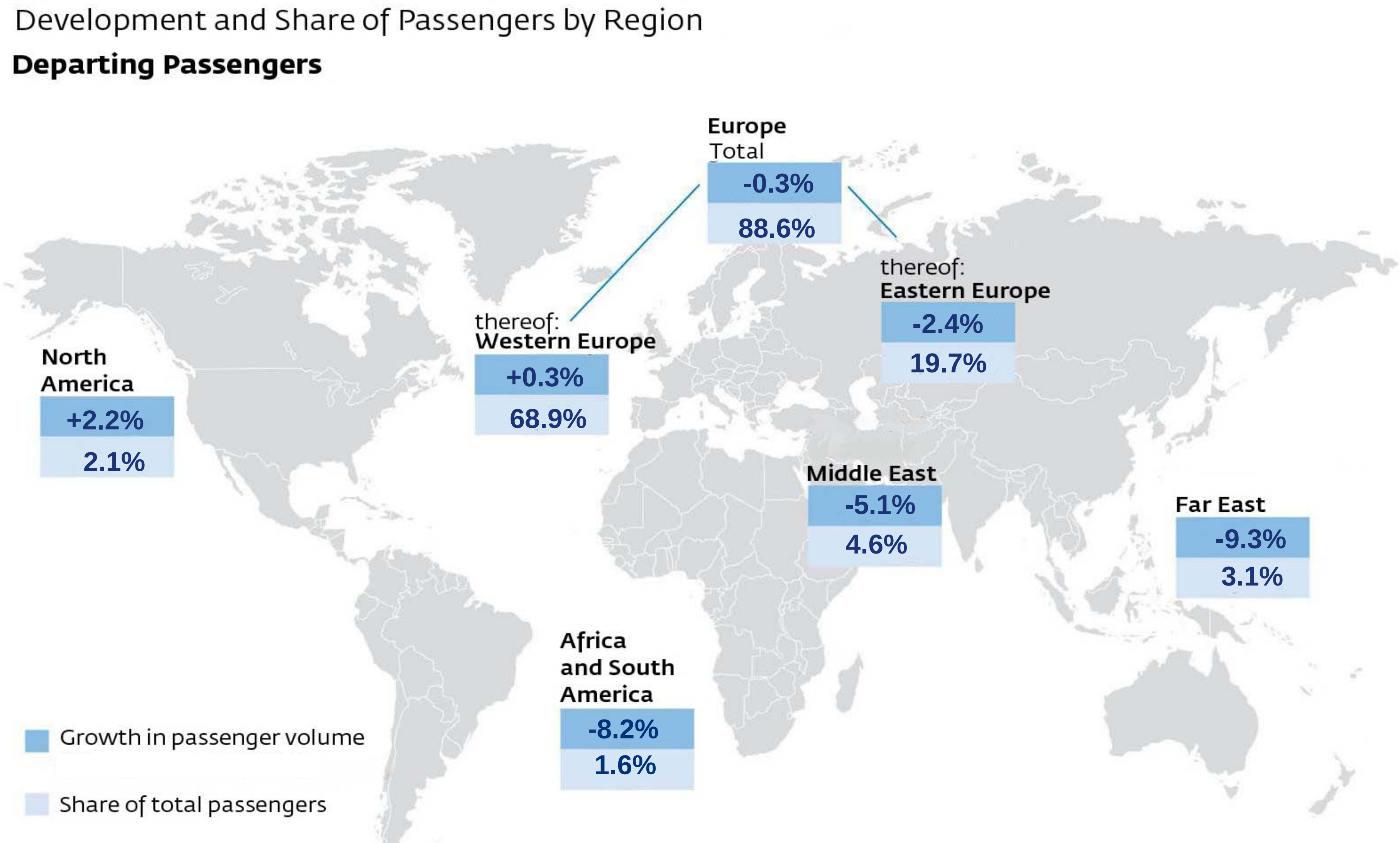
- Positive development of real estate and advertising space rentals
- Decline in parking revenue due to lower capacity utilisation in Q1-3/2013
- Shopping and gastro revenue nearly unchanged – adjustment for prior year effects of a tenant bankruptcy leads to plus of approx. 6%; delays in opening of numerous shops
- 30 new shops opened to date in 2013

in € mill.	Q1-3/2013	Q1-3/2012	Δ in %
External revenue	91.6	90.8	0.9
EBITDA	55.9	52.7	6.0
EBIT	39.9	39.8	0.3
Employees (average)	83	83	-0.6

Revenue in detail



Leading Hub to Eastern Europe
– with 38 destinations ranked ahead of MUC, ZRH and FRA

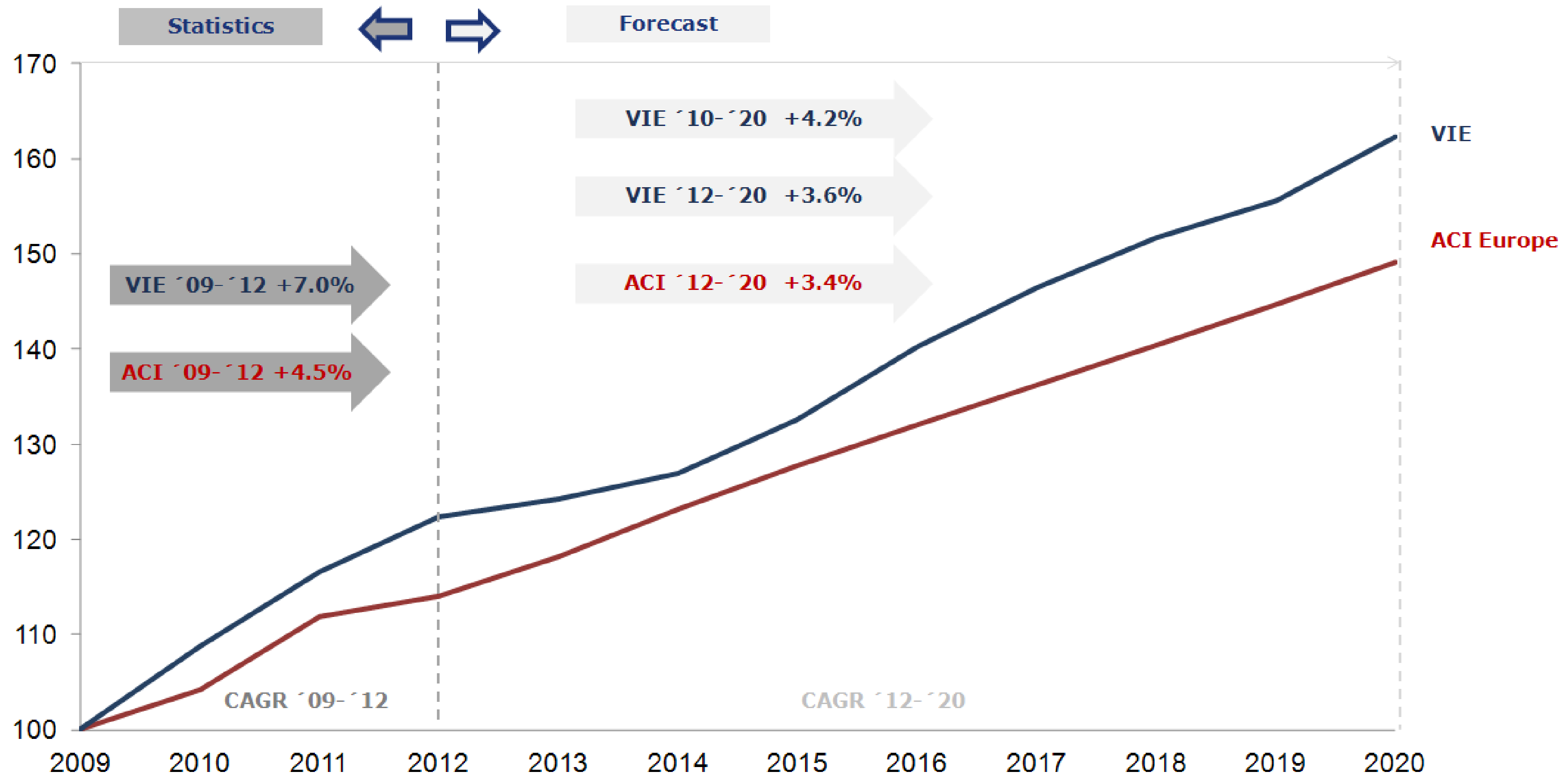


Figures for Q1-3/2013 and development in comparison to Q1-3/2012, respectively

Aviation will also remain a growth market in the future

Traffic development VIE vs. ACI Europe 2009-2020

PAX indexed



Source: ACI: ACI EUROPE Airport Traffic Report and Global Traffic Forecast 2012-2031;VIE: in-house

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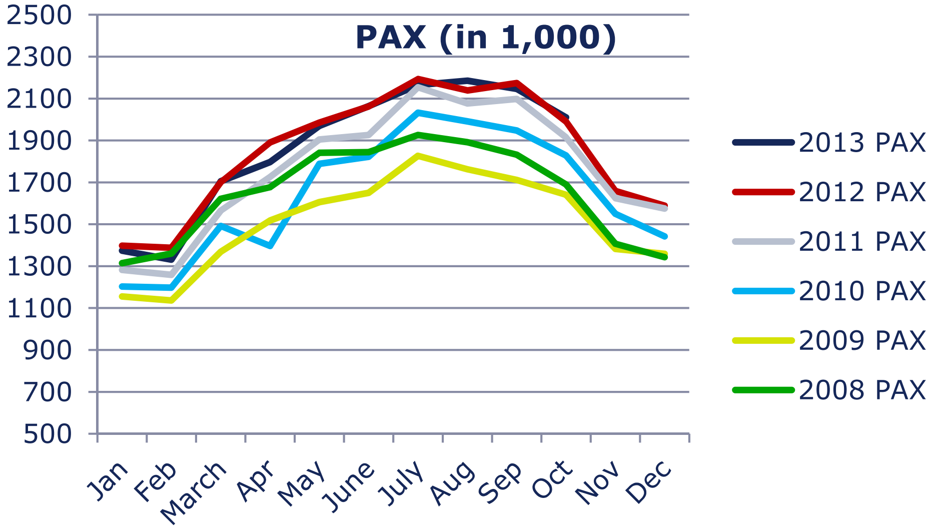
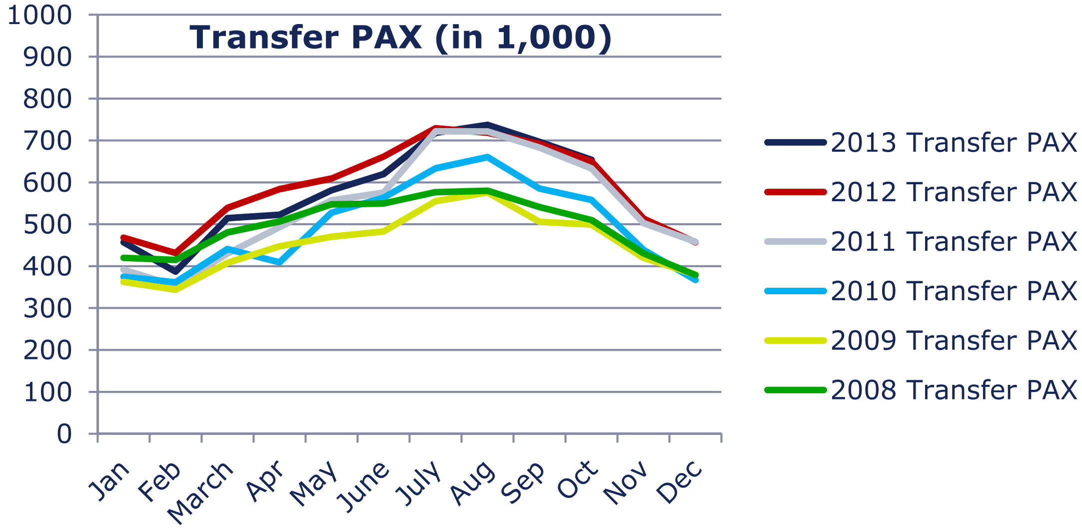
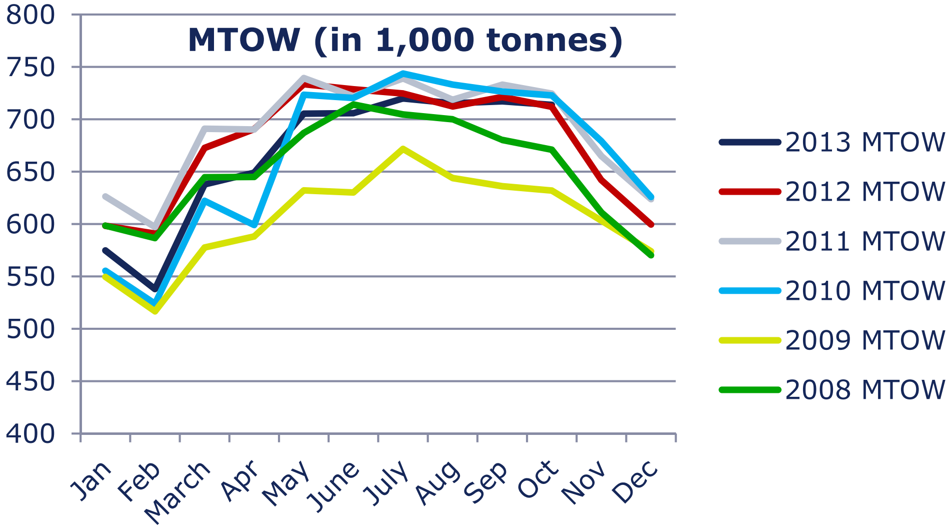
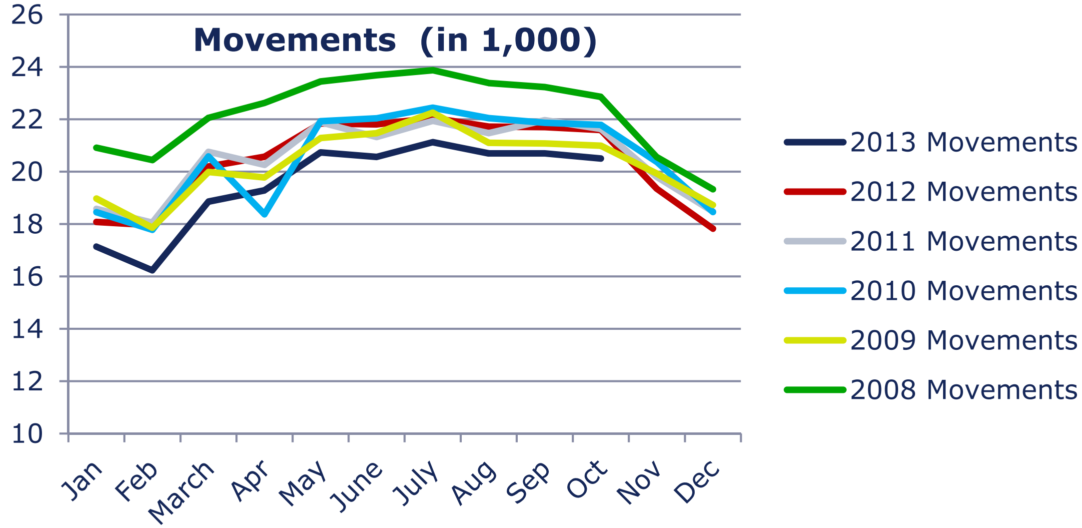
Traffic Development since 2008









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THANK YOU FOR YOUR ATTENTION