Quarterly Report

2/2026

Flughafen Wien AG

VIE Vienna Airport

Content

Key data of the Flughafen Wien Group

Financial indicators (in € million, excluding employees)

	H1/2026	H1/2025	Change
Total revenue	**529.3**	524.4	0.9%
Thereof Airport	**231.2**	245.1	-5.7%
Thereof Handling & Security Services	**103.1**	95.8	7.6%
Thereof Retail & Properties	**101.4**	101.5	-0.0%
Thereof Malta	**82.5**	71.9	14.8%
Thereof Other Segments	**11.2**	10.2	9.5%
EBITDA	**227.1**	211.7	7.3%
EBITDA margin (in %)[1]	**42.9**	40.4	n.a.
EBIT	**159.4**	146.1	9.1%
EBIT margin (in %)[2]	**30.1**	27.9	n.a.
Net profit	**123.2**	115.1	7.0%
Net profit attributable to parent company	**108.3**	102.8	5.4%
Cash flow from operating activities	**147.0**	157.1	-6.4%
Capital expenditure[3]	**150.8**	140.2	7.6%
Income taxes	**41.9**	40.3	4.2%
Average number of employees[4]	**5,045**	5,217	-3.3%
	30.6.2026	**31.12.2025**	**Change**
Equity	**1,700.6**	1,726.9	-1.5%
Equity ratio (in %)	**72.4**	71.5	n.a.
Net liquidity	**264.6**	413.8	-36.0%
Net assets	**2,350.1**	2,413.6	-2.6%
Gearing (in %)[5]	**-15.6**	-24.0	n.a.
Number of employees at end of period[6]	**5,174**	5,210	-0.7%

1) EBITDA margin (earnings before interest, taxes, depreciation and amortisation) = EBITDA/revenue
2) EBIT margin (earnings before interest and taxes) = EBIT/revenue
3) Capital expenditure: intangible assets, property, plant and equipment and investment property including corrections to invoices from previous years, excluding financial assets
4) Annual average weighted full-time equivalent (FTE): according to degree of employment, including apprentices, excluding employees without pay (parental leave, armed forces etc.), excluding board members and managing directors
5) Gearing is negative due to the presence of net liquidity

Industry indicators

	H1/2026	H1/2025	Change in %
Passenger development of the Group			
Vienna Airport (in millions)	**14.3**	14.7	-3.2%
Malta Airport (in millions)	**5.2**	4.5	15.6%
Košice Airport (in millions)	**0.5**	0.3	43.5%
Vienna Airport and investments (VIE, MLA, KSC; in millions)	**20.0**	19.6	1.9%
Traffic development Vienna Airport			
Passengers (in millions)	**14.3**	14.7	-3.2%
Thereof transfer passengers (in millions)	**2.9**	2.9	-2.0%
Aircraft movements	**107,709**	112,956	-4.6%
MTOW (in millions tonnes)[1]	**4.8**	4.9	-3.3%
Cargo (air cargo and trucking; in tonnes)	**154,276**	154,001	0.2%
Seat load factor (in %)[2]	**79.3**	77.6	n.a.

1) MTOW: maximum take-off weight for aircraft
2) Seat load factor: number of passengers/available number of seats

Stock market indicators

Market capitalisation as at 30 June 2026 (in € million)	4,233.6
Stock price high (9 January 2026.; in €)	56.00
Stock price low (11 June 2026; in €)	48.10
Stock price as at 30 June 2026 (in €)	50.40
Market capitalisation as at 31 December 2025 (in € million)	4,687.2
Market weighting ATX Prime as at 30 June 2026 (in %)	0.47

Ticker symbols

Reuters	VIEV.VI
Bloomberg	FLU AV
Nasdaq	FLU-AT
ISIN	AT00000VIE62
Spot market	FLU
ADR	VIAAY

Dear Shareholders,

The results for the first half of 2026 were shaped by a decline in passenger traffic in Vienna and strong growth rates in Malta and Košice. Capacity reductions by low-cost carriers (LCCs), tariff reductions in Vienna (passenger charges -4.5%, landing fees -2.1%), and the military conflicts in the Middle East adversely affected current business performance. Despite these challenging market conditions, net profit before non-controlling interests increased by 7.0%, supported by growth at the Group's international airport holdings and strict cost discipline, despite largely flat revenue.

The Flughafen Wien Group, which comprises Vienna Airport as well as the airports in Malta and Košice, increased passenger traffic by 1.9% during the first six months of the year, from 19.6 million to 20.0 million passengers. The decline in passenger traffic in Vienna of -3.2% was more than offset by double-digit growth rates in Malta and Košice.

Vienna Airport handled 14.3 million passengers, a decrease of 3.2% compared with the same period of the previous year (H1/2025: 14.7 million). This development was primarily attributable to the closure of the Wizz Air base and reduced capacity deployment by Ryanair, which together reduced seat capacity by approximately one million seats. Local passenger traffic declined by 3.9%, while the decrease in transfer traffic was somewhat more moderate at 2.0%. Aircraft movements fell by 4.6% to 107,709 take-offs and landings (H1/2025: 112,956), whereas the seat load factor increased by 1.7 percentage points to 79.3%. Cargo volumes remained stable at approximately 154,000 tonnes, in line with the previous year's level. Service quality at Vienna Airport remained outstanding. Vienna is the most punctual hub airport in Europe among airports handling more than 30 million passengers annually, while waiting times at security screening checkpoints and baggage handling reliability remain at best-in-class levels.

The aforementioned capacity reductions by LCCs and the return to the statutory tariff formula resulted in noticeable revenue declines. However, these effects were more than offset by very dynamic passenger growth in Malta (+15.6% to 5.2 million passengers) and strong de-icing revenues in Vienna. Passenger traffic at Košice Airport also delivered an impressive performance, increasing by 43.5%, driven by the launch of a new domestic route to Bratislava.

Overall, these partly offsetting factors resulted in a 0.9% increase in Group revenue to € 529.3 million (H1/2025: € 524.4 million). The cost and efficiency improvement programme launched last autumn was implemented consistently and led to a noticeable reduction in operating expenses. Consequently, EBITDA increased by 7.3% year-on-year, from € 211.7 million to € 227.1 million. EBIT improved by 9.1%, rising from € 146.1 million to € 159.4 million, with the EBIT margin exceeding 30%. Net profit before non-controlling interests increased by 7.0%, from € 115.1 million to € 123.2 million. Earnings per share after non-controlling interests amounted to € 1.29, compared with € 1.23 in H1/2025.

This strong performance further strengthened the Group's solid financial position. The equity ratio improved from 71.5% to 72.4%, while net liquidity amounted to € 264.6 million as of 30 June 2026. The decrease of approximately € 150 million compared with year-end 2025 was primarily attributable to the high level of capital expenditure and dividend distributions totaling € 147.6 million.

The Group continues to advance its extensive infrastructure investment programme. Capital expenditure amounted to € 150.8 million in the first half of 2026, including approximately € 60 million for the Southern Terminal Expansion, € 26 million for a new office building, and around € 25 million invested in Malta Airport. The AirportCity, which was recently recognized as a Best Business Campus, also continued its positive development. In June, the Leonardo Smart Vienna Airport became the third hotel to open at the site, while three additional space companies joined the growing aerospace cluster.

Based on the positive traffic figures already available for July and the productivity improvements achieved, the Flughafen Wien Group is slightly raising its passenger and financial guidance for 2026. Vienna Airport is now expected to handle approx. 30.5 million passengers in 2026 (previously: approx. 30.0 million), while the Flughafen Wien Group, including Malta and Košice, is expected to serve approx. 42.5 million passengers (previously: approx. 41.5 million). The Group now expects revenue of around € 1,080 million (previously: around € 1,050 million), EBITDA of around € 425 million (previously: around € 415 million), and net profit after non-controlling interests of around € 190 million (previously: around € 185 million). The capital expenditure guidance remains unchanged at around € 330 million.

Looking ahead to 2027, certain challenges are beginning to emerge. Increasing competitive and cost pressures on airlines are also intensifying competition among airports across Europe. For our company, this means that we must continue to fully leverage all opportunities to enhance productivity while consistently identifying and capitalizing on growth opportunities.

We would like to thank you, our shareholders, for the trust you place in our company and its employees, and we wish you a successful second half of the year.

Günther Ofner
Member of the Board, CFO

Julian Jäger
Member of the Board, COO

Half-year Group Management Report

Passenger volume in the Flughafen Wien Group

Sustained positive traffic dynamics in the Flughafen Wien Group in H1/2026

At the Flughafen Wien Group airports (Vienna Airport, Malta Airport and Košice Airport), passenger numbers rose by 1.9% in H1/2026 compared with H1/2025. A total of 19,975,392 passengers passed through FWAG Group airports during this period.

The number of local passengers climbed by 2.4% compared with H1/2025 to 16,932,993 passengers in H1/2026, while transfer traffic declined slightly by 2.0%. Aircraft movements decreased by 0.4% to 145,397 take-offs and landings. Group-wide cargo volumes remained broadly stable at 166,771 tonnes, down 0.1% compared with the previous year.

Slight decline in passenger numbers at Vienna Airport

Vienna Airport handled a total of 14,267,744 passengers in H1/2026, a decrease of 3.2% compared with the same period in the previous year. The main reasons for this decrease were the reduction in services offered by low-cost carriers and the reduced number of flight connections in light of the ongoing conflict in the Middle East. At 11,230,653, local passengers accounted for around four-fifths of this figure, a decrease of 3.9%. Transfer passengers were down 2.0% to 2,865,194. The number of aircraft movements was down 4.6% to 107,709 take-offs and landings compared with the same period in the previous year. The average seat load factor was 79.3%, up 1.7 percentage points year-on-year. Cargo increased slightly, rising 0.2% to 154,276 tonnes.

In terms of outbound passengers, Western Europe remains the most popular destination region from Vienna with a market share of 71.4%. Compared with H1/2025, passenger numbers in H1/2026 rose slightly by 0.3% to 5,032,418 passengers. Passenger numbers from Vienna to Eastern European destinations were down 12.1% to 1,047,575. The market share of this region is 14.9%. Passenger volumes departing to the Near and Middle East fell by 45.0% to 235,918 as a result of the conflict in the Middle East. Destinations in the Far East, on the other hand, performed well. In particular, the introduction of new routes and resumption of flights to the region led to a marked surge in passenger numbers of 15.1% to 357,117. A total of 198,798 passengers flew to North America in H1/2026, a slight increase of 0.7% compared with the same period in the previous year. A total of 171,533 passengers departed to Africa, translating to a 1.8% increase. The largest increase in passenger numbers in absolute terms was recorded by Germany (+235,780 or +12.5%), followed by Italy (+52,270 or +4.1%) and Singapore (+41,447 or +563.4%).

Details on the development of the largest airlines at Vienna Airport

Austrian Airlines remains the largest carrier at Vienna Airport. In H1/2026, the airline carried a total of 6,942,867 passengers. Despite flight cancellations in response to the conflict in the Middle East, growth of 6.1% was achieved compared with the same period in the previous year. The airline's market share was up year-on-year to 48.7% (H1/2025: 44.4%).

Ryanair/Lauda remains the second-largest airline at Vienna Airport, with a market share of 20.7% in H1/2026 (H1/2025: 21.2%). The airline carried 2,953,039 passengers in the reporting period, down 5.4% year-on-year.

Eurowings, the third-largest airline at Vienna Airport, carried 357,267 passengers; an increase of 1.5% compared with H1/2025. Its market share in the reporting period was 2.5%, compared with 2.4% in the previous year.

Major growth experienced in Malta and Košice

The dynamic performance of the previous year continued among FWAG's foreign investments.

A total of 5,247,403 passengers passed through Malta Airport in H1/2026. This represents an increase of 15.6% compared with H1/2025. Cargo volume was down 3.4% to 12,492 tonnes.

Košice Airport also reported very encouraging growth in passenger numbers. 460,245 passengers were handled by the airport in H1/2026, a 43.5% increase compared with H1/2025.

Earnings in the first half of 2026

Revenue remained largely unchanged

The Flughafen Wien Group (FWAG Group) posted slight revenue growth of 0.9% or € 4.9 million, to € 529.3 million in H1/2026 (H1/2025: € 524.4 million). Whilst Vienna Airport recorded a decline in revenue due to the falling volume of traffic (passengers: -3.2%, movements: -4.6%) and the tariff-related reduction in fees in accordance with the fee schedule, this decline was more than offset by sustained growth in traffic at Malta Airport. Further positive contributions came from higher revenue from de-icing services, lower incentives and a good performance of the Non-Aviation segments. Overall, the volume of traffic of the Flughafen Wien Group showed positive trends compared with the same period in the previous year, with passenger numbers rising by 1.9%. Aircraft movements, on the other hand, were down slightly by 0.4%.

The Airport segment reflects the performance of Vienna Airport. Revenue was down 5.7% in H1/2026 to € 231.2 million (H1/2025: € 245.1 million). A key driver of this decline was lower revenue from passenger and aircraft-related fees, which were down by a total of € 12.1 million. The lower temporary incentives compared with the previous year had a positive effect, however, this was not sufficient to fully offset the negative effects from the tariff-related reduction in fees. Revenue from aircraft-related fees fell by 13.3% to € 33.2 million (H1/2025: € 38.3 million). The 4.0% decline in passenger-related revenue to € 168.8 million (H1/2025: € 175.7 million) was comparatively smaller. Revenue from infrastructure and other services totalled € 29.3 million, compared with € 31.1 million in the same period in the previous year.

In the Handling & Security Services segment, revenue from ground handling rose by 8.9% to € 69.4 million in H1/2026, mainly driven by the significantly higher revenue from de-icing services in Q1/2026. Meanwhile, traffic indicators showed a downward trend: the number of aircraft movements was down 4.6%, while the maximum take-off weight (MTOW) decreased by 3.3%. Revenue from cargo handling of € 18.9 million remained largely stable compared with the previous year (H1/2025: € 18.7 million). Cargo volume at Vienna Airport increased slightly by 0.2% to 154,276 tonnes over the same period.

In the Retail & Properties segment, revenue from centre management and hospitality climbed by 2.8% (€ +1.4 million) in H1/2026 to € 52.5 million (H1/2025: € 51.1 million), however, this was offset by a decline in parking revenue of € 1.6 million to € 30.4 million (H1/2025: € 32.0 million). Rental income rose by 0.4% to € 18.5 million.

Revenue at Malta Airport was up € 10.6 million year-on-year to € 82.5 million, mainly as a result of significantly higher passenger numbers (+15.6%) (H1/2025: € 71.9 million).

Other operating income rose to € 9.9 million (H1/2025: € 7.3 million). Of this figure, € 7.3 million related to own work capitalised (H1/2025: € 4.8 million). The increase in own work capitalised is due to increased construction activity at Vienna Airport.

At € 28.1 million, expenses for consumables and purchased services in the first six months of 2026 were more or less in line with the previous year (H1/2025: € 28.2 million). Energy expenditure decreased, falling € 0.5 million to € 10.9 million (H1/2025: € 11.4 million). Expenses for other consumables, including de-icing agents, came to € 14.6 million, compared with € 14.4 million in the same period in the previous year. Expenses for de-icing agents and fuel rose, which were offset by the traffic-related decline in other costs of materials. Purchased services rose slightly to € 2.7 million (H1/2025: € 2.4 million).

Personnel expenses grew by 1.2% year-on-year to € 208.0 million (H1/2025: € 205.4 million), mainly driven by the collective pay increases for 2026 and 2025 (Vienna Airport: +2.4% as at 1 May 2026 and +3.3% as at 1 May 2025 respectively). Expenses arising from employee-related provisions rose slightly due to experience related effects and adjustments to actuarial parameters (see note 5). This was offset by a decline in the average headcount (FTE) from 5,217 to 5,045 employees (-3.3%). Wages were up 1.3% year-on-year to € 77.0 million (H1/2025: € 76.1 million). Salaries rose by 1.1% to € 81.4 million (H1/2025: € 80.5 million). Expenses for severance compensation were € 0.3 million higher than in the previous year at € 5.7 million (H1/2025: € 5.3 million), while pension costs remained virtually unchanged at € 1.4 million (H1/2025: € 1.5 million). Expenses for social security contributions amounted to € 41.2 million in H1/2026 (H1/2025: € 40.8 million), while other social security expenses came to € 1.2 million (H1/2025: € 1.3 million).

Other operating expenses (including impairment and reversals of impairment losses on receivables) fell by 11.6% in H1/2026 to € 76.5 million (H1/2025: € 86.5 million). Significant savings were made particularly in marketing and market communication expenses (€ –3.2 million), travel and training costs (€ –1.0 million), maintenance costs (€ –5.7 million) and as a result of fewer claims (€ –2.3 million). These savings were offset by higher spending on third-party services (€ +0.7 million) and increased rental and licencing expenses (€ +0.5 million). In addition, € 1.9 million in loss allowances on receivables was recognised in H1/2026.

The operating results of investments recorded at equity amounted to € 0.4 million (H1/2025: € 0.1 million).

EBITDA up € 15.4 million, with a slight improvement of the EBITDA margin

EBITDA rose by € 15.4 million, or 7.3%, compared with H1/2025 to € 227.1 million (H1/2025: € 211.7 million). As operating expenses increased at a slower rate than revenue, or in some cases actually fell, the EBITDA margin improved by 2.5 percentage points year-on-year to 42.9% (H1/2025: 40.4%).

EBIT up 9.1% at € 159.4 million

Depreciation and amortisation of € 67.7 million was recognised in H1/2026 (H1/2025: € 65.5 million). Earnings before interest and taxes (EBIT) increased by € 13.3 million, or 9.1%, to € 159.4 million (H1/2025: € 146.1 million) due to the improvement in EBITDA. The EBIT margin rose from 27.9% in H1/2025 to 30.1%.

Positive financial result of € 5.8 million

The financial result was down € 3.5 million to € 5.8 million in H1/2026 (H1/2025: € 9.3 million). The key factor here was the € 3.1 million decline in net interest to € 3.6 million (H1/2025: € 6.7 million). This comprises interest expenses of € 1.1 million (H1/2025: € 1.2 million), in particular from leases, and interest income of € 4.8 million (H1/2025: € 7.9 million). The decline in interest income is mainly due to lower average investment volumes and lower yields. The other financial result came to € 1.6 million (H1/2025: € 1.7 million) and mainly includes gains and losses from the remeasurement of financial instruments. The same period in the previous year also included a gain realised on the sale of securities. Income from investments in companies not recorded at equity amounted to € 0.5 million (H1/2025: € 0.9 million).

Profit for the period up by 7.0% to € 123.2 million

Earnings before taxes (EBT) rose by € 9.8 million, or 6.3%, to € 165.2 million in H1/2026 (H1/2025: € 155.4 million). After taking income taxes of € 41.9 million (H1/2025: € 40.3 million) into account, net profit for the period before non-controlling interests amounted to € 123.2 million (H1/2025: € 115.1 million).

The net profit for the period attributable to shareholders of the parent company totalled € 108.3 million or € 1.29 per share (H1/2025: € 102.8 million or € 1.23 per share). Non-controlling interests accounted for earnings of € 14.9 million (H1/2025: € 12.4 million).

Earnings in the second quarter of 2026

Revenue down 2.9% in Q2/2026

The Flughafen Wien Group's revenue stood at € 289.8 million in Q2/2026, € 8.8 million or 2.9% below the figure for the same period in the previous year (Q2/2025: € 298.6 million). The main reasons for this decline were lower revenue from passenger and aircraft-related fees at Vienna Airport (€ –13.8 million), due to the falling volume of traffic and the tariff-related lower fees. Meanwhile, the sustained growth in passenger numbers in Malta had a positive impact on revenue performance, leading to an increase in revenue of € 7.4 million, however, this was not sufficient to fully offset the declines in Vienna.

Revenue in the Airport segment was down € 15.5 million compared with the same quarter in the previous year. The Retail & Properties segment also recorded a decline in revenue of € 1.9 million, mainly due to lower parking revenue. The Handling & Security Services segment remained largely stable, with revenue rising by € 0.4 million. At Malta Airport, however, revenue rose by € 7.4 million, partially offsetting the decline in revenue at Vienna Airport.

Other operating income was up € 1.3 million compared with the same period in the previous year to € 5.1 million (Q2/2025: € 3.9 million). Of this figure, € 3.7 million (Q2/2025: € 2.5 million) related to own work capitalised due to increased construction activity at Vienna Airport.

At € 11.4 million, expenses for consumables and purchased services in Q2/2026 were down € 0.4 million. Compared with the same quarter in the previous year, lower energy costs and a reduction in other costs of materials in particular contributed to the decrease in expenses, whilst costs for purchased services rose slightly.

Personnel expenses fell by € 3.1 million in Q2/2026 to € 106.1 million (Q2/2025: € 109.2 million). The main reason for this decline was the reduction in the average headcount. Collective pay increases as at 1 May 2026 had the opposite effect.

Other operating expenses (including impairment and reversals of impairment losses on receivables) fell by € 12.6 million compared with Q2/2025 to € 39.0 million. The main cost reductions related in particular to maintenance expenses (€ –6.7 million), marketing expenses (€ –1.7 million) and claims (€ –2.3 million). In addition, the expense arising from the allocation to the provision for environmental measures in the surrounding municipalities fell by € 1.4 million. This is due to the fact that, in the same quarter of the previous year, the allocation for Q1/2025 was also recognised in profit or loss following contract inception.

The pro rata share of net profit for the period of the investments recorded at equity came to € 0.5 million in Q2/2026 (Q2/2025: € 0.6 million).

EBITDA and EBIT improved as a result of cost savings

In Q2/2026, EBITDA rose by € 8.8 million, or 6.7%, to € 139.1 million (Q2/2025: € 130.4 million). Despite the decline in revenue, the operating result increased as a result of a larger reduction in expenses compared with the same quarter in the previous year. The EBITDA margin improved significantly to 48.0%, up from 43.7% in the same quarter of the previous year.

Depreciation and amortisation rose by € 1.1 million to € 34.1 million (Q2/2025: € 33.0 million). Owing to the higher EBITDA, earnings before interest and tax (EBIT) rose by € 7.6 million to € 105.0 million (Q2/2025: € 97.4 million). The EBIT margin rose to 36.2%, up from 32.6% in the same quarter of the previous year.

The financial result amounted to € 3.3 million in Q2/2026, € 0.9 million below the figure for the same period in the previous year (Q2/2025: € 4.2 million). The decline is mainly due to lower net interest of € 1.4 million (Q2/2025: € 3.1 million), which was affected in particular by lower average investment volumes and declining returns. Meanwhile, the subsequent measurement of securities in the other financial result had a positive impact, contributing € 1.4 million to earnings (Q2/2025: € 0.2 million). Income from investments in companies not recorded at equity fell to € 0.5 million (Q2 2025: € 0.9 million).

Earnings before tax (EBT) rose by € 6.7 million compared with the same quarter in the previous year to € 108.3 million (Q2/2025: € 101.6 million). Taking income taxes of € 27.0 million into account (Q2/2025: € 26.3 million), net profit for the quarter was up € 6.0 million to € 81.2 million (Q2/2025: € 75.3 million).

The net profit for the quarter attributable to the shareholders of the parent company rose by € 4.0 million to € 71.1 million (Q2/2025: € 67.1 million), equating to earnings per share of € 0.85. The net profit for the period attributable to non-controlling interests amounted to € 10.1 million (Q2/2025: € 8.1 million).

Financial, asset & capital structure

Equity ratio remains at a high level despite dividend distribution

As at 30 June 2026, net liquidity amounted to € 264.6 million and, despite dividend distributions of € 147.6 million, remained at a high level. Compared with 31 December 2025, net liquidity fell by € 149.2 million. The equity ratio of 72.4% continued to underline the Group´s strong balance sheet structure and was up 0.8 percentage points compared with the figure as at 31 December 2025.

Operating cash flow down due to higher tax payments

Net cash flow from operating activities fell to € 147.0 million in H1/2026 (H1/2025: € 157.1 million). The operating result (EBT plus depreciation, amortisation and measurement of financial instruments) on the other hand improved by € 11.9 million to € 231.2 million (H1/2025: € 219.3 million). Higher income tax payments of € 39.3 million (H1/2025: € 22.4 million) and the reduction in provisions and liabilities by a total of € 43.6 million (H1/2025: € 24.3 million), which was mainly due to the payment of incentives to airlines relating to previous years, had a particularly negative impact. Meanwhile, receivables rose slightly by € 1.8 million (H1/2025: € 15.8 million) and therefore had significantly less impact on liquidity than in the previous year. Inventories rose slightly by € 0.8 million (H1/2025: € 0.5 million). Dividends received amounted to € 0.5 million (H1/2025: € 0.9 million), interest received to € 6.4 million (H1/2025: € 9.4 million) and interest payments to € 0.9 million (H1/2025: € 1.0 million). In addition, pro rata net losses for the period from companies recorded at equity were recognised at € 0.4 million (H1/2025: € 0.1 million).

Net cash flow from investing activities amounted to € –13.3 million in H1/2026 (H1/2025: € –9.7 million). A total of € 149.8 million was paid out for capital expenditure projects (H1/2025: € 125.0 million). This was offset by cash inflows from disposals of fixed assets of € 0.5 million (H1/2025: € 0.5 million). In addition, € 188.4 million was invested in current and non-current investments (H1/2025: € 285.1 million, including securities), whilst € 324.4 million was received from investments that had matured (H1/2025: € 373.6 million).

As a result, free cash flow (net cash flow from operating activities plus net cash flow from investing activities) amounted to € 133.7 million (H1/2025: € 147.4 million).

Net cash flow from financing activities remained virtually unchanged at € –147.2 million in H1/2026 (H1/2025: € –147.3 million), mainly as a result of dividend payments to the shareholders of Flughafen Wien AG totalling € 138.4 million (H1/2025: € 138.4 million) and to non-controlling interests totalling € 9.2 million (H1/2025: € 8.8 million). In addition, Malta International Airport plc repurchased treasury shares in the amount of € 0.7 million (H1/2025: € 0.1 million). Furthermore, Malta International Airport plc’s raising of a long-term loan resulted in cash inflows of € 1.2 million (see note 5).

Cash and cash equivalents amounted to € 16.3 million as at 30 June 2026, compared with € 29.8 million as at 31 December 2025.

Assets

Non-current assets have increased by a net amount of € 84.0 million since the start of the year to € 1,903.8 million. Current additions to intangible assets, property, plant and equipment and investment property of € 150.8 million were offset by depreciation and amortisation of € 67.7 million. The carrying amounts of investments recorded at equity came to € 44.1 million, thus remaining at the same level as at 31 December 2025. Other non-current assets increased by € 0.8 million to € 20.5 million (31 December 2025: € 19.7 million).

Compared with the end of the year, current assets fell by € 147.4 million to € 446.3 million (31 December 2025: € 593.7 million). This trend is largely attributable to the decline in current time deposits. However, as at the end of the reporting period, net trade receivables were up € 4.5 million to € 84.7 million (31 December 2025: € 80.2 million). Other receivables fell by € 5.4 million to € 11.6 million (31 December 2025: € 17.0 million). Securities rose in net terms by € 1.6 million to € 82.2 million as a result of ongoing remeasurement (31 December 2025: € 80.5 million). Current time deposits fell by € 136.0 million to € 223.4 million (31 December 2025: € 359.4 million). Cash and cash equivalents came to € 16.3 million as at 30 June 2026 (31 December 2025: € 29.8 million).

Equity and liabilities

Compared with the end of 2025, equity was down 1.5%, or € 26.3 million, to € 1,700.6 million (31 December 2025: € 1,726.9 million). Net profit for the current period, including the results of non-controlling interests, amounted to € 123.2 million, while dividends of € 147.6 million were distributed in H1/2026, € 138.4 million of which related to the shareholders of Flughafen Wien AG and € 9.2 million to non-controlling interests of the MIA Group and MMLC. In addition, actuarial losses on employee-related provisions reduced equity. This was partially offset by the upward revaluation of an equity instrument (FVOCI). The equity ratio was 72.4% as at 30 June 2026 (31 December 2025: 71.5%).

Non-current liabilities rose from € 312.7 million as at 31 December 2025 to € 320.5 million, primarily due to the increase of € 3.5 million in non-current provisions to € 229.8 million as a result of the remeasurement of defined benefit plans (31 December 2025: € 226.3 million). Furthermore, non-current financial and lease liabilities increased to € 57.1 million (31 December 2025: € 55.8 million) as a result of the MIA Group taking out a loan. Other non-current liabilities rose by € 3.7 million to € 28.4 million (31 December 2025: € 24.6 million). Deferred tax liabilities, on the other hand, fell to € 5.2 million (31 December 2025: € 5.9 million).

Current liabilities were down € 45.0 million to € 329.0 million (31 December 2025: € 374.0 million). A major factor here was the € 27.0 million decrease in other liabilities to € 128.5 million (31 December 2025: € 155.4 million), which was primarily due to the payment of incentives to airlines for the 2025 financial year. In addition, current provisions were down € 17.3 million to € 130.5 million (31 December 2025: € 147.7 million) and trade payables were down € 3.6 million to € 64.0 million at the end of the reporting period (31 December 2025: € 67.6 million). Tax provisions, on the other hand, rose to € 6.0 million (31 December 2025: € 3.2 million).

Capital expenditure

A total of € 150.8 million (H1/2025: € 140.2 million) was invested in intangible assets, property, plant and equipment and investment property or paid as advance payments in H1/2026. The largest capital expenditure projects at Vienna Airport relate to the southern extension of Terminal 3, at a cost of € 59.6 million, and the extension of Office Park 4, at a cost of € 26.3 million. In addition, € 3.0 million is being allocated in each case to a new passenger exit in Terminal 3, the expansion of the North Pier and an upgrade of the baggage sorting system for hold baggage screening to a Standard 3 system, as well as € 1.5 million for transformer station 6. A total of € 24.8 million was invested at Malta Airport in H1/2026.

Risks affecting future development

The development of the Flughafen Wien Group (FWAG Group) is significantly impacted by national and international economic trends as well as the political environment. The market environment for the aviation sector continues to be characterised by geopolitical uncertainties. The military conflicts in the Middle East, in particular, are leading to a volatile security situation, airspace restrictions and higher fuel costs. Furthermore, the impact of the ongoing war in Ukraine continues to weigh on the aviation industry's operating environment. Overall, however, the risk situation of the FWAG Group has not changed significantly compared with the previous year.

Economic environment

The FWAG Group's business performance is heavily influenced by developments in international air traffic, which in turn are strongly affected by geopolitical and economic conditions. Economic fluctuations can therefore have a significant impact on the company's business performance.

In recent months, the conflict in the Middle East has become a major source of uncertainty in terms of the sector's development. The resulting volatile security situation led to new airspace restrictions, operational challenges and increased volatility in fuel prices. In its latest forecast, Eurocontrol explicitly refers to disrupted traffic flows, diversions and operational restrictions as a result of the crisis in the Middle East and the Gulf region (Eurocontrol, Eurocontrol Forecast 2026–2032, March 2026). There is currently no sign of a lasting end to the conflict. Similarly, the war in Ukraine continues to have a negative impact on European aviation. The closure of Ukrainian airspace and the ban on Western airlines entering Russian airspace have resulted in longer travel times to East and Southeast Asia, thus adversely affecting the efficiency of international aviation and in turn the FWAG Group's business performance. In addition, passenger numbers from Russia, Belarus and Ukraine have been down since the start of the war.

As well as geopolitical uncertainties, the global economic environment continues to be shaped by structural transformation processes and monetary policy adjustments. Against this backdrop, global economic growth remains moderate. The OECD cites the ongoing tensions in the Middle East as a material risk to the future development of the global economy, particularly due to their potential impact on energy prices and the resulting inflationary pressure. According to the OECD's assessment, the wider economic implications depend largely on the duration and severity of the disruptions to trade in energy and goods. If the situation eases in the near future, global economic growth is expected to slow from 3.4% in 2025 to 2.8% in 2026, before picking up again to 3.1% in 2027. If, however, disruptions to trade and energy supply chains persist well into 2027, the OECD forecasts significantly weaker global economic growth of 2.1% in 2026 and 1.8% in 2027, as well as rising inflationary pressures (OECD, 'Global Economic Outlook Weakens Amid Energy Shock and Rising Inflationary Pressures', June 2026).

Inflation rates in many major economies have fallen from the peaks seen in recent years, but remain vulnerable to renewed upward pressure due to rising energy prices, geopolitical risks and structural cost drivers. Following the previous phase of monetary easing, the European Central Bank has recently tightened its monetary policy once again, raising its key interest rate (main refinancing rate) to 2.4% in June 2026 (ECB, Key ECB interest rates, July 2026).

In Austria, the modest recovery is continuing following a prolonged period of economic weakness. According to the latest forecasts by the Austrian Institute of Economic Research (WIFO) and the Institute for Advanced Studies Vienna (IHS) from June 2026, real GDP growth of 0.9% and 0.8% respectively is expected for 2026. According to the estimates of both WIFO and IHS, Austria is therefore set to slightly outperform the expected growth in the eurozone in 2026, where WIFO and IHS are forecasting growth of 0.7% and 0.5% respectively. In 2027, however, Austria is likely to once again lag slightly behind the growth momentum in the eurozone, with real GDP growth of 1.1% and 1.0% respectively, whereas both institutions forecast growth of 1.2% and 1.1% for the eurozone. According to WIFO and IHS, inflation is forecast at 3.2% and 3.0% respectively for 2026, thus remaining above the medium-term target. The inflation rate is expected to fall to 2.4% (WIFO) or 2.3% (IHS) until 2027. Rising energy prices, subdued consumer and investment activity and further increases in geopolitical uncertainty in particular are having a negative impact (WIFO, WP Update February 2026, June 2026; IHS, Economic Forecast June 2026).

Market and industry development

After global air travel passenger kilometres had already exceeded pre-crisis levels in 2024 and continued to grow strongly in 2025, growth slowed significantly during the first five months of 2026. From January to May 2026, commercial passenger kilometres increased by only 1.1% worldwide compared with the same period of the previous year, with Europe showing above-average momentum at 4.4%. In May 2026, however, global passenger traffic was 2.2% below the corresponding figure of the previous year. This decline was primarily attributable to geopolitical tensions in the Middle East and the associated increase in fuel costs, as well as weaker demand in several key markets (IATA, Air Passenger Market Analysis, 05/2026).

The cargo segment, on the other hand, showed robust growth between January and May 2026. Global cargo tonne-kilometres (CTK) for this period were up 4.1% year-on-year. The European cargo market outperformed the global average, recording growth of 5.8%. In May 2026, global CTK growth stood at 6.0%, driven in particular by the Asia-Pacific region and North America. Europe recorded growth of 6.7% in May. Conversely, persistent declines in the Middle East weighed on performance, where disruptions to key hub infrastructure affected parts of the international cargo network (IATA, Air Cargo Market Analysis, May 2026).

In H1/2026, Vienna Airport recorded 14.3 million passengers, representing, as expected, a decline in passenger numbers compared with the same period in the previous year (14.7 million passengers). Ryanair's capacity reductions and Wizz Air's withdrawal from Vienna Airport increasingly made their presence felt in H1/2026. Meanwhile, the available seating capacity utilisation rate showed a positive trend. The seat load factor rose by 1.7 percentage points to 79.3% in H1/2026. Cargo increased slightly by 0.2% compared with H1/2025, to over 154 thousand tonnes.

As the home carrier at Vienna Airport, Austrian Airlines continued to be FWAG's largest customer in H1/2026. Austrian Airlines' strategy and its long-term development as a strong network carrier have a significant influence on the FWAG Group's commercial success and are therefore continuously monitored and analysed by the corresponding business units. The fleet renewal process is currently underway. As part of this process, the existing Embraer aircraft will be phased out and replaced by additional Airbus A320neo aircraft. In H1/2026, Austrian Airlines took delivery of a third Boeing 787 that entered into operational service. According to AUA COO Stefan Kenan-Scheib, two more Boeing 787-9s are set to join the Austrian Airlines fleet later this year. By the end of the 2028/2029 winter flight schedule, Austrian Airlines' long-haul fleet is set to consist exclusively of 787-9 Dreamliners; the existing Boeing 777 and Boeing 767 models will be phased out gradually – the latter by the end of 2026 (Austrian press release, 1 June 2026).

Alongside Austrian Airlines, low-cost carriers (LCCs) continue to play a significant role, as they diversify the range of routes on offer and make a substantial contribution to passenger numbers. However, recent developments show that LCCs manage their capacity in a highly flexible and cost-conscious manner. Wizz Air closed its Vienna base completely in March 2026 and discontinued all flights from Vienna. In addition, Ryanair reduced capacity at Vienna Airport and suspended several routes, citing domestic levies and hub costs in particular as the reasons. This increases the risk of short-term adjustments to capacity in the LCC segment, with potential further implications for passenger numbers, the route network and competitive position. We will therefore continue to monitor developments closely.

The high level of competition between airlines has been driving price pressure on upstream service providers, such as handling services. To counteract this, FWAG is constantly developing and successfully implementing measures to improve efficiency and optimise work flows along the entire value chain. This is expected to lead to a sustainable increase in productivity and, consequently, greater competitiveness. In 2026, the handling services unit was once again the market leader in ramp handling and cargo handling at Vienna Airport. In the first half of 2026, the second ground handling licence at Vienna Airport was put out to tender again, this licence is currently still held by the ground handling service provider AAS (Airline Assistance Switzerland). In July 2026, it was announced that Joint Sky Services GmbH would be awarded the second ground handling licence for the next period, starting at the end of October. It is currently difficult to assess what impact the granting of the second licence to Joint Sky Services GmbH will have on Flughafen Wien AG. Contracts with the most important ramp handling customers will also expire in the next few months and will be renegotiated. Given the stable business relationships with the most important key accounts and the high standards of quality that are delivered, the risk of material losses in market share is currently considered to be relatively low.

Owing to the continued strong growth in traffic at Malta Airport, its share of the Flughafen Wien Group's passenger volume rose to 26.3% in H1/2026, up from 23.2% in the same period of the previous year. As a result, Malta Airport is becoming increasingly important economically within the Flughafen Wien Group. The site is exposed to the sector-specific risks described above, and site-specific market and competitive risks also have to be taken into account. Ryanair, as the largest airline at Malta Airport, plays a key role in this regard, given its strong market position, it has a significant influence on traffic development. In addition, KM Malta Air is of particular importance as the home carrier. Given that KM Malta Air was only established in April 2024 following the takeover of aircraft and staff from the former Air Malta, there are still uncertainties regarding the airline's long-term economic performance. Despite the current challenges, demand for air travel is expected to remain high even beyond the summer months.

Geopolitical environment

The relevant political landscape is currently shaped to a large extent by the military conflicts in the Middle East and Ukraine. Whilst Russia's war of aggression against Ukraine has now been ongoing for more than four years and the resulting negative impacts (in particular airspace closures, flight bans and the loss of Ukrainian, Belarusian and Russian passenger traffic) have largely become entrenched in the aviation and economic systems, the situation in the Middle East, which escalated in February 2026, presents the aviation industry with new challenges.

Recurring airspace closures, a lack of passenger traffic or its diversion, and increased fuel costs are having a negative impact on the various stakeholders in the aviation industry. Although the operational environment has stabilised to some extent since the military escalation in February 2026, the ongoing military strikes and the continuing tense security situation are leading to a high degree of uncertainty regarding how the conflict will develop.

The temporary easing of tensions has enabled the gradual resumption and expansion of individual flight routes, including the direct service from Vienna to Tel Aviv operated by Austrian Airlines in July 2026. At the same time, due to the ongoing military conflicts, there is always a risk that flight services to the region could be restricted or suspended again. Overall, the geopolitical tensions in the Middle East and Ukraine, as well as the associated security risks, are having a negative impact on demand and booking patterns in the affected markets, as well as on traffic flows through the affected hubs.

Past experience shows that political tensions and terrorist threats can have a short-term negative impact on demand and booking trends in the regions affected. However, such declines generally proved to be temporary and could often be offset by a shift in demand towards other destinations.

Legal risks

Both at national and EU level, tax and regulatory changes with implications for additional costs for the aviation sector may occur during the current legislative periods.

The European commission defined new provisions as part of its "Fit for 55 legislative package" in the last legislative period. These provisions will place a heavy burden on aviation in the coming years. The entire aviation industry is being affected by, among other things, the tightening of the EU ETS and the mandatory blending quotas for sustainable aviation fuel (SAF) (since 1 January 2025). In particular, the complex EU regulations governing the ramp-up of SAF and a generally limited supply of SAF (at high prices) will make flying increasingly expensive for European carriers. This one-sided burden placed on EU airlines (and their hubs) deprives them of maintaining a level playing field with non-European airlines. As a result, this will lead to huge location-based disadvantages with corresponding economic repercussions, unless regulatory adjustments are made.

Requirements from the Alternative Fuels Infrastructure Regulation (AFIR) – the revised TEN-T regulation – are affecting Vienna Airport directly (obligation to electrify aprons, use sustainably operated ground power units (by the end of 2029) and use pre-conditioned air systems (by the end of 2030)). The associated investment costs and follow-up costs (e.g. for expanding the electricity grid) will result in substantial cost increases for the FWAG Group. Notably, the Europe-wide entry/exit system, the stricter standards for detecting explosives (HBS Standard 3) and the various extensive reporting obligations are also leading to additional costs.

The Clean Industrial Deal announced by the European Commission (as the successor to the "Green Deal") places greater emphasis on competitiveness, resilience and decarbonisation. As far as aviation is concerned, it remains to be seen to what extent this will lead to specific relief measures, support mechanisms or regulatory adjustments to ensure a level playing field.

In addition, the drafting of a new "EU Aviation & Aeronautics Strategy" was also announced. Even before the 2024 EU elections, a review had been launched of three sets of regulations of particular relevance to the FWAG Group: the Fee Directive, the Slots Regulation and the Ground Handling Directive. The current European Commission is continuing this review process. Should this result in a proposal to revise one or more of these sets of regulations, the relevant directives or regulations are not expected to come into force before 2028, given the European legislative process.

At the national level, the federal government which has been in office since March 2025 – remains primarily responsible for shaping the future framework conditions for Austria as an aviation hub. With the amendment to the Aviation Act (LFG) in mid-2026, the first procedural simplifications for the domestic aviation sector were implemented, which can be seen as a positive sign for the industry. The current political debate on a possible reduction or abolition of the national air travel levy could improve the framework conditions for the Austrian aviation sector. Such a reduction or abolition is therefore of great importance to FWAG.

Finally, in the field of environmental and climate policy, new emission reduction targets could be adopted at both national and EU level that could directly or indirectly affect the airport, or place an additional burden on it (see section entitled Environmental risks).

Investment risks

FWAG Group's capex projects are exposed to various risks – including the loss of suppliers, higher construction costs or changes in planning – that could increase the intended expenditure. A detailed risk assessment of each investment project is therefore carried out as early as the pre-project phase. Regulations to be observed for project organisation and inspection as well as approval steps in the execution of construction projects are defined in the construction management policy.

The largest capex project at present is the southern expansion of Terminal 3, with an investment volume of around € 420 million. As part of this project, the terminal complex at Vienna Airport is set to be expanded in the first half of 2027 with an extension of around 70,000m² to the south of Terminal 3. This is by far the largest construction project in recent years and poses a particular investment risk. Both construction progress and cost development remain on schedule at present. Another major construction project is the extension to the Office Park 4 NEXT building, which is scheduled for completion in 2028.

Operating risks

Traffic development is influenced by the political, economic and legal risks described above. There are also national and external factors to be considered (e.g. airspace closures due to natural events, strikes). Similarly, local risks of damage, such as fire, natural disasters, accidents or terrorism at the site as well as theft of or damage to property, constitute operating risks. Please see the Environmental risks section for information on operational environmental risks.

FWAG addresses the operating risks described by carrying out ongoing monitoring in order to identify potential impacts at an early stage and to take appropriate action in good time. Furthermore, FWAG ensures that it is as well prepared as possible for exceptional events through comprehensive contingency plans, safety and fire safety measures, and high security standards. The material operating risks are largely covered by appropriate insurance cover, particularly in the areas of aviation and terrorism liability. The energy policy implications of Russia's war of aggression against Ukraine have also brought the risk of widespread power cuts (blackouts) more sharply into focus. FWAG addresses this risk by using emergency generators and implementing further measures to enhance security of supply. These include, in particular, expanding in-house power generation through photovoltaic systems, investing in UPS systems to bridge short-term power outages and developing comprehensive contingency plans for business-critical areas of the organisation.

As a key piece of infrastructure of vital importance for international connectivity in Central and Eastern Europe, Vienna Airport plays a critical role. Consequently, high standards are set for the availability, confidentiality and integrity of the information and communication technology (ICT) systems it uses. In light of the current cyber threat level in Austria, operating risks relating to ICT were continuously assessed and adjusted accordingly during the reporting period.

Material operating risks in the context of corporate risk management include cyber attacks and the associated failure of information and communication technology (ICT). FWAG continuously implements measures to reduce ICT risks in order to guarantee a high level of information security. A key component of this is the effective operation of an information security management system (ISMS), as well as the use and ongoing refinement of the technical IT security roadmap derived from it. The measures implemented under the IT security roadmap include, in particular, comprehensive monitoring of security incidents, regular vulnerability scans of the IT infrastructure, including penetration tests, and the systematic replacement of outdated systems at the end of their life cycle. This will systematically address the growing demands posed by the current cyber threat landscape and strengthen the resilience of IT systems over the long term.

In addition to technical and organisational safeguards, the availability of skilled employees remains a material factor for ensuring the continued operation of the airport. Despite a slight economic recovery, the Austrian labour market remains tight. According to WIFO, the unemployment rate is expected to rise to 7.5% in 2026 and only fall slightly to 7.3% in 2027 (WIFO, WP Update February 2026, June 2026). FWAG is aware of the great importance of motivated and committed employees for the attainment of corporate goals. Furthermore, in addition to extensive measures to improve employee loyalty, a number of measures are also being implemented to increase occupational safety and to minimise absences due to illness.

Environmental risks

At both the national and European level, environmental and climate issues remain high on the political and regulatory agenda. At the same time, the new legislative cycles are placing increasing emphasis on enhancing competitiveness, strengthening economic stability, and safeguarding security of supply.

In July 2021, the EU Commission presented the legislative package "Fit for 55" aimed at achieving the targets of the European Green Deal. The package was subsequently partially adopted. Please see the Legal risks section for more information. The Clean Industrial Deal also places greater emphasis on the link between decarbonisation, industrial competitiveness and affordable energy; however, many of its measures are still being finalised.

FWAG will continue to closely monitor these political developments at national and EU level and actively participate in the political discourse to the greatest possible extent.

Increasing weather extremes, such as storms, unusual thunderstorms and levels of precipitation as well as longer lasting heat and cold waves can negatively impact air traffic on a short-term basis. FWAG continuously analyses changes in the climatic conditions and forecasts and evaluates options for mitigating any adverse impacts.

General risk assessment

All assets are measured based on the assumption that Vienna Airport will maintain its position as an east-west hub. A general assessment of FWAG Group's risk situation did not identify any going concern risks, its continued existence is secured going forward.

Other disclosures

Information on significant transactions with related parties can be found under note 8 in the notes to the condensed consolidated interim financial statements.

Guidance for 2026

Passenger volume

For full-year 2026, FWAG expects approx. 30.5 million passengers at Vienna Airport and approx. 42.5 million travellers across the Flughafen Wien Group (including Malta and Košice).

Financial outlook

For 2026, the Flughafen Wien Group currently forecasts revenue of around € 1,080 million, EBITDA of around € 425 million, profit for the period before non-controlling interests of around € 220 million, and profit for the period after non-controlling interests of around € 190 million. Investments are expected to total around € 330 million.

The current passenger and financial guidance is based on the assumption that there will be no further geopolitical disruptions or significant restrictions on air traffic operations.

Development of traffic in July 2026

Flughafen Wien Group

In July 2026, Vienna Airport and its investments in Malta Airport and Košice Airport recorded a total of 4,470,740 passengers (July 2025: 4,451,623), representing an increase of 0.4% on the previous year's figure. Cumulative passenger volume rose by 1.6% to 24,446,132 in the period from January to July 2026.

Vienna Airport in July 2026

Vienna Airport recorded a total of 3,128,176 passengers in July 2026. Passenger numbers were therefore 4.7% lower year-on-year. The number of local passengers was 2,400,287, whilst the number of transfer passengers was 714,482. Aircraft movements fell to 21,991 take-offs and landings in July 2026, representing a year-on-year decrease of 4.1%.

Traffic Development at Malta Airport and Košice Airport

In July 2026, passenger traffic at Malta Airport increased by 14.7% year-on-year to 1,187,590 passengers (2025: 1,035,341). Košice Airport likewise reported a significant rise in passenger volumes, handling 154,974 travellers, an increase of 16.9% compared with the previous year (2025: 132,577).

Schwechat, 19 August 2026

The Management Board

Günther Ofner
Member of the Board, CFO

Julian Jäger
Member of the Board, COO

Condensed Consolidated Interim Financial Statements as at 30 June 2026

Consolidated Income Statement

from 1 January to 30 June 2026

in T€	H1/2026	H1/2025	Q2/2026	Q2/2025
Revenue	**529,349.8**	**524,442.5**	**289,756.8**	**298,556.1**
Other operating income	9,900.2	7,252.2	5,116.2	3,863.7
Operating income	**539,250.0**	**531,694.6**	**294,873.0**	**302,419.8**
Expenses for consumables and purchased services	-28,138.5	-28,233.8	-11,447.5	-11,851.0
Personnel expenses	-207,957.8	-205,419.0	-106,051.4	-109,181.6
Other operating expenses	-74,647.3	-86,548.8	-38,685.8	-51,606.7
Impairment on / Reversals of impairment receivables	-1,886.2	8.4	-294.4	5.3
Pro rata results of companies recorded at equity	431.2	148.8	739.4	576.5
Earnings before interest, taxes, depreciation and amortisation (EBITDA)	**227,051.3**	**211,650.3**	**139,133.4**	**130,362.3**
Depreciation and amortisation	-67,650.0	-65,520.9	-34,119.0	-32,973.6
Earnings before interest and taxes (EBIT)	**159,401.3**	**146,129.4**	**105,014.3**	**97,388.7**
Income from investments, excluding companies recorded at equity	492.3	869.6	492.3	869.6
Interest income	4,768.4	7,916.0	1,960.3	3,683.5
Interest expense	-1,123.0	-1,179.8	-558.6	-581.6
Other financial result	1,626.0	1,679.5	1,371.5	202.5
Financial results	**5,763.7**	**9,285.4**	**3,265.5**	**4,174.0**
Earnings before taxes (EBT)	**165,165.0**	**155,414.8**	**108,279.8**	**101,562.7**
Income taxes	-41,947.9	-40,267.0	-27,030.8	-26,284.2
Net profit for the period	**123,217.0**	**115,147.8**	**81,249.1**	**75,278.5**
Thereof attributable to:				
Equity holders of the parent	**108,269.7**	**102,762.4**	**71,100.8**	**67,130.0**
Non-controlling interests	14,947.4	12,385.4	10,148.3	8,148.4
Number of shares outstanding (weighted average)	83,874,681	83,874,681	83,874,681	83,874,681
Earnings per share (in €, basic = diluted)	1.29	1.23	0.85	0.81

Consolidated Statement of Comprehensive Income

from 1 January to 30 June 2026

in T€	H1/2026	H1/2025	Q2/2026	Q2/2025
Net profit for the period	123,217.0	115,147.8	81,249.1	75,278.5
Other comprehensive income from items that will not be reclassified to the Consolidated Income Statement in future periods				
Revaluation from defined benefit plans	-2,064.7	-1,140.2	-2,120.0	-3,106.8
Change in fair value of equity investments	340.0	530.0	340.0	530.0
Thereof deferred taxes	476.9	140.4	409.4	592.7
Other comprehensive income	**-1,247.9**	**-469.9**	**-1,370.6**	**-1,984.1**
Comprehensive Income	**121,969.2**	**114,677.9**	**79,878.5**	**73,294.3**
Thereof attributable to:				
Equity holders of the parent company	**107,245.7**	**102,292.5**	**69,730.2**	**65,145.9**
Non-controlling interests	14,723.4	12,385.4	10,148.3	8,148.4

Consolidated Balance Sheet

as at 30 June 2026

in T€	30.6.2026	31.12.2025
ASSETS		
Non-current assets		
Intangible assets	148,541.4	151,085.7
Property, plant and equipment	1,515,430.9	1,458,798.1
Investment property	175,158.4	146,194.2
Investments in companies recorded at equity	44,110.2	44,097.7
Other assets	20,514.7	19,687.0
	1,903,755.6	1,819,862.8
Current assets		
Inventories	9,964.8	9,212.8
Securities	82,156.0	80,530.0
Receivables and other assets	337,876.4	474,207.7
Cash and cash equivalents	16,326.3	29,777.2
	446,323.5	593,727.8
Total assets	2,350,079.1	2,413,590.6
EQUITY & LIABILITIES		
Equity		
Share capital	152,670.0	152,670.0
Capital reserves	117,885.1	117,885.1
Other reserves	-15,426.7	-13,712.0
Retained earnings	1,283,398.1	1,313,340.5
Attributable to equity holders of the parent company	1,538,526.4	1,570,183.6
Non-controlling interests	162,029.3	156,709.0
	1,700,555.7	1,726,892.6
Non-current liabilities		
Provisions	229,848.5	226,342.9
Financial and lease liabilities	57,118.8	55,804.9
Other liabilities	28,362.9	24,619.3
Deferred tax liabilities	5,152.5	5,888.6
	320,482.6	312,655.6
Current liabilities		
Tax provisions	6,045.7	3,169.9
Other provisions	130,460.6	147,743.1
Financial and lease liabilities	85.2	85.0
Trade payables	63,964.4	67,596.7
Other liabilities	128,484.9	155,447.8
	329,040.8	374,042.4
Total equity and liabilities	2,350,079.1	2,413,590.6

Consolidated Cash Flow Statement

from 1 January to 30 June 2026

in T€		H1/2026	H1/2025
Earnings before taxes (EBT)		**165,165.0**	**155,414.8**
+	Depreciation and amortisation	67,650.0	65,520.9
+/-	Fair value measurement of financial instruments	-1,626.0	-1,679.5
+/-	Pro rata results of companies recorded at equity	-431.2	-148.8
+	Dividend payments at equity companies	423.8	424.7
+/-	+ Losses/- gains from disposal of assets	-370.3	-913.3
-	Reversal of investment subsidies from public funds	-136.0	-181.8
+/-	Interest and dividend result	-4,137.7	-7,605.9
+	Dividends received	492.3	869.6
+	Interest received	6,368.1	9,371.0
-	Interest paid	-943.4	-995.7
-/+	- Increase/+ decrease in inventories	-752.0	-477.2
-/+	- Increase/+ decrease in receivables	-1,795.4	-15,844.0
+/-	+ Increase/- decrease in provisions	-15,841.6	-6,641.0
+/-	+ Increase/- decrease in liabilities	-27,760.2	-17,620.6
Net cash flow from ordinary operating activities		**186,305.4**	**179,493.2**
-	Income taxes paid	-39,331.3	-22,409.1
Net cash flow from operating activities		**146,974.1**	**157,084.1**
+	Payments received on the disposal of assets (not including financial assets)	490.2	454.3
+	Payments received from the disposal of financial assets	4.9	2.3
-	Payments made for the purchase of assets (not including financial assets)	-149,788.2	-124,977.8
-	Payments made for the purchase of financial assets	0.0	-15.0
+	Payments received from the disposal of current securities	0.0	26,345.0
+	Payments received from current and non-current investments	324,400.0	373,600.0
-	Payments made for current securities	0.0	-25,000.0
-	Payments made for current and non-current investments and securities	-188,360.6	-260,100.0
Net cash flow from investing activities		**-13,253.6**	**-9,691.5**
-	Dividend payment to Flughafen Wien AG shareholders	-138,393.2	-138,393.2
-	Dividend payment to non-controlling interests	-9,179.7	-8,778.2
-	Repurchase of treasury shares Malta Airport	-733.1	-105.2
+	Payments received from the borrowing of financial liabilities	1,173.7	0.0
-	Payments made for the repayment of lease liabilities	-39.1	-36.5
Net cash flow from financing activities		**-147,171.5**	**-147,313.1**
	Change in cash and cash equivalents	-13,451.0	79.5
+	Cash and cash equivalents at the beginning of the period	29,777.2	22,088.3
Cash and cash equivalents at the end of the period		**16,326.3**	**22,167.8**

Consolidated Statement of Changes in Equity

from 1 January to 30 June 2026

	Attributable to equity holders of the parent						
in T€	Share capital	Capital reserves	Total other reserves	Retained earnings	Total	Non-controlling interests	Total
As at 1.1.2025	**152,670.0**	**117,885.1**	**-14,517.6**	**1,266,479.9**	**1,522,517.4**	**144,654.1**	**1,667,171.4**
Market valuation of equity instruments			408.1		408.1	0.0	408.1
Revaluation from defined benefit plans			-878.0		-878.0	0.0	-878.0
Other comprehensive income	0.0	0.0	-469.9	0.0	-469.9	0.0	-469.9
Net profit for the period				102,762.4	102,762.4	12,385.4	115,147.8
Comprehensive income	0.0	0.0	-469.9	102,762.4	102,292.5	12,385.4	114,677.9
Reversal of revaluation surplus			-271.7	271.7	0.0	0.0	0.0
Repurchase own treasury shares Malta Airport			-51.0	0.0	-51.0	-54.2	-105.2
Dividend payment				-138,393.2	-138,393.2	-8,778.2	-147,171.4
As at 30.6.2025	152,670.0	117,885.1	-15,310.2	1,231,120.8	1,486,365.7	148,207.1	1,634,572.7
As at 1.1.2026	**152,670.0**	**117,885.1**	**-13,712.1**	**1,313,340.5**	**1,570,183.6**	**156,709.0**	**1,726,892.6**
Market valuation of equity instruments			261.8		261.8	0.0	261.8
Revaluation from defined benefit plans			-1,285.7		-1,285.7	-224.0	-1,509.7
Other comprehensive income	0.0	0.0	-1,023.9	0.0	-1,023.9	-224.0	-1,247.9
Net profit for the period				108,269.7	108,269.7	14,947.4	123,217.0
Comprehensive income	0.0	0.0	-1,023.9	108,269.7	107,245.7	14,723.4	121,969.2
Reversal of revaluation surplus			-181.1	181.1	0.0	0.0	0.0
Repurchase own treasury shares Malta Airport			-509.7	0.0	-509.7	-223.5	-733.1
Dividend payments			0.0	-138,393.2	-138,393.2	-9,179.7	-147,572.9
As at 30.6.2026	152,670.0	117,885.1	-15,426.7	1,283,398.1	1,538,526.4	162,029.3	1,700,555.7

Selected Notes

(1) Accounting principles

The condensed consolidated interim financial statements of Flughafen Wien AG as at 30 June 2026 were prepared in accordance with IAS 34 as adopted by the European Union (EU).

In accordance with IAS 34 (Interim Financial Reporting), the condensed consolidated interim financial statements do not include all the information and disclosures that are required for annual financial statements, and should therefore be read in conjunction with the consolidated financial statements of FWAG as at 31 December 2025.

In addition to the information provided in the notes and interim consolidated financial statements, other detailed information can be found in the management report.

These condensed interim consolidated financial statements have been neither audited nor reviewed by a chartered accountant.

(2) Accounting policies

The accounting policies and methods of calculation used to prepare the 2025 consolidated financial statements are the same as those used to prepare the condensed interim consolidated financial statements as at 30 June 2026. Additional information on these accounting policies and the new standards effective as at 1 January 2026 is provided in the consolidated financial statements as at 31 December 2025, which form the basis for these condensed interim consolidated financial statements.

The presentation of the Group's asset, financial and earnings position requires judgements concerning measurement and accounting policies and the assumptions and estimates made by management. Further information on discretionary judgements, assumptions and estimates can also be found in the 2025 consolidated financial statements.

The following standards and interpretations were applied for the first time this financial year:

» Amendments to IFRS 9 and IFRS 7 "Classification and Measurement of Financial Instruments"
» Amendments to IFRS 9 and IFRS 7 "Contracts Referencing Nature-dependent Electricity"
» Annual Improvements to IFRS Accounting Standards - Volume 11

None of the new or improved standards applied for the first time have any material effect on the Group's asset, financial and earnings position.

Arithmetic differences can occur when adding rounded amounts and percentages due to the use of computer-aided tools.

(3) Consolidated group

The following changes to the consolidated group have occurred since 31 December 2025:

Changes in the basis of consolidation

Effective as at 26 February 2026, Flughafen Wien AG lost control over the subsidiary Vienna Airport Logistics GmbH (VAL) due to contractual amendments despite maintaining a direct or indirect majority of the voting rights (51%).

Since then, the company has no longer been consolidated but instead recorded at equity as a joint venture in the consolidated financial statements. VAL is now classified as a joint venture as all significant business decisions can only be made together with the co-partner and therefore joint control is exercised.

The loss of control was accounted for in accordance with IFRS 10 as part of transitional consolidation. All of the company's assets and liabilities were derecognised from the consolidated financial statements as at 26 February 2026. The portion retained is recognised at fair value and subsequently accounted for using the equity method. The consideration received as part of the transaction from the sale of 49% of the shares was taken into account when calculating the gain on deconsolidation.

The transaction had no material impacts on the Group's asset, financial and earnings position. The company is allocated to Other Segments.

As at 30 June 2026, the subsidiary VIE Operations Holding Limited – in liquidation (VIE OPH) was deconsolidated following the completion of its liquidation. The loss resulting from the deconsolidation was recognised under other operating expenses and was not material. The transaction had no material impacts on the Group's asset, financial and earnings position. The company was allocated to Other Segments.

As at 30 June 2026, the condensed consolidated interim financial statements include Flughafen Wien AG plus 27 domestic (31 December 2025: 28) and 9 foreign subsidiaries (31 December 2025: 10) that are controlled by Flughafen Wien AG. In addition, four domestic companies (31 December 2025: 3) and one foreign company (31 December 2025: 1) were accounted for using the equity method.

Two subsidiaries (31 December 2025: 2) were not included in the condensed consolidated interim financial statements as they are immaterial to a true and fair view of the assets, liabilities, financial position and profit or loss of the Flughafen Wien Group.

(4) Information on operating segments (IFRS 8) and revenue (IFRS 15)

In accordance with IFRS 8, segment reporting is based on the Group's internal reporting. The operating segments of the FWAG Group include the FWAG business units and the individual subsidiaries and investments in companies recorded at equity. These operating segments are aggregated into the following reporting segments: Airport, Handling & Security Services, Retail & Properties, Malta and Other Segments. The Group is managed based on reporting on profit and loss, capital expenditure and employee-related data for the respective divisions of FWAG, plus revenue, EBITDA, EBIT, planned capital expenditure and employee-related data for the individual subsidiaries.

The Flughafen Wien Group assigns its revenue flows to "Aviation" and "Non-Aviation" operations. Furthermore, the different revenue flows are broken down further for each segment, as shown by the tables below.

Breakdown between Aviation and Non-Aviation revenue

H1/2026 in T€	Airport	Handling & Security Services	Retail & Properties	Malta	Other Segments	Group
Aviation	224,456.8	95,512.9	0.0	57,176.1	0.0	377,145.8
Non-Aviation	6,732.2	7,570.4	101,404.1	25,330.5	11,166.9	152,204.0
External segment revenue	231,189.0	103,083.3	101,404.1	82,506.5	11,166.9	529,349.8

H1/2025 in T€	Airport	Handling & Security Services	Retail & Properties	Malta	Other Segments	Group
Aviation	238,542.5	89,234.8	0.0	49,110.0	0.0	376,887.2
Non-Aviation	6,532.3	6,592.7	101,453.1	22,774.4	10,202.7	147,555.2
External segment revenue	245,074.8	95,827.4	101,453.1	71,884.4	10,202.7	524,442.5

Segment revenue by territory

H1/2026 in T€	Airport	Handling & Security Services	Retail & Properties	Malta	Other Segments	Group
Austria	231,189.0	103,083.3	101,404.1	0.0	11,166.9	446,843.3
Malta	0.0	0.0	0.0	82,506.5	0.0	82,506.5
External segment revenue	231,189.0	103,083.3	101,404.1	82,506.5	11,166.9	529,349.8

H1/2025 in T€	Airport	Handling & Security Services	Retail & Properties	Malta	Other Segments	Group
Austria	245,074.8	95,827.4	101,453.1	0.0	10,202.7	452,558.0
Malta	0.0	0.0	0.0	71,884.4	0.0	71,884.4
External segment revenue	245,074.8	95,827.4	101,453.1	71,884.4	10,202.7	524,442.5

Segment revenue and segment results in H1/2026 and H1/2025

H1/2026 in T€	Airport	Handling & Security Services	Retail & Properties	Malta	Other Segments	Reconciliation	Group
External segment revenue	231,189.0	103,083.3	101,404.1	82,506.5	11,166.9		529,349.8
Thereof revenue from contracts with customers	223,440.8	100,241.2	47,974.3	65,430.9	11,161.8		448,249.0
Internal segment revenue	22,626.8	51,219.7	8,660.8	0.0	76,391.6	-158,898.9	0.0
Segment revenue	**253,815.8**	**154,303.0**	**110,064.8**	**82,506.5**	**87,558.5**	**-158,898.9**	**529,349.8**
Segment EBITDA	**97,047.4**	**7,662.8**	**57,275.7**	**53,616.5**	**11,448.8**	**0.0**	**227,051.3**
Segment EBITDA margin (in %)	38.2	5.0	52.0	65.0	13.1		
Segment EBIT	**60,563.5**	**3,665.8**	**47,531.8**	**42,803.6**	**4,836.6**	**0.0**	**159,401.3**
Segment EBIT margin (in %)	23.9	2.4	43.2	51.9	5.5		

H1/2025 in T€	Airport	Handling & Security Services	Retail & Properties	Malta	Other Segments	Reconciliation	Group
External segment revenue	245,074.8	95,827.4	101,453.1	71,884.4	10,202.7		524,442.5
Thereof revenue from contracts with customers	232,390.4	93,376.0	48,957.1	56,522.8	10,197.7		441,444.0
Internal segment revenue	21,822.6	54,790.7	9,504.0	0.0	77,054.6	-163,171.9	0.0
Segment revenue	**266,897.4**	**150,618.1**	**110,957.1**	**71,884.4**	**87,257.3**	**-163,171.9**	**524,442.5**
Segment EBITDA	**99,480.9**	**4,205.0**	**53,726.3**	**45,491.9**	**8,746.2**	**0.0**	**211,650.3**
Segment EBITDA margin (in %)	37.3	2.8	48.4	63.3	10.0		
Segment EBIT	**62,534.1**	**466.4**	**44,282.7**	**36,812.9**	**2,033.4**	**0.0**	**146,129.4**
Segment EBIT margin (in %)	23.4	0.3	39.9	51.2	2.3		

Airport segment

Amounts in € million	H1/2026	H1/2025	Change	Change in %
Aircraft-related fees	33.2	38.3	-5.1	-13.3%
Passenger-related fees	168.8	175.7	-7.0	-4.0%
Infrastructure revenue & services	29.3	31.1	-1.8	-5.8%
Airport segment revenue	**231.2**	**245.1**	**-13.9**	**-5.7%**

Lower volume of traffic and reduced fees have led to revenue declining to € 231.2 million.

External revenue in the Airport segment was down 5.7% to € 231.2 million in H1/2026 (H1/2025: € 245.1 million). Passenger-related fees fell by 4.0% to € 168.8 million (H1/2025: € 175.7 million) due to the decline in passenger numbers (-3.2%) and the tariff-related reduction in fees. Conversely, lower temporary incentives in the winter flight schedule compared with the same period in the previous year had a positive effect. Revenue from aircraft-related fees fell by 13.3% to € 33.2 million due to the decline in flight movements (-4.6%), the maximum take-off weight (MTOW; -3.3%) and the reduction in landing fees (-2.1%) (H1/2025: € 38.3 million). Revenue from the provision and rental of infrastructure and from other services was down 5.8% to € 29.3 million (H1/2025: € 31.1 million). Internal revenue increased by 3.7% year-on-year to € 22.6 million (H1/2025: € 21.8 million). Other income (including own work capitalised) rose by € 1.5 million in H1/2026 compared with the same period in the previous year (H1/2025: € 3.2 million), amounting to € 4.7 million.

At € 4.2 million, the external cost of materials was at the same level as the previous year (H1/2025: € 4.1 million). Personnel expenses rose slightly by € 0.6 million, or 1.8%, to € 32.1 million (H1/2025: € 31.5 million), mainly driven by collective pay increases and higher expenditure on winter maintenance. This was offset by a 3.7% reduction in the average headcount to 538 employees (H1/2025: 559 employees). Other operating expenses were down € 7.9 million to € 22.9 million (H1/2025: € 30.8 million). Significant savings were made particularly in marketing and market communications expenses (€ –2.6 million), maintenance costs (€ –2.8 million) and third-party services (€ –0.5 million). At € 102.3 million, internal operating expenses were down € 1.9 million year-on-year. These expenses include, in particular, expenditure on security checks, IT services, maintenance and other passenger-related services.

EBITDA at € 97.0 million, compared with € 99.5 million in H1/2025

EBITDA in the Airport segment fell to € 97.0 million in H1/2026 (H1/2025: € 99.5 million). This decline was therefore less pronounced than the decline in revenue, which is attributable to cost savings. Adjusted for depreciation and amortisation of € 36.5 million (H1/2025: € 36.9 million), segment EBIT amounted to € 60.6 million (H1/2025: € 62.5 million). The EBITDA margin improved by 1.0 percentage point to 38.2% (H1/2025: 37.3%), while the EBIT margin, at 23.9%, was also higher than the previous year's figure of 23.4%.

Handling & Security Services segment

Amounts in € million	H1/2026	H1/2025	Change	Change in %
Ground handling	69.4	63.8	5.7	8.9%
Cargo handling	18.9	18.7	0.2	1.1%
Security services	3.6	3.1	0.6	18.3%
Passenger handling	5.1	5.2	-0.0	-0.6%
General aviation, other	6.0	5.2	0.9	16.5%
Handling & Security Services segment revenue	**103.1**	**95.8**	**7.3**	**7.6%**

Significant increase in de-icing revenue leads to a 7.6% increase in segment revenue

In H1/2026, external revenue of € 103.1 million was generated in the Handling & Security Services segment (H1/2025: € 95.8 million), translating to an increase of 7.6%. Revenue from ground handling (apron and traffic handling) increased by 8.9% to € 69.4 million, mainly driven by higher revenue from de-icing services. Meanwhile, traffic indicators showed a downward trend: the number of aircraft movements fell by 4.6% while the maximum take-off weight (MTOW) decreased by 3.3%. Due to the 0.2% increase in cargo volume to 154,276 tonnes, revenue from cargo handling was slightly higher than in the previous year at € 18.9 million (H1/2025: € 18.7 million). External revenue from passenger handling fell slightly to € 5.1 million (H1/2025: € 5.2 million), while revenue from security services rose to € 3.6 million (H1/2025: € 3.1 million). The General Aviation segment also reported higher revenue than in the previous year of € 6.0 million (H1/2025: € 5.2 million). Internal revenue fell by 6.5% to € 51.2 million (H1/2025: € 54.8 million), primarily due to a decline in passenger-related services, such as security checks, for other segments. Other internal and external income amounted to € 0.5 million (H1/2025: € 0.2 million).

The cost of materials rose by 3.4% to € 5.6 million (H1/2025: € 5.4 million) due to higher consumption of de-icing agents. This was offset by savings on workwear and other costs of materials. Personnel expenses rose slightly by € 0.3 million to € 112.5 million (H1/2025: € 112.2 million), mainly driven by the collective pay increases effective from 1 May 2026. This was offset by a reduction in the average headcount of 166 employees, or 5.4%, to 2,941 employees (H1/2025: 3,107 employees). Other operating expenses (including impairment losses on receivables) amounted to € 9.4 million, compared with € 8.0 million in the same period in the previous year. This increase can be attributed in particular to the allocation of loss allowances for receivables (€ +1.6 million) and higher reliance on third-party services (€ +1.0 million). This was offset by lower maintenance expenses (€ –0.2 million), lower rental, lease and licence expenses (€ -0.3 million), as well as a reduction in claims (€ –0.1 million) and other operating expenses (€ –0.2 million). Internal operating expenses were down 6.2% to € 19.7 million, mainly on account of lower maintenance costs.

EBITDA reaches € 7.7 million, compared with € 4.2 million in H1/2025

EBITDA in the Handling & Security Services segment amounted to € 7.7 million compared with € 4.2 million in the same period in the previous year. Adjusted for depreciation and amortisation of € 4.0 million (H1/2025: € 3.7 million), EBIT amounted to € 3.7 million (H1/2025: € 0.5 million). At 5.0%, the EBITDA margin was 2.2 percentage points above the previous year's level of 2.8%, while the EBIT margin was 2.4% in H1/2026 (H1/2025: 0.3%).

Retail & Properties segment

Amounts in € million	H1/2026	H1/2025	Change	Change in %
Parking	30.4	32.0	-1.6	-4.9%
Rentals	18.5	18.4	0.1	0.4%
Centre management & hospitality	52.5	51.1	1.4	2.8%
Retail & Properties segment revenue	**101.4**	**101.5**	**-0.0**	**-0.0%**

Stable revenue despite lower passenger numbers

External revenue in the Retail & Properties segment was € 101.4 million, in line with the same period of the previous year (H1/2025: € 101.5 million), mainly driven by revenue from centre management & hospitality, which rose 2.8% to € 52.5 million (H1/2025: € 51.1 million), and, accounting for 51.8%, continued to make the largest contribution to segment revenue. This development was supported in particular by higher advertising revenues. Parking revenue was down 4.9% to € 30.4 million (H1/2025: € 32.0 million) due to the decline in passenger numbers at Vienna Airport. Revenue from rentals rose slightly by € 0.1 million to € 18.5 million (H1/2025: € 18.4 million). Internal revenue was down € 0.8 million to € 8.7 million, while other income (internal and external) was virtually unchanged compared with the previous year at € 2.0 million (H1/2025: € 2.1 million).

The cost of materials and purchased services fell by € 0.1 million, or 5.7%, and was therefore virtually unchanged compared with the previous year at € 1.8 million (H1/2025: € 1.9 million). Personnel expenses amounted to € 10.6 million (H1/2025: € 11.0 million) with an average headcount of 183 employees (H1/2025: 191 employees). The decrease can be largely attributed to the lower average headcount. Other operating expenses fell by € 2.4 million to € 12.4 million. Significant savings were made on maintenance costs (€ –0.8 million), marketing and market communication expenses (€ –0.4 million) and legal, auditing and advisory costs (€ –0.4 million). Internal operating expenses were down € 1.6 million to € 30.0 million.

EBITDA improves markedly to € 57.3 million

As a result of lower expenses, EBITDA for the Retail & Properties segment rose by € 3.5 million, or 6.6%, to € 57.3 million (H1/2025: € 53.7 million), with virtually unchanged revenue. Depreciation and amortisation was slightly higher than in the previous year at € 9.7 million (H1/2025: € 9.4 million). EBIT increased by € 3.2 million, or 7.3%, to € 47.5 million (H1/2025: € 44.3 million). The EBITDA margin improved to 52.0% (H1/2025: 48.4%), while the EBIT margin rose to 43.2% (H1/2025: 39.9%).

Malta segment

Amounts in € million	H1/2026	H1/2025	Change	Change in %
Airport	57.7	49.2	8.5	17.4%
Retail & Property	24.8	22.4	2.4	10.7%
Other	0.0	0.3	-0.3	-100.0%
Malta segment revenue	**82.5**	**71.9**	**10.6**	**14.8%**

Dynamic passenger growth leads to a double-digit increase in revenue

External revenue in the Malta segment increased by 14.8% to € 82.5 million in H1/2026 (H1/2025: € 71.9 million). The extremely positive development of traffic at Malta Airport (passengers +15.6%, aircraft movements +13.3%, MTOW +15.0%) led to a 17.4% rise in aviation-related revenue to € 57.7 million. The Retail & Property segment also performed well, increasing revenue by 10.7% to € 24.8 million and thus making a significant contribution to the segment's strong profit growth.

The cost of materials was down € 0.4 million to € 0.9 million due to lower energy costs (H1/2025: € 1.3 million). Meanwhile, personnel expenses rose by 7.5% to € 9.5 million (H1/2025: € 8.8 million), reflecting an 8.5% increase in the average headcount to 517 employees. Other operating expenses amounted to € 18.1 million, up 12.5% on the previous year's figure, and mainly relate to security staff, cleaning, PRM services, third-party personnel services, IT costs, airline marketing and maintenance.

EBITDA improves by € 8.1 million to € 53.6 million

In H1/2026, the Malta segment reported EBITDA of € 53.6 million (H1/2025: € 45.5 million) due to revenue growth that outpaced the rise in costs. The EBITDA margin improved to 65.0% (H1/2025: 63.3%) and thus remained at a very high level. Adjusted for depreciation and amortisation of € 10.8 million (H1/2025: € 8.7 million), EBIT came to € 42.8 million (H1/2025: € 36.8 million), which is reflected in the EBIT margin of 51.9% (H1/2025: 51.2%).

Other Segments

Amounts in € million	H1/2026	H1/2025	Change	Change in %
Energy supply and waste disposal	**6.7**	6.0	0.6	10.5%
Telecommunications and IT	**1.8**	1.8	-0.0	-0.7%
Materials management	**0.7**	0.4	0.2	54.7%
Electrical engineering, security equipment, workshops	**0.3**	0.3	-0.1	-22.8%
Facility management, building maintenance	**1.3**	1.1	0.2	23.3%
Other, including foreign investments	**0.5**	0.6	-0.1	-12.6%
Other Segments revenue	**11.2**	**10.2**	**1.0**	**9.5%**

Revenue up 9.5% to € 11.2 million

External revenue in Other Segments rose to € 11.2 million in H1/2026 (H1/2025: € 10.2 million). This increase can be largely attributed to higher revenue from energy supply and waste disposal. Internal revenue amounted to € 76.4 million (H1/2025: € 77.1 million). Other income, including own work capitalised, rose to € 2.6 million (H1/2025: € 1.7 million).

The cost of materials and purchased services was up slightly year-on-year at € 15.7 million (H1/2025: € 15.5 million). Personnel expenses increased by 3.3% to € 43.3 million (H1/2025: € 41.9 million). The main reason for this was collective pay increases. The average number of employees decreased by 17 year-on-year to 866.

Other operating expenses were down € 3.1 million year-on-year to € 13.7 million, mainly due to lower maintenance costs (€ –1.8 million) and lower spending on third-party services (€ –0.6 million), which were offset by higher software licence costs. Internal expenses amounted to € 6.4 million (H1/2025: € 6.2 million).

The result from investments in companies recorded at equity was € 0.4 million in H1/2026 (H1/2025: € 0.1 million) and comprises the contributions to operating earnings by the investments recorded at equity.

EBITDA reaches € 11.4 million

Other Segments reported EBITDA of € 11.4 million in H1/2026, which was significantly higher than the previous year's figure of € 8.7 million. With depreciation and amortisation remaining virtually unchanged at € 6.6 million (H1/2025: € 6.7 million), EBIT rose to € 4.8 million (H1/2025: € 2.0 million). The EBITDA margin improved to 13.1% (H1/2025: 10.0%), while the EBIT margin rose from 2.3% to 5.5%.

Disclosure of segment assets

Reconciliation of segment assets to Group assets

Amounts in T€	30.6.2026	31.12.2025
Assets by segment		
Airport	1,041,595.1	1,009,003.8
Handling & Security Services	62,500.5	58,517.5
Retail & Properties	267,466.8	244,061.6
Malta	506,567.8	490,248.0
Other Segments	125,372.1	120,041.0
Total assets in reportable segments	2,003,502.2	1,921,871.9
Assets not allocated to a specific segment [1]		
Other non-current assets	18,148.0	17,810.4
Securities	82,156.0	80,530.0
Receivables from taxation authorities	2,789.9	3,536.7
Other current receivables and assets	9,108.3	13,187.3
Prepaid expenses, time deposits	231,102.0	366,958.2
Cash and cash equivalents	3,272.6	9,695.9
Total assets not allocated to a specific segment	346,576.9	491,718.7
Group assets	2,350,079.1	2,413,590.6

1) Not including assets of the MIA Group

(5) Supplementary notes to the interim financial statements

Please refer as well to the half-year Group management report and to note (4) for disclosures on the balance sheet and the income statement.

Notes to the balance sheet

Intangible assets, property, plant and equipment and investment property

As at 30 June 2026, property, plant and equipment with a carrying amount of € 1,515.4 million (31 December 2025: € 1,458.8 million), intangible assets with a carrying amount of € 148.5 million (31 December 2025: € 151.1 million) and investment property with a carrying amount of € 175.2 million (31 December 2025: € 146.2 million) recognised in the statement of financial position also include right-of-use assets in connection with lease accounting. No material additions nor disposals of right-of-use assets have been recorded in the current financial year.

Investments in companies recorded at equity

With regard to companies accounted for using the equity method, reference is also made to the explanations in note (3). The carrying amount of these companies came to € 44.1 million as at 30 June 2026 (31 December 2025: € 44.1 million).

Equity

As at 30 June 2026, the Flughafen Wien Group held 125,319 (31 December 2025: 125,319) shares in the company (Flughafen Wien AG), equivalent to 0.15% of its share capital.

The listed, fully consolidated subsidiary Malta International Airport plc (MIA) was authorised to purchase and recall treasury shares by a resolution of the Annual General Meeting held on 14 May 2025. The treasury shares purchased are recognised at cost as a deduction from equity. Upon the legal recall of the shares, the amount attributable to the recalled shares is offset against the retained earnings. In the first half of 2026, a total of € 0.7 million arising from the purchase of treasury shares that had not yet been recalled was recognised in equity; € 0.5 million of this amount was allocated to the Group's other reserves and € 0.2 million to non-controlling interests.

Dividends of € 147.6 million were distributed in H1/2026 (H1/2025: € 147.2 million), € 138.4 million (H1/2025: € 138.4 million) of which related to the shareholders of Flughafen Wien AG (resolved at the 38th Annual General Meeting on 3 June 2026) and € 9.2 million (H1/2025: € 8.8 million) to non-controlling interests of the MIA Group and MMLC.

On the basis of earnings after income taxes of € 123.2 million (H1/2025: € 115.1 million), earnings per share amounted to € 1.29 (H1/2025: € 1.23). Diluted earnings per share are equal to basic earnings per share.

Financial and lease liabilities

As at 30 June 2026, financial liabilities amounted to € 1.2 million (31 December 2025: € 0.0 million). The liabilities arise from bank loans taken out by Malta International Airport plc to finance its capex programme, including two credit lines totalling € 100.0 million with terms of five and seven years respectively, which can be drawn down until May 2029. In the second quarter of 2026, € 1.2 million was drawn down from these credit lines. Of the financial liabilities reported as at the reporting date, € 0.2 million was due within one to two years and € 1.0 million within two to five years.

There were no material changes in lease liabilities compared with 31 December 2025.

Personnel provisions

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

Discount rate	30.6.2026	31.12.2025
Austrian companies		
Discount rate (pensions, severance compensation, service anniversary bonuses)	**3.60%**	3.60%
Discount rate (semi-retirement programmes)	**3.40%**	2.90%
Maltese companies		
Discount rate (pensions)	**3.90%**	3.90%

As at 30 June 2026, long-term provisions for severance compensation, pensions, service anniversary bonuses and semi-retirement programmes had the following carrying amounts:

- Severance compensations: € 87.5 million (31 December 2025: € 86.3 million)
- Pensions: € 11.4 million (31 December 2025: € 11.5 million)
- Service anniversary bonuses: € 35.7 million (31 December 2025: € 34.1 million)
- Semi-retirement programmes: € 21.2 million (31 December 2025: € 20.3 million)

The discount rate for the provision for underutilised capacity is graded individually by term. As at 30 June 2026, the interest rate ranged between 3.2% (31 December 2025: 3.0%) for terms of up to seven years and 4.1% (31 December 2025: 4.1%) for terms of up to 17 years.

The following parameters were used as the wage and salary trend for the Austrian obligation for severance compensation and service anniversary bonuses:

Wage and salary increases (severance compensation and service anniversary bonuses)	30.6.2026	31.12.2025
2026	n.a.	4.59%
2027	3.71%	3.71%
2028 (PY: from 2028)	3.56%	3.56%

The above parameters less a discount of 1% were used accordingly for the wage and salary trend for provisions for semi-retirement and underutilised capacity.

All other parameters were the same as in the previous year.

Notes to the income statement

Revenue

In the reporting period, revenue of the Flughafen Wien Group increased by 0.9% or € 4.9 million to € 529.3 million (H1/2025: € 524.4 million). Revenue growth was driven in particular by Malta Airport and more than offset the decline in revenue at Vienna Airport. In Vienna, the lower volume of traffic and the tariff reduction in accordance with the fee schedule led to a decline in revenue, despite an increase in revenue from de-icing services. Detailed analyses of revenue and information on revenue from contracts with customers can be found in the segment reporting in note (4) and in the half-year Group management report.

Other operating income

Other operating income amounted to € 9.9 million (H1/2025: € 7.3 million), € 7.3 million (H1/2025: € 4.8 million) of which pertains to own work capitalised as a result of construction activities (Terminal 3 southern expansion) at Vienna Airport, among other measures.

Personnel expenses

Personnel expenses rose by € 2.5 million (+1.2%) to € 208.0 million in H1/2026 (H1/2025: € 205.4 million). The following effects should be taken into account:

» Adjustments of the actuarial valuation parameters for provisions for employees, including semi-retirement and underutilisation, as at 30 June 2026 and 31 December 2025 compared with 30 June 2025
» Collective pay increases (+2.4%) as at 1 May 2026 (previous year: 1 May 2025: +3.3%)
» The average headcount fell in H1/2026 compared with H1/2025 (-3.3% to 5,045 employees).

Reversals of impairment/impairment on receivables

Stage 3 loss allowances of € 1.9 million were recognised in H1/2026. No material reversals of impairment losses on receivables were recognised in the comparative period H1/2025.

Other operating expenses

Other operating expenses fell by € 11.9 million to € 74.6 million in the first 6 months of 2026 (H1/2025: € 86.5 million). The main decreases were in maintenance costs, expenses for marketing and market communication, and claims. Further information on this can be found in note (4) to the financial statements for the segments.

Depreciation and amortisation

Depreciation and amortisation of € 67.7 million was recognised in H1/2026 (H1/2025: € 65.5 million).

Amounts in T€	H1/2026	H1/2025
Amortisation of intangible assets	2,997.4	2,999.4
Depreciation of property, plant and equipment and investment property	64,652.7	62,521.5
Total depreciation and amortisation	**67,650.0**	**65,520.9**

Income taxes

Income taxes for the interim reporting period are based on the best estimate of the weighted average annual income tax rate expected for the full financial year. Tax expense for the Flughafen Wien Group comprises the following items:

Amounts in T€	H1/2026	H1/2025
Current income tax expense	42,207.1	42,908.0
Deferred tax income (-)	-259.1	-2,641.0
Total taxes	**41,947.9**	**40,267.0**

Tax expenses amounted to € 41.9 million for H1/2026 (H1/2025: € 40.3 million). The effective tax rate for the current half-year is 25.4% (H1/2025: 25.9%).

(6) Seasonal nature of airport business

Business in the aviation industry is influenced by two different seasonal factors. The revenue generated in the first and fourth quarter tends to be below average, while the revenue in the second and third quarter tends to be above average. This is on account of the increased passenger volume in the summer months in Europe.

(7) Other obligations and contingent liabilities

There are purchase obligations for intangible assets, property, plant and equipment and investment property of € 290.8 million as at 30 June 2026 (31 December 2025: € 287.7 million).

Otherwise, there have been no material changes in contingent liabilities or other financial obligations since the end of the last reporting period. Please consult the disclosures in the 2025 financial statements for further information.

(8) Related parties

The group of related parties (legal entities and persons) is unchanged since the last consolidated financial statements. Business relations with related parties have not changed significantly since the same period of the previous year and are conducted at arm's-length conditions.

There were no material unusual transactions with related parties in H1/2026. Revenue with related parties (non-consolidated subsidiaries or companies recorded at equity) amounted to € 1.8 million in the reporting period (H1/2025: € 1.7 million). The third-party services purchased from these companies totalled € 7.5 million (H1/2025: € 7.7 million).

Receivables amounted to € 0.9 million (31 December 2025: € 1.3 million) and liabilities to € 4.2 million as at 30 June 2026 (31 December 2025: € 3.4 million).

(9) Financial instruments

Management assumes that – with the exception of the items listed below – the carrying amounts of financial assets and financial liabilities reported at amortised cost essentially reflect fair value. Trade receivables, originated loans and other receivables have predominantly short remaining terms and are therefore essentially at fair value. Trade payables and other liabilities also have predominantly short remaining terms, hence the amounts recognised for these items are approximately their fair value. The fair value of the fund and other securities in the FVPL category is based on listed securities (level 1). The debt instruments in the FVPL category relate to a tier 2 capital obligation (level 2). The equity instruments are investments and securities that are assigned to level 3 in the absence of an active market or quoted price. These are held by the FWAG Group for a longer period of time for strategic reasons. These equity instruments are measured through other comprehensive income (OCI). No designations were made regarding the fair values of the FVPL and FVOCI category. The fair values of financial liabilities to banks (bank loans) and other financial liabilities are calculated using the present values of the future cash flows connected with these liabilities in accordance with the yield curve applicable on the reporting date, the remaining terms of the liabilities and an appropriate credit spread (level 2). For the credit lines drawn down for the first time in the second quarter, the carrying amount corresponds to the fair value given the short period of time that has elapsed since the drawdown. No items were reclassified between the levels in the reporting period.

➔ The following measurement methods and inputs were applied

Financial instrument	Level	Measurement method	Input factors
Funds and other security	1	Market value	Market price
Debt instruments (securities)	2	Market value	Price derived from market price
Equity instruments (securities)	3	Net present value approach	Equity costs, future profit distribution
Equity instruments (investments)	3	Net present value approach	Cost as a best estimate (on account of immateriality)

Level 3 equity instruments (securities) are measured according to a net present value approach. The measurement model considers the present value of the expected dividends discounted by a risk-adjusted discount rate. The significant unobservable inputs for level 3 equity instruments (securities) are:

» Expected future cash flows from dividends: around € 500 thousand p.a. (31 December 2025: around € 480 thousand)
» Risk-adjusted discount rate: 8.29% (31 December 2025: 8.29%)

Amounts in T€	Sensitivity analysis	
	Carrying amount in event of	
	Reduction of discount rate	Rise in discount rate
Discount rate +/- 0.5%	**6,727.0**	**5,987.0**

➔ Level 3 measurement of financial instruments

Amounts in T€	
Carrying amount as at 1.1.2026	5,996.9
Net gain on remeasurement (recognised in other comprehensive income in other reserves)	340.0
Carrying amount as at 30.6.2026	**6,336.9**

The dividends received from these equity instruments in the current financial year amount to € 0.5 million (H1/2025: € 0.9 million).

The following tables show the carrying amounts and fair values of financial assets and liabilities, broken down by measurement category. The information on the fair value of financial assets and liabilities that are not recognised at fair value is for information purposes only. As the items "Receivables and other assets" and "Other liabilities" contain both non-financial assets and non-financial liabilities, the line "Non-financial instruments" has been added in order to ensure the reconciliation of the carrying amounts to the corresponding statement of financial position item.

Definition of measurement categories:

FVPL – fair value through profit and loss
FVOCI – fair value through other comprehensive income
AC – amortised cost

ASSETS		Carrying amounts					Fair value				
		Non-current assets	Current assets								
Amounts in T€	Measure-ment category	Other financial assets	Securities	Receivables and other assets	Cash and cash equivalents	Total	Level 1	Level 2	Level 3	Total	Measurement category under IFRS 9
30 June 2026											
Financial assets recognised at fair value											
Debt instruments (securities)	FVPL		21,057.0			**21,057.0**		21,057.0		**21,057.0**	Fair value through profit and loss (P&L)
Funds and other securities	FVPL		61,099.0			**61,099.0**	61,099.0			**61,099.0**	Fair value through profit and loss (P&L)
Equity instruments (investments, securities)	FVOCI	6,336.9				**6,336.9**			6,336.9	**6,336.9**	Fair value through other comprehensive income (OCI)
Financial assets not recognised at fair value											
Trade receivables[1]	AC			84,726.6		**84,726.6**					Amortised cost
Receivables due from associated companies[1]	AC			942.2		**942.2**					Amortised cost
Other receivables[1]	AC	2,363.1		11,603.5		**13,966.6**					Amortised cost
Investments (time deposits and treas-ury bills)[1]	AC	0.0		223,360.6		**223,360.6**					Amortised cost
Originated loans[1]	AC	11,814.7				**11,814.7**					Amortised cost
Cash and cash equivalents[1]	AC				16,326.3	**16,326.3**					Nominal value = fair value
Non-financial instruments											
Other receivables and accruals	n. a.			17,243.6		**17,243.6**					
		20,514.7	**82,156.0**	**337,876.4**	**16,326.3**	**456,873.4**					

1) Fair value equals amortised cost

		Carrying amounts					Fair value				
ASSETS		**Non-current assets**	**Current assets**								
Amounts in T€	**Measure-ment category**	**Other financial assets**	**Securities**	**Receivables and other assets**	**Cash and cash equivalents**	**Total**	**Level 1**	**Level 2**	**Level 3**	**Total**	**Measurement category under IFRS 9**
31 December 2025											
Financial assets recognised at fair value											
Debt instruments (securities)	FVPL		20,515.0			**20,515.0**		20,515.0		**20,515.0**	Fair value through profit and loss (P&L)
Funds and other securities	FVPL		60,015.0			**60,015.0**	60,015.0			**60,015.0**	Fair value through profit and loss (P&L)
Equity instruments (investments, securities)	FVOCI	5,996.9				**5,996.9**			5,996.9	**5,996.9**	Fair value through other comprehensive income (OCI)
Financial assets not recognised at fair value											
Trade receivables[1]	AC			80,177.2		**80,177.2**					Amortised cost
Receivables due from associated companies[1]	AC			1,270.7		**1,270.7**					Amortised cost
Other receivables[1]	AC	1,875.4		16,963.2		**18,838.6**					Amortised cost
Investments (time deposits and treas-ury bills)[1]	AC	0.0		359,400.0		**359,400.0**					Amortised cost
Originated loans[1]	AC	11,814.7				**11,814.7**					Amortised cost
Cash and cash equivalents[1]	AC				29,777.2	**29,777.2**					Nominal value = fair value
Non-financial instruments											
Other receivables and accruals	n. a.			16,396.6		**16,396.6**					
		19,687.0	**80,530.0**	**474,207.7**	**29,777.2**	**604,201.9**					

1) Fair value equals amortised cost

EQUITY & LIABILITIES		Carrying amounts						Fair value				
		Non-current liabilities		Current liabilities								
Amounts in T€	Measure-ment category	Financial and lease liabilities	Other liabilities	Financial and lease liabilities	Trade payables	Other liabilities	Total	Level 1	Level 2	Level 3	Total	Measurement category under IFRS 9
30 June 2026												
Financial liabilities recognised at fair value												
n. a.												
Financial liabilities not recognised at fair value												
Trade payables[1]	AC				63,964.4		**63,964.4**					Amortised cost
Financial liabilities	AC	1,173.7					**1,173.7**		1,173.7		**1,173.7**	Amortised cost
Lease liabilities[2]	AC	55,945.1		85.2			**56,030.3**					Amortised cost
Other liabilities[1]	AC		6,391.8			74,082.0	**80,473.8**					Amortised cost
Non-financial instruments												
Other liabilities and accruals	n. a.		21,971.1			54,403.0	**76,374.0**					
		57,118.8	**28,362.9**	**85.2**	**63,964.4**	**128,484.9**	**278,016.1**					

1) Fair value equals amortised cost
2) The disclosure of the fair value of lease liabilities is not necessary in accordance with IFRS 7.29 (d)

EQUITY & LIABILITIES		Carrying amounts						Fair value				
		Non-current liabilities		Current liabilities								
Amounts in T€	Measure-ment category	Financial and lease liabilities	Other liabilities	Financial and lease liabilities	Trade payables	Other liabilities	Total	Level 1	Level 2	Level 3	Total	Measurement category under IFRS 9
31 December 2025												
Financial liabilities recognised at fair value												
n. a.												
Financial liabilities not recognised at fair value												
Trade payables[1]	AC				67,596.7		**67,596.7**					Amortised cost
Lease liabilities[2]	AC	55,804.9		85.0			**55,889.9**					Amortised cost
Other liabilities[1]	AC		4,307.7			115,890.9	**120,198.6**					Amortised cost
Non-financial instruments												
Other liabilities and accruals	n. a.		20,311.6			39,556.9	**59,868.5**					
		55,804.9	**24,619.3**	**85.0**	**67,596.7**	**155,447.8**	**303,553.7**					

1) Fair value equals amortised cost
2) The disclosure of the fair value of lease liabilities is not necessary in accordance with IFRS 7.29 (d)

(10) Events after the end of the reporting period

Other events after the end of the interim reporting period that are of material importance to accounting on 30 June 2026, such as pending legal proceedings or claims for damages, other obligations and anticipated losses that must be recognised or disclosed in accordance with IAS 10 have been included in these interim financial statements or are not known.

Schwechat, 19 August 2026

The Management Board

Günther Ofner

Member of the Board, CFO

Julian Jäger

Member of the Board, COO

Statement of the members of the Management Board

in accordance with section 125(1) sentence 3 BörseG 2018

We confirm to the best of our knowledge that the condensed consolidated interim financial statements prepared in accordance with the applicable accounting standards provide a true and fair view of the asset, financial and earnings position of the Group and that the half-year Group management report provides a true and fair view of the asset, financial and earnings position of the Group regarding important events that occurred during the first six months of the financial year and their impact on the condensed consolidated interim financial statements regarding the principal risks and uncertainties for the remaining six months of the financial year and the major related party transactions to be disclosed.

Schwechat, 19 August 2026

The Management Board

Günther Ofner
Member of the Board, CFO

Julian Jäger
Member of the Board, COO

Editorial details

Publisher
Flughafen Wien Aktiengesellschaft

P.O. Box 1
1300 Wien-Flughafen Austria

Phone: +43-1-7007-0
Fax: +43-1-7007-23001

www.viennaairport.com

008613
FN 42984m Court of Registry:
Provincial Court Korneuburg

Investor Relations

Bernd Maurer
Phone: +43-1-7007-23126
E-mail: b.maurer@viennaairport.com

Communications

Tillmann Fuchs
Phone: +43-1-7007-22816
E-mail: t.fuchs@viennaairport.com

Press Office

Peter Kleemann
Phone: +43-1-7007-23000
E-mail: p.kleemann@viennaairport.com

The Flughafen Wien Group publishes the following information online:

Flughafen Wien AG website:

www.viennaairport.com

Investor Relations:

www.viennaairport.com/unternehmen/investor_relations

Noise protection programme at Vienna Airport:

www.laermschutzprogramm.at

The environment and aviation:

www.vie-umwelt.at

Facts & figures on the third runway:

www.viennaairport.com/unternehmen/flughafen_wien_ag/3_piste

Dialogue forum at Vienna Airport:

www.dialogforum.at

Mediation process (archive):

www.viemediation.at