



19 August 2025

Flughafen Wien H1/2025

Satisfactory development in H1/2025

2026 fee reduction will strengthen Vienna's attractiveness as an airline destination

Revenue and earnings improvement in H1/2025

Revenue +7.4% to € 524.4 million

EBITDA +3.3% to € 211.7 million

Net profit b.m. +6.2% to € 115.1 million

- Good aviation and non-aviation development
- Ongoing cost pressure
- Substantial earnings contributions from
Malta Airport (net profit for the period of
€ 24.5 million) and the **financial result** (€ 9.3 million)

Reduction of airport charges in 2026

- Due to the expiry of the Covid-19 special regulation, airport charges will again be calculated according to the statutory formula from 1/1/2026; this will result in an **expected reduction in passenger charges of around 4.6% for 2026**, with landing fees falling by around 2.15%
- This will **increase the competitiveness of Vienna as a destination**
- A **cost reduction and efficiency improvement program** is intended to cushion the financial impact

Earnings improvement in H1/2025

EBITDA +3.3% to € 211.7 million, net profit for the period +6.2% to € 115.1 million

| € million | H1/2025 | H1/2024 | Δ |
|---|---------|---------|-------|
| Revenue | 524.4 | 488.4 | +7.4% |
| Earnings before interest, tax, depreciation and amortisation (EBITDA) | 211.7 | 204.9 | +3.3% |
| Earnings before interest and taxes (EBIT) | 146.1 | 138.7 | +5.3% |
| Financial result | 9.3 | 8.5 | +9.1% |
| Earnings before tax (EBT) | 155.4 | 147.2 | +5.6% |
| Net profit for the period | 115.1 | 108.4 | +6.2% |
| Net profit after non-controlling interests | 102.8 | 97.3 | +5.6% |

- **Traffic growth** (passengers +4.7%, flight movements +5.0% in the Group) and **fee adjustments** continue to be the main revenue drivers; strong **non-aviation** development (shopping, restaurants, lounges) in H1/2025
- EBITDA margin impacted by ongoing cost increases
- Financial result of € 9.3 million (H1/2024: € 8.5 million) makes a significant earnings contribution

Expenses

Continuous rise in personnel expenses

| € million | H1/2025 | H1/2024 | Δ |
|---------------------------------------|---------|---------|--------|
| Consumables and services used | -28.2 | -26.9 | +5.0% |
| Personnel expenses | -205.4 | -189.6 | +8.4% |
| Other operating expenses ¹ | -86.5 | -74.6 | +16.0% |
| Depreciation and amortisation | -65.5 | -66.2 | -1.0% |
| EBITDA margin | 40.4% | 42.0% | -1.6%p |
| EBIT margin | 27.9% | 28.4% | -0.5%p |

- **Change in consolidation of the subsidiary “Get2” effective 1/1/2025** (from full consolidation to at equity) leads to a reduction of personnel expenses by about € 7.0 million in H1/2025 but a corresponding increase in third-party services recognised in other operating expenses; taking this change into account, **personnel expenses rose by 12.0% compared to the previous year**
- **Salary increases of 3.3% as of 1/5/2025 mandated by the collective bargaining agreement** (+7.0% as of 1/5/2024)
- **Increase in the cost of materials and third-party services** related to business operations, **decline in maintenance expenses**

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

Cash flow and balance sheet structure

Investments for airport location growth in Vienna and Malta

| € million | H1/2025 | H1/2024 | Δ |
|-------------------------------------|---------|---------|--------|
| Cash flow from operating activities | 157.1 | 178.3 | -11.9% |
| Free cash flow | 147.4 | 104.1 | +41.5% |
| Capex | 140.2 | 83.1 | +68.6% |
| Net liquidity ¹ | -398.4 | -511.6 | -22.1% |
| Equity ¹ | 1,634.6 | 1,667.2 | -2.0% |
| Equity ratio ¹ | 68.7 | 69.5 | -0.8%p |

- **Capex increase to € 140.2 Mio.** in H1/2025 (H1/2024: € 83.1 million) as part of an investment drive: € 67.1 million for the Terminal 3 Southern Expansion project, € 7.3 million for the baggage sorting system (HBS), € 34.4 million at Malta Airport (Sky Parks 2 office building, terminal extension, apron)
- **Decline in the cash flow from operating activities**, particularly due to corporate income tax payments; **significant improvement in the free cash flow** as a result of the proceeds from the disposal of investments
- **Dividend payment to the amount of € 147.2 million** in Q2/2025 (€ 138.4 million to Flughafen Wien AG shareholders, € 8.8 million to non-controlling interests)

1) Q2/2025 vs. FY/2024

Terminal 3 Southern Expansion

Construction progress continues within budget and on time for the 2027 opening



- Completion of the building shell
- Implementation within budget and on schedule
- Preparations for tenant fit-outs and interior construction are underway
- Production of technical building systems, infrastructure and energy supply as well as interfaces to current terminal spaces
- Ground-breaking ceremony for the new centralised logistics centre (central supply of shops and restaurants as of 2027)

AirportCity

Extensive enlargements this year

Helios Logistics Park has commenced operations

- Opening in **June**, more than **80,000 m²** of usable space
- All areas were already **fully leased** during the construction phase



Hotel Vienna House Easy close to completion

- **Topping out** for construction of Vienna Airport's **largest hotel**
- Vienna House Easy by Wyndham **to open at the turn of the year**
- The **world's biggest hotel made of wood**, featuring 510 rooms



Decision to expand Office Park 4

- **17,000 m²** of high-quality office and conference space
- Construction will begin in **2026**



Financial guidance for 2025

Unchanged outlook for the current financial year

| | | |
|-------------------------------------|---|-------------------------|
| Revenue | ⇒ | approx. € 1,080 million |
| EBITDA | ⇒ | approx. € 440 million |
| Group net profit¹ | ⇒ | approx. € 230 million |
| CAPEX | ⇒ | approx. € 300 million |

- Strong financial position enables financing of increasing investments from the cash flow

1) Before non-controlling interests



Traffic results H1/2025 & 7/2025

Traffic development in H1/2025 & 7/2025

Robust passenger growth in the Flughafen Wien Group

| Flughafen Wien Group passenger development ¹ | H1/2025 | Δ H1/2024 | 07/2025 | Δ 07/2024 | 1-7/2025 | Δ 1-7/2024 |
|---|-------------|--------------|------------|--------------|-------------|--------------|
| Vienna Airport (millions) | 14.7 | +2.4% | 3.3 | -1.2% | 17.7 | +1.7% |
| Malta Airport (millions) | 4.5 | +11.7% | 1.0 | +8.8% | 5.6 | +11.1% |
| Košice Airport (millions) | 0.32 | +19.0% | 0.13 | +1.3% | 0.45 | +13.2% |
| Vienna Airport and its strategic investments (VIE, MLA, KSC) | 19.6 | +4.7% | 4.5 | +1.0% | 24.0 | +4.0% |

- Slight growth at Vienna Airport (+2.4%), ongoing strong momentum in Malta and Košice featuring double-digit growth in H1/2025
- Malta Airport benefits from the good economic development and ongoing strong vacation travel; in July it reached more than 1 million passengers in a month for the first time; new destinations and frequency increases in Košice
- Base effect of record travel volumes in summer 2024 and consequences of the Middle East conflict

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

Traffic development in H1/2025 & 7/2025

Slight passenger growth at Vienna Airport in the first half-year

| Vienna Airport traffic development ¹ | H1/2025 | Δ H1/2024 | 07/2025 | Δ 07/2024 | 1-7/2025 | Δ 1-7/2024 |
|---|---------|-----------|---------|-----------|----------|------------|
| Passengers (millions) | 14.7 | +2.4% | 3.3 | -1.2% | 18.0 | +1.7% |
| Local passengers (million) | 11.7 | +3.5% | 2.5 | +0.0% | 14.2 | +2.9% |
| Transfer passengers (millions) | 2.9 | -4.2% | 0.7 | -7.0% | 3.6 | -4.8% |
| Flight movements (in 1,000) | 113.0 | +3.0% | 22.9 | +0.5% | 135.9 | +2.5% |
| Cargo (in 1,000 tonnes) | 154.0 | +9.1% | 28.1 | +9.5% | 182.1 | +9.2% |
| MTOW (millions of tonnes) | 4.9 | +4.6% | 1.0 | +0.6% | 5.9 | +3.9% |
| Seat load factor (SLF, in %) | 78.4 | -0.8%p | 84.4 | -2.0%p | 78.8 | -1.0% |

- Passenger growth at Vienna Airport in H1/2025 mainly driven by local passengers (+3.5%)
- Slight drop in passenger volume in June (-0.4%) and July (-1.2%), especially as a result of suspended flight connections to the Middle East (also impacts transfer traffic from the Middle East to North America)
- Tank stops by Air India in Q2/2025 slightly distort quarterly traffic figures upwards
- Ongoing robust cargo growth of 9.1% to 154,001 tonnes in H1/2025 and 9.5% increase in July

Regional passenger development in H1/2025

Further recovery in the Far East

Passenger rise of 32.5%

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

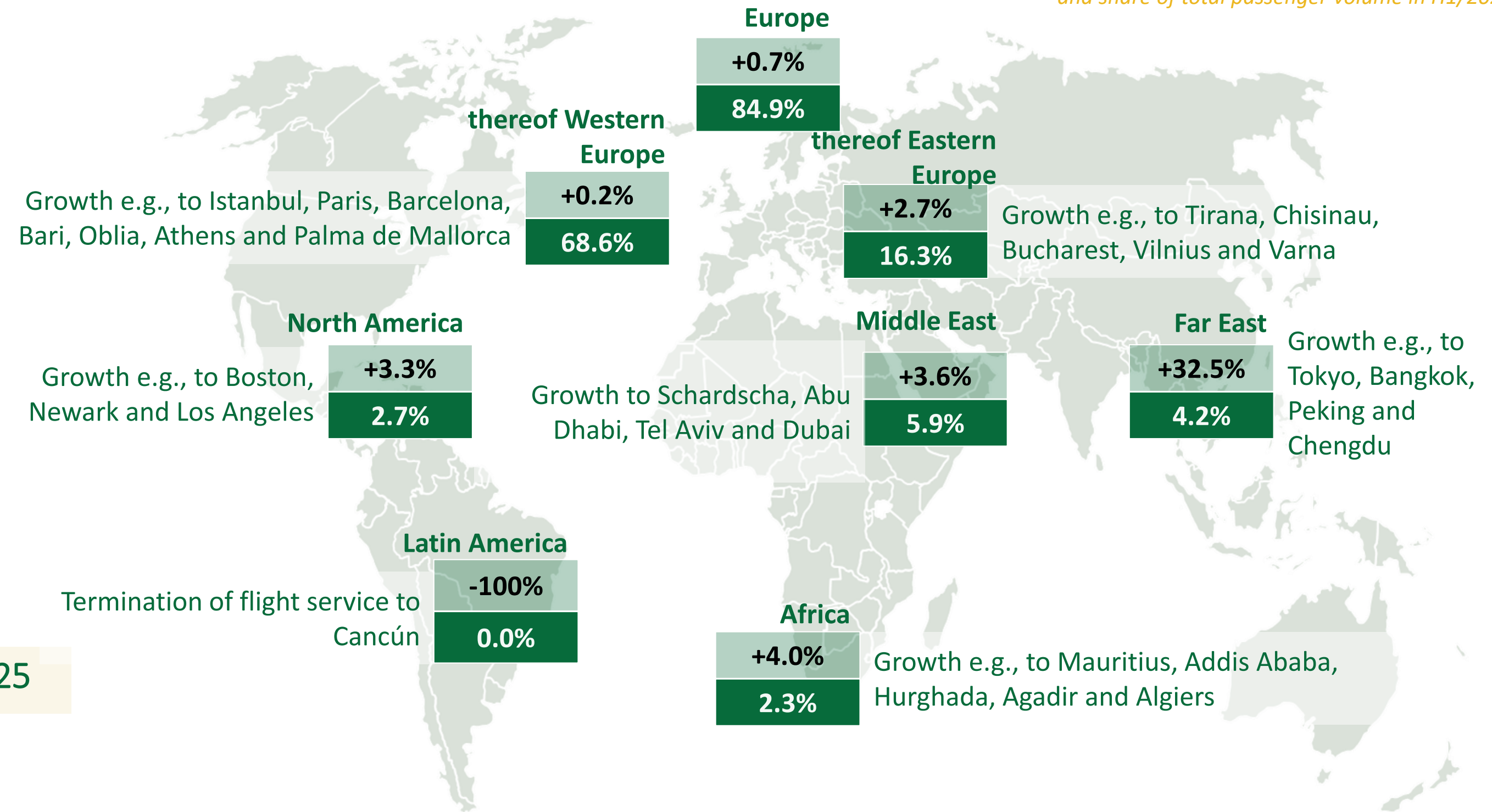
Negative effect of Middle East conflicts

- Suspension of flights to several destinations in the region
- Lack of transfer traffic to the USA
- Austrian Airlines (August) and Wizz (September) are resuming flights to Tel Aviv

Slight growth to North America also in Q2/2025

- Good demand from USA to Europe
- Low ticket prices drive increase
- Cautious outlook of airlines for H2/2025

Departing passengers, development H1/2025 vs. H1/2024
and share of total passenger volume in H1/2025



Passenger development vs. the prior-year period
Market share

Market share of airlines

Slight growth of Austrian Airlines despite flight cancellations triggered by the Middle East conflict

Unchanged market share of low-cost carriers at slightly above 30%

| H1/2025 | Share in % | Passengers | PAX Δ% vs. H1/2024 |
|--------------------------------------|--------------|-------------------|--------------------|
| 1. Austrian Airlines | 44.4 | 6,544,352 | 0.7 |
| 2. Ryanair/Lauda* | 21.2 | 3,121,630 | 2.2 |
| 3. Wizz Air * | 6.0 | 891,537 | -3.4 |
| 4. Eurowings * | 2.4 | 352,093 | -6.6 |
| 5. Pegasus Airlines | 1.9 | 276,770 | 23.9 |
| 6. Turkish Airlines | 1.7 | 247,113 | -15.5 |
| 7. Emirates | 1.5 | 224,727 | 1.4 |
| 8. KLM Royal Dutch Airlines | 1.2 | 181,825 | -2.8 |
| 9. Iberia | 1.2 | 169,618 | 2.3 |
| 10. British Airways | 1.0 | 147,553 | -12.9 |
| 11. Air France | 1.0 | 144,940 | 3.4 |
| 12. SWISS | 0.9 | 138,934 | -19.1 |
| 13. SunExpress * | 0.9 | 131,901 | 5.0 |
| 14. Qatar Airways | 0.9 | 127,238 | -3.6 |
| 15. Etihad Airways | 0.8 | 119,269 | 20.1 |
| Other | 13.0 | 1,916,970 | 19.3 |
| Total | 100.0 | 14,736,470 | 2.4 |
| thereof Lufthansa Group ¹ | 48.8 | 7,192,352 | -0.8 |
| thereof low-cost carriers | 31.0 | 4,568,385 | 2.8 |

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

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

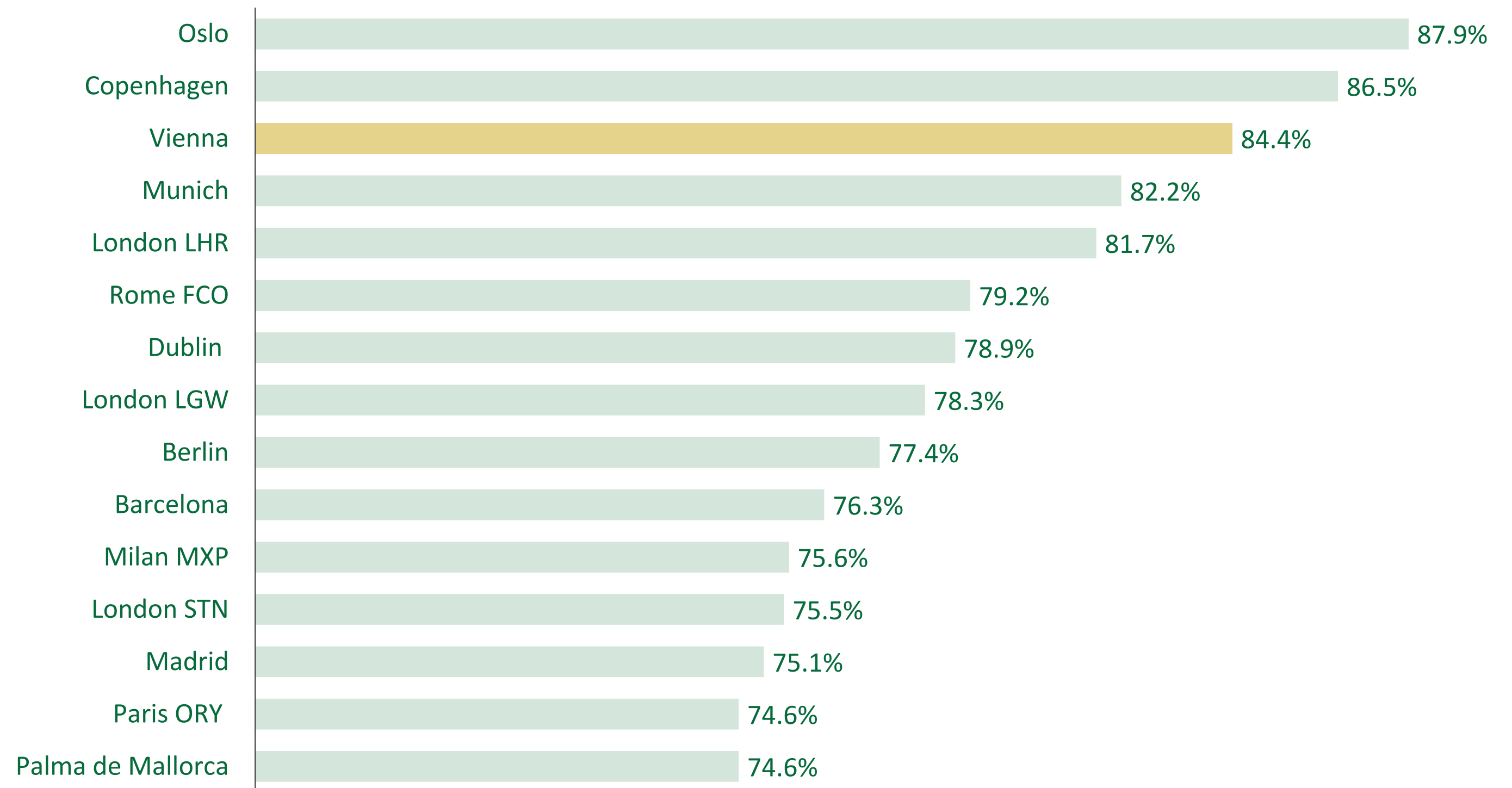
Quality

Vienna Airport continues to be among Europe's most punctual hubs¹

Most punctual Lufthansa flight hub

General improvement of punctuality in Europe in H1/2025

Punctuality in 01-05/2025 (top 15, hub airports >25 million PAX)¹



Traffic forecast for 2025

Slight growth expected at Vienna Airport and in the Flughafen Wien Group

Flughafen Wien AG

Passengers



Guidance 2025

approx. 32 million

2024

31.7 million

Flughafen Wien Group

Passengers



Guidance 2025

approx. 42 million

2024

41.4 million

- Following growth in H1/2025, about stable passenger development expected at Vienna Airport in H2/2025
- Ongoing negative effects of the Middle East conflict for flight traffic in the region
- Economic uncertainties reduce visibility
- Continuation of delivery bottlenecks for aircraft burdens global capacity growth and leads to the deployment of airplanes on the most profitable routes



Segment results H1/2025

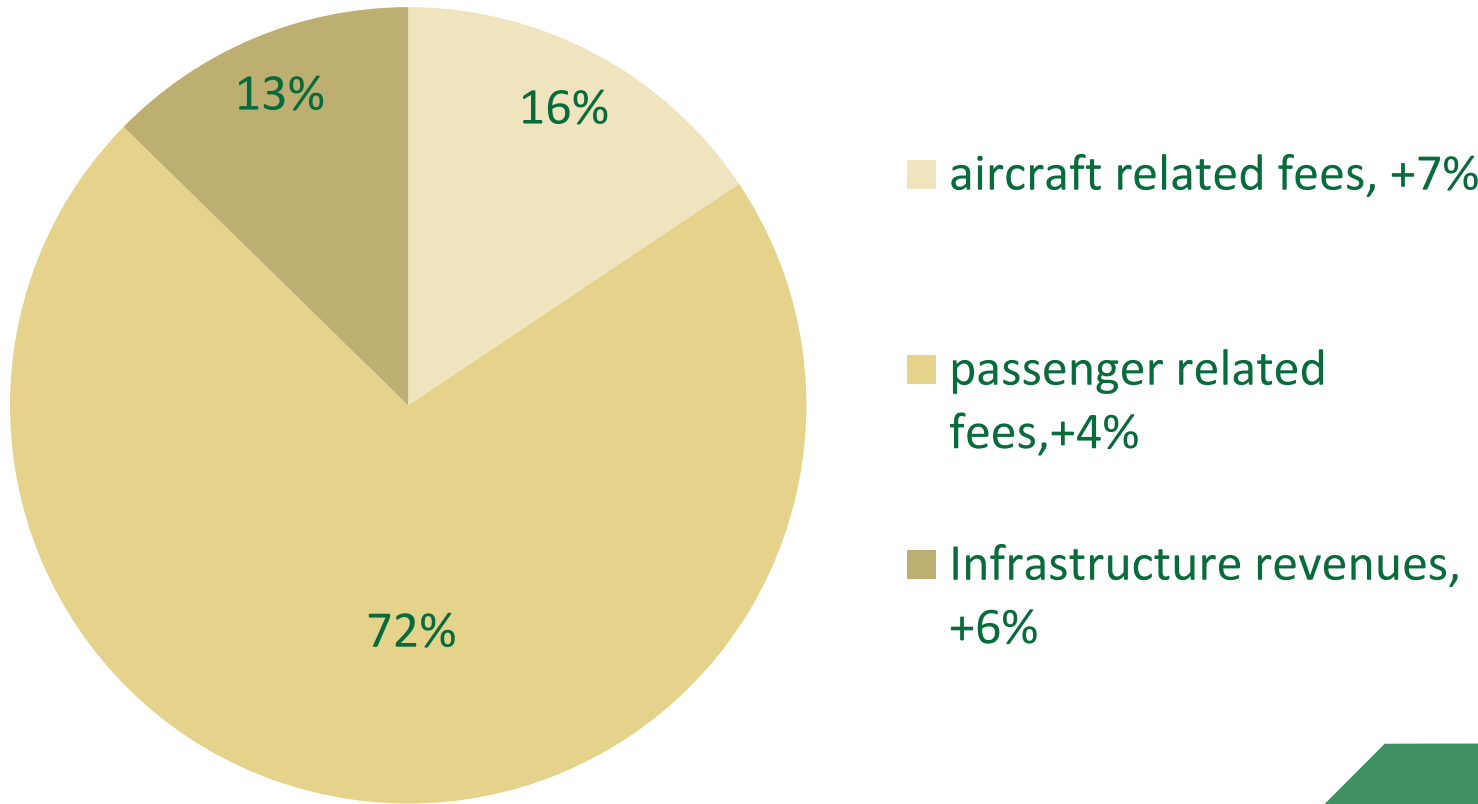
Airport

Increased passenger traffic leads to revenue and earnings improvement

- Rise in passenger-related fees of 4.1% to € 175.7 million due to passenger growth (+2.4%) and fee adjustments; dampening effect from temporary increase in incentives in the winter flight schedule
- Rise of 6.7% in aircraft-related fees to € 38.3 million driven by growth in air traffic
- Expenses for environmental protection measures for neighbouring municipalities of € 3.2 million, decline in maintenance expenses
- Reduction of passenger, landing and infrastructure fees in 2026

| € million | H1/2025 | H1/2024 | Δ |
|------------------|---------|---------|------|
| External revenue | 245.1 | 233.9 | 4.8% |
| EBITDA | 99.5 | 96.6 | 3.0% |
| EBIT | 62.5 | 58.4 | 7.0% |

Revenue distribution Airport H1/2025



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

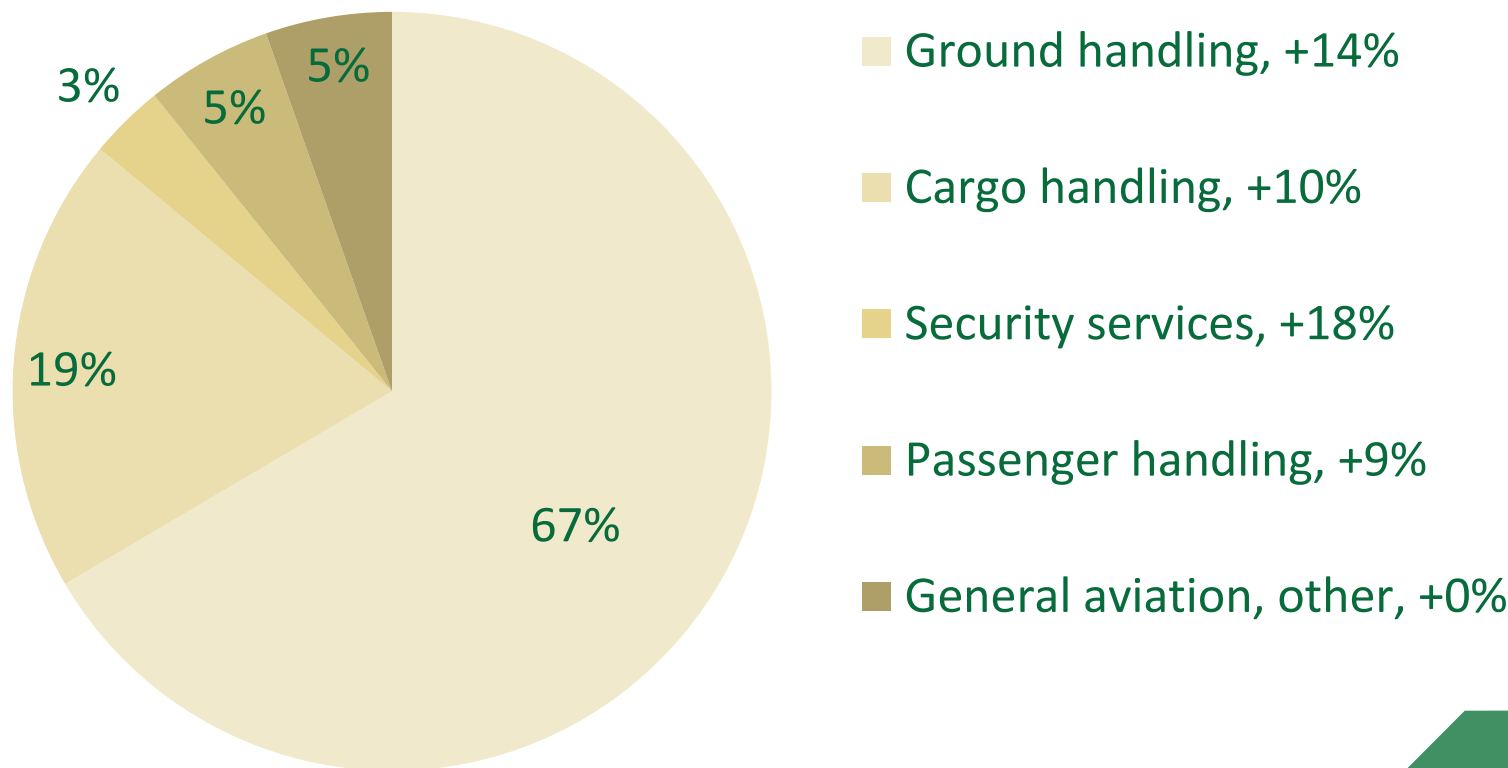
Handling & Security Services

Break-even operating result for H1/2025

- Ground handling benefits from increased **traffic-related revenue** (flight movements +3.0%) and **de-icing fees** – revenue +14.4% to € 63.8 million
- Continuous growth of cargo volumes: +9.1% to 154,001 tonnes related to the **expanded long-haul offering** and increasing cargo transfer by **Lufthansa Cargo**
- Drop in earnings due to increasing costs (particularly personnel expenses)
- Beginning of the **entry/exit System** in October
- Gradual deployment of **CT scanners** as of 2026 (investment volume of € 25 million)

| € million | H1/2025 | H1/2024 | Δ |
|------------------|---------|---------|--------|
| External revenue | 95.8 | 85.2 | 12.5% |
| EBITDA | 4.2 | 6.4 | -34.2% |
| EBIT | 0.5 | 2.3 | -79.3% |

Revenue distribution Handling & Security Services
H1/2025



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

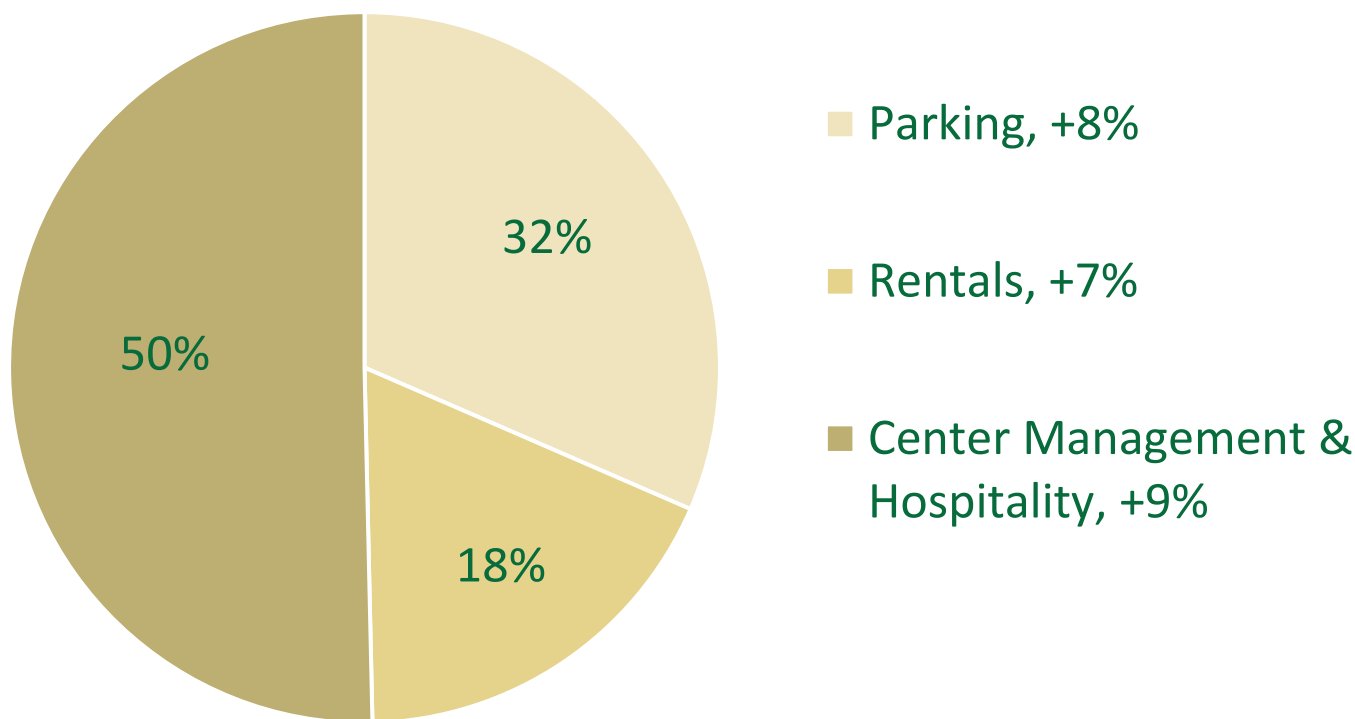
Retail & Properties

Good development of the non-aviation business

- Robust 9.4% revenue increase of Center Management & Hospitality to € 51.1 million
- Visible growth of **shopping** (expansion of duty-free space in Terminal 2 in the summer of 2024), **food & beverage** and **lounges**
- Extensive interest for new shopping and restaurant outlets in the Terminal 3 Southern Expansion, most of the spaces should be leased by the end of the year
- Ground-breaking ceremony for the central **logistics centre** designed to supply all terminal areas as of 2027
- Vienna Airport receives the **Excellence Award by Priority Pass** for the Vienna Lounge in Terminal 1

| € million | H1/2025 | H1/2024 | Δ |
|------------------|---------|---------|------|
| External revenue | 101.5 | 93.7 | 8.3% |
| EBITDA | 53.7 | 50.3 | 6.9% |
| EBIT | 44.3 | 40.3 | 9.8% |

Revenue distribution Retail & Properties H1/2025



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

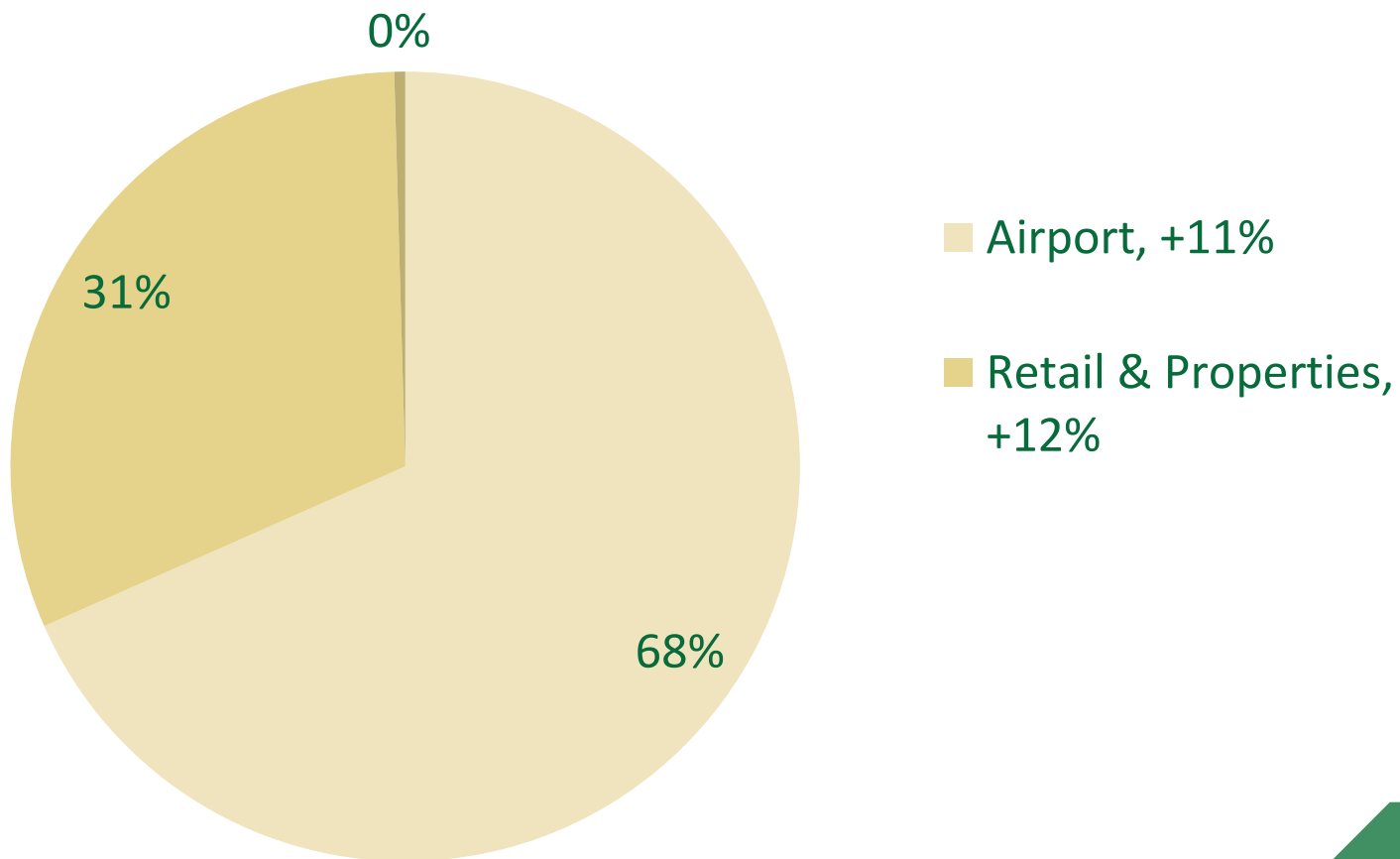
Malta

Strong performance due to continued passenger growth

- Very good revenue and earnings performance thanks to strong passenger growth of 11.7% to 4.5 million passengers in H1/2025
 - Revenue up 11.6% to € 71.9 million
 - EBIT +11.0% to € 45.5 million
 - consistently high EBITDA margin of 63.3%
- 5 new airlines in 2025 (including LOT, Qatar, SAS), significant capacity and passenger growth from Ryanair and Wizz
- Very close cooperation with local tourism industry: 40% of H1/2025 passengers accounted for in the winter quarter
- Comprehensive investment program for site expansion: Capex increase to € 34.4 million, commissioning of the new non-Schengen arrivals area in June

| € million | H1/2025 | H1/2024 | Δ |
|------------------|---------|---------|-------|
| External revenue | 71.9 | 64.4 | 11.6% |
| EBITDA | 45.5 | 41.0 | 11.0% |
| EBIT | 36.8 | 33.2 | 11.0% |

Revenue distribution Malta H1/2025



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

Financial calendar 2025

19 August: H1/2025 results & traffic results for July 2025

11 September: Traffic results August 2025

14 October: Traffic results September 2025

18 November: Q1-3/2025 results & traffic results October 2025

16 December: Traffic results November 2025

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