Quarterly Report
2/2015
Flughafen Wien AG

www.viennaairport.com

Key Data on the Flughafen Wien Group

Financial Indicators (in € million, excluding employees)

	H1/2015	H1/2014	Change in %
Total revenue	311.5	304.7	2.2
Thereof Airport	166.7	163.5	2.0
Thereof Handling	73.6	72.2	2.1
Thereof Retail & Properties	63.4	61.3	3.4
Thereof Other Segments	7.7	7.7	0.9
EBITDA	132.7	126.5	4.9
EBITDA margin (in %)[1]	42.6	41.5	-
EBIT	68.6	63.1	8.6
EBIT margin (in %)[2]	22.0	20.7	-
ROCE (in %)[3]	3.3	2.9	-
Net profit after non-controlling interests	47.6	44.0	8.1
Cash flow from operating activities	110.1	104.3	5.6
Capital expenditure[4]	24.6	31.0	-20.6
Income taxes	14.6	13.0	12.6
Average number of employees[5]	4,326	4,297	0.7
	30.6.2015	31.12.2014	Change in %
Equity	965.8	952.5	1.4
Equity ratio (in %)	52.2	50.3	-
Net debt	468.0	506.2	-7.5
Total assets	1,850.1	1.892.2	-2.2
Gearing (in %)	48.5	53.1	-
Number of employees (end of period)	4,369	4,208	3.8

Industry Indicators

	H1/2015	H1/2014	Change in %
Passengers (in mill.)	10.5	10.5	-0.8
Thereof transfer passengers (in mill.)	2.8	3.0	-8.4
Flight movements	109,980	112,461	-2.2
MTOW (in mill. tonnes)[6]	4.0	3.9	2.7
Cargo (air cargo and trucking; in tonnes)	130,024	130,795	-0.6
Seat load factor (in %)[7]	71.5	73.1	-

Stock Market Indicators

Market capitalisation (as of 30.6.2015; in € mill.)	1,634
Stock price: high (9.6.2015; in €)	82.60
Stock price: low (9.2.2015; in €)	75.22
Stock price as of 30.6.2015 (in €)	77.82
Stock price as of 31.12.2014 (in €)	76.82

Financial Calender

Third Quarter Results for 2015	17 November 2015

Ticker Symbols

Reuters	VIE.VI
Bloomberg	FLU:AV
Datastream	O:FLU
ISIN	AT0000911805
ÖKB-WKN	091180
ÖTOB	FLU
ADR	VIAAY

Stock Market Listings

Vienna
Frankfurt (Xetra)
London (SEAQ International)
New York (ADR)

Definitions:

1) EBITDA margin (Earnings before Interest, Taxes, Depreciation and Amortisation) = EBITDA / Revenue
2) EBIT margin (Earnings before Interest and Taxes) = EBIT / Revenue
3) ROCE (Return on Capital Employed after Tax) = (EBIT less allocated taxes) / Average capital employed
4) Capital expenditure: intagible assets, property, plant and equipment and prepayments including corrections to invoices from previous years
5) Average number of employees: Weighted average number of employees including apprentices, excluding employees on official non-paying leave (maternity, military, etc.) and the Management Board and managing directors
6) MTOW: Maximum take-off weight for aircraft
7) Seat load factor: Number of passengers / Available number of seats

Content

Dear Shareholders,

We achieved the objectives that we had set ourselves in the first half of 2015. Despite the expected decline in passenger traffic – a slight rise in the second quarter could not quite make up for the very weak first quarter – we succeeded in improving our key revenue and earnings figures. The fall in passenger numbers was mainly due to two factors: a decline in capacity at our home carrier Austrian Airlines, and political crises in Russia and Ukraine, which had negative effects on a number of important destinations. However, productivity gains, cost discipline and increases in revenue – from shopping and gastronomy, for example – more than made up for these negative factors, and our strong cash flow enabled us to pay down more of our debt.

10,456,454 passengers used Vienna Airport in the first half of the year. That represents a slight decline of 0.8 % compared with the same period of the previous year, which was caused by the significant (8.4%) decline in transfer passengers to 2,793,094. The number of local travellers, conversely, rose by 1.8% to 7,611,750.

The conflict between Russia and Ukraine is reflected in performance by destinations: whereas destinations in Western Europe remain stable, with a decline of only 0.6%, the number of passengers heading for Eastern Europe slumped by 10.4%.

Substantial growth was posted by destinations in North America (up 16.3%) and Africa, which – helped by the introduction of a new service to Addis Ababa – soared by as much as 30.2%.

The seat load factor, seat occupancy in other words, was slightly down at 71.5% in the first half (H1/2014: 73.1%). The continuing trend towards larger aircrafts, on long-haul routes especially, had the effect of reducing flight movements by 2.2% to 109,980 – in contrast to the rise of 2.7% in the maximum take-off weight (MTOW). Cargo volumes rose in the second quarter, but not quite by enough to make up for the decline in the first three months: the bottom-line figure was 130,024 tonnes, down by 0.6% year on year.

Despite the slight overall decline in traffic, we succeeded in achieving further increases in the revenue and earnings of the Flughafen Wien Group. Revenue increased by 2.2% to € 311.5 million (H1/2014: € 304.7 million), owing to adjustments to fees and falling transfer incentives, but – and this is particularly encouraging – also to higher revenue from shopping and gastronomy, and the successful move into passenger handling.

This increase in revenue resulted in a proportionately higher increase in earnings. In consequence of a continued decrease in operating expenses, EBITDA rose by 4.9% to € 132.7 million. (H1/2014: € 126.5 million), and EBIT by as much as 8.6% to € 68.6 million (H1/2014: € 63.1 million). Consolidated net profit rose by 8.1% to € 47.6 million (H1/2014: € 44.0 million), equivalent to earnings per share of € 2.27 – as compared with € 2.10 in the same period of the previous year.

The Flughafen Wien Group's balance sheet ratios continued to improve in the first half of 2015. Yet again, net debt has fallen substantially: from € 506.2 million as at 31 December 2014 to € 468.0 million. This increased the equity ratio in the same period by 1.9 percentage points to 52.2%, and reduced gearing by a further 4.6 percentage points to 48.5%. This continued improvement in our financial base also enabled us to increase the dividend for the 2014 financial year from € 1.30 to € 1.65: an increase of approx. a quarter.

In addition to the growth in earnings, we also improved the services we offer our passengers. Besides new routes and increased frequencies, this also means new outlets in the shopping and gastronomy areas, such as Starbucks. The constant efforts we make to bring our passengers better services and more comfort has now also been recognised internationally: in addition to winning the Skytrax Award for the best airport staff in Europe, Vienna Airport has also significantly improved its ranking in the Airport Service Quality Report, which examines well over 100 airports throughout the world. This would be impossible, of course, without the tireless commitment and high-level professionalism of our staff, and we take this opportunity to offer them our sincere thanks.

The Airport City expansion is making good progress. Construction of the new Moxy Hotel will begin early next year, and new facilities like the Fitness Center, the Check-In Car Wash and a medical centre will enhance the Vienna Airport experience.

Project development for the reorganisation and redesign of Terminal 2 is proceeding on schedule.

For the second half of the year, not least on the basis of a very strong July, we expect passenger traffic to continue to improve. We are therefore standing by the guidance that we issued earlier:

The rise in passenger volumes in 2015 is expected to be between 0% and 2%. FWAG's revenue in 2015 should exceed € 645 million, EBITDA should top € 250 million, and consolidated net profit is expected to be more than € 85 million. Capital investment is expected to be substantially below € 95 million. Net debt should decrease further by the end of 2015; we reached our medium-term objective of € 600 million long ago.

Last but not least, we wish to offer you, our shareholders, our sincere thanks. We hope you will continue to place your trust in us.

Schwechat, 11 August 2015

The Management Board

Günther Ofner
Member, CFO

Julian Jäger
Member, COO

Interim Group Management Report

› Slight decline of 0.8% in passenger traffic

A total of 10,456,454 passengers passed through the airport in the first two quarters of 2015. That is equivalent to a decline of 0.8%, due mainly to lower passenger numbers experienced by the largest customers Austrian Airlines and NIKI. The Flughafen Wien Group (FWAG) expects new routes and frequency increases to bring a positive trend in the second half. The situation in the crisis regions (Russia and Ukraine) had a negative effect on passenger traffic.

The main positive drivers in the first half were new routes and increases in frequency on the part of low-cost airlines, especially led by easyJet – but new long-haul routes introduced last summer by Air China and Austrian Airlines (Newark) are also increasing passenger numbers.

Passenger numbers in detail: Vienna Airport handled 7,611,750 local passengers in the first half of 2015 (H1/2014: 7,474,110). That represents an increase of 1.8%. At 2,793,094, the number of transfer passengers was 8.4% below the previous year's level (H1/2014: 3,048,414). Most of this decline can be attributed to the negative trend in passenger traffic to Russia.

At 3,637,242, the number of passengers departing for Western Europe was more or less stable (H1/2014: 3,659,902) – down by a marginal 0.6%. As a result of the political situation in Eastern Europe, the number of passengers travelling to the region fell by 10.4% year on year to 892,174. The extended range of offerings to the Far East attracted 184,729 more passengers (+4.6%), while the Middle East also reported an increase of 2.7% to 263,410. The significant rise in passengers travelling to North America, up 16.3% to 139,896, was mainly due to the new Austrian Airlines service to Newark since summer 2014. Increased traffic to Morocco and the new Ethiopian Airlines service to Addis Ababa since mid-2014 raised the number of passengers travelling to Africa by 30.2% to 84,163.

Average capacity utilisation (seat load factor) on scheduled and charter flights in the first half of 2015 fell from 73.1% to 71.5%.

Austrian Airlines, FWAG's largest customer, flew 7.5% fewer passengers in the first half. Contributory factors included a narrower range of services and reduced demand for flights to destinations in both Eastern and Western Europe. This reduced its share of total passenger traffic at Vienna Airport to 45.4% (H1/2014: 48.7%). NIKI/airberlin posted a small decline of 1.7% in the first half. Its share of total passenger traffic was stable, though, at 16.8% (H1/2014: 16.9%). Lufthansa/Germanwings increased passenger numbers by 1.2% in the first six months of 2015.

The number of flight movements fell by 2.2% in the first six months to 109,980 take-offs and landings (H1/2014: 112,461). The maximum take-off weight (MTOW) rose by 2.7% to 4,014,756 tonnes, mainly because of the use of larger long-haul aircraft (H1/2014: 3,910,328 tonnes). Cargo volume fell by a marginal 0.6% to 130,024 tonnes in the first half of 2015 (H1/2014: 130,795 tonnes).

Positive development in Malta and Košice

The postive trend continued at Malta Airport, in which the Flughafen Wien Group holds about a third of the shares. At almost 2.0 million passengers (up 6.9%) and over 15,400 flight movements, Malta Airport recorded a significant increase in both figures in the first half year. A new record of 4.5 million passengers is expected for the full year. Košice Airport also increased its passenger numbers in the first six months of 2015, by 15.7% to over 140,000 travellers.

› Earnings in the first half of 2015

Revenue rises to € 311.5 million despite the decline in passenger traffic
The Flughafen Wien Group (FWAG) generated revenue of € 311.5 million in the first half of 2015 (H1/2014: € 304.7 million), which represents an increase of 2.2%. Due to the adjustments made to fees and lower incentives (for transfers), landing and passenger-related revenue rose slightly in the first half of 2015 despite the weak traffic figures. However this increase was also accounted for by higher income from shopping and gastronomy and traffic handling (including passenger handling). At € 5.8 million, other operating income was down 22.0% year on year (H1/2014: € 7.5 million) – principally because of lower own work capitalised, which was reduced from € 3.5 million to € 2.0 million on a year-on-year comparison due to the lower investment volume.

Further reduction in operating expenses
The cost of consumables and services used declined in the first half by a significant € 2.5 million (12.8%) to € 17.2 million. Energy-saving measures and lower purchase prices reduced energy expenses by € 0.8 million to € 8.4 million, and reductions were also achieved in the area of fuel and other consumables, bringing expenditure on consumables down by € 0.8 million to € 7.3 million. The cost of services used fell year on year by € 1.0 million to € 1.4 million partly due to the transfer of former temporary employees to the Flughafen Wien Group.

Personnel expenses rose in a year-on-year comparison by € 7.0 million (5.6%), from € 123.3 million to € 130.3 million. This was due, on the one hand, to the wage and salary increases mandated by collective bargaining agreements from May 2014 (plus 2.0%) and additions to provisions, and on the other hand to the slight increase in the average workforce from 4,297 to 4,326 in the first half of 2015. This was due mainly to the transfer of former temporary employees to the subsidiary VAT (Vienna Airport Technik GmbH) and to the increase in passenger handling staff.

In a year-on-year comparison, other operating expenses were reduced by a further € 5.5 million (12.9%) to € 37.2 million in 2015. There was a slight rise of € 0.3 million in maintenance costs (including servicing) to € 10.0 million. Third-party services fell by € 2.1 million to € 5.0 million, mainly because of insourcing. The cost of services delivered by associated companies was virtually unchanged year on year at € 5.7 million (H1/2014: € 5.6 million). Legal, auditing and consulting fees, including the cost of preparing information and expert opinions, were € 0.7 million above the level of the previous year at € 2.1 million. While valuation allowances to receivables of € 0.4 million were reversed in the first half of 2014, in the first six months of 2015 costs of € 0.2 million were incurred for loss of receivables and valuation allowances. Other operating expenses fell, partly owing to the adjustment (partial reversal) of a provision for risks arising from real estate.

EBITDA increased by 4.9% (plus € 6.2 million) to € 132.7 million

The positive revenue trend and lower operating expenses raised EBITDA by 4.9% year on year to € 132.7 million (H1/2014: € 126.5 million). The EBITDA margin increased from 41.5% to 42.6%.

EBIT up by 8.6% (plus € 5.4 million) to € 68.6 million

The new estimate of expected useful lives in the previous year combined with a number of investment projects put into operation lead to a slight increase in scheduled depreciation and amortisation to € 64.2 million in the first half of 2015 (H1/2014: € 63.3 million). The higher operating result raised earnings before interest and taxes (EBIT) by 8.6% to € 68.6 million (H1/2014: € 63.1 million).

Financial result at minus € 6.3 million

The financial result fell by 3.5%, from minus € 6.1 million to minus € 6.3 million. The negative interest result was reduced from minus € 11.4 million in the first half of 2014 to minus € 9.8 million this year, as interest expense was reduced by € 1.0 million by the repayment of financial liabilities with a simultaneous increase of € 0.6 million in interest income. Income from investments also rose slightly to € 0.1 million. The trend in results from investments recorded at equity was positive. Although the result from investments recorded at equity fell from € 5.3 million to € 3.5 million, the previous year included one-off positive effects such as the initial consolidation of GET2 (€ 0.6 million) and the reversal of an impairment loss on the holding in Friedrichshafen Airport, since sold (€ 2.3 million). Adjusted for these two effects, investments accounted for using the equity method rose by € 1.1 million year on year.

Net profit for the period rose by € 3.6 million (plus 8.1%) to € 47.6 million

Earnings before taxes (EBT) amounted to € 62.2 million in the first half of 2015 (H1/2014: € 57.0 million). After the deduction of income taxes totalling € 14.6 million (H1/2014: € 13.0 million), net profit for the period amounted to € 47.6 million. This represents an increase of € 3.6 million or 8.1%.

Net profit attributable to shareholders of the parent company rose by € 3.6 million (8.1%) to € 47.6 million (H1/2014: € 44.0 million). Earnings per share were € 2.27, up from € 2.10 in the previous year. The number of shares outstanding remained unchanged at 21 million.

› Earnings in the second quarter of 2015

The slight rise in passenger numbers in the second quarter of 2015 over the same period of the previous year (+0.6% on Q2/2014), adjustments to fees and passenger handling increased the Flughafen Wien Group's revenues in the second quarter by € 5.6 million (3.4%) to € 170.8 million (Q2/2014: € 165.2 million). Higher rental and concession revenue was also generated. Other operating income was lower than in the same quarter of the previous year at € 2.3 million (Q2/2014: € 3.3 million) because more own work was capitalised in Q2/2014 than in Q2/2015.

The cost of consumables and services used declined by € 0.8 million in Q2/2015 to € 7.6 million, partly owing to the transfer of former temporary employees to companies of the Flughafen Wien Group. Personnel expenses rose by € 4.8 million to € 68.1 million, partly because of wage and salary increases mandated by collective bargaining agreements from May 2014 and 2015, additions to provisions and also in consequence of the increase in the workforce due to insourcing and recruitment for passenger handling. Other operating expenses fell year on year from € 23.6 million to € 18.7 million, principally because of the adjustment (partial reversal) of a provision for risks arising from real estate. This resulted in a rise of € 5.5 million (7.5%) in EBITDA for the second quarter of 2015 to € 78.7 million.

Scheduled depreciation of property, plant and equipment and amortisation of intangible assets totalling € 32.1 million, rose € 1.1 million year on year because of the new estimate of expected useful lives in the previous year and because a number of investment projects were put into operation. The higher EBITDA raised EBIT by € 4.4 million (10.4%) year on year to € 46.7 million.

The financial result in the second quarter of 2015 was minus € 2.7 million, after minus € 1.2 million in the same period of the previous year. Most of this can be attributed to the at equity result, which in the previous year contained the reversal of an impairment loss of € 2.3 million due to the the agreed sale of shares in Flughafen Friedrichshafen GmbH. The interest result improved from minus € 5.7 million to minus € 5.1 million owing to the repayment of financial liabilities. Adjusted for one-off effects in the at equity result, this would represent an improvement in the financial result from minus € 3.4 million to minus € 2.7 million.

At € 43.9 million, earnings before taxes were higher than the figure for the same period of the previous year of € 41.1 million. This also led to a higher tax burden of € 10.4 million for the second quarter of 2015 (Q2/2014: € 9.2 million). The outcome was a 5.3% improvement in the net profit for the second quarter of 2015 to € 33.5 million (Q2/2014: € 31.9 million).

› Financial, asset and capital structure

Further substantial decline in net debt to € 468.0 million

There was a further reduction in net debt as at 30 June 2015 to € 468.0 million, a reduction of € 38.2 million in comparison with the beginning of the year (31 December 2014: € 506.2 million). While the equity ratio rose by 1.9 percentage points to 52.2%, gearing fell from 53.1% on 31 December 2014 to 48.5%.

Cash flow from operating activities at € 110.1 million

Net cash flow from operating activities in the first half of 2015 was € 110.1 million, compared with € 104.3 million in the same period of the previous year. The operating result (EBT plus depreciation and amortisation) improved by € 6.0 million to € 126.4 million. While provisions and liabilities were reduced by € 11.9 million, inventories rose by € 0.3 million. Receivables from operating business activity fell by € 0.4 million in the first half (H1/2014: decrease of € 5.1 million). Other factors were the proportional share of income and dividend payments from companies recorded at equity (plus € 0.4 million), and profits of € 0.3 million from the disposal of non-current assets. After the inclusion of paid income taxes of € 4.5 million, net cash flow from operating activities totalled € 110.1 million.

Net cash flow from investing activities totalled minus € 36.8 million, compared with minus € 30.3 million in the first six months of 2014. Payments of € 41.1 million were made for additions to non-current assets during the reporting period (H1/2014: € 34.6 million). This includes the cash effect of the addition of the winter services and equipment parking garages (acquisition of the property company VIE Logistikzentrum West GmbH & Co KG; formerly Lynxs Logistic Center Cargo West GmbH & Co KG). Payments of € 4.4 million were received on the disposal of non-current assets include the receipt of payments from land sales made in the previous year.

Free cash flow (net cash flow from operating activities minus net cash flow from investing activities) totalled € 73.4 million in H1/2015 (H1/2014: € 74.0 million), also due to higher payments for investments.

Net cash flow from financing activities of minus € 69.9 million (H1/2014: minus € 74.8 million) is attributable partly to repayments of financial liabilities and partly to the dividend pay-out of € 34.7 million (H1/2014: € 27.3 million).

Cash and cash equivalents amounted to € 5.7 million as at 30 June 2015 (31 December 2014: € 2.2 million).

Assets – non-current assets reduced by depreciation and amortisation

The change in non-current assets from € 1,803.4 million as at the end of 2014 to € 1,758.0 million as at 30 June 2015 was on the one hand due to scheduled depreciation and on the other hand due to capital expenditure. Besides investment in intangible assets, property, plant and equipment and investment property totalling € 24.6 million (H1/2014: € 31.0 million), depreciation and amortisation of € 64.2 million (H1/2014: € 63.3 million) was recorded. Land available for sale with a carrying amount of € 4.3 million is now reported under current assets. This led to a reduction in the carrying amount of intangible assets, property, plant and equipment and investment property from € 1,696.9 million to € 1,652.9 million. The carrying amounts of investments accounted for using equity method were brought down by dividend pay-outs from € 102.5 million to € 102.2 million as at 30 June 2015.

Current assets rose by € 3.3 million in comparison with the year-end to € 92.1 million (31 December 2014: € 88.8 million). Most of this increase can be attributed to the "Assets available for sale" item, which includes land with a carrying amount of € 4.3 million. Whereas trade receivables rose to € 38.1 million (31 December 2014: € 36.2 million), receivables due from taxation authorities fell from € 12.1 million to € 7.1 million as at 30 June 2015. The decline of € 1.7 million in other receivables to € 5.9 million resulted partly from the received payment of the purchase prices for land sales (new business location for cargo partner and Makita) in the previous year. Inventories rose by € 0.3 million to € 4.6 million. The market valuation of securities led to a fall of € 0.5 million to € 20.8 million as at 30 June 2015. Cash and cash equivalents rose by € 3.4 million in comparison with the year-end 2014 to € 5.7 million.

Equity and liabilities – equity ratio rises to 52.2%

Since the balance sheet date, 31 December 2014, equity has risen by 1.4% to € 965.8 million (31 December 2014: € 952.5 million). This is due on the one hand to the net profit for the first six months (€ 47.6 million) and the dividend distribution by Flughafen Wien AG (€ 34.7 million), and on the other hand to the change of € 0.4 million in other reserves due to the revaluation of defined benefit plans and the market valuation and disposal of securities. As a result, owing to the positive net profit for the period and to the reducton in total assets, the equity ratio improved to 52.2%, after 50.3% at year-end 2014.

The reduction of € 64.9 million in non-current liabilities to € 607.4 million was partly due to the disposal of a longterm liability of € 5.7 million through the reversal of a finance lease. In addition, non-current financial liabilities of € 55.0 million were reclassified as current financial liabilities on the basis of the repayment profile. Non-current provisions declined, due in part to the partial reversal of a provision for risks arising from real estate.

Current liabilities rose by a total of € 9.4 million to € 276.9 million. While current provisions fell by € 11.8 million to € 49.0 million owing to their intended use, and trade payables fell by € 14.4 million to € 23.4 million, the tax provision rose by € 10.7 million to € 35.5 million in consequence of the improved operating result. Current financial liabilities increased from € 72.1 million to € 91.8 million, because repayments were offset by the reclassifications from non-current financial liabilities. Other current liabilities rose by € 5.2 million in comparison to 31 December 2014 to € 77.2 million owing to ongoing provisioning for the environmental fund, reclassifications due to the maturity profile and accruals.

› Capital expenditure

A total of € 24.6 million was invested in intangible assets, property, plant and equipment and investment property in the first half. The largest additions related to winter services and equipment parking garages (€ 10.7 million), capital expenditure in connection with the third runway (€ 4.0 million), refrigeration machines (€ 1.3 million) and a transformer station (€ 0.8 million).

› Risks of future development

The aviation industry is strongly affected by general political and economic trends at national and international level, which are therefore closely monitored. That said, the overall risk position of the Flughafen Wien Group (FWAG) is stable.

It is encouraging that the economic momentum in much of Europe is picking up again. However it is noted that China, a global growth driver, looses dynamics and growth-rate forecasts for Austria remain at a moderate level. However, on a global view IATA (the International Air Transportation Association) presents a positive outlook for the aviation industry, forecasting the strongest growth rates in passenger and cargo traffic since 2010.

Uncertainties in the geopolitical field persist, in the shape of the crisis between the European Union and Russia. In this connection, FWAG expects the sanctions imposed on Russia to remain in place in the coming months. Owing to its function as a hub for traffic between Eastern and Western Europe, Vienna Airport is affected by the effects of economic and tourism exchange relationships between Russia and the EU that is directly or indirectly associated with these sanctions.

Uncertainties within the European Union relate first and foremost to the future status of Greece in the eurozone. Various scenarios assume that a Greek exit from the eurozone could have negative effects on European air traffic in the short term.

The performance of the home carriers located at Vienna Airport is stable. Having selectively reduced capacities in the first few months of this year, Austrian Airlines has once again significantly increased services in its summer timetable. Positive trends can also be observed in long-haul routes, which are especially important to transfers. Miami, Colombo (Sri Lanka) and Mauritius will be included as new destinations from October, using the vacant fleet formely used for serving Dubai, which will be ceased starting with the winter flight schedule. The proposed renewal of the short and medium-haul fleet by 2017 has been approved, and is scheduled to begin in 2015. A total of 21 Fokker 70 and 100 aircrafts will be replaced by 17 Embraer 195s. Since the new aircraft will be larger, it must be assumed that FWAG will see aircraft movements increase at a lower rate, on average, than passenger numbers. This will limit the growth potential of the ground handling service.

The commercial situation of airberlin, which owns NIKI, remains tense. FWAG believes, however, that the restructuring of NIKI and changes to its range of destinations are broadly complete and that any additional negative effects on Vienna Airport will be slight.

Regarding the other non-network carrier at Vienna Airport, easyJet announced the expansaion of its offerings by five new destinations. From november onwards Eurowings will also start its regular operation from Vienna Airport with an Airbus A320 and a second aircraft is expected to start operations in spring 2016.

The activities of Ryanair and flydubai within the catchment area, at Bratislava Airport continue to be regarded as relevant and remain under close observation.

After the positive first instance ruling regarding the "Parallel runway 11R/29L" (3rd runway) project, a second instance hearing at the Austrian Federal Administrative Court took place at the beginning of January 2015. From today's standpoint, the decision of the Austrian Federal Administrative Court is expected during the course of 2015. It is possible that future proceedings will involve the supreme courts or potentially even the European Court of Justice. Current forecasts for the development of passenger traffic indicate that Vienna Airport will reach its capacity limits after 2020. The parallel runway project is therefore crucial to ensure the availability of sufficient capacity on a timely basis. As soon as a legally binding decision is issued, Flughafen Wien AG will make the decision on the realisation of this project based on the expected development of passenger traffic and updated profitability calculations. If the project is not realised, significant elements of the capitalised project costs would probably have to be written off. The amount of this would be dependent on the extent to which an alternative use could be found.

All asset valuations are based on the assumption that Vienna Airport will maintain its position as an east-west hub.

› Other information

Information on significant transactions with related companies and persons is provided under point 8 of the Notes to the condensed consolidated interim financial statements.

› Outlook: Guidance for 2015 confirmed

The total number of passengers handled in July was up by 6.7% on the same month in the previous year to 2,363,785, while flight movements fell by a marginal 0.6% to 21,240. Maximum take-off weight (MTOW) posted a rise of 5.0% to 796,583 tonnes. At 22,128 tonnes, cargo fell below the total for July 2014 by 1.8%. Passenger traffic accumulated from January to July 2015 rose by 0.5% to 12,820,415 passengers.

After the downward movement in the first quarter, FWAG expects traffic development to improve during the course of 2015, with an increase in passenger traffic of between 0% and 2% for the full year 2015. The planned additions and expansions to the routes offered by airlines flying from Vienna in the 2015 summer timetable, e.g. to destinations in the USA, Italy, Greece, France, Spain, Turkey, Estonia, Moldova, Montenegro and Switzerland, will provide the necessary stimuli.

Against this background, FWAG assesses the business outlook for 2015 to be essentially optimistic: Revenue is expected to increase to more than € 645 million, and the EBITDA target is over € 250 million. Earnings after tax are currently expected to exceed € 85 million. The company's net debt will be further reduced. Lower costs and the cancellation or postponement of projects should bring capital expenditure substantially below the planned € 95 million.

Schwechat, 11 August 2015

The Management Board

Günther Ofner
Member, CFO

Julian Jäger
Member, COO

Segment Reporting

Segments[1] in € million	H1/2015	H1/2014	Change in %
Airport			
External revenue	166.7	163.5	2.0
EBITDA	71.7	68.8	4.2
EBIT	25.0	22.4	11.4
Handling			
External revenue	73.6	72.2	2.1
EBITDA	5.9	8.6	-31.0
EBIT	3.1	5.9	-47.0
Retail & Properties			
External revenue	63.4	61.3	3.4
EBITDA	44.3	39.3	12.8
EBIT	36.3	31.8	14.1
Other Segments			
External revenue	7.7	7.7	0.9
EBITDA	10.7	9.8	10.2
EBIT	4.2	3.1	37.4

1) Information on the reconciliation of segment results is provided on page 32 of the notes

› General information

The subsidiary Vienna Passenger Handling Services GmbH (VPHS), formerly VIE Auslands Projektentwicklung und Beteiligung GmbH (VAPB), provides ground handling services within the meaning of the Act on Airport Ground Handling since 2015. Due to its economic characteristics and comparable products and services, this subsidiary has been allocated to the Handling Segment (up to 2014: Other Segments). The previous year's figures (loss for the period 2014: minus T€ 14) were not adjusted for reasons of immateriality.

The new subsidiary VIE Logistikzentrum West GmbH & Co KG (LZW) is reported in the Airport Segment. The newly-established subsidiary VIE Immobilien Betriebs GmbH (IMB) is reported in the Retail & Properties Segment.

In the first half of 2015, despite fewer flight movements and passengers, the **Airport Segment** increased its revenue due to the rise in MTOW, increased landing and passenger fees, and the decline in transfer passengers (and the associated transfer incentive). This offset the reduction in revenue from security fees due to lower passenger numbers. Personnel expenses rose owing to wage and salary increases mandated by collective bargaining agreements from May 2014, and to the higher average number of employees. The cost of external consumables fell owing to lower consumption and the supply of consumables by the Other Segment. The reduction in other operating expenses also had a positive effect on Segment results. This is almost entirely the result of lower external maintenance costs, as these services are now delivered by other segments. Internal expenses accordingly rose slightly year on year. Overall, the Airport Segment reported an increase in both EBITDA and EBIT.

External revenue in the **Handling Segment** increased in the first half of 2015. Whereas revenue from cargo handling fell because of the shift in the relative proportions of exports and imports and the decline in the volume of imported cargo, revenue from traffic handling rose as the range of services on offer expanded. Increases in the revenue from individual services more than made up for apron-handling revenues due to the decline in movements. The increase in personnel expenses, due partly to the wage and salary increases mandated by collective bargaining agreements and to additions to provisions, had a negative impact on the Segment result, despite a decline in the average number of employees. Due to the central supply of consumables for the fleet by a Group company in the Other Segment, the cost of external consumables fell, but internal operating expenses rose. The Handling Segment's EBITDA and EBIT both fell below the previous year's levels in the first half of 2015, mainly because of higher personnel expenses.

In the first half of 2015, the **Retail & Properties Segment** increased its revenue despite an economic environment that was challenging in several respects and the reduction in passenger numbers. Despite this decline in passenger traffic, revenues from parking, shopping and gastronomy all rose – in the latter two cases supported by the redesign of extensive older shopping and gastronomic areas that was implemented during 2014. Rental income was slightly up on the same period of the previous year. While there was a reduction in the cost of consumables, personnel expenses increased as a result of the wage and salary increases mandated by collective bargaining agreements and the higher average workforce. The decrease in other operating expenses can be attributed to the partial reversal of a provision for risks arising from real estate. Internal operating costs rose slightly, as technical services and consumables were provided centrally by the Other Segment. The overall trend in EBITDA and EBIT was positive.

External revenue in the **Other Segments** remained almost unchanged. At the same time, internal revenue increased owing to the supply of technical services and consumables to other reporting segments. The cost of consumables and services used was reduced by lower energy expenses. Personnel expenses rose owing to the higher average number of employees and to wage and salary increases mandated by collective bargaining agreements from May 2014. Other operating expenses rose as maintenance services for technical and ICT sections are now provided by the Other Segment to the other reporting segments. There were overall increases in both EBITDA and EBIT.

Additional details on business development in the various segments can be found in the Notes starting on page 32ff.

Condensed Consolidated Interim Financial Statements as of 30 June 2015

Consolidated Income Statement

in T€	H1/2015	H1/2014	Change in %	Q2/2015	Q2/2014
Revenue	**311,498.5**	**304,671.0**	**2.2**	**170,780.8**	**165,202.4**
Other operating income	5,844.6	7,497.4	-22.0	2,291.6	3,308.1
Operating income	**317,343.2**	**312,168.5**	**1.7**	**173,072.4**	**168,510.6**
Consumables and services used	-17,175.2	-19,693.0	-12.8	-7,605.5	-8,403.8
Personnel expenses	-130,251.7	-123,298.7	5.6	-68,052.1	-63,223.5
Other operating expenses	-37,205.8	-42,708.8	-12.9	-18,674.2	-23,617.2
Earnings before interest, taxes, depreciation and amortisation (EBITDA)	**132,710.5**	**126,467.9**	**4.9**	**78,740.6**	**73,266.0**
Scheduled depreciation and amortisation	-64,153.2	-63,324.0	1.3	-32,082.4	-31,015.0
Earnings before interest and taxes (EBIT)	**68,557.3**	**63,143.9**	**8.6**	**46,658.2**	**42,251.0**
Income from investments, excluding companies recorded at equity	140.0	70.0	100.0	140.0	70.0
Interest income	1,347.8	739.6	82.2	364.2	365.8
Interest expense	-11,170.4	-12,178.0	-8.3	-5,432.1	-6,038.0
Other financial result	-119.6	0.0	n.a.	-119.6	0.0
Financial result excluding companies recorded at equity	-9,802.2	-11,368.5	-13.8	-5,047.5	-5,602.2
Result from companies accounted for used the equity method	3,472.2	5,250.3	-33.9	2,317.9	4,418.2
Financial result	**-6,330.1**	**-6,118.2**	**3.5**	**-2,729.5**	**-1,184.0**
Earnings before taxes (EBT)	**62,227.3**	**57,025.7**	**9.1**	**43,928.6**	**41,067.1**
Income taxes	-14,643.8	-13,000.4	12.6	-10,395.0	-9,214.6
Net profit for the period	**47,583.5**	**44,025.3**	**8.1**	**33,533.7**	**31,852.4**
Thereof attributable to:					
Equity holders of the parent	**47,584.7**	**44,027.3**	**8.1**	**33,534.2**	**31,852.4**
Non-controlling interests	-1.2	-1.9	-36.6	-0.6	0.0
Earnings per share (in €, basic = diluted)	2.27	2.10	8.1	1.60	1.52

Consolidated Statement of Comprehensive Income

in T€	H1/2015	H1/2014	Change in %	Q2/2015	Q2/2014
Net profit for the period	**47,583.5**	**44,025.3**	**8.1**	**33,533.7**	**31,852.4**
Other comprehensive income from items that may not be reclassified to the consolidated income statement in future periods					
Revaluations from defined benefit plans	1,100.8	984.1	11.9	75.0	-553.5
Thereof deferred taxes	-275.2	-246.0	11.9	-18.8	138.4
Other comprehensive income from items that may be reclassified to the consolidated income statement in future periods					
Change in fair value of securities available-for-sale	-623.8	1,606.5	-138.8	-387.0	1,606.5
Thereof changes not recognised through profit or loss	-475.9	1,606.5	-129.6	-239.1	1,606.5
Thereof realised earnings	-147.9	0.0	n.a.	-147.9	0.0
Thereof deferred taxes	156.0	-401.6	-138.8	96.8	-401.6
Other comprehensive income	**357.7**	**1,943.0**	**-81.6**	**-234.0**	**789.8**
Total comprehensive income	**47,941.2**	**45,968.3**	**4.3**	**33,299.7**	**32,642.2**
Thereof attributable to:					
Equity holders of the parent	**47,942.4**	**45,970.2**	**4.3**	**33,300.2**	**32,642.2**
Non-controlling interests	-1.2	-1.9	-36.6	-0.6	0.0

Consolidated Balance Sheet

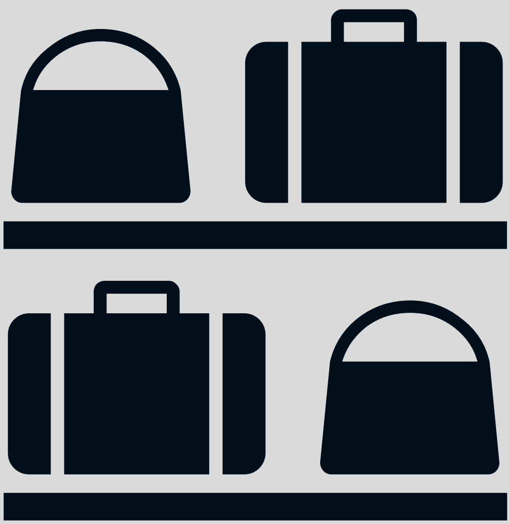
in T€	30.6.2015	31.12.2014	Change in %
ASSETS			
Non-current assets			
Intangible assets	9,413.5	10,903.0	-13.7
Property, plant and equipment	1,525,420.4	1,561,171.6	-2.3
Investment property	118,104.0	124,866.6	-5.4
Investments accounted for using equity method	102,170.2	102,520.4	-0.3
Other financial assets	2,856.5	3,957.5	-27.8
	1,757,964.6	**1,803,419.0**	**-2.5**
Current assets			
Inventories	4,554.3	4,293.9	6.1
Securities	20,789.2	21,292.2	-2.4
Assets available for sale	4,307.9	0.0	n.a.
Receivables and other assets	56,806.2	60,975.8	-6.8
Cash and cash equivalents	5,674.4	2,242.1	153.1
	92,132.1	**88,804.0**	**3.7**
Total assets	**1,850,096.6**	**1,892,223.0**	**-2.2**
LIABILITIES			
Equity			
Share capital	152,670.0	152,670.0	0.0
Capital reserves	117,657.3	117,657.3	0.0
Other reserves	-17,739.9	-18,097.6	-2.0
Retained earnings	713,144.1	700,209.4	1.8
Attributable to equity holders of the parent	965,731.5	952,439.1	1.4
Non-controlling interests	108.7	110.0	-1.1
	965,840.2	**952,549.0**	**1.4**
Non-current liabilities			
Provisions	160,919.7	163,844.6	-1.8
Financial liabilities	402,721.3	457,721.3	-12.0
Other liabilities	23,082.8	29,612.5	-22.1
Deferred tax liabilities	20,634.7	21,033.9	-1.9
	607,358.4	**672,212.2**	**-9.6**
Current liabilities			
Provisions for taxation	35,492.0	24,790.1	43.2
Other provisions	49,045.7	60,850.9	-19.4
Financial liabilities	91,786.1	72,055.1	27.4
Trade payables	23,392.0	37,793.6	-38.1
Other liabilities	77,182.0	71,971.9	7.2
	276,898.0	**267,461.7**	**3.5**
Total equity and liabilities	**1,850,096.6**	**1,892,223.0**	**-2.2**

Consolidated Cash Flow Statement

	in T€	H1/2015	H1/2014	Change in %
	Net cash flow from operating activities	**110,102.2**	**104,300.2**	**5.6**
+	Payments received on the disposal of non-current assets	4,378.1	4,330.4	1.1
–	Payments made for the purchase of non-current assets	-41,129.0	-34,612.6	18.8
+	Payments received in connection with non-refundable government grants	0.0	12.6	-100.0
	Net cash flow from investing activities	**-36,750.9**	**-30,269.5**	**21.4**
–	Dividend pay-out	-34,650.0	-27,300.0	26.9
+	Payments received from the addition of financial liabilities	231.0	33,618.6	-99.3
–	Payments made for the repayment of financial liabilities	-35,500.0	-81,142.9	-56.2
	Net cash flow from financing activities	**-69,919.0**	**-74,824.3**	**-6.6**
	Change in cash and cash equivalents	**3,432.3**	**-793.7**	**n.a.**
+	Cash and cash equivalents at the beginning of the period	2,242.1	3,923.3	-42.9
	Cash and cash equivalents at the end of the period	**5,674.4**	**3,129.6**	**81.3**

Consolidated Statement of Changes in Equity

in T€	Share capital	Capital reserves	Total other reserves	Retained earnings	Total	Non-controlling interests	Total
	Attributable to equity holders of the parent						
Balance on 1.1.2014	**152,670.0**	**117,657.3**	**-10,075.9**	**645,027.9**	**905,279.3**	**641.9**	**905,921.3**
Market valuation of securities			1,204.9		1,204.9		1,204.9
Revaluations from defined benefit plans			738.1		738.1		738.1
Other comprehensive income	0.0	0.0	1,943.0	0.0	1,943.0	0.0	1,943.0
Net profit for the period				44,027.3	44,027.3	-1.9	44,025.3
Total comprehensive income	**0.0**	**0.0**	**1,943.0**	**44,027.3**	**45,970.2**	**-1.9**	**45,968.3**
Dividend pay-out				-27,300.0	-27,300.0		-27,300.0
Balance on 30.6.2014	**152,670.0**	**117,657.3**	**-8,132.9**	**661,755.1**	**923,949.6**	**640.0**	**924,589.6**
Balance on 1.1.2015	**152,670.0**	**117,657.3**	**-18,097.6**	**700,209.4**	**952,439.1**	**110.0**	**952,549.0**
Market valuation of securities			-467.9		-467.9		-467.9
Revaluations from defined benefit plans			825.6		825.6		825.6
Other comprehensive income	0.0	0.0	357.7	0.0	357.7	0.0	357.7
Net profit for the period				47,584.7	47,584.7	-1.2	47,583.5
Total comprehensive income	**0.0**	**0.0**	**357.7**	**47,584.7**	**47,942.4**	**-1.2**	**47,941.2**
Dividend pay-out				-34,650.0	-34,650.0		-34,650.0
Balance on 30.6.2015	**152,670.0**	**117,657.3**	**-17,739.9**	**713,144.1**	**965,731.5**	**108.7**	**965,840.2**



Selected Notes

› (1) Basis of preparation

The condensed consolidated interim financial statements of Flughafen Wien AG as of 30 June 2015 were prepared in accordance with IAS 34, as adopted by the European Union (EU).

In agreement with IAS 34 (Interim Financial Reporting), the condensed consolidated interim financial statements do not include all information and disclosures that are required for annual financial statements, and should therefore be read in connection with the consolidated financial statements of Flughafen Wien AG as of 31 December 2014.

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

› (2) Significant accounting policies and valuation methods

The accounting and valuation policies and the calculation methods applied in preparing the annual financial statements for 2014 were also used to prepare the condensed consolidated interim financial statements, with the exception of the new standards that are applicable to the current reporting period. Additional information on these accounting and valuation policies as well as the new standards that require mandatory application as of 1 January 2015 is provided in the consolidated financial statements as of 31 December 2014, which form the basis for these condensed consolidated interim financial statements.

The following new and revised standards were applied for the first time in 2015:

- IFRIC 21: "Levies"
- Improvements to individual IFRS (Improvement Project 2011-2013)

The application of the new standards did not have any effects on the condensed consolidated interim financial statements.

The use of automatic data processing equipment may lead to rounding differences in the addition of rounded amounts and percentage rates.

› (3) Consolidation range

With the purchase contract dated 26 March 2015 (closing: 31 March 2015) the VIE Logistikzentrum West GmbH & Co KG company (formerly Lynxs Logistic Center Cargo West GmbH & Co KG) was acquired by VIE Liegenschaftsbeteiligungsgesellschaft m.b.H. and Flughafen Wien Immobilienverwertungsgesellschaft m.b.H. The group thus holds 100% of the equity of this company. The limited partnership (Kommandit-gesellschaft) was included in the consolidation range of the Flughafen Wien Group on 31 March 2015. The acquisition of the property company VIE Logistikzentrum West GmbH & Co KG does not constitute a business operation within the meaning of IFRS 3. The Flughafen Wien Group has therefore accounted for the transaction as an asset acquisition. The assets of VIE Logistikzentrum West GmbH & Co KG have been allocated to the Airport Segment.

By a deed of formation dated 16 June 2015, the VIE Immobilien Betriebs GmbH company was established by VIE Liegenschaftsbeteiligungsgesellschaft m.b.H. and incorporated in the Group's consolidation range. The new subsidiary VIE Immobilien Betriebs GmbH is allocated to the Retail & Properties Segment.

These condensed consolidated interim financial statements include Flughafen Wien AG as well as 16 domestic (31 December 2014: 14) and seven foreign subsidiaries (31 December 2014: 7), over which Flughafen Wien AG exercises control. In addition, three domestic companies (31 December 2014: 3) and three foreign companies (31 December 2014: 3) were valued using the equity method.

Three (31 December 2014: 3) subsidiaries were not included in the condensed consolidated interim financial statements because they are of immaterial for the provision of a true and fair view of the asset, financial and earnings position of the Flughafen Wien Group.

› (4) Information on operating segments (IFRS 8)

IFRS 8 requires segment reporting to reflect the Group's internal reporting structure. The operating segments of the Flughafen Wien Group include the business units of Flughafen Wien AG that form the basis for the company's organisation, as well as various subsidiaries and holdings in companies recorded at equity. These operating segments are aggregated into the following reporting segments: Airport, Handling, Retail & Properties and Other Segments. The management of the Flughafen Wien Group is based on reporting that covers profit and loss, capital expenditure and employee-related data for the individual business units of Flughafen Wien AG as well as revenue, EBITDA, EBIT, planned investments and employee-related data for the individual subsidiaries.

The Vienna Passenger Handling Services GmbH (VPHS) subsidiary, formerly VIE Auslands Projektentwicklung und Beteiligung GmbH (VAPB), has provided ground handling services within the meaning of the Act on Airport Ground Handling since 2015. Due to its economic characteristics and comparable products and services, this subsidiary has been allocated to the Handling Segment (up to 2014: Other Segments). The previous year's amounts (loss for the period 2014: minus T€ 14) were not adjusted for reasons of immateriality.

The new subsidiary VIE Logistikzentrum West GmbH & Co KG (LZW) is shown in the Airport Segment. The newly-established subsidiary VIE Immobilien Betriebs GmbH (IMB) is reported in the Retail & Properties Segment.

Segment revenues and Segment results 2015 and 2014

H1/2015 in T€	Airport	Handling	Retail & Properties	Other Segments	Group
External segment revenue	166,741.6	73,648.3	63,370.3	7,738.4	311,498.5
Internal segment revenue	17,508.6	35,697.2	10,268.7	51,156.3	
Segment revenue	**184,250.2**	**109,345.5**	**73,639.0**	**58,894.7**	

Segment EBITDA	**71,733.8**	**5,932.0**	**44,301.2**	**10,743.4**	**132,710.5**
Segment EBITDA margin (in %)	38.9	5.4	60.2	18.2	

Segment EBIT	**24,964.0**	**3,117.1**	**36,250.2**	**4,226.1**	**68,557.3**
Segment EBIT margin (in %)	13.5	2.9	49.2	7.2	

H1/2014 in T€	Airport	Handling	Retail & Properties	Other Segments	Group
External segment revenue	163,523.1	72,166.1	61,314.9	7,666.8	304,671.0
Internal segment revenue	16,809.1	36,469.0	10,558.0	45,935.3	
Segment revenue	**180,332.2**	**108,635.1**	**71,873.0**	**53,602.1**	

Segment EBITDA	**68,847.0**	**8,597.8**	**39,270.9**	**9,752.2**	**126,467.9**
Segment EBITDA margin (in %)	38.2	7.9	54.6	18.2	

Segment EBIT	**22,409.6**	**5,883.6**	**31,775.4**	**3,075.3**	**63,143.9**
Segment EBIT margin (in %)	12.4	5.4	44.2	5.7	

Items such as the financial results and tax expense per operating segment are not provided in the segment reporting because only items up to EBIT are included in internal reporting, while these other items are monitored centrally. A special reconciliation to EBT is not presented. The income from companies accounted for at equity is shown in Other Segments. The remaining financial result is not allocated, partly due to the fact that debt is not allocated to segments. The debt of the Flughafen Wien Group is centrally monitored at a higher level.

› (4.1) Airport Segment

The Airport Segment covers the operation and maintenance of aircraft movement areas, the terminals and the airside infrastructure as well as all equipment and facilities used for passenger and baggage handling. The responsibilities of this segment also include assisting existing airline customers and acquiring new carriers, the operation of the lounges, the rental of facilities to airlines, airport operations, the fire department, medical services, access controls and winter services.

Competitive fees
As of 1 January 2015, the fees at Vienna Airport were adjusted as follows based on the index formula defined by the Austrian Airport Fee Act ("Flughafenentgeltegesetz", FEG):

› Landing fee, infrastructure fee airside, parking fee:	+ 1.68 %
› Passenger fee, infrastructure fee landside, security fee:	+ 0.69 %
› Infrastructure fee fuelling:	+ 1.68 %

The PRM fee (passengers with reduced mobility) was increased from € 0.34 to € 0.38 per departing passenger.

Increase in revenue of 2.0% in the Airport Segment, despite drop in passenger traffic
External revenue in the Airport Segment increased from € 163.5 million to € 166.7 million in the first six months of 2015. The reason for this increase was passenger fees, which in consequence of the increase in fees from the beginning of the year and the decrease in transfer passengers (and the associated transfer incentive), rose from € 71.2 million to € 72.4 million. Despite a small decline in movements, the increase in MTOW and the index-based increase in the landing fee increased the revenues of landing fees (including parking and hangar charges) by € 0.7 million to € 29.8 million (H1/2014: € 29.1 million). Revenue from rentals of GAC and hangars and passenger lounges was also up, by € 0.6 million and € 0.4 million respectively. Revenue from security fees, conversely, was reduced in line with the decline in passengers by € 0.3 million to € 40.2 million. Internal revenue was up by € 0.7 million year on year to € 17.5 million.

The cost of external consumables decreased by € 0.9 million to € 1.3 million owing to lower consumption and because consumables are increasingly provided by the Other Segments. As a result of the wage and salary increases mandated by collective bargaining from May 2014 (plus 2.0%), and of the slightly larger average workforce of 496 (H1/2014: 492 employees), personnel expenses rose by € 0.8 million to € 20.3 million (H1/2014: € 19.5 million).

Other operating expenses fell by € 3.2 million year on year to € 19.8 million – almost entirely as a result of lower external maintenance costs, as these services are now delivered by the Other Segments. Internal operating costs accordingly rose in the first half of 2015 from € 69.2 million to € 73.1 million.

EBITDA up 4.2% to € 71.7 million

In the Airport Segment, EBITDA improved by € 2.9 million to € 71.7 million. Taking account of slightly higher depreciation and amortisation of € 46.8 million (H1/2014: € 46.4 million), a Segment EBIT of € 25.0 million was achieved – up from € 22.4 million in the same period of the previous year. The EBITDA margin rose from 38.2% to 38.9%, while the EBIT margin improved from 12.4% to 13.5%.

› (4.2) Handling Segment

As a ground and cargo handling agent, the Handling Segment provides services for aircraft and passenger handling in scheduled, charter and general aviation traffic. General aviation covers civil aviation, with the exception of scheduled and charter flights. It includes private as well as commercial flights by operators such as business aviation companies, private persons, corporate jets and air rescue operators. In addition to general aviation, the services provided by Vienna Aircraft Handling Gesellschaft m.b.H. (VAH) include the operation of the VIP & Business Center at Vienna Airport. The Handling Segment is also responsible for security controls, which are provided by the subsidiary Vienna International Airport Security Services Ges.m.b.H. (VIAS). The subsidiary Vienna Passenger Handling Services GmbH (VPHS), has been providing ground handling services within the meaning of the Act on Airport Ground Handling since 2015.

Revenue in the Handling Segment up by € 1.5 million to € 73.6 million
External revenue in the Handling Segment rose by € 1.5 million in the first half of 2015 to € 73.6 million (H1/2014: € 72.2 million). While revenue from cargo handling fell by € 1.0 million to € 13.6 million because of the shift in the relative proportions of exports and imports and the decline in the volume of imported cargo, the inclusion of passenger handling increased revenue from traffic handling by € 2.0 million to € 6.2 million. Apron handling was affected by a decline in aircraft movements. There were increases in individual services, conversely, resulting in an overall improvement in revenue from apron-handling from € 47.9 million to € 48.2 million. The subsidiary VIAS generated an increase of € 0.4 million in revenue to € 1.8 million from security services. The General Aviation area, including the operation of the VIP & Business Center (including other segment revenue), generated revenue of € 3.9 million in the first six months of 2015 (H1/2014: € 4.2 million). Internal revenue fell by € 0.8 million to € 35.7 million, principally in the area of security services.

The cost of consumables decreased by € 0.8 million to € 3.2 million, mainly because consumables for the fleet were provided centrally by a Group company in the Other Segment. Personnel expenses increased by € 3.2 million to € 82.4 million, mainly in consequence of wage and salary increases mandated by collective bargaining agreements from May 2014 (plus 2.0%) and additions to provisions. The workforce averaged 3,087 (H1/2014: 3,133). Other operating expenses fell by a marginal € 0.1 million to € 2.2 million (H1/2014: € 2.3 million). Internal operating costs rose from € 15.0 million to € 16.2 million, partly due to the supply of technical services and consumables by the Other Segment.

EBITDA down to € 5.9 million
EBITDA in the Handling Segment fell from € 8.6 million to € 5.9 million in the first six months of 2015, mainly because of higher personnel expenses. After depreciation and amortisation of € 2.8 million (H1/2014: € 2.7 million), EBIT of € 3.1 million was generated, in comparison with € 5.9 million in the same period of the previous year. The EBITDA and EBIT margins fell year on year by 2.5 percentage points to 5.4% and by 2.6 percentage points to 2.9% respectively.

› (4.3) Retail & Properties Segment

The Retail & Properties Segment covers shopping, gastronomy and car parking, as well as the development and marketing of real estate and advertising space.

Significant revenue increase of € 2.1 million in the Retail & Properties Segment to € 63.4 million

External revenue in the Retail & Properties Segment posted a substantial rise of € 2.1 million in the first half of 2015 to € 63.4 million. This was mainly because of the positive development of revenue from shopping and gastronomy, which rose from € 19.9 million to € 21.5 million, and increased car-parking revenue of € 21.7 million (H1/2014: € 21.4 million). Revenue from real estate and other rentals rose by € 0.2 million to € 20.2 million. Reduced internal revenue from rentals, conversely, cut internal revenue by € 0.3 million to € 10.3 million (H1/2014: € 10.6 million).

The cost of consumables fell to € 0.4 million (H1/2014: € 0.7 million). In the first half of 2015, in line with the increase in the average workforce from 80 to 88, personnel expenses rose by € 0.4 million to € 4.0 million. The decline in other operating expenses from € 9.1 million to € 4.9 million was mainly due to the partial reversal of a provision for risks arising from real estate. Internal operating expenses rose by € 0.5 million to € 21.2 million, as technical services and consumables were provided centrally by the Other Segment.

EBITDA up € 5.0 million to € 44.3 million

An increase in revenue and a reduction in operating expenses also increased EBITDA in the Retail & Properties Segment in the first six months from € 39.3 million to € 44.3 million. Depreciation and amortisation in the segment was up on the same period of the previous year at € 8.1 million (H1/2014: € 7.5 million) and this can be partly attributed to the new estimate of expected useful lives and to ongoing capital expenditure. EBIT also rose, by € 4.5 million to € 36.3 million. The EBITDA margin was 60.2% (H1/2014: 54.6%) and the EBIT margin was 49.2% (H1/2014: 44.2%).

› (4.4) Other Segments

The segment entitled "Other Segments" provides a wide range of services, both for other operating segments and for external customers. Included here are technical services and repairs, energy supply and waste disposal, telecommunications and information technology, electromechanical and building services, the construction and maintenance of infrastructure facilities, construction management and consulting. This segment also includes the subsidiaries (and the services provided for these subsidiaries) that hold shares in associated companies and joint ventures and have no other operating activities.

External revenue for the Other Segments in the first half of 2015 was at the same level as the previous year, € 7.7 million (H1/2014: € 7.7 million). Internal revenue rose by € 5.2 million year on year to € 51.2 million, partly because of the supply of technical services and consumables to the other reporting segments. Other internal and external revenue declined year on year by € 1.1 million to € 2.0 million, mainly due to lower own work capitalised.

The cost of consumables and services used fell by € 0.5 million to € 12.3 million owing to lower energy expenses. Personnel expenses rose by € 2.5 million to € 23.6 million in consequence of the increase in the workforce (an average of 655 employees, up from 592) and to wage and salary increases mandated by collective bargaining agreements from May 2014 (plus 2.0%). Other operating expenses rose by € 2.0 million to € 10.2 million, as maintenance services for technical and ICT (information and communication technology) sections are now provided by the Other Segments to the other operational Segments. Depreciation and amortisation fell by a marginal € 0.2 million to € 6.5 million. Internal operating expenses fell year on year from € 4.9 million to € 4.1 million.

In total, the segment Other Segments increased EBITDA to € 10.7 million (H1/2014: € 9.8 million) and EBIT to € 4.2 million (H1/2014: € 3.1 million).

Segment assets

› Reconciliation of Segment Assets to Group Assets

Amounts in T€	30.6.2015	31.12.2014
Assets by segment		
Airport	1,340,280.3	1,367,663.5
Handling	33,310.1	33,601.6
Retail & Properties	275,136.7	276,193.4
Other Segments	153,959.0	163,412.9
Total assets in reportable segments	**1,802,686.1**	**1,840,871.5**
Assets not allocated to a specific segment		
Other financial assets	2,754.4	3,855.4
Current securities	20,789.2	21,292.2
Receivables due from taxation authorities	7,066.0	12,063.5
Other receivables and assets	5,914.5	7,572.1
Prepaid expenses and deferred charges	5,212.0	4,326.1
Cash and cash equivalents	5,674.4	2,242.1
Total assets not allocated to a specific segment	**47,410.5**	**51,351.5**
Group assets	**1,850,096.6**	**1,892,223.0**

› (5) Supplementary notes to the condensed consolidated interim financial statements

Balance sheet

As at 30 June 2015, land with a carrying amount of T€ 4,307.9 is reported in the item "Assets available for sale" pursuant to IFRS 5, as this land is expected to be sold within the next year. The reporting of these assets in accordance with IFRS 5 did not as at 30 June 2015 lead to the recognition of gains or losses. This land is allocated to the Retail & Properties Segment.

Income statement

In the first half of 2015, scheduled depreciation and amortisation of € 64.2 million (H1/2014: € 63.3 million) was recorded.

Amounts in T€	H1/2015	H1/2014
Scheduled amortisation of intangible assets	2,107.2	2,034.0
Scheduled depreciation of property, plant and equipment	62,046.0	61,290.0
Total depreciation and amortisation	**64,153.2**	**63,324.0**

Income taxes for the interim reporting period represent a 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€	H1/2015	H1/2014
Current tax expense	15,162.2	13,844.8
Change in deferred taxes	-518.4	-844.4
Total taxes	**14,643.8**	**13,000.4**

› (6) Seasonality of the airport business

Business in the aviation industry is influenced by two different seasonal factors. The first factor is related to revenue, which is generally below average in the first and fourth quarters and above average in the second and third quarters. This pattern is a consequence of the increased passenger traffic during the summer months (vacation season) in Europe. The second factor involves fluctuations in maintenance and repair expenses. Work of this type is generally performed during the autumn and winter, which has a higher negative effect on earnings at year-end.

› (7) Other obligations and commitments

As at 30 June 2015, obligations for the purchase of intangible assets amounted to € 0.2 million (31 December 2014: € 0.5 million) and obligations for the purchase of property, plant and equipment to € 30.3 million (31 December 2014: € 8.2 million).

There have been no material changes in commitments or other financial obligations since the last balance sheet date.

› (8) Related parties

The circle of related parties (legal entities and persons) remained generally unchanged compared with the last consolidated financial statements. Business relations with related parties did not change significantly in comparison with the comparable period of the previous year and are conducted at ordinary market conditions.

› (9) Information on carrying amounts and fair values (financial instruments)

The following tables show the carrying amounts, fair values and valuations of financial assets and liabilities broken down by valuation category as at 30 June 2015 and 31 December 2014. The information on the fair value of financial assets and liabilities that are not recognised at fair value is for information purposes only. Because the balance sheet items "Receivables and other assets" and "Other liabilities" contain both financial instruments and non-financial assets/non-financial liabilities, the line "non-financial instrument" has also been included to clarify the reconciliation of the carrying amount to the corresponding item in the balance sheet.

All assets and liabilities for which the fair value has been calculated or shown in the financial statements are classified in the levels of the fair value hierarchy, based on the lowest level input parameter that is significant in calculating the fair value.

Management assumes that unless there is separate information on fair values, the carrying amounts of the financial assets and financial liabilities stated at cost generally reflect fair value.

The fair value of the available-for-sale (AfS) securities is based on rights from life insurance policies and calculated using the capitalisation value of these policies. The capitalisation value equals the coverage capital and the profit participation of the respective policy (Level 2).

The fair value of the available-for-sale (AfS) debt instruments (securities) was calculated based on a price determined from credit spread and interest rate risk (Level 2).

The fair values of financial liabilities due to financial institutions (bank loans) and other financial liabilities (above all leasing liabilities) are generally determined using the present value of the payments for these obligations in accordance with the yield curve applicable to the respective remaining terms and a credit spread appropriate for Flughafen Wien (Level 2).

Detailed information regarding the fair value hierarchy and the carrying amounts of financial assets and liabilities can be found in the Notes to the 2014 consolidated financial statements.

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

› ASSETS

Amounts in T€	Valuation category	Carrying amounts: Non-current assets: Other financial assets	Current assets: Securities	Current assets: Receivables and other assets
30 June 2015				
Financial assets carried at fair value				
Rights	AfS	1,498.1		
Debt instruments (securities)	AfS		20,789.2	
Financial assets not carried at fair value				
Trade receivables*	LaR			38,105.4
Receivables due from associated companies	LaR			508.4
Other receivables**	LaR			5,860.5
Originated loans	LaR	609.3		
Equity instruments***	AfS	632.7		
Investments in other companies***	AfS	116.3		
Cash and cash equivalents	Cash reserve			
Non-financial instruments				
Other receivables and accruals	n. a.			12,332.0
Total		**2,856.5**	**20,789.2**	**56,806.2**
31 December 2014				
Financial assets carried at fair value				
Rights	AfS	2,605.8		
Debt instruments (securities)	AfS		21,292.2	
Financial assets not carried at fair value				
Trade receivables*	LaR			36,187.5
Receivables due from associated companies	LaR			826.5
Other receivables**	LaR			7,541.8
Originated loans	LaR	612.7		
Equity instruments***	AfS	632.7		
Investments in other companies***	AfS	106.3		
Cash and cash equivalents	Cash reserve			
Non-financial instruments				
Other receivables and accruals	n. a.			16,420.0
Total		**3,957.5**	**21,292.2**	**60,975.8**

* Less valuation allowances including receivables due from non-consolidated subsidiaries
** Less valuation allowances
*** Due to immateriality (and lack of a quoted price), information on this has been omitted.

		Fair value				
Cash and cash equivalents	Total	Level 1	Level 2	Level 3	Total	Valuation approach as per IAS 39
	1,498.1		1,498.1		1,498.1	Fair value not recognised in profit or loss
	20,789.2		20,789.2		20,789.2	Fair value not recognised in profit or loss
	38,105.4					Amortised cost
	508.4					Amortised cost
	5,860.5					Amortised cost
	609.3					Amortised cost
	632.7					Cost
	116.3					Cost
5,674.4	5,674.4					Nominal value = fair value
	12,332.0					
5,674.4	86,126.4					
	2,605.8		2,605.8		2,605.8	Fair value not recognised in profit or loss
	21,292.2		21,292.2		21,292.2	Fair value not recognised in profit or loss
	36,187.5					Amortised cost
	826.5					Amortised cost
	7,541.8					Amortised cost
	612.7					Amortised cost
	632.7					Cost
	106.3					Cost
2,242.1	2,242.1					Nominal value = fair value
	16,420.0					
2,242.1	88,467.6					

Abbreviations
LaR – Loans and Receivables
AfS – Available-for-Sale financial instruments

› LIABILITIES

Amounts in T€	Valuation category	Carrying amounts: Non-current liabilities – Financial liabilities	Carrying amounts: Non-current liabilities – Other liabilities	Carrying amounts: Other liabilities – Financial liabilities	Carrying amounts: Other liabilities – Trade payables
30 June 2015					
Financial liabilities recognised at fair value					
Financial liabilites not recognised at fair value					
Trade payables	FLAC				23,392.0
Financial liabilities	FLAC	402,721.3		91,786.1	
Lease liabilities	FLAC		34.8		
Other liabilities	FLAC				
Non-financial liabilities					
Other liabilities and accruals	n. a.		23,047.9		
Total		**402,721.3**	**23,082.8**	**91,786.1**	**23,392.0**
31 December 2014					
Financial liabilities recognised at fair value					
Financial liabilites not recognised at fair value					
Trade payables	FLAC				37,793.6
Financial liabilities	FLAC	457,721.3		72,055.1	
Lease liabilities	FLAC		5,779.8		
Other liabilities	FLAC				
Non-financial liabilities					
Other liabilities and accruals	n. a.		23,832.7		
Total		**457,721.3**	**29,612.5**	**72,055.1**	**37,793.6**

Other liabilities	Total	Level 1	Level 2	Level 3	Total	Valuation approach as per IAS 39
		Fair value				
	23,392.0					Amortised cost
	494,507.4		512,033.2		512,033.2	Amortised cost
24.0	58.8		58.8		58.8	Amortised cost
63,612.9	63,612.9					Amortised cost
13,545.1	36,593.1					
77,182.0	618,164.2					
	37,793.6					Amortised cost
	529,776.4		559,821.4		559,821.4	Amortised cost
873.3	6,653.2		7,760.8		7,760.8	Amortised cost
60,048.0	60,048.0					Amortised cost
11,050.6	34,883.3					
71,971.9	669,154.4					

Abbreviations
FLAC – Financial Liabilities Measured at Amortised Cost

› (10) Events after the end of the reporting period

Other events after the end of the interim reporting period that are of material importance for recognition and measurement as at 30 June 2015, such as outstanding legal proceedings or claims for damages, as well as other obligations and impending losses which must be recognised or disclosed in accordance with IAS 10, are included in these interim financial statements or are not known.

Schwechat, 11 August 2015

The Management Board

Günther Ofner
Member, CFO

Julian Jäger
Member, COO

Statement by the Members of the Management Board

in accordance with § 87 (1) of the Austrian Stock Exchange Act

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 assets, liabilities, financial position and profit of the Group and that the Group interim 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, 11 August 2015

The Management Board

Günther Ofner
Member, CFO

Julian Jäger
Member, COO

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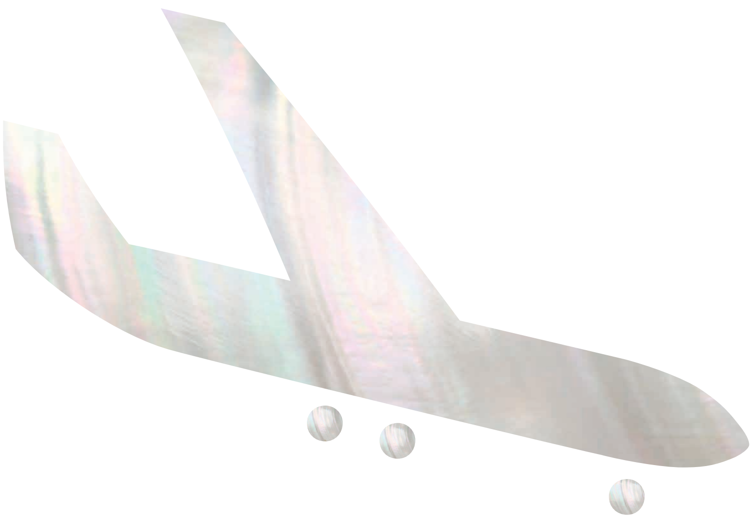
Disclaimer: This quarterly report contains assumptions and forecasts, which are based on information available up to the copy deadline on 11 August 2015. If the premises for these forecasts do not occur or risks indicated in the risk report arise, actual results may vary from these estimates. Although the greatest caution was exercised in preparing data, all information related to the future is provided without guarantee. The quarterly report 2/2015 of Flughafen Wien AG is also available on our homepage http://www.viennaairport.com/en/company/investor_relations under the menu point "Publications and reports".



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